

WEATHER FORECAST.

MARITIME PROVINCES. East'ly Winds; Unsettled and Cool With Local Rains. Temperature at 3 A. M. 42 Degrees Above Zero.

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TWELVE PAGES

MEASURE ADDITIONAL DETAILS OF TERRIBLE CATASTROPHE FURTHER FROM CARPATHIA

Dauntless Men Did Heroic Deeds in Vain

(New York Herald.)

CAPTAIN ON BRIDGE WHEN SHE STRUCK. While the greatest of all ships was driving steadily westward in the night toward a country that was awaiting her with all of that country's interest in a fine new thing, Captain Smith was on the lefty bridge. There can hardly be a doubt of that, for ship masters in dangerous seas—and few stretches of ocean are more trying at this season of the year to navigators than the waters that run between Cape Race and Cape Sable—remain on watch night and day, foregoing rest for many hours at a stretch. It seems to be clear that the Titanic was running at great speed, or else the shock of the collision could hardly have crushed a vessel that was regarded as unsinkable by her builders and by the captain himself. Perhaps, indeed, probably, the fog played its greatest devil's trick, lifting now, clearing now, always intangible, treacherous, the blanket of invisible evil. Some such shroud must have descended with little warning upon the Titanic and blinded her to the fate just ahead. Perhaps a whim of the polar currents, whose pulse has never been sensed by seafarers with absolute accuracy, drifted the great berg squarely in the Titanic's path.

The wireless has told of the bitter cold in the air, the accompanying of the ice packs that tear loose from Arctic glaciers and sag southward with cold currents. But no warning chill served to deflect the ship from her course. She strove ahead as destiny pointed her and no invention of man or interference of Providence averted her from a fatal course. Her ears, the submerged telephones placed on either side of the vessel just below the water line to tattle of the proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of man's hands—vast bulks of ice—there to make a mockery of human ingenuity.

COMPARTMENTS WERE QUICKLY FLOODED. As a result her compartments from amidships forward were speedily flooded. She took water at a rate that defied the efforts of the pumps and soon began to settle by the head, listing heavily to port and rolling in the trough of the sea as she became gradually disengaged from the ice, many tons of which had fallen upon her decks, contributing to the demolition and inextricable confusion.

The force of the blow had been so tremendous that the vast ship was started in her every joint, and everything movable throughout her superb equipment of luxurious cabins and saloons were tossed into heaps like discarded junk. British seamanship and discipline prevailed, and it did what little might be done as dauntless men could do it. Every officer and man leaped to his post, while Captain Smith, megaphone in hand, bellowed his orders over the rolling hull that an hour before had been the proudest ship in Christendom. Order was maintained to launch safely most of the boats, the greater number of which had remained seaworthy despite the ordeal through which they had passed.

WOMEN AND CHILDREN GO FIRST. This work was progressing in a way, the women and children being given the preference in the lifeboats. At first the evidences of panic were well suppressed, though there was many a painful scene as wives and sisters, mothers and mothers parted from their dear ones whom they were leaving to an unknown fate as they took their allotted places in the boats.

Several times the compartments filled the vessel took heavily. Then the crew went up that the ship was sinking, and there was a rush for the small boats that for the first time threatened to transform a brave and orderly scene into one of frenzied panic. As the Titanic settled lower under the weight of the rapidly gaining water in her hold it was said some of her boats were stove in before they could be freed from the davits and that a few were swamped in the effort to launch them.

HOUSE HAS BUSY DAY

RELIEF FUND FOR RESCUED

Corporations Committee Meet in Morning—Work on Oil Fields Will Commence Immediately After Bill Passes.

Lord Mayor of London and Mayor Gaynor of New York Co-operate to Receive Subscriptions.

Special to The Standard. (Washington, April 17.)—This has been rather a busy day for the House of Representatives. The morning session of the corporations committee was held, at which considerable routine business was transacted. The charter of the Chesapeake and Potomac Telephone Company, which was passed upon, and the former passed upon. In the case of the latter mentioned section authorizing the towns along the route of the railway to assist in its construction by granting leases was not entirely satisfactory to the committee and it was decided to allow it to stand over until tomorrow.

New York, April 17.—Mayor Gaynor received the following cablegram: "London, Eng., April 17. 'The Mayor, New York: 'Opening fund relief sufferers Titanic disaster. Will warmly welcome your sympathy. 'LORD MAYOR LONDON, Mayor Gaynor stated that funds for the relief of the sufferers would be received at the Mayor's office, and called the Lord Mayor of London as follows: "Lord Mayor, London: 'Relief fund Titanic sufferers has our hearty sympathy. Will open one here. 'GAYNOR, Mayor, New York. 'Flags on the City Hall and other municipal buildings have been half masted by order of the Mayor Gaynor in sympathy for those lost of the passengers and crew of the Titanic."

EASTERN STEAMSHIP COMPANY ACQUIRES DOMINION ATLANTIC

Boston, Mass., April 17.—The Eastern Steamship Corporation has purchased the Dominion Atlantic Railway Company which is operated between this port and Yarmouth, N. S., according to announcement made tonight. The acquisition of the Yarmouth line gives the Eastern Steamship Corporation control of practically every line of importance east of here except the Plant Line, which maintains service between Boston and Halifax and Charlottetown.

The opposition is devoting all the time possible to criticizing the various items introduced. At the present rate of progress it will take until Saturday to get through as the public works estimates have still to be disposed of.

NEW LIGHT INVESTIGATION REVEALS POSSIBILITY OF FURTHER RESCUED BEING FURTHER REDUCED

Wireless Reports via the Franconia Place Total Of Survivors at 705 Instead of 867 as First Stated.

Presence of Members of Crew Possibly Disregarded—Hope of Few Optimistic Relatives of Passengers Dashed by News That Complete Lists Have Already Been Transmitted—Third Class Passengers Among the Rescued.

Special to The Standard. Halifax, April 17.—The Allan liner Parisian which was off this harbor since morning came on tonight when the weather cleared. Capt. Hains can tell nothing of the Titanic disaster. He had no intimation of it till Monday morning about 4 o'clock when it was given him by the captain that had taken in tow the Parisian also had been trying to pick up. The only communication that the Parisian had with the Titanic was on Sunday night at 10:30 when the Parisian was in touch with her about 150 miles and had asked her to relay a message to the Allan Line in Montreal. This message was sent and the Parisian was told that the Parisian's operator then went to bed and when the fateful call for help came from the Titanic not long after it fell asleep as far as the Parisian was concerned, and the Allan liner knew nothing of the awful affair till a couple of hours after it was given him by the captain that he was 50 miles west from proximity to the scene of its occurrence, which she had passed 12 hours before.

There were icebergs in hundreds when we met the Carpathia some time before we told them of the course we had come, and they did the same thing for us, so that both gained, each hauling up on our course," said Capt. Hains.

Many cross messages were received afterward bearing on the disaster, but none of these were mentioned by the Parisian's master, he said. It would be a violation of the rules. "They would add nothing however, to what you have in the newspapers that you give," added the captain who declined to make any comment on the loss of the Titanic, other than saying the liner was struck by a head-on, but sideways, inflicting much more terrible damage than the mere smashing in of the forward bulkheads.

Franklin McVeagh, secretary of the treasury, in a statement sent to Col. Lector of Customs today, announcing that customs regulations would be waived, said: "There is, however, to be no relaxation of the rules concerning the boarding of the Carpathia by friends of survivors and by representatives of the press, provided the current owners of the Carpathia is obtained.

If the authorities of the Cunard Line are willing that representatives of the press and relatives should board the Carpathia before her arrival, the department will, upon being so advised by the Cunard Company, authorize the use of a cutter for this purpose, but thus far the Cunard people have taken the position that it will be impossible for anyone to board the ship prior to her reaching the dock.

The Cunard officials stated tonight that they expected that more than 1000 passengers would be issued to relatives of survivors.

Another Survivor. A wireless message was received this afternoon by relatives of Mrs. Edgar Meyer, daughter of the late Andrew Saks, reporting that she is among the survivors on board the Carpathia. Her name has not been included in the list of survivors. Her husband who is vice-president of the Braden Copper Company, was not rescued.

The wireless message from the Carpathia, via Halifax, is not signed and reads: "Lillian safe, well cared for. Edgar missing." Mrs. Meyer's father died ten days ago and she was coming to New York to be with her mother.

That Henry B. Harris, the theatrical manager, is not among the Titanic survivors on the Carpathia, is shown by a message received late today at the Hudson Theatre from Mrs. Henry B. Harris. Her name has not been included in the list of the Titanic survivors on the Carpathia. He said that the company has communicated with every wireless station on the coast in this vicinity asking for a list of survivors.

"An aide, Praying that Harry had been picked up by another steamer. Arrive Carpathia. (Signed) 'RENE.'"

Heart-Rending Scenes When the Liner Sank

(New York Herald.)

St. John's, N. F., April 18.—From the steamship Bruce, bound for Sydney, comes the first detailed reports tonight of the sinking of the Titanic and the appalling scenes attending her end.

The Bruce obtained her story of the disaster from wireless messages picked up from several of the ships which had been in close touch with the last hours of the mammoth White Star steamship and which were afterward in the zone of communication with the Bruce's apparatus.

When the Titanic struck the Mountain of Ice that sent her to the bottom within four hours after the impact, she was steaming at the rate of 18 knots an hour. The shock almost demolished the proud vessel, which her builders and her captain had believed nothing could master. Hitting the impenetrable ice fairly with her towering bows, the ship was almost rent asunder at the first blow. Her decks were ripped and torn, her sides and bulkheads were split and shattered as with a hammer of a Titan from the bow to a point almost amidships.

Her upper works and some of her boats were splintered, while a shower of debris from her spars fell upon her decks like giant hail. Though the ship had struck the monster obstruction head on, as her bow rose, clear of the water, smashed to an unrecognizable mass of bent and shivered steel, the vessel listed heavily to port and threatened to turn turtle, before the men must have quenched the ship's lights by injuring her electrical apparatus. We know that the wireless working weakly when Phillips, the operator, set about his desperate task of reaching out for help while the women and children in the boats rocked off somewhere in the dark and the men waited with sinking hearts. And the wireless ceased muttering in less than two hours. A flutter or two, and it was gone.

The Titanic struck home with grinding roar which must have been followed by a horrid chorus when the plates and planks and timbers gave under the shock. She could not have stopped progress all at once, so she must have gone on briefly while tons of ice crashed upon her decks. And then the sudden dark falling brought the terror upon men and women. No tragedy of the sea has supplied a picture more intense, more staggering to the imagination.

ALL LIGHTS WERE EXTINGUISHED. When the Titanic struck she struck hard. There was something more than a rending and tearing of low plates, a flooding of a few forward compartments. As the whispering of the wireless is pieced out by the experience of mariners and builders, the Titanic must have recoiled from her destroyer a shattered and riven ship. So tremendous an impact would have crumpled up the very bed plates, shaken the mighty engines from their foundations, opened up watertight compartments, buckled plates from end to end and started rivets everywhere. It is likely that water rushed into her hull from all sides, for her keel must have been injured by the terrific drive on a mass as hard as rocks.

And then that jar must have quenched the ship's lights by injuring her electrical apparatus. We know that the wireless working weakly when Phillips, the operator, set about his desperate task of reaching out for help while the women and children in the boats rocked off somewhere in the dark and the men waited with sinking hearts. And the wireless ceased muttering in less than two hours. A flutter or two, and it was gone.

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END CAME WITHOUT WARNING. The blasting shriek of the siren had not alarmed the great company of the Titanic, because such steam calls are an incident of travel in seas where fogs roll. Many, undoubtedly, had gone to bed, but the hour—10—was not late for the friendly contact of salons and smoking rooms. It was Sunday night and probably the ship's concert had ended, but there were many hundreds up and moving among the gay lights, and many no doubt on deck with their eyes strained toward the mysterious west, where home lay.

And in one jarring, breath-sweeping moment, all of these, asleep or awake, were at the mercy of chance. Few among the more than 2,000 aboard could have had a thought of danger. The man who would have stood up in the smoking room to say that the Titanic was vulnerable, or that in a few minutes two thirds of her people would be face to face with death would have been considered a fool or a lunatic. No ship ever sailed the seas that gave her passengers more confidence, more cool security.

And then in the tick of a clock, all this was changed. The extent of the catastrophe must have been apparent to passengers as well as officers. Husbands sought for wives and children. Families gathered together. Those who were asleep hastily caught up their clothing and rushed on deck. It is evident that discipline was preserved.

The belief is that Captain Smith first of all tried to close the watertight compartments and then had the boatwain sound the call to quarters. The officers were assigned to the task of filling the boats and getting them overboard. There were boats enough for the women and children and a few of the men.

Bodies Never Rise. Baltimore, M. D., April 17.—"The bodies of the victims of the Titanic disaster are at the bottom of the deep sea, and it is altogether improbable that any of the corpses will ever return to the surface of the water, as is the case with bodies drowned in shallow water.

"At the depth of two miles the pressure of the water is something like 6000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases that are generated in time.

"That the bodies sank to the bottom of the seas there is no question," he continued. "The Titanic's victims who are not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile, a mile or at any other point."

London, April 17.—While another anxious day passed without further news of the disaster to the Titanic, there is every evidence that sympathy has been aroused almost throughout the world. Several foreign governments have despatched to the British government messages of condolence most two hours prior to her foundering as a supplementary dynamo was carried fifteen feet above the water line."