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CREW NOT DRILLED IN THEIR WORK; LIVES WERE THUS SACRIFICED

Had Sea Been Running, Says Passenger, Many More Would Have Been Lost

Liners Agree on "Long" Course, Far to South of Path Followed by Titanic

J. Bruce Ismay is Heard in His Defence—More Stories of the Catastrophe

(Canadian Press) New York, April 20—Nearly a week has passed since the Titanic sank in mid-ocean. Much of her story is still untold, and many a day will pass before the world will fully realize the significance of a disaster which cost more lives in many respects as the most stupendous in modern history.

The number of dead will probably never be exactly determined, inasmuch as the aquatic passenger list went down with the doomed vessel. The number of survivors is fixed at 705 by the report of Captain Rostron of the Carpathia. The White Star line officials believe that the death toll totals approximately 1,500.

The narratives gathered piece meal from the survivors, pay a tribute without precedent to the bravery of the men and women of these modern days, a bravery of impulse, unselfish, unassuming, and instinctive alike in "steering, passenger, stoker and millwright."

By common consent the churches of the world will set aside their pulpits tomorrow for consideration of the disaster and mourning for the lost.

PROVISION FOR THE SURVIVORS As to the needs of the living, ample provision is rapidly being made. The relief funds being gathered in New York and London amount to well up to the hundreds of thousands, and the personal ministrations of public leaders, both men and women, in each metropolis is needed. Most of the Titanic's passengers who reached New York Saturday and yesterday have been fed and housed. They will be given ample time to recover from the shock of their experience and will start their life in the new world with ample and kindly advice of excellent counsellors.

The most complete story of the Titanic's fate yet to be related is "being rapidly gathered in New York by the committee of the senate investigating committee. The witnesses called for today include H. J. Simons, third officer of the Titanic; J. Roxhall, fourth officer; G. Lowe, also an official position on the Titanic and then member of the crew. The burden of testimony thus far presented, emphasizes the unquestioning faith of the Titanic's officers in her unshakable character, the recklessness of steaming "I sped through a sea where dangerous chert were known to be located, and the remarkable calmness with which the sinking ship was handled. The Titanic's fate has already resulted prompt action by the trans-Atlantic line to insure liners hereafter taking a safe route to the south, where the iceberg danger will no longer be present. The new line, it is announced, have agreed a new "long" course, which dips far to the south of the course upon which the Titanic met its fate. There was some criticism among the survivors here today

HALIFAX WOMAN ON TITANIC TELLS OF ASTOR'S CALMNESS

At Cigarette and Waved Good Bye as he Was Separated From Wife—Miss Slayter Saw Revolver Fight on Upper Deck—Forty Stokers in One Boat

(Special to Times) New York, April 20—"Forgetful of anyone they played to the last and until they were separated from their wives and children, they were as calm as the sea. When I saw the Titanic sink, I was on the upper deck. I saw the ship go down and I saw the water close about her. I saw the ship go down and I saw the water close about her. I saw the ship go down and I saw the water close about her.

There were many touching scenes as the boats put off. I saw Colonel John Jacob Astor hand his wife into a boat and then asked the officer whether he might also go. When permission was refused he stepped back and coolly took out his cigarette case and said "Good bye."

Another man, a Frenchman, I think, approached one of the boats to be lowered. He had with him two little boys. You, he said, "I don't want to go, but for God's sake take the boys. Their mother is waiting for them in New York." The boys were taken aboard.

Miss Slayter remarked on the large percentage of the crew saved. She declared that in the boat that carried her away, there were nine other women and more than forty men stokers.

MARCONI

(By Percy Shaw in Ottawa Journal) Kings of the world, pay heed— Can ye shout through fog and snow Clear chivalry the call for speed? That the earth's far ends they know? From the iceberg river ship Can ye cry to the listening beach? With a touch of the finger tip The hearts of the ocean reach? Hurricane, hail and cloud, The mighty deep in its wrath They laugh at the roughly brewed. They sing the songs of command, A million accents their own, But they know the master's hand; They bow at the master's throne.

With the prayers of rescued souls Their voices cheer and lead As far as the ocean rolls Like lightning about his feet, Mist and lightning and death, Sublimative they bend the knee; He laid them low with a spark— They laid him, King of the Sea!

MRS. J. ASTOR TAKES HAND IN BAILING BOAT

No Great Alarm Till Almost All Craft Had Left Steamer

HUSBAND'S FAREWELL He Put Wife, Maid and Nurse in Boat and Then Brought Some Furs—Water up to Knees—A Wedding

(Canadian Press) New York, April 20—Mrs. John Jacob Astor was still in a highly nervous condition today, suffering from the shock of her experience on the Titanic. Her physician, Doctor Kinball, said that, in spite of her nervousness, it had been deemed best to let her talk freely to her relatives and attendants regarding the disaster. It was believed that this would serve to relieve her feelings.

Mrs. Astor's story of her experience, as reported practically verbatim by the physician, is as follows: "I was in the dining room when the Titanic was struck. I had already retired when the jar of the collision came. We thought little of it, but Mr. Astor was interested and he would go on deck and see what was the matter. I called my maid, and put on a light dress, planning to follow in a moment or two. Pretty soon Mr. Astor came back and said that he did not think it was anything serious. The Titanic had grazed some drift ice, he said. We did not know that it was a giant berg.

"I was very calm, and I was not alarmed. We put on ordinary light dresses and went on deck together. My husband, my maid and I were the only ones who went on deck. We walked around and people began to go to their rooms. The excitement was to go to sleep, but the ship seemed all right. Then the order was passed around to get out the boats, but nobody wanted to get into them, and the first ones lowered were only partly filled. The Titanic did not begin to get very upset until most of the boats were gone, and there were only two left.

"Mr. Astor put me and my maid and nurse into one of the boats, and stood before the boat for a moment. He was very calm, and he was not alarmed. He said that he was not going to get into the boat, but he was going to stay on the ship. He said that he was going to stay on the ship, but he was going to stay on the ship.

"Before the arrival of the Carpathia, we picked up six men, two of whom died immediately. We were picked up by the Carpathia, and we were taken to New York. We were very grateful for the help we received from the Carpathia. We were very grateful for the help we received from the Carpathia.

Major Peuchen's Money New York, April 20—According to a story in the Herald, Major A. G. Peuchen of Toronto, left more than \$300,000 in money, jewelry and securities in a box in his cabin when he left the Titanic. He went back to his cabin for the box, but he found it empty. He was very surprised to find it empty. He was very surprised to find it empty.

Notes From Late Despatches The Olympic passengers have subscribed \$2,000 to the Titanic fund. The funds now total \$40,000. Lord Strathcona has given \$3,000. The Hamburg American line is increasing the number of lifeboats on its steamers. Medical organizations throughout the United States will hold meetings to pay tribute to the bravery of the musicians of the Titanic who went to death playing "Nearer My God to Thee."

E. A. STODSTED A VICTIM Ernest A. Stodsted, of Sault Ste. Marie, Ont., who is reported to have gone to his death on the steamer Titanic was married to the daughter of the late John C. Winslow, former postmaster of Woodville, and a sister of J. J. P. Winslow of Fredericton. His fiancée had been visiting several European countries in the interest of the Lake Superior Steel Corporation obtaining information with regard to electric smelting.

THE WEATHER (Canadian Press) Strong northwesterly fair; Sunday, moderate to fresh westerly winds, fine and cool.

RECENT DEATHS A Lower Grandville letter reports three deaths of recent date—Mrs. Edmund Muscels at her home near Port Wade Beach; Ward Sprout at his home near Stony Beach; Mrs. Mary Everett at Victoria Beach.

Henry J. Andrews, an aged resident of Middleton, N. B., died on Wednesday. His wife, Mrs. Andrews, died on Wednesday. His wife, Mrs. Andrews, died on Wednesday. His wife, Mrs. Andrews, died on Wednesday.

CHIVALRY REKINDLED BY GALLANT ACTS OF HEROES OF TITANIC

London Hearts Throb With Pride For Bravery of all On Doomed Steamer

The Shock of the News in the Metropolis of Empire—Great Events in Politics Put in the Shade—A Tribute to W. T. Stead

(Times' Special Saturday Cable) London, Eng., April 20—England mourns but England rejoices as she mourns her dead. Every man walks prouder through London streets today, knowing that the sons of the empire and of the union have proved under an almost overwhelming strain that blood, race and discipline can triumph over death.

Nature conquered man's mightiest handiwork but, man's soul rose victorious above Nature's hardest menace. This is the dominant thought throughout England today, the note of thousands of sermons and innumerable leading articles. Our sons still know how to die.

HEART OF NATION NEVER SO MOVED The story of the Titanic's heroes has moved the heart of the nation as never before in my time. Every London street boy finds himself impelled by a strange courtesy to every woman. In the cars even at the busiest and most crowded hours men now rise with alacrity and offer women seats. The example of the Titanic's heroes has gone far and deeply into the hearts of the people.

When the news came on Monday morning people refused to credit it. The White Star offices in Cockspur street were thronged with angry hosts demanding reassuring intelligence. For a few hours false hopes based on false cables buoyed our hearts, then the worst became certain.

I saw men grow old in an hour, their faces turned grey and shrivelled, their very vitality almost shrivelled away under the blow. Not much was said; even women forgot to cry, but Cockspur street became a street of woe. Then London impatiently awaited further news, hour after hour.

On Thursday men asked the question: "Why is the Carpathia silent?" We thought maybe her message was too terrible for words. I have never known public anxiety so tense, so overwhelming.

When in the early hours of Friday morning the Carpathia's story came, we received the worst blow. All the earliest cables declared the captain had committed suicide and the chief engineer had shot himself. Several morning papers, including the Times and Mail, refused to credit the news and declined to print it. Others, notably the Chronicle, appeared with special editions, with flaming headlines, emphasizing the worst.

These grey morning hours were England's bitterest time. We turned to one another with doubt and dread tearing our souls, asking had manhood really failed under the intolerable strain. Those like myself who knew Captain Smith and his officers, having often travelled with him, were confounded. Where now were our high hopes, our confident predictions? Two hours later we knew the truth. The reported suicides were lies. The sailors had more than risen to the great occasion. Our note is no longer lamentation. We

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charges will be charged against the officer commanding the unit." 7.—Lieutenant W. G. Kerr is hereby transferred from No. 4 Battery to No. 6 Battery. 8.—To be regimental sergeant major, Battery Sergeant Major Day. 9.—All officers of the regiment are required to attend in uniform the concert to be given by the band of the regiment at the Opera House on the evening of the 22nd instant. By order, BEVERLEY R. ARMSTRONG, Major, Ad. 2d Regt. C. A.

WATER IS RISING Fredericton, N. B., April 20—(Special) The water in the river is still rising rapidly and a lot of ice is passing the city. Owners of bank logs will begin rafting on Monday. The cut along the St. John river in York county will total about eight million feet. J. Scott is the largest operator with four millions. An at home held by the ladies of the Cathedral congregation in the legislature library last night was a great success. The sum of \$300 was realized in aid of the Cathedral choir. This included a donation of \$100 from Ex-Governor Tweedie.

His Honor Judge Armstrong was a passenger to the city on the Boston train this morning.

Unionists Win Bye-Election London, April 20—The East Notting-ham bye-elections, caused by the retirement of Captain Morrison through ill health, resulted in a Unionist majority of 1,254. The figures are: Sir John Ross, 6,482; T. W. Robson, Liberal, 5,108. This is the first bye-election in which home rule was made a leading issue.

H. M. Hopper, of the St. John Railway Co., returned this morning from the capital.