

# The Band Played "Nearer My God to Thee" as Titanic Slowly Sank Giant Titanic Was Speeding 23 Knots an Hour The Iceberg Was Sighted at Quarter of a Mile

## Captain Smith Remained on Bridge Till the End, and Officers Behaved With Conspicuous Bravery —Band Gathered in Saloon and Played "Nearer My God To Thee" Just Before the End— Mrs. Isador Strauss Refused to Leave Her Husband and Both Perished Together.

(By a Staff Reporter.)  
NEW YORK, April 18.—A regular staff correspondent, Carlos Hurd, who arrived on the Carpathia to-night, furnishes the first actual details of the sinking of the Titanic.  
Seventeen hundred lives were lost in the sinking of the Titanic, which struck an iceberg at 11.45 p.m. Sunday, and was at the ocean's bottom two hours and 35 minutes later.  
Of the Titanic's 341 first cabin, 212 were saved, 154 of them women and children.  
Of the 262 second cabin passengers 116 were saved, 102 of them women and children.  
Of the third-class passengers, 800 in number, 136 were saved, 83 of whom were women and children.  
Of 848 officers and crew, 199, including 22 women, were rescued.  
No survivor can question the courage of the crew, hundreds of whom gave their lives with a heroism which could not be exceeded that of John Jacob Astor, Henry B. Harris, Jacques Futelle and others in the long list of first-class passengers.  
The bulkhead system, the probably the best ever devised, which caused the boiler to explode and the explosions broke the ship in two.  
Berg Sighted at Quarter Mile.  
The crash against the iceberg, which had been sighted at only a quarter of a mile, came almost simultaneously with the click of the levers operated from the bridge, which stopped the engines and closed the air-tight doors. Capt. Smith was on the bridge a moment later, summoned all on board to put on life-preservers and ordered the lifeboats lowered. The first boat had more male passengers, as they were the first to reach the deck.  
When the rush of frightened men and women and crying children to the deck began, the "women first rule" was rigidly enforced. Officers drew revolvers but in most cases there was no use for them.  
Revolver shots heard shortly before the Titanic went down caused many rumors, one that Capt. Smith had shot himself, another that First Officer Murdoch had ended his life, but members of the crew discredit these rumors.  
Captain on Bridge Till Last.  
Capt. Smith was last seen on the bridge just before the ship sank, leaping only after the decks had been washed away.  
What became of the men with the life preservers? was the question asked by many since the disaster? Many of those with life preservers were seen to go down despite the preservers, and dead bodies floated on the surface as the last boat was lowered.  
Band Played a Hymn.  
Strange as it may appear, it is stated positively that the ship's string band gathered in the saloon and played "Nearer My God to Thee."  
Mrs. Isador Strauss refused to leave her husband's side and both perished together.  
Harold Cotton, Marconi operator of the Carpathia, did not go to bed at his usual time Sunday night, and as a result, caught the first message of the Titanic's plight. He had been relaying messages to the Titanic on Sunday night and after 11 o'clock had the Titanic operator go into his cabin as he was about to take the receiver off his head the "C.Q.D." call sounded. This was forwarded with the words "We've hit something; come at once."  
Cotton at once communicated with the Carpathia's officers, and her course was at once changed in the direction of the Titanic at full speed of eighteen knots for the full distance of 80 miles intervening between the two ships.  
Before Cotton could make a reply to the "C. Q. D.," call the Titanic sent "I'm afraid we're gone." Cotton sent word of the coming of the Carpathia. No further communication was had with the doomed ship.  
Titanic's Speed 23 Knots.  
The Titanic's speed of twenty-three knots an hour was never slackened, and she was going at that speed when she struck.

### Widow's Pathetic Message

LONDON, April 18.—The widow of Captain Smith, the commander of the Titanic, has written a pathetic message, which was posted to-day outside the White Star office. It reads:  
"To my poor fellow sufferers: My heart overflows with grief for you all, and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all."  
"Yours in deep sympathy,"  
"Eleanor Smith."

### WALL STREET SENT \$20,000

Cash Was Carried to Pier to Await Steamer's Arrival—Rushed on Special Trains.

NEW YORK, April 18.—(Can. Press.)—A committee from the New York Stock Exchange brought to the pier, shortly before the Carpathia arrived, \$20,000 in cash, to be distributed among those most in need of assistance.  
This money was raised on the exchange by popular subscription and brought to the pier in an oblong box. The committee was composed of E. H. Thomas, president of the exchange; Charles Noblich, H. N. Barruch, Chas. Holdener and J. Carlisle. Surveyor Henry assigned to their use the little customs house on the pier.  
Several Red Cross nurses and a dozen physicians arrived upon the pier and two ambulances from St. Vincent Hospital stood outside.  
The Pennsylvania Railroad Co. had a special train waiting at their station at 34th-street, and a number of taxicabs, to convey survivors desiring to go to Philadelphia to their friends.  
J. Pierpont Morgan, Jr., put in an appearance as the boat was about to dock. Representatives of the Widener and Thayer families of Philadelphia were also early arrivals, having chartered a special train over the Pennsylvania Railroad. There were a thousand persons in the sheds at 8:45 o'clock, many of whom were weeping.

### Major Butt Met Death Like Hero

President Taft, Replying to Message of President Fallieres, Rays Warm Tribute.

ROME, April 18.—(Can. Press.)—The Observator, Roman, publishes the following official communication:  
"The Pope has learned with deep regret that among the victims of the ruthless disaster to the Titanic, which has so profoundly grieved him, was Major Butt, returning from a visit to Rome. Major Butt had been the bearer of an autograph letter from the President of the United States to the pontiff, and now, on returning home, had an autograph letter from the pontiff to the president, together with an answer from Cardinal Merry del Val, the papal secretary, to a letter addressed to him by the president."  
The pontiff, while expressing to President Taft his profound sympathy and sorrow for all hastened to ask for news respecting the fate of Major Butt. President Taft immediately answered, expressing to the Pope his profound gratitude for the interest and sympathy shown by the Pope toward the sufferers, and adding that unfortunately there was no hope that Major Butt had been saved."

### DUKE OF CONNAUGHT GIVES \$500.

OTTAWA, April 18.—The Duke of Connaught has subscribed \$500 to the disaster fund being raised in Montreal for the survivors of the great ocean tragedy.  
Rush Orders for Lifeboats.  
LONDON, April 18.—Within the past 12 hours, orders for lifeboats have been given with a rush to Belfast and Clyde shipbuilders, and in future, the provision of ocean-going steamers is likely to inspire more confidence.



WILLIS FOSTER  
Of New York Automobile Journal, special writer for The Sunday World, whose wife is a Toronto girl and may have been with him a passenger on the Titanic.

### Condemns "Wireless" Chaos Possible Only in America

Bitter Denunciations of Contradictory Reports Due to "Tapping" By Amateurs, Made at London Chamber of Commerce Meeting—Titanic Ignored Warnings Given.

LONDON, April 18.—(Can. Press.)—Major Flood Page, referring to the Titanic disaster at the annual meeting to-day of the London Chamber of Commerce, was very bitter on the subject of the wireless chaos in connection with the catastrophe. He said:  
"As the first representative who ever sat upon the council in connection with wireless telegraphy, I would like to say that we are all pre-eminently disatisfied with what has taken place on the other side of the Atlantic in reference to communications concerning that great disaster. Such a thing could not happen in England. The United States is the only country in the world where the telegraphs do not belong to the government, and, unfortunately, it has become the fashion in that country to permit amateur wireless operators. When we read that marconiograms can be tapped, we must remember that the United States is the only country in which that can be done."  
Common Prudence Lacking.  
Major Page thought that if common prudence had been shown with the warnings available, the Titanic could have gone south and escaped all danger of ice.  
The chamber of commerce passed a resolution conveying to the chamber of commerce of New York and to the people of the United States "its heartfelt sympathy in connection with the great loss of life in the great disaster to the Titanic, by which the people of both countries have been thrown into mourning."

### Captain Smith Shot Himself.

BULLETIN—NEW YORK, April 18.—Captain Smith shot himself on the bridge; the chief engineer likewise committed suicide, and three Italians were shot to death in the struggle for the lifeboats. The passenger who first told of the captain's end said that two attempts were necessary before he was successful in ending his life. Brother officers wrested a revolver from his hands in the library, but he broke away, rushed to the bridge, and shot himself thru the mouth.

No.	Name of ship and official number, Port of registry, and tonnage.	Date and place of engagement.	Rating and R.N.R. No. (if any).	Date and place of discharge.	Description of voyage.	Signature of Master.
1	Baltic 118101 Liverpool 2295	11/17/06 Liverpool Std		4/17/06 Liverpool York	New York	J. G. Smith
2	Do	10/17/06 Liverpool Std		4/17/06 Liverpool Boston	Boston	J. G. Smith
3	Suerena 110643 Liverpool 9057	12/14/07 Liverpool Walter		10/15/07 Liverpool Boston	Boston	W. J. S. S. S.

CAPTAIN SMITH'S SIGNATURE.  
John Martin of Toronto sailed on the Baltic as a steward while Captain Smith, who went down with the Titanic, was in command. A page of his "discharge book" is here reproduced, with a cross opposite the signature of the dead captain.

### BUXTON DEFENDS BOARD OF TRADE

#### Contention Never Made That Steamers Should Carry Lifeboats to Accommodate All Passengers.

LONDON, April 18.—(C.A.P.)—Mr. Buxton, president of the board of trade, was apologetic when explaining to the house of commons the inadequacy of the board of trade regulations in regard to shipping. A committee, he said, had been appointed last year to consider the necessary revisions of the regulations, but the increased provision of boats recommended by that committee was not considered altogether adequate, so the matter was referred back for further consideration.  
He continued:  
"I want the house clearly to understand that, up to the present, it has never been suggested by a responsible expert authority, that every vessel, however large, and however well equipped with watertight compartments, should necessarily carry lifeboats adequate to accommodate all on board."  
The present disaster, however, has created a new situation, which will need to be most carefully considered, not in a panic, but in the light of all the information which the enquiry will disclose."

### Titanic Relief Fund

The committee of the Toronto Ad Club in charge of the fund being raised by that organization for the families of the victims of the Titanic disaster, announced yesterday that Mr. L. K. Liggett, who started the fund at the meeting of the club on Tuesday, had offered ten per cent of the receipts at his stores on Saturday as a further contribution to the cause. It is understood that the Toronto Ad Club will furnish cashiers for the stores.  
The Toronto Ad Club has been praised generally for the splendid movement which was inaugurated at its meeting on Tuesday. Mr. Liggett said he would be very glad to start the fund with \$100, which he did, the members of the club adding over \$300 during the next ten minutes.  
Believing that the newspapers of the city would open their columns for subscriptions to such a fund, the Toronto Ad Club has offered to take charge of such work and act as a clearing house for the newspapers. Efforts it is understood, are now being made towards formulating a plan by which this can be carried out. Of course, any contributions to the fund will be acknowledged. The members of the club felt that Mr. Liggett in his remarks had struck a popular chord and that it was "up to" the club as to what it could do to further the success of the project.  
There is to be no campaign among all classes for additions to this fund. The Toronto Ad Club will be glad, of course, to receive any subscriptions and will co-operate with others in an effort to make Toronto's contribution to the cause of suffering humanity in keeping with the importance of the city.  
It is expected that the Liggett stores will have a record day on Saturday, when it is known that such a generous percentage of the receipts as ten per cent, will go to help swell the Toronto Ad Club fund.  
The fund can be forwarded to The World for the Toronto Ad Club. King George..... \$2,625  
Queen Mary..... 1,430  
The Queen Mother..... 1,000  
Shipping Federation..... 10,000  
Morgan, Grenfell and Co..... 10,000  
Edward Grenfell..... 2,500  
Fleming Brothers..... 2,500  
Mrs. McKay Edgar..... 2,500  
Mrs. Alfred Vanderbilt..... 1,000  
City of Toronto..... 5,000  
New York subscription..... 500,000  
Toronto Ad Club..... 240

### Wireless Operator Helpless Dynamos Lasted 4 Minutes

#### Captain of Carpathia Says Lights on Titanic Went Out Immediately After Impact—200 Sleeping Sailors Drowned in Bertes—Col. John Jacob Astor Not Rescued, and Mrs. Astor is Dangerously Ill—Press Boats Hover Close to Carpathia on Heavy Sea.

HIGHLAND LIGHT, Mass., April 18 (By Wireless).—Capt. Rostrom of the Carpathia says:  
"I know for sure that there were no lives saved except those I have on board. I have not the body of Col. John Jacob Astor on board. Mrs. Astor is very sick—dangerously ill. More than 200 are sick in hospital. When the collision occurred about 200 sailors, sleeping in the bow of the Titanic, were drowned like rats. After the impact the lights on the Titanic went out in four minutes. The dynamos lasted about the same time, which caused the wireless operator to abandon his calls for help. As his storage batteries were only capable of carrying from 50 to 100 miles, the wireless operator was rendered helpless."  
White Star officials say at 2:45 p.m.:  
"The Carpathia will arrive off Sandy Hook about 9 o'clock and should dock about 11 p.m."  
The Western Union announced that it will transmit free from the Cunard Line Pier on the arrival of the Carpathia, all land line messages from survivors of the Titanic.  
Colonel Henry, superintendent of the port, says that owing to delay caused by fog outside, Carpathia will not be able to dock before one o'clock in the morning.  
Press Boat Close By.  
NEW YORK, 11 a.m.—The Carpathia is now about forty miles south of Martha's Vineyard. The Carpathia's wireless operator is sending ashore a lot of private messages concerning the safety of survivors, but all official details concerning disaster are still withheld. There are several big ocean tugs carrying representatives of New York dailies, hovering as close as possible around Carpathia, but there is a heavy sea and it is very difficult even with powerful megaphones to get in touch with any passengers or crew on board the Carpathia.  
A report was received at the White Star to-day that the Carpathia had picked up 250 of the Titanic's passengers. The government is making every effort to get a denial or confirmation of the report, which effects it would have.  
J. Bruce Ismay, president of International Merchant Marine Company, is wanted in Washington to testify before congressional committee investigating Titanic disaster, but it is now reported that he will be transferred at sea from the Carpathia to the Celtic, which is expected to arrive from New York at noon to-day.

### TOO MUCH RISK ON ENORMOUS VESSELS

One of the Biggest Firms of Insurance Brokers in London Says the Sinking of the Titanic May End the Vogue of Big Steamships—Insurance of \$11,750,000.

LONDON, April 18.—That the loss of the Titanic in the worst disaster since the San Francisco earthquake is the opinion expressed in London insurance circles. There is hardly any insurance company that will not feel the effects of the sea tragedy. A report of one of the biggest firms of insurance brokers in London said that the sinking of the Titanic may end the vogue of big steamships.  
"The shipping concerns," he said, "will find that nobody will care to insure goods in such an unlimited way as in dealing with enormous vessels. It is not that the ship is unseaworthy, but the risk is terrific. If half the cargo were taken by one boat and half by another the risk would obviously be lessened."  
"This wreck is an enormous thing. It will have an effect on stocks. For the \$12,500,000 which was sunk in the North Atlantic must be found somewhere, as salvage is impossible."  
Titanic's insurance \$11,750,000.  
One authority said that insurance to the amount of \$11,750,000 was effected on the Titanic's hull and cargo. The hull was insured for \$5,000,000. One reason for the high insurance value of the cargo, said a director of a big company, is that it includes a fair amount of diamonds, works of art and bonds registered post. He believed there was also a considerable amount of antiquities on board.  
Where the English insurance companies will be badly hit will be in the personal accident and life insurance policies. Several policies were taken out at Lloyd's by individual passengers, which are likely to cause the underwriters severe loss. Many women passengers in the cabin insured their jewels for the voyage home for large amounts. In one case alone a woman's pearls were covered by a policy for \$50,000. In another case a necklace was insured for \$60,000, the policy covering the voyage from London to New York by the Titanic.  
Companies Are Stunned.  
It will require at least a week's time

### SIX GOING TO LONDON

The Canadian Manufacturers' Association at a meeting held here yesterday afternoon, discussed the disaster, and will represent them at the eighth congress of the chambers of the empire to be held in London beginning June 10. The delegates appointed are: J. J. Ellis, Toronto; N. Curry, Montreal; George E. Drummond, Montreal; E. J. Waddell, Hamilton; Andrew Storey, Brockville, and John Ramsford, Quinte.

### Making Experiments.

LONDON, April 18.—The house of commons resumed the debate on Mr. Buxton's motion that the government should make experiments as to how fresh light was thrown on the subject. Mr. Buxton wanted the condition attached to the certificate to be that they should not use the northern route at certain seasons.  
Mr. Buxton explained that the delay in providing new regulations was due to the fact that experiments were being made with respect to life-saving, and the board of trade was anxious not to act without it. Mr. Waddell, the opposition, agreed with Mr. Buxton that it would be desirable to act under the influence of a panic, and the subject was dropped.

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