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The World to World

FOURTEEN PAGES—FRIDAY MORNING, APRIL 19, 1912—FOURTEEN PAGES

WORLD TO WORLD

MAJ. ARTHUR PEUCHEN, TORONTO, TELLS STORY OF DISASTER

SANK TO DEATH HEROICALLY WHILE BAND PLAYED HYMN TITANIC WAS SPLIT ASUNDER

Stories of Wild Panic Contradicted by Great Weight of Survivors Testimony—Five Rescued Died Aboard Carpathia—Steamer's Whole Side Torn Out by Berg—Some Rescued From Floating Wreckage.

NEW YORK, April 18.—(Can. Press.)—Mr. Beasley of London, Eng., who was a passenger on the Titanic, gives the following account: "The voyage from Queenstown had been quite uneventful; very fine weather was experienced and the sea was quite calm. The wind had been westerly to southwesterly the whole way, but very cold, particularly the last day, in fact, after dinner on Sunday evening it was almost too cold to be out on deck. I had been in my berth for about ten minutes when, at about 11:15 p.m., I felt a slight jar, and then soon after a second one, but not sufficiently large to cause any anxiety to anyone, however nervous they may have been. However, the engines stopped immediately afterward and my first thought was 'She has lost a propeller.' "I went up on the top to enquire why we had stopped, but there was no sort of anxiety in the minds of anyone. We saw thru the smoking room window a game of golf going on, and went in to enquire if they knew anything; it seems they felt more of the jar, and looking thru the window had seen a huge iceberg go by close to the side of the boat. They thought we had glared it with a glancing blow, and that the engines had been stopped to see if any damage had been done. One of course, had any conception that she had been pierced below by part of the submerged iceberg.

Time Will Come Soon

Col. Gracie, one of the survivors, said: "Before I retired Sunday night I had a long chat with Charles M. Hays, president of the Grand Trunk Railway. One of the last things Mr. Hays said was that the Titanic was a magnificent ship and in making speed records. The time will come soon when this will be checked by some appalling disaster. Poor fellow, a few hours later he was dead."

As she took her place Col. Astor requested permission of the second officer to go with her for her own protection. "Astor Played Hero's Part." "No, sir," replied the officer, "not a man shall go on a boat until the women are all off." Col. Astor then enquired the number of the boat which was being lowered away, and turned to the work of clearing the other boats and in reassured the frightened, nervous women.

IS MAY REFUSED TO TAKE PLACE IN LIFEBOAT

NEW YORK, April 18.—(Special.)—J. D. J. Carder, a Philadelphian, who was among the rescued passengers of the Titanic, told how a woman refused to take place in a lifeboat.

"I was with Mrs. Astor. A crowd of women gathered around the nearest boat, and were helped in by the men. There was a confusion everywhere. The lights went out. All of us realized that there was a terrible danger and rushed to the nearest lifeboat. It happened that the section of the vessel where I was was the nearest to the Titanic. I was with Mrs. Astor and Mrs. Widener and other saloon passengers were gathered.

Wierdest Sound That Could Be Heard.

Henry Beasley, London, Eng., one of the survivors, tells how the Titanic sank in these words: "Presently, about 2 a.m., as near as I can remember, we observed her settling very rapidly, with the bow and bridge completely under water, and concluded it was now only a question of minutes before she went down, and so it proved. She slowly tilted straight on end with the stern vertically upwards, and as she did, the lights in the cabins and saloons, which had not flickered for a moment since we left, died out, came on again for a single flash, and finally went out altogether.

CAPTAIN CALMLY ISSUED ORDERS TO HIS OFFICERS

NEW YORK, April 18.—(Special.)—Robert William Daniel, a banker, of Philadelphia, who understands wireless telegraphy, worked as a pastime with J. G. Phillips, the ship's operator, who stuck to his post till the end, and flashed the tragic "S.O.S." message to the three steamers which immediately rushed to the aid of the Titanic.

Accommodation for Only One-Third of Passengers

"Women First" Was the Rule, and Some of the Boats Were Lowered Without Being Completely Filled—Boilers Exploded and Ship Broke in Two—Courage of Crew Unquestioned. —By Carlos F. Hurd, Staff Correspondent of The New York World.

NEW YORK, April 18.—The New York World will to-morrow print the following exclusive account of the sinking of the Titanic, by Carlos F. Hurd, staff correspondent of The World and assistant telegraph editor of The St. Louis Post-Dispatch, on board the Carpathia:

"Facts which I have established by enquiries of the Carpathia as well as by the silence of the few surviving officers, are: That the Titanic's officers knew several hours before the crash of the possible nearness of icebergs. That the Titanic's speed, 23 knots an hour, was not slackened. That the number of lifeboats on the Titanic was insufficient to accommodate much more than one-third of the passengers, to say nothing of the crew. Most members of the crew say there were 15 lifeboats and two collapsibles. None say there were more than 20 boats in all. The 700 who escaped filled most of the 15 lifeboats and the one collapsible got away, to the limit of their capacity.

"That the women first rule in some cases was applied to the extent of turning back men who were with their families, even the net enough women to fill the boats were at hand on that particular part of the deck. Some few boats were thus lowered without being completely filled, but most of those were soon filled up by sailors and stewards, picked up out of the water, who helped man them.

"That the bulkhead system, the probably working in the manner intended, was able to delay the ship's sinking. The position and length of the ship's wound on the starboard quarter admitted icy water which caused the boilers to explode, and those explosions practically broke the ship in two. Had the ship struck the iceberg head-on, at whatever speed, and with whatever result, the bulkhead system of water-tight compartments would probably have saved the vessel. As one man expressed it, it was 'impossible' that happened when with a shock unbelievably mild, the ship's side was torn for a length which made the Titanic was 790 miles from Queenstown and 1191 miles from New York, speeding for a maiden voyage record. The night was starlight, the sea glassy. Lights were out in most of the staterooms and only two or three congenial groups remained in the public rooms.

"Seventeen hundred lives—the figures will hardly vary in either direction whatever the result of the ship's sinking of the Titanic, which struck an iceberg at 11:45 p.m. Sunday night, was at sea's bottom two hours and thirty-five minutes after.

"The printed rolls of first and second cabins, compared with the list of the survivors on the Carpathia, show that of 241 first cabin passengers, 212 were saved, 154 of them women and children, and that of 252 second cabin passengers 118 were saved, 103 of them being women and children. Of the 1000 passengers, 712 were women and children, 288 officers and crew, 198, including 25 women, reached the Carpathia. A few in each class doubtless escaped enumeration on the Carpathia.

"Accepting the estimate of the Carpathia's officers, that 760 survivors reached the ship, comparison with the total 2488, shows that 1528 are unaccounted for.

"Cause, responsibility and similar questions of a lifeboat disaster will be taken up in time by the British marine authorities. 'No' disposing of the course of the crew, hundreds of lives with a heroism which equalled but cannot exceed that of John Jacob Astor, Henry B. Harris, Jacques Poirée and others in the long list of the first cabin missing.

"In the crew's nest or look-out, and on the bridge, officers and members of the ship to their places awaiting relief at midnight from their two hours' watch. At 11:45 came the sudden sound of a siren, a warning of immediate danger.

"The crash against the iceberg, which had been sighted at only a quarter of a mile came at the moment when the Titanic was on the bridge, which stopped the engines and closed the water tight doors. Capt. Smith was on the bridge a moment later giving orders for the summoning of lifeboats and for the putting on life

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"The name of a good maker of the inside band of a hat is something worth considering when you are shopping. It guarantees the quality of everything in a man's hat. The Dinesen Company handles special lines by such makers as Heath of London and Dunlap of New York, for whom the Dinesen Company is sole Canadian agent.

First Realization of Danger. "The ship was absolutely still and, except for a gentle tilt downwards, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay just as if she were waiting the order to go on again when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

Ordered Men to Starboard.

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went around among the men: 'The men are to be put in boats on the starboard side.' I was on the port side, and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call: 'Any more ladies?' 'Looking over the side of the ship, I saw the boat, No. 18, swinging level with B deck, half full of ladies. Again the call was repeated: 'Any more ladies?' 'I saw none come on, and then one of the crew looked up and said: 'Any ladies on your deck, sir?'

C. M. Hays' Prediction.

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List... 1/2 doz, 85c... 3 packages, 25c... per lb, 15c... 3 lbs, 25c... 5 lbs, 35c... 10 lbs, 65c... 2 1/2 lbs, 85c... black or colored, 10c... 2 1/2 lbs, 85c

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