

WEATHER FORECAST.

Strong Easterly Winds; Unsettled and Cool with Occasional Rain. Temperature at 3 A. M. 35 Degrees Above Zero.

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ORDER PREPARED WHILE GIANT LINED WENT TO BOTTOM WITH HUNDREDS OF HUMAN LIVES ANXIOUS CROWDS MEET CARPATHIA OF NAUPE CATASTROPHE WILL PROBE CAUSE OF THE DISASTER

Thousands Throng Piers and Water Front as Liner Steams Slowly up New York Harbor—Landing Place Allotted to Relatives and Friends—Police Maintain Perfect Order—Steamer Ran Gauntlet of Hundreds of Cameras as She Docked.

New York, N. Y., April 18.—In a drizzling rain two hundred and fifty policemen gathered early tonight at the Cunard Line pier... The Carpathia was off the end of the pier ready to dock at five minutes to 11 o'clock.

The early arrival of the Carpathia at quarantine surprised even the customs officials... The ship came to anchor at 11 o'clock and was towed to the pier.

STORY AS TOLD BY THE PASSENGER

New York, April 18.—D. Henry Fraumhal and his wife of this city were the first persons of the Carpathia. They were driven off quickly in an automobile without having even spoken to anyone.

brilliantly lighted, the band was playing and the captain was standing on the bridge giving directions. The bow was well submerged and the keel rose high above the water.

Women Brought to Safety Only to Succumb to Effects of Strain—Rescued Tell Story of Sinking of Titanic

Gallant Seamen Fill Boats With Women and Children Before Steamer Goes Down With Captain at His Post, Lights Flashing and Bands Playing—Mighty Liner Rears Upright Before Taking Final Plunge to Watery Resting Place.

Special to The Standard.

New York, April 18.—The Cunard liner Carpathia bearing the survivors from the wreck of the White Star liner Titanic, crept into port tonight like a funeral ship.

From the stories of the survivors on the Carpathia several facts stand out with prominence. The Titanic went down with lights flashing and bands playing, a minute or two before striking.

Blew His Brains Out On Bridge?



CAPTAIN E. J. SMITH.

New York, April 18.—According to the statement of one passenger of the ill-fated Titanic, landed from the rescue ship Carpathia tonight, but who refuses to give his name, Captain Smith shot himself on the bridge.

Presently we heard the order: "All men stand back away from the boats and all ladies retire to next deck below." The smoking room deck or B deck, the men all stood away and remained in absolute silence leaning against the end railings of the deck.

An Anxious Moment.

"Down we went and presently floated with our ropes still holding us, the exhaust washing us away from the side of the vessel, and the water and concluded it was now only a question of minutes before she went down."

All Women Safe.

One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went round among the men that the men are to be put in boats on the starboard side.

British Authorities Institute Rigid Inquiry Into Circumstances of Wreck—Titanic's Boats Could Accommodate 1,178 and Steamer Carried 48 Life Buoys and 3,560 Belts—Far From Sufficient Accommodation for Compliment of Passengers and Crew.

London, April 18.—A searching inquiry into matters concerning the catastrophe to the Titanic is expected to be instituted by the Board of Trade this afternoon by both Sydney Buxton, president of the Board of Trade, and Herbert L. Samuel, post master general.

Mr. Buxton who was filled with questions stated that the Titanic actually carried 16 boats on her davits, giving accommodation for 980 persons.

Mr. Buxton was apologetic when explaining 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 the committee was not considered altogether adequate so the matter was referred back for further consideration.

The English Board of Trade passenger certificate on board the Titanic, allowed for a total of approximately 1,200. The same certificate called for life boat accommodation for approximately 900 in the following boats:

"First class, 320; second class, 220; third class, 750. Total, 1,400. Officers and crew, 540. Total, 2,340. Of the foregoing amount following were rescued by the S. S. Carpathia: First class, 210; second class, 125; third class, 200; officers, 41; seamen, 23; stewards, 96; firemen, 71, total 210 of the crew. The total of 775 saved was about 80 per cent of the maximum capacity of the life boats."

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

steamers should be prevented from taking the northern route during the spring months. This and other questions were to be submitted to a searching inquiry. He was also afraid that the Board of Trade had no power to prevent racing for records across the Atlantic.

Asked if the German-American lines carried nearly double the number of boats required by British Board of Trade regulations, Mr. Buxton replied, "I do not think so."

Horatio Bottomley moved the adjournment of the House to call attention to the failure of the Board of Trade to provide adequate protection for the lives of passengers on ocean liners.

The speaker admitted the propriety of Mr. Bottomley's motion, but pointed out that a full discussion of the subject could occur on the civil service estimates tonight so that an adjournment was not necessary.

At the meeting of the Grand Trunk Railway of Canada the Chairman, A. W. Smithers, feelingly referred to the probability that Charles M. Hays, the president, had been lost.

The relief funds being raised here in connection with the Titanic disaster have been preparing all night for the rescue and the comfort of the survivors, and the last passenger received on board with the most touching care and kindness. Every attention being given to the rescue of the passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them.