

Great White Star Liner Plunged to the Floor of the Sea Carrying With Her Nearly All Men Who Were Aboard

TITANIC LOSS IS 1601 LIVES

Band of the Doomed Leviathan of the Ocean Played, "NEARER MY GOD TO THEE," as the Great Ship Broke in Two, and Then With an Awful Roar Went Down in Two Miles of Water, Almost Engulfing Life Boats

MALE PASSENGERS AND CREW MET THEIR DEATH HEROICALLY; NO SEMBLANCE OF PANIC

All Stood Aside Until Every Woman and Child Aboard Had Been Placed in the Lifeboats
Captain Smith Going Down With Ship

LINER RIPPED OPEN BY BERG BROKE IN TWO AMIDSHIPS

As Titanic Settled for Last Plunge to the Bottom Many Aboard Leaped Into the Sea and Were Drowned—Sensational Stories of Panic and Suicide Denied by Witnesses of the Great Tragedy.

On board the Titanic.....	2,340
Saved—	
First-class passengers	210
Second-class passengers	125
Third-class passengers	194
Officers	4
Seamen	39
Stewards	96
Firemen	71
Total saved	739
Total lost	1,601

[Canadian Press.]

New York, April 19.—The Titanic disaster, as written into history today by many of the 739 survivors, accounts for the loss of 1,595 persons at sea off the Newfoundland Banks early Monday morning, and the subsequent death of six persons who had been rescued, bringing the total of lives lost to 1,601.

These official figures magnify greatly estimates which had come by wireless, and the stories which survivors tell make certain, as had already been judged from the meagre wireless reports, that the disaster is the greatest that ocean travel has ever known.

GREATEST MARINE TRAGEDY.

The big facts which came to the surface in the flood of narratives are that 1,601 persons met their death; that there is hardly a shadow of a hope that this grand total will be curtailed by a single additional survivor; that several men of wealth and world-wide prominence are, as had been feared for several days, among those who perished; that practically the only women who were not saved were those who chose to die in their husbands' embrace; that nearly all of the survivors saw the Titanic sink and heard the band play "Nearer, My God, to Thee," and the shrieks of those whom the sea claimed, as the vessel sank in 2,000 fathoms.

ICEBERG WAS ENORMOUS.

The Titanic struck an iceberg about 90 feet high, which ripped the liner's sides open and made the watertight compartments useless, and while the vessel was gradually sinking the icy water reached her steaming boilers, causing an explosion which sent her to the bottom.

A PLACID SEA.

The great liner was plunging through a comparatively placid sea, on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes. The night was clear and the stars visible. First Officer Murdoch was in charge on the bridge. The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid collision with it. The first officer did what other startled and alert commanders had done under similar circumstances, that is, he made an effort by going full speed ahead on his starboard propeller and reversing his port propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg. The manoeuvre was not successful. He succeeded in saving his bows from crashing into the ice cliff, but nearly the entire length of the underbody of the great ship on the starboard side was ripped.

CUT OPEN BY BERG.

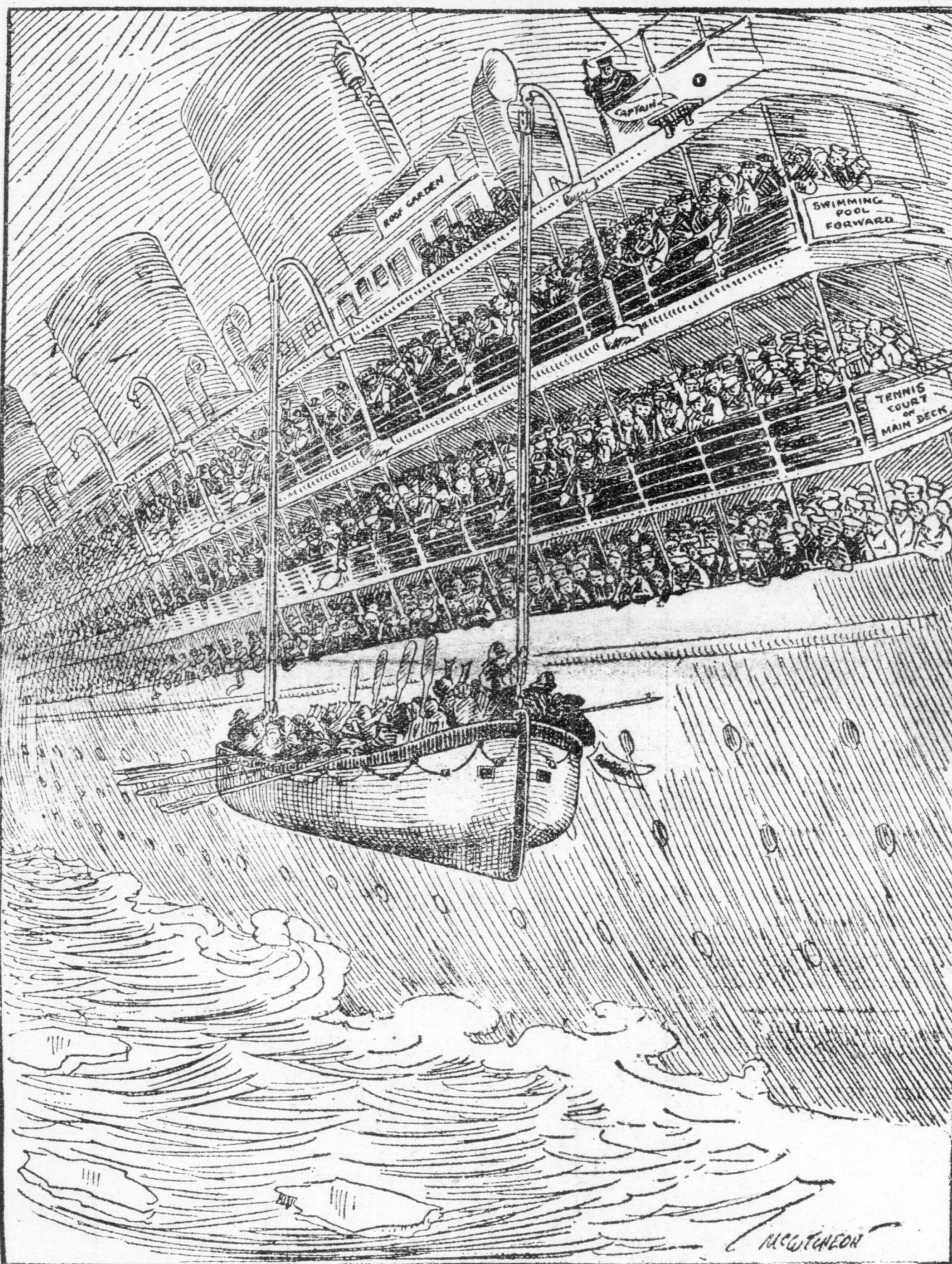
The speed of the Titanic, estimated to be at least 21 knots, was so terrific that the knife-like edge of the iceberg's spur protruding under the sea, cut through her like a can opener. The shock was almost imperceptible. The first officer did not apparently realize that the great ship had received her death wound, and none of the passengers, it is believed, had the slightest suspicion that anything more than a usual minor sea accident had happened. Hundreds who had gone to their berths and were asleep were awakened by the vibration.

CARD PLAYERS RESUME GAME.

To illustrate the placidity with which practically all the men regarded the accident, it is related that four who were in the smoking-room playing bridge, calmly got up from the table, and after walking on deck and looking over the rail, returned to their game. One of them had left his cigar on the card table, and while the three others were gazing out on the sea, he remarked that he could not afford to lose his smoke, returned for his cigar and came out again. The three remained only for a few moments on deck. They resumed their game under the impression that the ship had stopped for reasons best known to the commander, and not involving any danger to her. The tendency of the whole ship's company, except the men in the engine department, who were made aware of the danger by the rushing water, was to make light of and, in some instances even to ridicule the thought of danger to so substantial a fabric.

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THE LAST BOAT BY JOHN T. McCUTCHEON



Cartoonist McCutcheon's Idea of the Tragedy. Note the grim irony of the signs on the back of the boat—room for luxuries, but not for lifeboats.

"BE BRITISH," SAID CAPTAIN. IN RALLYING THE CREW

New York, April 19.—But for the unparalleled self-sacrifice and heroism of Captain Smith and the Titanic's officers, the sea would have claimed an even greater toll when the gigantic ship went down. From the bridge Captain Smith called through his megaphone: "Be British!" and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of men responsible for the saving of human souls on the smitten Titanic, as told today by John Johnson, a member of the crew. Johnson said a cook tried to pull the captain into a lifeboat, but Smith said: "No, no; I must go down with her." He then mounted the bridge and stood watching the loading of the boats. That was the last Johnson saw of him.

MAJOR PEUCHEN LAST TO SAY GOOD-BYE TO HAYS

[Canadian Press.]
New York, April 19.—Major Arthur Peuchen, a wealthy resident of Toronto, was the last man on the Titanic, to say good-bye to Charles M. Hays, president of the Grand Trunk Railway, who lost his life.
After assisting the members of the crew in filling the first five boats, Major Peuchen, who is an experienced yachtsman, was assigned by the second mate to take charge of boat No. 6. Major Peuchen said he declined to accept such a post, not desiring to secure any preference over any of his fellow-passengers.
Capt. Smith, wishing an experienced boatman on boat No. 6, directed the second officer to give the major a written order to take charge of it. Major Peuchen displayed this order to some of his friends last night, so as to make it plain that it was at the demand of the ship's officers that he undertook the assignment.
Just as the major was about to leave in the lifeboat, his old friend, Charles M. Hays, of the Grand Trunk, came up and said good-bye.

ISMAY AND OFFICERS TO MEET PROBERS

[Canadian Press.]
New York, April 19. — "The White Star Line welcomes any Governmental inquiry," Vice-President Franklin said today, "and the United States Senate investigation cannot be too searching for us, and if it results in the adoption of any measure calculated to prevent the recurrence of such a disaster as the Titanic loss, the White Star Line will be only too thankful that such has been the outcome. Mr. Ismay did not shirk his duty, nor will any other officer of the company. All the information the Senate committee seeks will be cheerfully given. We will co-operate in every possible way."
Mr. Ismay and the four surviving officers of the Titanic will appear today before the United States Senate investigation committee at the Waldorf-Astoria, to give their version of the marine disaster which has shocked the entire civilized world.

THE WEATHER.

TOMORROW—FAIR.			
Forecasts.			
Toronto, April 19—8 a.m.			
Today—Fresh northwest winds; fair and cool.			
Saturday—Fair.			
Temperatures.			
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:			
Stations.	High.	Low.	Weather.
LONDON	45.5	36.5	Clear
Calgary	56	28	Fair
Winnipeg	54	30	Cloudy
Port Arthur	48	29	Clear
Perry Sound	35	25	Cloudy
Toronto	48	24	Cloudy
Ottawa	42	33	Rain
Montreal	45	28	Cloudy
Quebec	46	32	Snow
Father Point	28	20	Snow

DOCK AT NEW YORK THE STAGE FOR PATHETIC SCENES WHEN SURVIVORS LANDED

Patrician and Plebeian Levelled to the Same Footing While Anxiously Awaiting News of Friend or Relative.

TREMENDOUS CREW OF MORBID ARE KEPT BACK BY THE POLICE

Mrs. Astor Falls Into Arms of Friends In State of Collapse—Saddest Picture of All Was Baby Allison, Who Lost Parents and Sister In Accident.

The outstanding solutions of the foundering of the Titanic and the great loss of life may be summarized in the following paragraphs:

That the ship was steaming at 21 knots an hour or more at the time of the disaster.

That the part of berg she struck was submerged.

That she was opened up like a sardine can for half her length below the water line.

That the supports of the watertight compartments were interfered with.

That accordingly they could not be closed, the water having unchecked ingress into the liner.

That the officers from the captain down at first scoffed contemptuously at the idea of the Titanic sinking.

That when the time came to disabuse people of this idea the women refused to enter the boats, arguing that the Titanic was safe.

That valuable space in the lifeboats therefore went unoccupied. That there were not enough lifeboats for one-third of the ship's complement of passengers and crew.

[Canadian Press.]

New York, April 19.—Slowly, as if bearing the dead of the Titanic, instead of the miserable remnant of those who escaped when she went down on Monday morning in the icefield south of Newfoundland, the Carpathia nosed her way through the darkness of New York harbor to her dock last evening.

For hours an expectant crowd of relatives and friends had gathered within the dock and the approaches to it, buoyed up against the fatigue of their long vigil by the necessity for being patient and resolute as an offset to the weakness, sorrow and misery of those they were to meet.

A hundred times someone cried: "Here she is," as the lights of a steamer came in sight. Then all pressed forward to attempt to pierce the darkness for a first glimpse of the famous liner, with her cargo of saved.

A hundred times they had to fall back disappointed, compelled to steel themselves anew against the weariness of their dull wait and the protraction of their renewed anxiety.

ALL ON ONE LEVEL.

The crowd on the dock shed grew denser as the evening wore on, and a strange crowd it was. Patricians who arrived in luxurious limousines had to leave their prestige and caste outside, and had to mingle on one level footing with the plebeian. One and all wore the same demeanor of fear and anxiety, because the latest dispatches published announced that even though safe from the sea, hundreds of the rescued passengers from the Titanic had died, were ill, while some had gone insane.

PITIFUL SCENES.

Here a prosperous-looking man might be seen walking up and down, tearfully glistening in his eyes.

In a corner, far removed from the other waiters, was a disconsolate woman wearing the deep mourning that indicates widowhood.

LOST THEIR FATHER.

In another group was a maid, with two little children. They had lost a father in the wreck, but their mother had been saved.

A number of men dressed in black stood near the gangway. They were discussing what they would tell a young sister they were waiting for, whom the Titanic disaster had made a widow.

"She does not know in all probability that Bradley is gone," said one.
"Then let us tell her that some boats have been picked up by another vessel, which has not reported yet," said another.

A TOUCH OF PATHOS.

Another touch of pathos was lent to the scene by the appearance of the ambulance doctors and nurses from the various hospitals, whose stretchers were placed ready for use in a conspicuous and easily accessible part of the shed.

THE CANADIANS.

Relatives of Canadian survivors were early on the scene. Dr. Douglas, of Montreal, was present to greet his rescued wife, and her mother, Mrs. James Baxter, and to help console them for the loss of Quigley Baxter, a son of the latter. Howard C. Kelley, vice-president of the Grand Trunk; E. H. Fitzhugh, president of the affiliated lines of the Grand Trunk, and Dr. Hutchison, of Montreal, came to care for Mrs. Charles M. Hays and her daughter, Mrs. Thornton Davidson, both of whom have lost husbands by the sinking of the Titanic.
G. F. Johnston, Montreal, and the two brothers of J. Hudson Allison, who, with his wife and little daughter, was reported among the missing, came to secure confirmation of their worst fears. The brothers are J. B. Allison, of Montreal, and W. P. Allison, of Chesterville, Ont.

Mrs. Arthur Peuchen was an early arrival to meet her husband, Major Peuchen, of Toronto, who was the only Canadian male reported as saved.
From Winnipeg came John Allen, the fiancé of Miss Fortune, who, with her three sisters and mother, escaped, though her father went down with the Titanic.

A MOB OF MORBID.

Outside, the throng of the curious and even the morbid, was tremendous, though it required little handling. Once or twice, when the rumor was sent out that the boat was coming in, there would be some pushing and jostling. The policemen had fine remedies for this.

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