THRILLING STORY OF DISASTER

How S. S. Titanic Went to Her Doom Carrying 1600 Persons to an lcy Grave in the Atlantic

PERFECT DISCIPLINE ON DOOMED LINER

"Women and Children First"-Foundered With Her Band Playing and Her Captain on the Bridge

NEW YORK, April 18.-How the White Star liner Titanic, which was the largest ship afloat, sank off the and Banks of Newfoundland on Monday morning last, carrying to their death 1,601 of the 2,340 persons aboard was told the world in its awfu details for the first time tonight on the arrival at New York of the Cunard liner Carpathia bearing the exhausted survivors of the catastrophe.

Of the great facts that stand ou from the chaotic account of the tragedy these are the most salient: The death list has increased rathe decreased. Six persons died

after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child with the exception of those women who refused to leave their husbands were saved. Among those was Mrs. Isador Straus.

sador Straus.

The survivors in the lifeboats saw the grief-stricken vessel glimmer to the last, heard her band playing, saw the doomed hundreds on her deck and heard their groans and cries when the

vessel sank.
Accounts vary as to the extent of the disorder on board.

Making Full Speed

Not only was the Titanic Tearing Not only was the Titanic tearing through the April night to her doom with every ounce of steam on, but she was under orders from the general offices of the line to make all the speed of which she was capable. This was the statement tonight of L. P. L. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making 21 knots an hour and the officers were striving to live up to the ers were striving to live up to the refers to smash the record,
"It was close to midnight," said toody, "and I was on the bridge with

cond officer who was in con Suddenly he shouted port your he did so but it was too late. We str e submerged portion of the berg. Of the many accounts given by the assengers most of them agreed he shock when the Titanic struck ceberg, although ripping her great sid lke a giant can opener, did not great ar the entire vessel, for the blow w a glancing one along the side. The s counts also agree subsequently that when the passengers were taken off in the lifeboats there was no serious panic and that many wished "to remain on

most distressing stories are thos iving the experience of passengers in he lifeboats. These tell not only of their own suffering but give the har-rowing details of how they saw the stern uppermost for many minutes be-fore plunging to the bottom. As this awful spectacle was witnessed by the troups of survivors in the boats they plainly saw many of those whom they had just left behind leaping from the rn uppermost for many minutes becks into the water.

J. Bruce Ismay, president of the Inof the White Star line, who was among the seventy odd saved; P. A. S. Frank-lin, vice-president of the White Star company and United States Senator Alien Smith, chairman of the senate in-vestigating committee, held a confer nce aboard the Carpathia soon after the passengers had come ashore tonight After nearly an hour Senator Smith came off to the cabin and said he had no power to subpoena witnesses at this time. He announced that Mr. Ismay had consented to appear at the hearing and that Mr. Franklin and the few survivathat Mr. Franklin and the few surviving officers would appear for examination before the committee. He said the course of examination would be determined after the preliminary hearing.

Mr. Smith also was questioned as to the speed at which the Titanic was proceeding when she crashed into the berg. He said he had asked Mr. Ismay but declined to say what Mr. Ismay but declined to say what Mr. Ismay

arrival of the Carpathia brought a vast multitude of persons to the Cunard docks. They filled the vast pier sheds, and, overflowing for blocks, crowded the nearby streets. Throughtout it all the rain tell steadily, adding funeral aspect to the scene.

Landing Survivors

The landing of the survivors was tended with little excitement, the lowest standing in groups as the ship seed along. The docking actually gan shortly after 9 o'clock and the arking of passengers was dispose quickly by the waiving of the usus alities that practically everyth ad been cleared by 10.30 o'clock. The erowds remained about the piers long after this to get a glimpse of the res-suing steamer and to hear the harrow-ing stories which had been brought ack by the rescue ship.

Physicians and nurses went aboar he Carpathia before anyone was a lowed to go down the gang way, but on after the first cabin pa women predominating began descending the inchine. Some walked unaided, some were assisted by friends, and some were on stretchers.

Mrs. John Jacob Astor, now a widow, was met by her step-son, Vincent As-tor, and her sister, Miss Force. They embraced with tears, hurried to an au mobile and drove to the Astor town buse. The second and some steerage assengers did not leave the ship until o'clock. They were in a sad condition. Women were without wraps and the few men there wore very little

A poor Syrian woman who said she was Mrs. Habush, bound for Youngs-town, Ohio, carried in her arms a six months old baby. The child wore only a light calico dress and was barefooted. This woman had lost her husband and three brothers. "I lost four of my menfolk," she cried.

The Titanic's four rescued officers were placed aboard the Red Star liner Lapland for the night. They rectain to talk, saying they were under instructions to give no information ex-

HOW WOMEN AND CHILDREN WERE SAVED

NEW YORK, April 18.—The following is the account of Mr. Beasley of London:
"The voyage from Queenstown had been quite uneventful as fine weather was experienced and the sea was quite calm. It was very cold. After dinner on Sunday evening it was almost too cold to be

"I had been in my berth for about ten a slight lar and then soon after a second one, but not sufficiently heavy to cause any anxiety. However, the engines sucped immediately and I went upon cause any anxiety. However, the engines suppned immediately and I went upon the deck in a dressing gown and found only a few people there who had come up similarly to inquire why we had stopped. We saw through the smoking room window a game of cards going on and went in to inquire if they knew anything. It seems they felt more of the jar and looking through the window had seen a huge iceberg go by close to the seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done.

"No one of course had any conception that she had been pierced below by sub-

that she had been plerved below by sto-merged iceberg. The game went on without any thought of diaster and I re-tired to my cabin to read until we went on again. I never saw any of the playon again. I never saw any of the players or the onlookers again. A little later, hearing people going upstairs. I went cut again and saw that there was an undounted list downward from the stern but knowing nothing of what had happened, concluded some of the from compartments had filled and weighted down. I went down again to put on warmer cothing and as I dressed heard an or

No Panic "All passengers on deck with life belts

"We all walked slowly up with them, but even then presumed this was a precaution the captain was taking and that we should return in a short time and retire to bed. There was a total absence or panic or expressions of alarm and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident. The ship was aboutely still and except for a gentle tilt downwards which I dont think one person in ten would have not-iced at that time, no signs of the approaching disaster was visible. She lay so on again, when some trifling matter had been adjusted. But in a few moments we saw the covers lifted on boats and the crews alloted to them standing by and uncurling ropes which they were to lower them by.

"We then began to realize that some-thing serious had happened; my first thought was to get more clothing and some money but seeing people pouring up the stairs I decided it was better to cause no confusion to people coming up by doing so. Presently we heard the or-

"All men stand back away from the boats and all ladies retire to the next deck below—the smeking room on B deck.

In Absolute Silence

The men all stood away and rem in absolute silence leaning against the rails of the deck of pacing slowly up rails of the deck of pacing slowly up and down. The boats were swung over and lowered on A deck. When they were to the level of B deck, all the ladies were collected. The ladies got in quickly with the exception of some who refused to leave their husbands. In some cases they were torn from them and passed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats rom abaft already in the water slipping unjetly away into the darkness and presently the boats near to us were lowered with much creaking as the new ropes lipped through the pulley blocks down the 90 feet which separated them from the water. An officer in uniform as one oat was lowered shouted:

the companion ladder and stand by the other boats for orders." "'Aye, aye, sir!' came up the reply but I don't think any boat was able to

Fear of Suction

"When they were affoat and had the pars at work the condition of the rapidly filling vessel was so much more a sight for alarm for those in boats than those on boad the Titanic that in common prudence the sailors saw they could do nothing but row from the sinking ship to save at any rate some lives. They no doubt expected that suction from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with

All this time there was no trace of any disorder, panic or rush to the boats and no scenes of women sobbing hysterically such as one generally pic-tures as happening at such times. Everyone seemed to realize so slowly Everyone seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea with nothing but our lifebelts to support us until we were picked up by passing steamers it was extraordinary how calm everyone was and how completely self-controlled.

Filling the Lifeboats

ed and sent away into the night. Pres-ently the word went around among

The men are to be put in boats on the starboard side'
"'I was on the port side and most of
the men walked around the deck to see if this was so. I remained where I was and presently heard the call, 'Any more ladies?'

"'I saw none come and then one of the crew looked up and said.

the crew looked up and said,
"Any ladies on your deck, sir?"
"No!" I quickly replied.
"Then you had better jump quickly,"
"I dropped and fell in the bottom, as they cried, 'Lower away!'

they cried, 'Lower away!'
As the boat began to descend, two ladies were pushed hurriedly through the crowd on B deck and heaved over it to the boat, and a baby of ten months passed down with them. Down we went with the crowd clinging to those lowering each end, to keep her level. 'Aft!' 'Stern!' Both together!' until we were some ten feet from the water, and here occurred the only anxi-ous moment we had during the whole of our experience from leaving the deck to reaching the Carpathia.

Danger of Swamping

"Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the fime from the ship's inside, just above the

swamped by it when we touched water. We had no officer aboard, no petty officer, or member of the crew to take charge. So one of the stokers said:

"Find the boit which releases the boat from the ropes and pull it up."
"No one knew where it was."
"Down we went, and with our ropes still holding us, the exhaust washing us away from the side or the vessel, and the swell of the sea urging us back against the side again. We were carried directly under the bow of a carried directly under the bow of a boat which was coming down on us in

Stop lowering 14! one of the shouted, and the crew of No. 14, only twenty feet above shouted

"Down she came and just before she Thown she came and just before she dropped over a stoker came to our rescue and cut the ropes. The next moment the exhaust stream carried us clear, while boat 14 dropped into the water in the space we had the moment before occupied, our gunwales almost touching. We drifted away easily and headed directly away from the ship."

A Striking Spectacle

"It was now about I a. m., a beau-tiful starlight night. The see was as tiful starilght night. The see away calm as a pond. As we rowed away from the Titanic we looked back from time to time to watch her and a more time to the toward her and a more time. triking spectacle it was not poss or envone to see.

for enyone to see.

"In the distance she looked an enormous length, her great bulk outlined in black against the starry sky, every port hole and saloon blazing with lights. It was impossible to think anything could be wrong with such a leviathan if it was not for that ominous tilt downwards at her hows where the water was by now up to the hower the water was by now up to the lower of her rows of portholes. Presently, about 2 a. m., as near as I can rememobserved her settling very ra

slowly tilted, straight on en-"She slowly three, straight with the stern vertically upward, and, as she did, the lights in the cabin and saloons which had not flickered for a moment since we left, died out, came on again for a single flash and finally nt out altogether. At the same time machinery roared down through twessel with a ratle and a groaning that could be heard for miles. this was not quite the end.

"To our amazement, she remained in that upright position for a time, which I estimated as five minutes while we watched at least 150 feet of the Titanic

"Then, with a quick standing dive she disappeared beneath the waters, and there was left to us the gently heaving sea, the beat filled to stand-ing room with men and women in every vable condition of dress and ur dress; above, the perfect quiet of the brilliant stars with not a cloud in sight, all tempered with a bitter cold.

In the Supreme Hour Now and then there fell on our ears the most appalling noise that human beings ever listened to—the cries of hundreds of our fellow beings strug gling in the lcy cold water, crying fo help with a cry that we knew could not be answered. We wanted to re not be answered. We wanted to return and pick up some of those swimming but this would have meant to swamp our boat. We tried to sing to keep the women from hearing the cries and the men rowed hard to get away from the scene of the wreck.

"We kept a lookout for lights and later saw a light which slowly resolved itself into a double light." Round we swung the boat and

"Round we swung the boat and headed for her. The steerman shout-

ed. Now boys, sing.'

"For the first time the boat broke into song with Row for the Shore, Boys' and for the first time tears came to the eyes of us all as we saw succo

"The song was sung but it was a very poor imitation of the real thing, for quavering voices make poor songs. A cheer was given next. "That was better. You keep in tune for a cheer," said the steersman.

"Our rescuer showed up rapidly and as she swung round we saw her cabins all alight and knew she must be large steamer. She was not motionless and we had to row to her. Just then day broke, a beautifal dawn with faint pink clouds just above the horizon and a new moon whose crescent just touched the norizon.

"Turn your money over boys," said our cheery steersman. "That is if you have any," he added,
"We laughed at him for his super-stition at such a time but he countered very neatly by adding, "Well I shall never say again that 13 is an unlucky number, for 13 has been the best friend. number, for 18 has been the best friend we ever had.'

"Certainly the 13 superstition is killed forever in the minds of those who escaped from the Tintanic in boat 13. As we neared the Carpathia, we "One by one the boats were filled was a fully rigged schooner standing

THE DEATH ROLL

NEW YORK, April 18.-The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of

sengers aboard—First-class, \$30; second-class \$20; third-class, 750; officers and crew, 940; total, 2340.

Number of passengers saved by Carpathia—first-class, 210; second-class, 125; third-class, 200. Total passengers saved,

Members of crew saved-Officers, 4; seamen, 39; stewards, 96;; firemen, 71. Total members

of the crew saved, 210.

Total number rescued, 745.

Total number perished, 1595.

First and second cabin pass-

engers totalled \$50.

First and second cabin passengers saved, 335. First and second cabin pass-engers lost, 315.

engers lost, 315.

In addition to the number of dead given six others succumbed after leaving the Titanic in the lifeboats, making the total death roll 1601.

up near her and presently behind her another, with all sails set and we said. "They are fisher boats from the Newfoundland banks and have seen the steamer lying to and are standing by

"But in another five minutes th light showed they were icebergs towering in the air, their glisting masses deadly white, still, and peaked in a way that had suggested a scohoner; "We glanced round the horizon and could see. The steamer we had to reach was surrounded by them and whad to make a detour to reach her. Between her and us lay another huge berg. We rowed up to the Carpathia about 4.30 a. m. and were hoisted, or climbed up the ship's sides, with very pateful hearts."

gisteful hearts."

The above account of the accident was given by W. L. Beasley, a Cambridge university man, who resides it London. Mr. Beasley was in the second cabin and had not been mentioned in the list of the saved.

BROKE IN TWO BEFORE TAKING FINAL PLUNGE

NEW YORK, April 18 .- The Cunard why York, April 18.—The Cunard liner Carpathia, a ship of gloom and succor, came into New York tonight with first news direct from the great White Star liner Titanic which sank of the Grand Banks of Newfoundland early on Monday morning last.

The great liner went down with her band playing, taking with her to her death all but 745 of her hyman cargo of 2.340 souls.

cargo of 2,340 souls. To this awful deartrilist, six personner added. One died in the lifeb

were added. One died in the lifeboat which was put off from the lifeboat which was put off from the liner's side and five subsequently succumbed on the rescue ship Carpathia.

The list of prominent men missing stands as previously reported and the total death list as brought to port by the Carpathia is 1601. Survivors in the lifeboats huddled in darkness at a safe distance from the striken ship and saw her go down.

That the liner struck an iceberg as reported by wireless was conceded by all. She struck amidships, and, ripped from stem to engineroom by the great mass of ice, the Titamic's side was laid open.

'She simply listed to starboard and a shower of ice fell on the forecastle deck. Shortly before she sark she broke in two abaft the engineroom, and, as she disappeared beneath the water, the expulsion of air caused two explosions which were heard plainly by the survivors airift.

A moment more and the Titanic had gone down to her doom with the fated To the survivors they were visible to

BAND PLAYING AND CAPTAIN ON THE BRIDGE

NEW YORK, April 18.—A passen ger on the Carpathia made the follow

"I was awakened at about half past twelve at night by a commotion on the decks which seemed unusual, but there was no excitement. As the boat was moving I paid little attention to it, and went to sleep again. About 3 o'clock I was again wakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life boats were sighted and began to arrive, and soon, one by one they draw up to stoon, one by one they draw up to stoon, one by one, they drew up to our side "There were 16 in all, and the trans

referring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags. Some of the boats were crowded. A few were not half full.

Some people were in full evenir dress. Others were in their night clothes and were wrapped in hiankets. These with immigrants in all manner of attire were hurried into the saloor for a hot breakfast. They had been

NO SURVIVORS ON S. S. CALIFORNIAN

BOSTON, April 18.—A message to the A. P. just received from Capt. Lord of the Steamer Californian of the Leyland line,

"Arrived scene of Titanic dis-aster 8:30 a. m., 15th." All sur-vivors then aboard Carpathia. Have not and did not see any (Signed) "Lord, captain."

in the open boats for four or five hours in the most biting air I ever experienced. There were husbands without wives, wives without husithout wives, wives without ands, parents without children

hildren without parents. But there were no demonstrations, no sobs. Scarcely a word was spoken. They eemed to be stunned.

nediately after breakfast divine service was held in the saloon. One woman died in the lifeboats, three others died soon after reaching our deck and their bodies were buried in the sea at 5 o'clock that afternoon None of the rescued had any clothing except what they had on. Passengers contributed enough for their in

"When her lifeboats pushed away th steamer was brilliantly lighted. The band was playing and the captain was standing on the bridge giving direc tions. The bow was well subme and the keel rose high above and the keel rose high above the water. Suddenly the boat seemed to break in two. The next moment everything disappeared. The survivors were so close to the sinking steamer they feared the lifeboats would be

drawn into the vortex.

There were preparations for a brilliant party to be given on board the

"On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no blue water. At one time I counted 13 icebergs."

SPLENDID WORK OF FIFTH OFFICER LOWE

NEW YORK, April 18.-A Englishwoman, who requested that name be omitted, told a thrilling s by eight of the crew from the The boat was in command of fi officer H. Lowe, whose actions she scribed as saving the lives of ma people. Before the lifeboat was launhe passed along the port decks of steamer commanding the people to jump in the boats and otherwise. straining them from swamping the When the collapsible boat was launce ed Officer Lowe succeeded in putting in a mast and a small sail. He co lected the other boats together. In some cases the boats were short of adequate crews, and he directed an exchange by which each was manned ad He threw lines connecting the boat

two by two and all were thus moore week. Later on he went back to the wreck with the crew of one of the coats and succeeded in picking upone of those who had jumped over the point of sinking with thirty pas-sengers aboard, most of them in night clothing. They were rescued just in the nick of time.

COLONEL GRACIE HAD THRILLING ESCAPE

NEW YORK, April 18 .- Col. Archibale Gracie, U.S.A., the last man saved went down with the vessel but was picked up. He was met tonight by his daughter, who had arrived from Wash-ington and his son-in-law, P. H. Fabricius. Col. Gracie told a remark story of his physical hardships denied emphatically the reports the there had been any panic on board. H praised in the highest terms the be-havior of both the passengers and the crew, and paid a high tribute to heroism of the women passengers.

"Mrs. isador Straus," he said, "went
to her death because she would not desert her husband. Although he pleaded

engulfed by he wave that swept her."

Colonel Gracie told of how he was driven to the topmost deck when the ship settled and was the only survivor after the wave that swept her just be Jumped With the Wave

"I jumped with the vave," said he, "just as I often have jumped with the breakers at the seashore. By great good fortune I managed to grasp the brass ralling of the deck above, and I hung on by might and main. When the ship lunged down I was forced to let go and I was swung around and for what seemed to be an indeterminable time. Eventually I came to the surface to and the sea a tangled mass of wrech

"Luckily I was unburt and selzed wooden grating floating nearby. Whi I had recovered my breath a disco ered a larger canvass and cork raft which had floated up. A man wh name I did not learn was strugg toward it. I cast off and helped him get on to the raft and then we best to work to rescue others in the water.
"When dawn broke there were 30 of us
on the raft, standing knee deep in the
icy water and afraid to move lest the cranky craft would be overturned. Several unfortunates, benumbed and half we had to warn them away. Had made any effort to save them we all must have perished. Terrible Hours

"The hours that elapsed 1 "The hours that elapsed awere picked up by the Carp the longest and most terri spent. We were afraid to and when some one who we stern passed the word the that looked like a steamer up, one of the men became under the strain. The resewere nearing the breaking.

There was no confusion and no panic. The army officer was in his berth when the vessel smashed into the herr and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2.22 a. m. for his watch stopped

at that hour.

"Before I retired," said Colonel Gracia,
"I had a long chat with Charles M.
Hays, president of the Grand Trunk Pacific railroad One of the last things Mr. Hays said was this: 'The White the Cumard and the Hamburg-Amer

lines are devoting their attention and ingenuity to vieing with each other to atand in making speed records. The time will come when this will be capped by some appalling disaster.

"Poor fellow a few hours later he was

Colonel Astor's Heroism

"The conduct of Colonel John Jaco Astor was deserving of the highest praise," Colonel Gracie declared. "The millionaire New Yorker," he said, "devoted all his energies to saving his young bride who was in delicate health. "Colonel Astor helped us in our efher into the boat and as she took her place the Colonel requested permission of the second officer to go with her for her own protection.
"No sir,' replied the officer, 'not a

man shall go on a boat until the womne are all off.

Colonel Astor then inquired the num ber of boats which were being lowered away and turned to the work of clearing other boats, and reassuring the frightened and nervous women.

"By this time the ship began to list port. This became so dangerous that the second officer ordered every one to rush to starboard. They did and we found the crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer and George B. Widener

of Philadelphia."

Colonel Gracle said that despite the warnings of icebergs no slowing down of speed was ordered by the commander of the Titanic. There were other warning

"In the 24 hours' run ending the 14th, he said, "the ship's run was 546 miles and then we were told that the next 24 ours would see even a better record

"No diminution of speed was indicat ed in the run and the engines kept up their steady hum. When Sunday evening came, we all felt the increasing cold which gave plain warning that the ship

"The officers I am confirmed had been advised by wireless of the presence of icebergs and dangerous floes in that vicinity. The sea was as smooth as glass and the weather clear so that it seems that there was no occasion for fear. Did Not Realize Danger

"When the versel struck," he con-tinued, "the passengers were so little alarmed that they joked over the matter. The few that appeared on deck early had taken their time to dress prop erly and therefore there was not the slightest indication of panic. Some of the fragments of less had fallen on deck and these were picked up and passed around by facetions ones, who offered them as mementoes of the occasion.

"On the port side a glance over the of the port side a giance over the side falled to show, any evidence of damage and the vessel seemed to be on an even keel James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don

One of the last women seen by Colonel Gracie, he said, was Miss Evans, of New York, who refused to be rescuted, because, eccording to the army officer, she had been told by a fortune hunter in London that she would meet her death on the waterne most bad of

MEN OF ORCHESTRA AMONG TITANIC'S HERDES

NEW YORK, April 18 .- The suffering of the Titanio's passengers when taken off the lifeboats by the Carpathia were graphically told by Jehn Kuhl of Omaha, Neb., who was a passenger on the lat-

Many of the women he said scantily clad and were all suffering from the cold. Four died on the Carpathia as a result of the exposure. Of all the heroes who went to their death when the Titanic dived into its

Miss Filds Slater a passenger in the last boat to put off, deserved greater credit than the members of the vessel's orchestra. According to Miss Stater the orchestra played until the last. When the vessel took its final plunge the the vessel took its final plunge the strains of a lively air mingled gruesomely with the cries of those who real ized that they were face to face with death.

"As soon as members of the orchestra could be collected," said Miss Slater "there was a steady round of lively airs It did much to keep up the spirits of everyone and probably served as much as the efforts of the officers to preven

"There were many touching scenes as the boats put off, I saw Colonel John Jacob Astor hand his young wife into a boat tenderly and then ask an officer whether he might go also. When per-mission was refused he stepped back and cooly took out his eigarette case. 'Good bye, Dearie,' he called gaily as he lighted a cigarette and leaned over

"Another, a Frenchman, I believe, ap proached one of the boats about to be lowered. He had with him two beautiful little boys. An officer waved him

go, but for God's sake take the boys. Their mother is waiting for them in

"The boys were then taken aboard."

PASSENGERS GIVE STATEMENT OF FACTS

NEW YORK, April 18,-News tha the Carpathia was outside the harbor and rapidly approaching sent thousands to vantage grounds along the waternt. At the battery, the first poin on Manhattan island, which the rehip would pass a crowd of ten thou

rescue ship, with few lights showing, was lighted up as photographers from decks of tugs and from well selected places on shore, exploded great flashlights. As the Carpathia steamed up the river, dimly lighted and slow mov-

ing, she looked like a funeral boat, Among the crowd were scores of white clad hospital attendants with stretchers. Invalid chairs also were rolled up to the pier entrance for those

who were unable to walk. When the ship docked at 9:30 the gang plank quickly was lowered and doctors and nurses walked aboard. The first survivors began to leave the ship at 9:35. The following statement issued by a committee of surviving passengers was given to the press on the arrival of the Carpathia:

In a Smooth Sea

"We, the undersigned survivors on the Titanic, in order to forestall any sensational or exaggerated statements eem it our duty to give the press a statement of facts which have come to our notice and which we believe to be

11:40 p. m., on a cold starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but

not early enough to avoid collision.
"Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:20 a. m. on Monday. Prior to her foundering, the usual dis-tress signals were sent out by wireless and rockets at intervals from the ship. Fortunately the wireless messages were eccived by the Carpathia at about midnight and she arrived on the scene bout 4 a. m. on Monday.

"The officers and crew of the Carpathta had been prepared all night for the rescue and comfort of survivors, and the last mentioned were received on board with the most touching care and kindness, every care being given, irespective of classes. The passengers, officers and crew gave up their staterooms, clothing and comforts for benefit. All honor to them.

Number of Lifeboats

"The English board of trade passen gers' certificate on board the Titanic showed approximately 3,500. The same ertificate called for lifeboat accom-"Fourteen large lifeboats, two small

boats, and four collapsible boats. pparently in sufficient number on "The approximate number of pas-

sengers carried at the time of the col-"First class 330; second class 320; third class 750. Total 1,400. Officers

and crew 940. Total 2,340. "Of the foregoing the following were scued by the steamship Carpathia: First class 210; second class 125; third class 200; officers 4; seamen 39; stew-ards 96; firemen 71. Total 210 of the crew. The total was about 745 saved, this being approximately 80 per cent of the maximum capacity of the life

"We feel it, our duty to call the at tention of the public to what we con sider the inadequate supply of life saving appliances provided for, on modorn passenger steamships and recom-mend steps be taken to compel pas-senger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The fellowing facts were observed and should be considered in this connection

Recommendations for Safety "The insufficiency of lifeboats, rafts etc.; lack of trained seamen to man same (stokers, stewards, etc. are no efficient boat handlers); absence o

"The board of trade allows for en tirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to em-bark before lowering boats, thus enngering the operation and preventing the taking on of the maximum number the boats would hold.

"The boats at all times to be properly quipped with provisions, water, lamps, ompasses, lights, etc. Lifesaving oat drill should be more frequent and ughly carried out, and officers should be armed at boat drills.

"Great reduction in speed in fog and occurs is "In conclusion we suggest that an international conference be called to reform the passage of laws providing for the safety of all at sea, and we urge the United States government to take the

initiative as soon as possible." The statement was signed by Samuel Goldenberg, chairman, and a committee of some 25 passengers.

EVERY REGULATION COMPLIED WITH

NEW YORK, April 18 .- Bruce Ismay chairman of the International Mercan tile Marine, gave out the following pre pared statement at the pier:

"In the presence, and under the shadow of a catastrophe so overwhelming, my feelings are too deep for expression in words and I can only asy that the officers and employes will do everything humanly possible to alle-viate the suffering and sorrow of the relatives and friends of those who per-

"The Titanic was the last word i shipbuilding, Every regulation pre-scribed by the British Board of Trade had been complied within The master officers and crew were the most ex

sand assembled. Other vantage points further up town were crowded with persons eager to catch the first glimpse of the approaching Carpathia.

The Carpathia proceeded steadily towards her dock passing the Statue of Liberty at 7:50, the Battery at 8:15 and then on past the forest of shipping on both sides of the river, proceeding cautiously under an escort of tigs.

As the liner passed the Battery the great crowds stood in silence. At in-

berg a gla ment at t

MRS. A

iving out "L don't Titanio wa reply to a

NEW Y John tonight by however, ther Mrs. was saved

mitted to the Carpa owed by members recall of the death she She rec Astor was that, said her narra

the boats ing ship's the last t women v that the l at least for some to leave seemed d "I hope I cannot young wor to the A

INQUIR LONDO quiry into the respe ised in th

Titanic, v

pathia, sa

The pos ready had had tinued: the wirele ing licens ships."

gested th insurance, that mat nizance. The L of boats insistently vise the board of t The subje-ment toda; Contrib clude the

Grenfell & fell; \$2,50 Alfred Va Naval themselve ing a de a sinking Biles, vi of Naval continued "The I expense be used sinkable Atlantic Figure sources greatest be saved on the T were jus regulatio commoda of the able of t no evide

the Tita boats or barely wi lations. Comp Campani show th of trade their bas only to partmen

SOME

WEF

Mr. Chi and gene Trunk Sy liant and of the coprecedent are due

of the rovelopmen of his ropersuade line from lease it was a for and power he gave energy at Mr. Ha fill. May barely 57 lic and h and at the nessenters of t