

TITANIC HIT ICEBERG AT FULL SPEED

SURVIVORS RELATE THRILLING TALES

Winnipeg Woman Says Pandemonium Reigned on Liner As She Sank

Bandsmen Played With Life Belts On Till They Were Engulfed—Officers Had to Shoot Steerage Passengers to Stay Their Mad Rush to Boats—Mrs. Futrelle Tells An Agonizing Story of Parting From Her Husband.

New York, April 19—Stories from survivors of the Titanic continued to pour in from all sides.

Mrs. Mark Fortune, of Winnipeg, tells how she and her three daughters, Lucille, Mabel and Alice, were rescued after being separated from her husband and son Charles.

Mrs. Fortune and her three daughters were placed in the tenth boat that was lowered. They said it was terribly overcrowded. Four members of the crew who had been assigned to the boat were transferred to another as soon as the craft struck the water, and there was consternation among the passengers, most of whom were women, when it was found that this left but one member of the crew to navigate the life boat.

A stroke, in the boat, Mrs. Fortune says, knew how to handle an over-crowded boat, but a Chinaman was of little use.

Man, Disguised as Woman, Got in Boat.
A man dressed in women's clothing did his best, but did not seem familiar with an anchor. This man was a woman in a blouse and a veil in addition to a skirt and blouse.

One of the Fortune girls and another

girl got out oars and helped to pull away from the wreck.

The Fortunes witnessed the plunge of the Titanic. Just before the vessel went down they saw the people on board struggling and heard shrieking and calling. The bandsmen they said, continued playing to the last. Some of them had life preservers on their arms as they worked their instruments, others had the belts around their waist. Not one of the bandsmen made an attempt to save himself.

Mrs. Fortune believes the last air played was "Nearer My God Thee."

No Discrimination Among the Women.

Mrs. Fortune was of the opinion that no discrimination was made between passengers of the first, second or third classes in making the allotments for seats in the boats. That rule applied only to the women.

However, when the ship struck, she said, several men in the steerage tried to rush the officers in charge of the lifeboats. At first the officers were able to keep them off by fist blows, she declared, but as the passengers grew more terrified the officers made use of their revolvers, first to fire in the air and then directly at the men. Mrs. Fortune said she saw one man shot in the arm.

THRILLING TALE OF MRS. JACQUES FUTRELLE

New York, April 18—Friends and relatives from Boston met Mrs. Jacques Futrelle. She had been told that she was on arriving in New York there would be news that her husband had survived the frightful disaster.

The grief of Mrs. Futrelle was pitiful in the extreme when she learned of the probable death of Mr. Futrelle.

Not one of the survivors from the Titanic had a more heart-breaking one.

Surrounded by crying friends she told part of the terrible story.

Five times Mrs. Futrelle was thrust into the life boat by her husband.

Each time she returned crying that she wanted to die with him. Mr. Futrelle finally induced her to remain in a life boat after explaining to her that he had on a life saving jacket and would take a chance of being rescued from the icy water.

Alone, he told her, he would be able to keep himself afloat but that with her in his arms both would surely be drowned.

In the arms of her woman friends who sought to console her, Mrs. Futrelle between hysterical sobs gasped out parts of the story of that horrible night.

This is the story that Mrs. Futrelle told me:

"When the smash came Jack had retired. I was taking a bath. There was a frightful concussion. There was a rush of feet from every part of the boat.

"There were screams of fright from the women. The terrible crashing sound as the ship struck the iceberg cannot be portrayed in words.

"Jack sprung from his bed. I think it was about 10.20 when we struck the iceberg. He told me to dress as quickly as possible and that he would go out on deck and find out what had happened. He was only half dressed when he left the stateroom.

"When he returned within a few moments, I saw in his eyes that something terrible had happened. He was white and trembling a little, but cool.

"Come, dear," he said. "Come with me." With his arm around me we went out on deck. The scene was terrible. Women were screaming and clinging to the men. At this time the lights had not gone out.

The officers and crew were at their posts with drawn revolvers. Every effort was made to quiet the panic-stricken thousands. The officers shouted above the din that there was nothing to fear.

The half light showed the shadow of an iceberg. It seemed to me that the great ship had broken in two.

"I don't know how long a time elapsed before the lifeboats were lowered, but it could have been but a short while after the boat struck.

"The men in the first cabin, following the instructions of the officers, stood back and made way for the women and children.

"Oh, but they were brave!"

"Knowing that they were going to their death, they smiled and assured their women, who were clinging to them in an agony of fear, that all would turn out right and urged them to get into the lifeboats.

"The crew of the ship were urging all men to put on life jackets.

"When the risk of the men from the steerage came it was different.

"The men in the steerage poured upon the deck and fought like demons to get in the lifeboats.

"Oh, it was awful.

I will not attempt to quote Mrs. Futrelle's description of her parting with her husband.

It was a story of heroism, sacrifice and love for woman that deserves to go down in history.

Mrs. Futrelle broke down completely when telling of her separation from "Jack." She said that all about her, women were clinging to their husbands.

A few feet from her, she said, an aged woman absolutely refused to leave her husband. She heard the old couple say to die together. The aged woman said to

SECOND OFFICER OF LOST LINER TELLS AMAZING STORY

Tells Senate Committee That No Precautions Were Taken to Guard Against Collision Although They Discussed Proximity of Ice Fields—Was in Charge of Disembarkation of Passengers, and Relates a Thrilling Tale—Is may, on the Stand, Says He Took to Boat When No More Women Were at Hand to Go—Major Peuchan's Bravery Praised.

New York, April 19—The seriousness of the inquiry by the senate investigating committee into the Titanic disaster was disclosed tonight when Senator Smith, of Michigan, chairman of the committee, at first flatly refused to let any of the officers or the 200 odd members of the crew of the sunken steamer get beyond the jurisdiction of the United States government.

The men were all to have sailed tomorrow on the Red Star liner Lapland. Later it was settled that the greater part of the crew would be permitted to sail, that the twelve men and the four officers among the survivors, now under subpoena together with Mr. Ismay, would not be permitted to depart. The intention of the committee was made clear at adjournment, when, with Alfred Crawford, a bedroom steward on the stand, Senator Smith pushed weariness.

Ismay and Officers Held by Committee.

"We have been at this all day and into the night," he said, "and I believe we had better cease until tomorrow. I am not through with Mr. Crawford yet and I would like to question him further tomorrow, together with other members of the crew and the officers."

C. C. Burlingham, counsel for the White Star Line, interposed. "There are 200 men who are to sail tomorrow," he said. "Surely the committee does not intend to hold them. We are perfectly willing to pledge the presence of the four officers and the twelve men desired by the committee, but these men are entitled to return to their homes."

"I am not prepared to permit that," said the senator. "We cannot say whom we may want and they cannot go."

"We cannot care for them, then," retorted Mr. Burlingham. "When the Lapland sails we shall cease to be responsible for them."

Senator Smith declined to recede from his position at that time. The committee then adjourned until 10 o'clock tomorrow morning. At a conference later the decision to let all the men go except those under subpoena was reached.

Ismay on the Gridiron.
The official government inquiry into the wreck of the Titanic began this afternoon at the Waldorf Astoria.

The first witness was J. Bruce Ismay, the president of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill, he answered every question succinctly. First he told how he came to be on the boat. He said he had accompanied his company's liners on their maiden voyages.

Mr. Ismay then mentioned that he was in bed when the collision took place and did not see the iceberg.

Mr. Ismay, describing how he left the Titanic, said he only looked round once. The boat was afloat at that time. Continuing he said: "I did not want to see her down. I was rowing in the lifeboat all the time till we were picked up."

Mr. Ismay said there was no explosion on board.

Going 21 Knots When She Struck.
In response to a question, the witness estimated the speed of the ship when she

struck at twenty-one knots. He said that if the ship had struck head on she would have broken.

On all sides of us were icebergs; some twenty were 150 to 100 feet high and numerous small icebergs or 'growlers.' Wreckage was strewn about us," he said.

The committee is seeking to prove that the Titanic's boats belonged to another vessel. Asked where the boats were, Captain Rostron said they were towed away last night, where he did not know.

The lifeboats on the Titanic, Captain Rostron said, were all new and in accordance with the British regulations.

The Titanic's last message you got from the Titanic" asked a senator.

The Titanic's Last Message.

"The last message was: 'Engine room nearly full of water.' I answered that I was rushing to her aid. 'Expect to reach your position about 4.30 o'clock.' I flashed back," the captain replied.

Captain Rostron said he took the Carpathia to New York instead of to Halifax because the survivors could more easily be taken care of at the former city.

Representative Hughes handed Senator Smith a note and then the chairman told Mr. Ismay, who was still present, that it was reported that the second lifeboat left without its full complement of oarsmen and from 11.30 until 7.30 women were forced to row the boat.

"I know nothing about it," was Mr. Ismay's reply.

Representative Hughes' daughter was in this boat and was assigned to watch the cork in the boat and if it came out to use her finger as a stopper.

Mr. Ismay was asked how long he remained on the injured ship.

"That would be hard to estimate," he responded. "Almost until she sank. Probably an hour and a quarter."

Then Senator Smith asked the circumstances under which he left the boat.

Says There Were No More Women to Go.
"The boat was being filled," began Mr. Ismay. "The officers called out to know if there were any more women to go. There were none. No passengers were on the deck. So as the boat was being lowered I got into it."

"The ship was sinking," asked Senator Smith.

"The boat was sinking," almost whispered Mr. Ismay.

In discussing the strength of the Carpathia's wireless apparatus, Captain Rostron said the Carpathia was only fifty-eight miles from the Titanic when the call for help came.

"Our wireless operator was not on duty, but as he was undressing he had his apparatus to his ear. Ten minutes later, he would have been in bed and we never would have heard."

Senator Newlands asked about the lifeboats at great length.

"Take the Titanic," he said, "whose tonnage is three times that of the Carpathia, how many additional lifeboats could she accommodate without inconvenience?"

"I don't know the ship," said Captain Rostron, "but if she could not carry more than twenty she could be made to."

Asked if he thought the Titanic was in a safe position, the captain said: "She

was well in the south route to avoid icebergs."

"Do you think that route is a practicable one?"

"Quite so, but this is a notable exception."

"Do you think the captain had warning enough and that he might have avoided the ice if he had heeded?"

"That, of course, is absolutely impossible for me to tell," Captain Rostron said.

At Representative Hughes' suggestion, Captain Rostron was asked further about the lifeboat with one officer and one seaman in it. This was the boat from which the representative's daughter was rescued.

At least two women were rowing in this boat. In another lifeboat he saw women at the oars, but how many he could not tell.

One boat was described as overcrowded, having on board the passengers of that company and E. J. Chamberlin, vice-president of the Grand Trunk Pacific Railway, will be in temporary charge of the affairs of the latter company.

Tribute to Mr. Hays.
London, April 19—The London journals are abounding, most reluctantly, all hopes of C. M. Hays' escape. They publish warm tributes to his personality and career. The Times speaks of him as one of the most distinguished railway organizers of the American continent, and a splendid example of what brains, pluck and industry can overcome and accomplish. It echoes Sir Wilfrid Laurier's description of him as a valuable acquisition to Canada, through becoming a Canadian at heart.

The shareholders of the Grand Trunk will remember him perhaps chiefly for the improvement he was able to effect in the fortunes of the undertaking.

In its financial supplement the Times reports the judicious advice to investors in Canadian properties which Mr. Hays gave just before sailing on the Titanic. He denied that Canada was receiving too much British money, but strongly urged the investing public to be more careful than it sometimes has been in examining Canadian propositions and only to invest capital on the advice of responsible financial houses.

Mrs. Hays Reaches Montreal.
Montreal, April 19—Mrs. C. M. Hays and daughter, Mrs. Thornton Davidson, both widowed by the Titanic disaster, reached here about noon on a special train accompanied by G. T. R. officials and family friends.

Mrs. Hays, who is in perfect health and seemingly as good spirits as could be expected, told her story of the shipwreck in a few moments. "We were in our staterooms," she said, "when the crash came. We were told there was no danger and that the boat at the worst would

two operators when they can get along with one. Smaller boat owners do not like the expense of two operators." Only through the newspapers, he said, he had information about the Carpathia refusing to reply to a request of President Taft for news.

"I asked the operator last night and he told me he never dreamed of such a thing," said Mr. Marconi.

Second Officer Tells His Story.
Charles Herbert Lightholder, second officer of the Titanic, followed Mr. Marconi on the stand.

Senator Smith asked if the rule requiring life saving apparatus to be in each room for each passenger was complied with. We were told there was no danger and that the boat at the worst would

"Everything was complete," said the witness. "Sixteen lifeboats, of which four were collapsible, were on the Titanic," he said.

"How thorough are the captains of the board of trade in inspecting ships," asked Senator Smith.

"Captain Clark is he was in the sea with a life belt on for one hour and a half."

Went Down With The Steamer.
"What time did you leave the ship?"

"I did not leave it."

"Did it leave you?"

"Yes, sir."

"When did you see Mr. Ismay?"

SUCCESSOR TO C. M. HAYS APPOINTED

E. J. Chamberlin Temporary President of Grand Trunk Pacific

William Wainwright Given Charge of Grand Trunk Affairs by Directors—London Times Pays a Marked Tribute to Worth of President Hays—Mrs. Hays and Daughter Reach Montreal After Their Terrible Ordeal in Open Boat.

Montreal, April 19—By direction of the board of directors of the Grand Trunk and Grand Trunk Pacific Railway companies, called this afternoon from London (Eng.), William Wainwright, vice-president of the Grand Trunk Railway, will be in temporary charge of the affairs of that company and E. J. Chamberlin, vice-president of the Grand Trunk Pacific Railway, will be in temporary charge of the affairs of the latter company.

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"Did it leave you?"

"Yes, sir."

"When did you see Mr. Ismay?"

"I did not see anyone in particular."

float for days and that other ships were rushing to our rescue. Women were told to get into lifeboats and that the men would be safe. There was no panic and confusion. The sea was as calm as a pond, and the sky was clear. We were not picked up until nearly 7 o'clock in the morning, when the vessel struck at 12 in the meantime we had seen the Titanic sink head on."

"Did you know that Mr. Hays was not among the survivors?" Mrs. Hays was asked.

"I knew that he was not on the Carpathia and that the Titanic had gone down," she answered.

Mrs. Thornton Davidson told one of the Grand Trunk officials that neither she nor her mother ever thought that her father or her husband would be in danger on board the Titanic when they remained on the decks to give women and children refuge in the boats. "We did not think of kissing them good-bye," she said. They were a considerable distance away from the Titanic when she sank and in the darkness it was not apparent from the boats what had happened.

Vivian Payne, private secretary to Mr. Hays, witnessed the sinking of the Titanic with his chief and Mr. Davidson when the ladies were taken into the boats. Mrs. Hays, just before the ship struck, was in Canadian properties which Mr. Hays gave just before sailing on the Titanic. He denied that Canada was receiving too much British money, but strongly urged the investing public to be more careful than it sometimes has been in examining Canadian propositions and only to invest capital on the advice of responsible financial houses.

Another Montreal Victim.
To the list of Montrealers who lost their lives in the Titanic disaster, must be added Albert Mallet, a commercial traveler for Laporte, Martin & Co. Mr. Mallet, with his wife and little son, boarded the ill-fated liner at Cherbourg and were accommodated in the second class. His wife's name did not appear on the list of passengers first sent from London. Mrs. Mallet went down with the ship.

He was about forty-five years of age and had lived in Canada for the past few years, eight years of which had been spent with the Laporte Martin firm.

Before leaving the fast ship, Major Peuchan spoke briefly to Mr. Hays, general manager of the Grand Trunk Railway. "Good-bye, feel that the ship will last a great while and by that time we will be back," were the last words of the great railway magnate.

One of the most cherished of Major Peuchan's belongings was a small piece of coal which is scrawled the motto: "Good-bye, feel that the ship will last a great while and by that time we will be back." It reads:

"Nearer My God, To Thee," Then the End.

Major Arthur Peuchan was to boat by me owing to the required seamen, which he as well as brave man.

(Signed) D. C. H. LYN 2nd Officer

This is Major Peuchan's in taking over the sixth life boat remaining on board to go to nine other Canadians who were on board.

Major Peuchan gained his knowledge as skipper of the ship which he sailed in Toronto in 1908. With him also sailed the late of Winnipeg, one of the Titanic victims.

The major told his story of his arrival at the Waldorf Hotel by his two children, his brother-in-law, Thompson of the story reads like a novel in one of the luxurious arm Waldorf Hotel, still arrayed in his uniform, which he had worn on the Titanic.

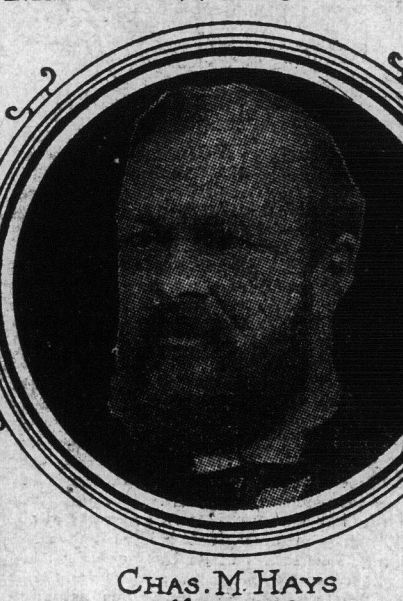
The least pleasant part of it is its indictment of the men on the Titanic, which Major Peuchan claimed to be directly responsible for the disaster. He charged that the men on search light, whereas would have prevented the disaster charged gross carelessness of the captain and crew. He was insufficient in that when manned, they were filled, are other ugly charges in the Peuchan narrative.

(Continued on page 8, fifth column)

MONTREAL MEN WHO WENT DOWN WITH TITANIC



H. J. ALLISON
MONTREAL



CHAS. M. HAYS
MONTREAL



H. M. MOLSON
MONTREAL

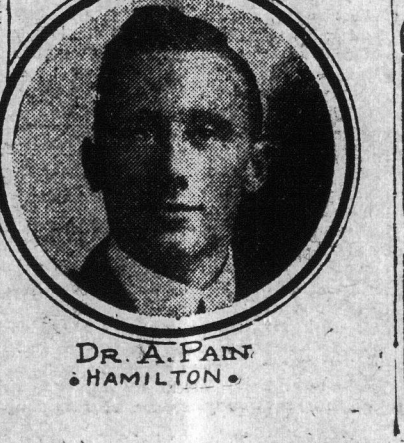


QUIGG BAXTER
MONTREAL

TITANIC DISASTER HAS NO EFFECT ON OCEAN TRAVEL
New York, April 19—Demand for transatlantic transportation has shown little or no diminution notwithstanding the disaster to the Titanic. Travelers who had made reservations on the lost vessel for her proposed eastward trip on Saturday have arranged with the International Mercantile Marine Company for accommodation on other steamships.



THORNTON DAVIDSON
MONTREAL



DR. A. PAN
HAMILTON

GOVERNMENT TO MAKE GRANT TO THE TITANIC RELIEF FUND
Canadian Press.
Ottawa, April 19—That the dominion government will make a substantial grant to the Titanic relief fund was practically decided upon today. The exact amount, however, may not be fixed until Premier Borden's return to the capital at the end of the month. Whatever sum may be decided upon will be raised by governor-general's warrant so that the money will be immediately available without waiting the authorization of parliament.

MONTREAL WOMEN SAVED



Mrs. Thornton Davidson, Daughter of C. M. Hays



Mrs. J. C. Douglas



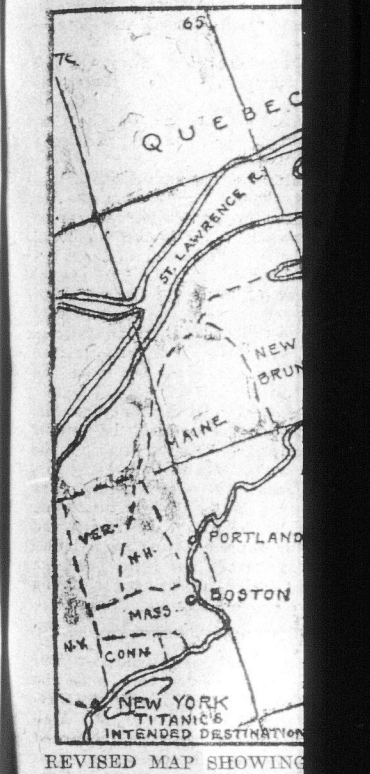
First Officer Murdoch, J. Smith, who is regarded as one of the men who were drowned.

ONLY CANADIAN TO BE

Major Peuchan
Toronto, T
the

A Tribute to Brave
Safeguards—No S
—Farewell Words
of a Boat—Left S

New York, April 19—The m
has shrouded the last hours o
Canadians who went down t
with the ill-fated liner Titan
trated last night when Ma
Peuchan of The Queens Own
ronto, president of the Stand
Company, told of his own e
cape from the sea. Major P
of ten Canadian men on the
returned to tell of the last
friends who perished with
was only his training as a s
dier and his own physical
angled him out as commander



REVISED MAP SHOWING

life boat to leave the ship at
his life.</