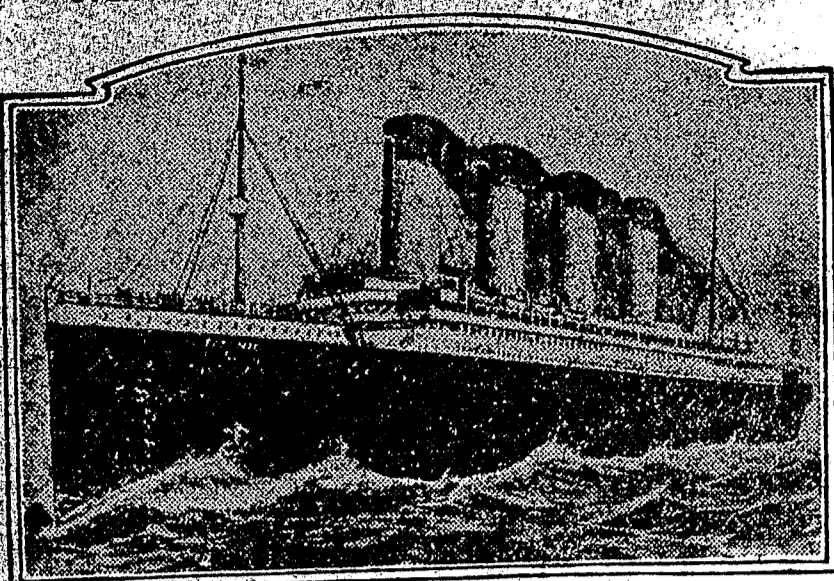


STEAMSHIP TITANIC, NOW AT BOTTOM OF OCEAN.



MEN LAST TO LEAVE SHIP

WOMEN AND CHILDREN
HAD FIRST CHANCE
FOR LIFEBOATS.

BAND WAS PLAYING
AS 1595 DROWNED

Strains of "Nearer My God to Thee" Heard as Giant Steamship Went to Ocean Grave—Officers Use Pistols.

New York.—With the arrival of the sorrow ship Carpathia has come a better realization of the Titanic horror. The story of the passing of the giant liner as related by survivors is one of tears and heroism. It deals with the courage of men and the fortitude of women. It is a story of terror; of inspiring bravery; of hardships and misery. It runs the gamut of human emotions.

Fifteen hundred and seventy-five persons died in the wreck. Seven hundred and forty-five were saved.

The Titanic went down with the band playing. During the long hours while the ice-riven hulk was settling lower and lower for the final plunge, the musicians rendered selection after selection.

Capt. E. J. Smith followed the traditions of the sea. He stayed at his post of duty on the bridge until the last. Then he shot himself through the heart, and died.

Others say Capt. Smith jumped into the sea, holding an infant in his arms, when the ship went down. The child he placed on a life-raft, then took off his life belt and slipped into the icy waters with the words: "I will follow the ship."

Certain There Was an Explosion.

That there was an explosion of boilers in the bowels of the Titanic, which tore out much of the double bottom, soon after she smashed full tilt into a great mountain of ice, seems a certainty. It was caused by a sudden rush of water after the keel plates of the great new liner had been torn away when she hit the "growler" or submerged horn of the big berg. This, experts say, solves the problem of why the disabled liner did not remain floating. Her water-tight compartments were rendered useless and she sank slowly beneath the surface.

Liner Was Going at Fearful Speed.

The mountain of ice that destroyed the Titanic was almost the color of water. It was almost impossible to distinguish it at a great distance, and the big liner was rushing through the water at such a fearful rate of speed that when the lookout in the "crow's nest" reported "Ice ahead" there was no one there to transmit the reverse order before the crash came.

The captain was not standing watch when the ship struck. Chief Officer Murdoch was on the bridge, and he immediately pushed the electric button which automatically closed the doors. As he did this Capt. Smith rushed to the bridge and at once made tests of the lighting apparatus and called for a report from the engine room, while Murdoch was signalling full speed astern.

Shock Causes No Alarm.

But already there was a drop from the bow, and the engine room sent the word that the vessel was taking water forward. The shock had been felt everywhere, but there was no alarm. How could hitting some ice hurt the "biggest vessel afloat?" Not a soul on the steamer had even the faintest inkling of the horrible tragedy that impended. But soon Capt. Smith noticed the big ship was dropping forward, and the indications were that the bulkheads were giving way and the engine rooms were being endangered.

Then he gave the order to get the boats ready and the passengers over the side, and at the same time sent word to Wireless Operator Jack Phillips to send out the international call, the continental appeal for aid.

"Get all persons in boat decks!" came the sharp order, and the army of stewards obeyed at once. Everyone was ordered to assemble on deck with their life belts on. Many refused. They could not realize that there was danger, but the presence of the crew at first cabin deck.

CAPT. E. J. SMITH.



Titanic's Captain, Who Shot Himself as Boat Sank.

collision stations and the uncoiling of lifeboat ropes soon indicated what was meant.

"Women and Children First."

Then came a sharp command: "Women and children first!" And there were revolvers in the hands of the officers, showing the orders were to be enforced. No distinction was made between the women of the steerage and the women of the first cabin.

At first they refused to enter the boats. The women felt they were safer on the liner than on the boats, and the crew did not stand on ceremony, but promptly picked them up bodily and threw them into the boats.

Steerage passengers—men—made a rush for the boats. Murdoch drew his pistol, and fired twice. Two men dropped. A third was felled by a quartermaster's fist. The panic was over; the men fell back. The loaded boats were swung over the sea from the davits and promptly dropped. One capsized, and the occupants were drowned. A collapsible lifeboat, one of a new type, also turned over in the water, and the occupants lost their lives, although it later was righted and got into commission.

The boats rowed away, six in a group, the others widely scattered, the women protesting and insisting there was no need to have left the vessel. And then the women in the boats saw the great Titanic, the boat they had believed unsinkable, break in twain. At the same time there came a roar and a series of explosions. The boilers under which the fires could not be drawn had exploded when the ice water rushed in.

Women Try to Jump Overboard.

Women, horror-stricken, tried to jump overboard. They had to be forcibly restrained. Others fell back unconscious. Meanwhile many of the boats were rowed to the scene of the wreck. There was a mass of floating debris dotted with bodies. One man, powerful of frame, was found with blood pouring from his ears and mouth. He was still alive, but he died as he was dragged into the boat. The people in the boat believe that he was Maj. Archibald Butt, U. S. A., aide to President Taft. His body was quickly put over the side, because the room in the boat was needed for survivors, who hurriedly were picked up.

Then came the awful wait. It was not known what assistance was coming. Most of those in the vessel did not know that the Carpathia had heard the last frantic appeal for help and was rushing through the ice fields, piloted by brave Capt. Rostron, at a faster rate of speed than she was compelled to make on her trial trip, to save the pitifully small number of survivors. And with daylight the survivors, in the midst of grinding ice fields, with the sea rising and a storm approaching, saw the smoke of the Carpathia. The members of her crew were at their posts, slings were already over side to hoist the survivors on board, and there was not an instant's delay in the transfer.

Tales of heroism were frequent, with here and there a whisper of cowardice. Revolvers were fired, but whether directly at men who tried to trample women and children down so that they might be saved is a question. Some stories said these were in the steerage, others said they were on the first cabin deck.

Dramatic Incidents of Greatest Sea Tragedy

Major Archibald Butt, the President's aid, died like a soldier, with Colonel John Jacob Astor.

Mrs. Isador Straus refuses to take lifeboat and dies in husband's arms.

One of the last acts of Captain Smith was to place an infant beside its mother in a lifeboat.

Mrs. John Jacob Astor, discovering her husband was not with her, fainted in arms of rescuers. She is soon to become a mother.

J. Bruce Ismay, managing director of the White Star line, and one of the few men saved, was most concerned about food when rescued by the Carpathia.

The Titanic went down with all her lights lit and band playing "Nearer, My God, to Thee."

Henry B. Harris, theatrical magnate, sacrifices his place in a lifeboat to save a woman.

Officers of the ship and some of the passengers, including Major Archibald Butt, used their revolvers in maintaining discipline in the last hours of the doomed ship. Men were fighting like demons.

"I have lived with my husband all these years and I won't leave him now," said Mrs. Isador Straus, remaining on ship to die in husband's arms.

John B. Thayer, millionaire, of Philadelphia, drowned when a raft was overturned. His son, however, was saved.

Many lifeboats were not filled. If one vessel there was room for forty more persons.

For an hour or more many passengers thought the accident was a joke.

ISMAY FACES INQUISITORS

TELLS COMMITTEE SHIP WAS NOT RUNNING AT ITS FULL SPEED.

SAW NO PASSENGERS AS HE ENTERED LIFEBOAT

Admits That Ice Had Been Reported, But Had No Conversation With Captain Regarding Bergs.

New York.—J. Bruce Ismay, managing director of the Mercantile Marine company, owners of the Titanic, told on the stand, as the first witness called by the senate investigating committee, the story of the last moments of the giant liner. He denied that the ship was running at full speed at the time it struck the ice, and asserted the steamer was not seeking to establish a speed record.

Ismay said there was no panic when the lifeboats were loaded and declared women and children first were removed from the sinking liner. He admitted that ice had been reported, but declared he had no conversation with Capt. E. J. Smith regarding the proximity of bergs.

After Ismay had been sworn by Chairman Smith, he was questioned at length. He said:

"My name is Bruce Ismay. Am 50 years old; am an officer of the White Star Line in the capacity of managing director. I was not officially designated by the directors to go with the Titanic on her maiden voyage."

"Tell in your own way what you consider the cause of the accident," said Smith.

"First of all, I want to express my great grief," said Ismay. "Secondly, I wish to say that we welcome investigation; we court full inquiry and we have nothing to conceal or hide."

Smith then asked Ismay to describe what took place after the collision. Ismay said:

"I lay in my bed a few minutes, not knowing what had happened. I went out on deck and asked an officer what he thought the trouble was. He said he didn't know. I returned to my stateroom, dressed myself and went to the bridge, where I met Capt. Smith. I asked him what had happened. He said the ship had struck ice and he feared it was seriously damaged. I rushed down to the office of the chief engineer, and he told me he feared the ship had been seriously damaged. I went back to the bridge and heard the order given to get out the lifeboats."

"I assisted in getting them out. I went to the starboard side of the ship, and I stayed until the fourth boat had been lowered."

Titanic Death Toll Is 1595, Total of Survivors Is 745

LOST WHEN TITANIC WENT TO THE BOTTOM.

First class	120
Second class	195
Third class	550
Officers and crew	730
Total victims	1595

SAVED WHEN TITANIC WENT TO BOTTOM.

First class	210
Second class	125
Third class	200
Officers and crew	210
Total of saved	745

MAJOR ARCHIBALD BUTT.



President Taft's Aid, Who Met Death With Grim Courage of a Soldier.

been located, which I understood was the last, but which left the Titanic. I do not know whether the captain stayed on the bridge."

None of the other officers seem to know the serious condition of the ship," said Smith. "I couldn't say. I had no conversation with them."

"Did you consult with the captain regarding the ship's movements?" asked Smith. "No," replied Ismay emphatically. "I want to say this right here. We were not attempting to make any speed records. We did not plan to arrive in New York until Wednesday at 5 o'clock."

"Did you know that you were near icebergs?" demanded Smith. "I knew ice had been reported," Ismay admitted.

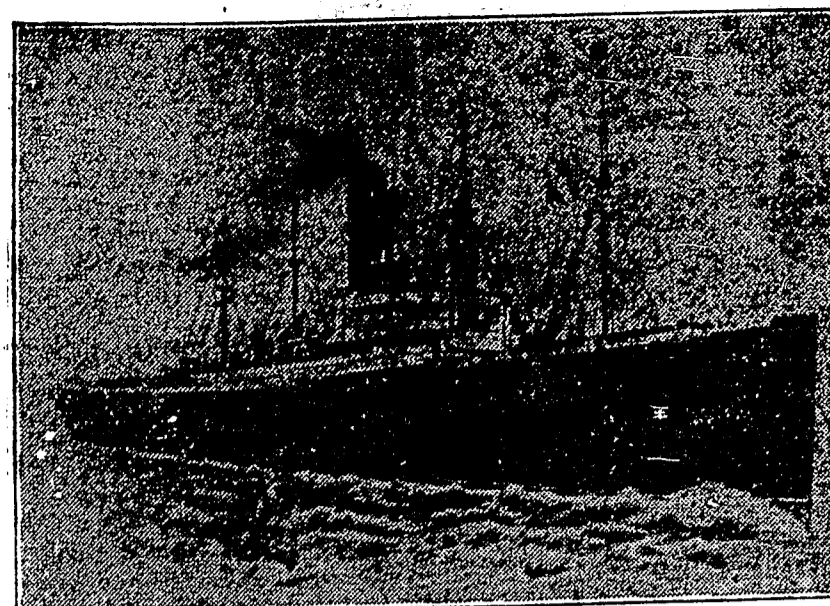
"Did you have any conversation with the captain or other officers regarding ice?" "Absolutely none," replied Ismay.

Ismay said the wireless operator sent the "S. O. S." call for help, but that he sent no message himself.

"Women and children first" was the order given. It was followed so far as I observed. About 45 passengers were in the boat with me, practically its full capacity. The first three boats were also well filled."

"Was there any struggling or jostling, or attempts by men to get into the boats?" asked Smith significantly. "I saw none," Ismay replied in a low tone.

LINER THAT RESCUED TITANIC SURVIVORS.



This is a late photograph of the Carpathia, the vessel that picked up thirteen lifeboats, carrying 705 refugees from the ill-fated Titanic.

STORY TOLD BY RESCUED

STEAMER RIPPED ASUNDER BY EXPLOSION BEFORE FINAL PLUNGE.

HUNDREDS LEAP INTO SEA IN FRANTIC DESPERATION

S. V. Silverthorne of St. Louis Jumped When Liner Sank and Was Pulled Into Crowded Lifeboat.

Survivors of the Titanic told their stories of the thrilling and tragic scenes connected with the sinking of the ship. The narratives are as follows:

By Spencer V. Silverthorne, St. Louis.

We have talked over the wreck since we were saved, and I do not find that anyone agrees exactly with my version. I understand my friends and the public will never get all the facts. I can but tell my story as I saw it.

There were a number of men standing by me. We were not doing much talking. We all seemed to be stunned by the thought that all the boats were gone and there were hundreds on board.

The big ship was going down inch by inch. It seemed with a forward lurch now and then, but it was not very fast; something like a skiff going down in shallow water, if you know what I mean. But it was getting colder, and then I decided to jump. I did. I did not have to jump very far. I think the water was up to about the sixth deck, perhaps higher, I am not sure.

I landed in the water, and then you can guess the rest just as well as I can. I got in a boat. How or when I am not sure. I was pulled in and the boat was crowded. I know there were women in the boat who had on only their night clothes, and I think there was more or less crying. It must have been hours before I realized we were in danger, or had been in danger. My mind was shocked to a blankness.

By George Brayton of Los Angeles.

I was in the water two hours before I was picked up by a lifeboat. This boat contained 22 persons. I took an oar when I got aboard, but it was almost impossible to row because nearly every stroke hit a dead body.

I never saw such heroism as was displayed by Capt. Smith. The captain was washed from the sinking ship and swam to a baby which was floating near by. He grasped the child and reached a lifeboat, handed it to the officer in charge and then swam back to the spot where the stern of the Titanic went down.

By Mrs. Thomas Potter, Jr., Philadelphia.

Very few of the passengers on the Titanic believed that the big ship was mortally hurt after the call to enter the lifeboats came. As a result, the first boats to leave the vessel's side were hardly lined. There were only about ten others in the boat in which I was, which was the first to be lowered away.

"GOOD-BYE, DEARIE, I'LL JOIN YOU LATER," SAID ASTOR

Miss Hilda Slater, one of the rescued, told of seeing the parting between Col. John Jacob Astor and his bride.

"I was standing right near by," said Miss Slater, "when Mrs. Astor was helped into one of the boats. Col. Astor asked the officer who was at the rail whether he might go also and permission was refused. With the calmest smile in the world, Col. Astor said:

"Good-bye, dearie," and waved his hand to Mrs. Astor. It was plain she did not realize that their parting was anything but momentary, but I'm sure he suspected it, for, as though to conceal his emotion, he hastily pulled out his cigarette case and started smoking. Then he leaned over the rail, and as the boat Mrs. Astor was in swung out and was lowered, he cried, 'Good-bye, dearie, I'll join you later.'

MRS. JOHN JACOB ASTOR.



Wife of Millionaire, Who Took Lifeboat, Leaving Husband to Perish.

By J. H. Flynn of Philadelphia.

There is just one way to describe the suddenness of the tragedy that lurked over the sea in the calm of last Sunday night—it came as unheralded as the proverbial thunder bolt out of a clear sky. The crash of impact came and after the first shock there was quiet. The engines were not even running, but the doom of the Titanic was sealed. We did not know it, though, because there was not one among us who had so lately been listening to the strains of waltz music—it was the captain's day aboard ship—it was dreamed that one out of every five of us would be dead in the morning.

When the word went out to get the passengers into the boats the band that had been playing dance music gathered on deck. Men stood with bared heads while the air of "Nearer, My God, to Thee," told passengers and crew that the greatest tragedy of the sea would be written in the early hours.

By C. H. Roumaine Georgetown, Ky.

I had just retired for the night when the Titanic crashed into its doom. The jar was so slight that not much attention was paid to it. My first impulse, of course, was to investigate, but by going on deck I was told that there was not the slightest danger, the vessel having only struck a fishing smack or something of the kind. Forty-five minutes afterward we were told that the vessel was sinking.

No confusion was apparent among the passengers. Men, women and children were gathered together on deck. All of us thought there was no question but that our lives would be saved. Men stood aside to let the women and children take their places on the boats. The men who remained behind were confident that the Titanic would float for hours. I was commissioned to row in one of the first boats that left the ship. We passed out of sight of the Titanic before she sank, but I distinctly heard the explosion of her boilers.

COL. JOHN JACOB ASTOR.

