# THE SURVIVOR'S STORIES OF GREAT SEA TRAGEDY

## TITANIC GOING 21 KNOTS AN HOUR WHEN SHE STRUCK THE MONSTER ICEBERG.

## QUARTERMASTER TELLS STARTLING STORY

### Massive Hull Broke in Two and Expulsion of Air Caused Terrific Explosions as the Big Liner Settled Down.

New York.—With the official passenger list of the Titanic and the roster of her officers and crew at the bottom of the sea, the total of those saved is officially placed at 705 by W. W. Jeffries, general passenger agent of the White Star Line, although the latest revised list of survivors accounts for 745 persons.

"There are undoubtedly many duplicated names in the last revised list of the survivors," Mr. Jeffries said, "on account of misspelling and errors in initials."

If the report of Captain Rostron is accepted as final, as Mr. Jeffries asserts it will be, the total number of dead is increased to 1,635.

New York.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of Newfoundland early Monday morning last, carrying to their death 1,601 of the 2,340 persons aboard, was told to the world in all its awful details for the first time with the arrival in New York of the Cunard liner Carpathia bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic account of the tragedy these are the most salient.

The death list has been increased rather than 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 these last was Mrs. Isidor Straus. John Jacob Astor and other millionaires worked with officers to save the women and with the sailors died like heroes.

The last information concerning Major A. W. Butt was that the gallant officer was with a group of the ship's officers and passengers on the upper deck as the giant of the seas sank.

The survivors on the lifeboats saw the lights on the stricken vessel glimmer to the last; heard her band playing "Nearer My God to Thee," and 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.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers of the line to make all the speed of which she was capable. This statement was made by J. H. 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 orders to smash the records.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted, 'Port your helm!' I did so; but it was too late. We struck the submerged portion of the berg."

Ripped from stem to engine-room by the great mass of ice she struck amidships, the Titanic's side was laid open as if by a gigantic can opener. She quickly listed to starboard and a shower of ice fell onto the forecastle deck. Shortly before she sank she broke in two aft the engine-room, and as she disappeared beneath the water the expulsion of air caused two explosions, which were plainly heard by the survivors adrift.

The accounts agree substantially that when the passengers were taken off on the lifeboats there was no serious panic, and that many wished "to remain on board the Titanic, believing her to be unsinkable."

The most distressing stories are those giving the experiences of the passengers in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great hulk of the Titanic break in two, the after part sinking first amid a series of explosions, followed by the sinking of the forward part of the ship. As this awful spectacle was witnessed by the groups of survivors in the boats they plainly saw many of those whom they had just left behind leaping from the decks into the water.

J. Bruce Ismay, president of the International Mercantile Marine, owners of the White Star Line, who was among the seventy-odd men saved, P. A. S. Franklin, vice-president of the White Star Line, and United States Senator William Alden Smith, chairman of the Senate Investigating Committee, held a conference aboard the Carpathia soon after the passengers had come ashore.

The arrival of the Carpathia brought a vast multitude of people to the Cunard docks. They filled the vast pier sheds and overflowing for blocks, crowded the nearby streets in a dense throng. Through it all the rain fell steadily, adding a funeral aspect to the scene. The landing of the survivors was attended with little excitement, the crowd standing in awe-like silence as the groups from the ship passed along. The docking actually began shortly after 9 o'clock and the debarking of passengers was so quickly disposed of by the waving of the usual formalities.

Physicians and nurses went aboard the Carpathia before anyone was allowed to go down the gangway, but soon after the first cabin passengers, women predominating, began descending the incline. Some walked unaided, some were assisted by friends, relatives and nurses, and some were on stretchers. Mrs. John Jacob Astor, now a widow, was met by her stepson, Vincent, and her sister, Miss Force.

## SURVIVORS MAKE REPORT

### Say 2,340 Persons Were Aboard and 745 Saved.

New York.—The following statement issued by a committee of the surviving passengers of the Titanic was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

"On Sunday, April 14, 1912, at about 11.40 P. M., on a cold, star-lit 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. Monday and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gave up, gladly, their staterooms, clothing and comforts for our benefit, all honor to them.

"The English board of trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats:

"Fourteen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of collision was:

"First-class, 330; second-class, 320; third-class, 750; total, 1,400. Officers and crew, 940. Total, 2,340.

"Of the foregoing about the following were rescued by the steamship Carpathia:

"First-class, 210; second-class, 125; third-class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71; total, 210 of the crew. The total—775 saved—was about 80 per cent. of the maximum capacity of the life-boats.

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

"The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats; absence of searchlights.

"The London Board of Trade rules allow for entirely 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 embark before lowering the boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold. Boats at all times should be properly equipped with provisions, water, lamps, compasses, lights, etc. Life-saving boat drills should be more frequent and thoroughly carried out and officers should be armed at boat drills.

"There should be greater reduction in speed in fog and ice, so that the damage, if collision actually occurs, would be less. In conclusion, we suggest that an international conference be called to recommend the passage of identical 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.

### CRAZED BY TITANIC STORIES.

**David Burns, Castle Gould Employe, Goes Violently Insane.**

Hempstead, N. Y.—David Burns, an employe of Castle Gould, the estate of Howard Gould at Port Washington, went violently insane as a result of reading and talking of the Titanic disaster.

Burns declared repeatedly that the wreck was the work of the Lord to punish the people for their sins and finally became so violent that he was arrested.

He will be sent to a hospital for the insane.

### CAPT. SMITH'S WIDOW.

**Her Pathetic Message To Her Fellow Sufferers.**

London.—The widow of Capt. Smith, the commander of the Titanic, has written a pathetic message, which was posted outside the White Star offices. It reads as follows:

"To my poor fellow-sufferers: My heart overflows with grief for you all and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all.

"Yours in deep sympathy,
"ELEANOR SMITH."

### BLOW WAS EQUAL TO 30 GUNS.

**Revenue Cutter Chief Compares Force Of Contact.**

Washington.—A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the guns on a modern battleship, was made by Captain Charles A. McAllister, engineer-in-chief of the Revenue Cutter Service. Captain McAllister said:

"The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of thirty twelve-inch projectiles, or the concentrated fire of three such dreadnoughts as the Florida.

"The fire of ten twelve-inch guns such as the Florida carries is supposed to be sufficient to put any battleship afloat out of business, if the projectiles should strike simultaneously. The force of the Titanic striking the iceberg must have been approximately 1,000,000 foot-tons, equivalent to her being struck simultaneously by thirty such projectiles. It is a wonder, in the light of such a comparison, that she floated so long. It is inconceivable that the ingenuity of man can ever devise a floating structure to withstand such a terrible collision."

### PUT WIFE IN BOAT.

**Then Mr. Astor Gave Military Salute and Turned Back To Death.**

New York.—Passing his wife to safety and returning to death, John Jacob Astor held his wife for a moment in his arms, kissed her tenderly, passed her into a lifeboat, stood erect and, with a military salute, turned back to take his place on the sinking Titanic.

This was the story told by a survivor.

"I did not see it myself, but they told me about it. It was fine," said Charles William Daniel, formerly of Richmond, Va., as he came ashore. "They said that Astor stood up as the boats went away with a military salute as he returned to die. He had kissed his wife as she entered the lifeboat.

**Howard Case a Hero.**

"The men behaved bravely. Major Butt took charge of one section of the ship in placing the women in the lifeboats. Howard B. Case, of London, and whose wife was a resident of Lutherville, Md., was another hero. He installed a system to get the women off, and he saw that the system was followed. I think he was the big hero of the disaster."

**Valuable Mail Lost.**

New York.—Of the 3,423 bags of mail in the hold of the Titanic, about 200 bags contained registered matter. Postmaster Morgan said that these sacks contained, on an average, about 8,000 letters each. He estimated that approximately 1,600,000 registered letters and packages had gone to the bottom. Three of the five postal clerks aboard the Titanic, Postmaster Morgan said, were in the employ of the United States Postal service.

FIRST RESULT OF THE COLLISION

ACCORDING TO MARINE AUTHORITIES, THE DAMAGE SUSTAINED HERE MARKED THE BEGINNING OF THE END.

# THE CARPATHIA'S CAPTAIN'S STORY

### His Eager Race on His Errand of Mercy.

## GOT NO MESSAGE FROM TAFT

**Had One Been Received, He Says, All Other Business Would Have Been Sidetracked To Answer It—Grateful For Being the Means Of Saving All In the Lifeboats—Gave Burial To Four Sailors Who Froze To Death.**

New York.—Capt. R. H. Rostron, of the Cunard steamship Carpathia, made the following statement:

"I have gone through so much since I received aboard my ship the first distress call of the Titanic that a complete narrative is impossible.

"It was between 50 and 60 miles from the Titanic when the wireless sang into the ears of my operator the first call for help. The operator said that he received only one call. The silence after the first frantic appeal for help was ominous to me. Our Marconi sent out rays that scraped the sky, but there was no response whatever to any of our inquiries. I swung the Carpathia around straight to the position the poor Titanic's first aerogram said she occupied. Our engines were put at top speed.

"The silence of the air, so far as the Titanic was concerned, made me shudder, as we sped on our way to the rescue. I realized what it meant. On and on we sped. Our stokers never worked harder. When the first faint daylight came and I knew we were still miles from the spot of the tragedy, I felt we should arrive too late to be of any service.

**Saved Everyone.**

"When, however, after full daylight we sighted the first lifeboat, filled with women and children and eight or ten strong-armed and brave-hearted men of the Titanic's crew, I realized that we could at least save a few human lives. I was too busy for the next hour or so to recall now just what occurred. My mind was wholly set upon saving the lives of the people who crowded the boats.

"The sea was calm. There was scarcely a ripple upon its face. Great ice floes were crunching down from the North. In the distance several icebergs shimmered like mirrors. Why the lifeboats were not crushed by the swiftly moving ice floes I call luck. The sixteen boats seemed at first nearly all women.

"I remember that it occurred to me that the good God had stretched out His mighty hand and had checked further murder by his elements.

"We got aboard the Carpathia every human being in the sixteen lifeboats of the Titanic. Every officer and member of our crew stood by like the brave and loyal lads they are and did his full duty.

"We took aboard 705 women and children who were alive, but some of them unconscious. We also dragged to the decks of the Carpathia four members of the Titanic's crew who had been tolled off to man the lifeboats and were stark dead. They had been frozen to death. Their strong, horny fingers still clutched the oars that they had been desperately pulling. We buried these men in sailors' graves from the deck of the Carpathia.

"I am told that it was reported to President Taft by Captain Chandler, of the scout cruiser Salem, that the Carpathia had received, Wednesday night, wireless messages from the commander of the Salem asking in the name of the President if Major Butt, John Jacob Astor, Frank Millet, Clarence Moore and Isidore Straus were aboard his vessel.

"It is possible the Carpathia's wireless operator acknowledged, but refused to answer messages even from the President of the United States after midnight, as he had then been at his post more than 72 hours without rest. But he never reported such a message to me, and I do not blame him.

**Did His Duty.**

"After I reached the Cunard pier I was asked as to the truth of reports that some passengers, and particularly some men passengers, on the Titanic were kept back from the lifeboats at the point of the pistol and that two well-known men were shot. Of course, I was not there. I did not see the ship go down. But from the survivors who came aboard my ship I heard no such story.

"The Carpathia was amply provisioned for the accommodation of the 705 persons rescued, and likewise there was abundant and comfortable sleeping room for the unexpected increase of her passenger list by bringing into requisition the big lounges in the saloons.

"I thank the people who have congratulated me, but I am not entitled to any more credit than would have been due any other man of the sea had the opportunity been afforded to others. I thank Almighty God that I was within wireless hailing distance and that I got there in time to pick up every one of the 705 survivors of the Titanic wreck."

### AS TOLD BY OTHERS.

**Graphic Descriptions Of Scenes Following the Crash.**

Statement of Robert W. Daniel, of Philadelphia:

"I had just left the music-room and disrobed and was in my bunk, when there was a terrific crash. The boat quivered and the lights went out. In the darkness I rushed on deck almost naked. There seemed to be thousands fighting and shouting in the darkness, and then they got the storage batteries going and this gave us a little light. Captain Smith was the biggest hero I ever saw. He stood on the bridge and shouted through a megaphone trying to make himself heard. The crew obeyed his orders as quickly as could be expected. Five minutes after the crash everybody seemed to have gone insane. Men and women fought, bit and scratched to be in line for the lifeboats. I got a black eye and a cut chin in the fight. Then Captain Smith seemed to get some order and the passengers were sent to fore and aft on the big boat."

"There was a frightful pounding noise throughout. I saw men praying, also struggling to get to the rail. Prayers and cries followed. Women who had been in the music room, where a concert had been in progress, were still dressed in evening apparel and wore diamonds. Other women had just got to their bunks and were in night attire. All rushed with one object, to get to the boats. Captain Smith remained on the bridge trying to make himself heard. He was still shouting when I last saw him. As the passengers got into the life boats women were thrown in and they did not move, and an officer jumped in to command. The boats were swung from their davits and let down into the water. Hundreds, it seems, did not wait for the boats. They saw there was no chance and they jumped overboard."

**None Dreamed Of Danger.**

Dr. Henry W. Frauenthal, 783 Lexington avenue, New York, also declared all of the women on board the Titanic were thought to have been safely in the boats before the order of the men to take them came.

"When the ship first struck," he said, "none of us dreamed of the danger we faced. All who had been asleep after the first rush into the cabinways and to the decks returned to their cabins, to dress.

"But when the word came that we were sinking and the lifeboats were ordered over the side the panic was fearful. From all sides came shrieks and groans and cries, and it seemed as if all the devils of hell had been let loose.

"Just now I am so thankful to be alive that my appreciation of the horror is dulled. I am only afraid that when I recover from the first shock it will come back to me again, and I would rather have gone down with the boat."

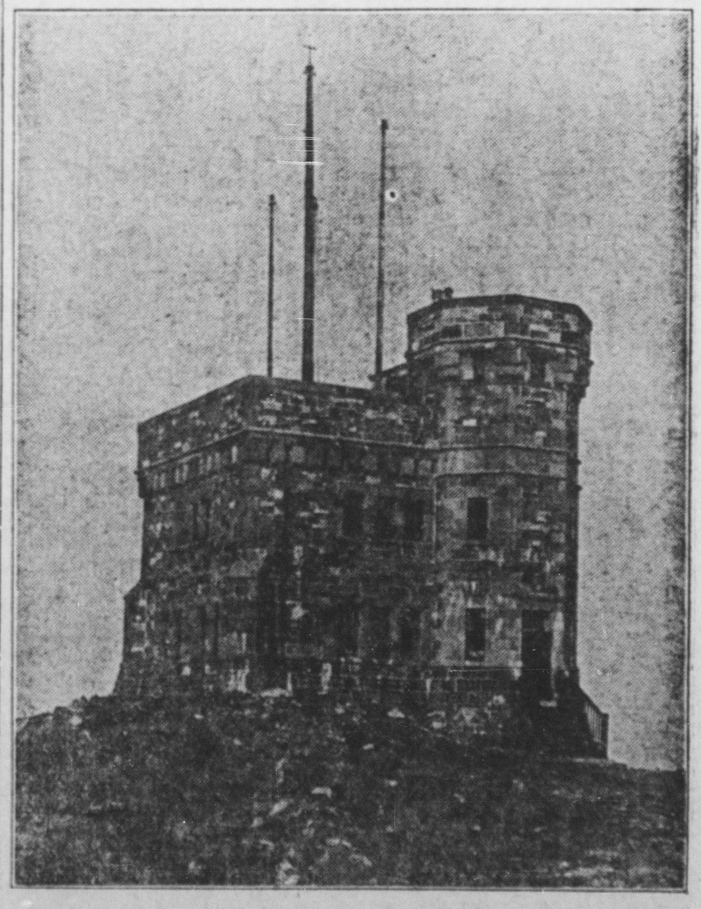
Another of the survivors who would have embraced death more happily than safety was Mrs. A. O. Horveson, whose husband, who was connected with the Peabody Company, went down with the Titanic. With her husband, Mrs. Horveson had been in Buenos Ayres on a three months' pleasure and business trip, and, returning by way of England, had thought it would be great fun to help the Titanic make her maiden trip.

"We were so happy," she cried, with tears streaming down her face. "We had thought it such a lark to come back home on the Titanic. But now there is nothing, nothing left in this world. I can't stand it." And, broken completely down, she hid her face in her hands and could say no more.

**Only Baby Left Of Family.**

Jane Smith, one of the English nurses employed by J. W. Allison, of Ontario, who brought Baby Smith through the Titanic disaster, came down the gangplank with the nine-months-old baby boy wrapped in her arms. He was all that was left of a family of father, mother and two children. The oldest child was a girl three years old.

WIRELESS TELEGRAPH STATION AT CAPE RACE



WHERE THE FIRST NEWS OF THE DISASTER TO THE TITANIC WAS RECEIVED.