

LIVES ARE GIVEN FREELY

Crew and Cabin Passengers Exhibit Unsurpassed Heroism.

BAND PLAYS FAMOUS OLD SONG

Unfortunates Go to Death as Ship's String Band Sends Out Strains of "Nearer My God to Thee."

(Continued from Eighth Page.)

with the costliest of fur cloaks, ascending the ship's side. As such joy as the first sight of our ship may have given them had disappeared from their faces and there were tears and signs of fainting as the women were helped up the ladders or hoisted aboard in swings. For lack of room to put them, several of the Titanic's boats, after unloading, were set adrift.

"At our north was a broad ice field, the length of hundreds of Carpathians. Around us on other sides were sharp and glistening peaks. One black berg, seen about 10 a. m. was said to be that which sank the Titanic.

Wireless Operator Busy.

"In his tiny house over the second cabin smoking room, was Harold Cotton, the Marconi operator, a ruddy English youth whose work at his post, on what seemed ordinary duty, until almost midnight, had probably saved the lives of the huddling hundreds below.

"Already he was knitting his brows over the problem of handling the messages which were coming in batches from the purser's office. The haste which these Marconigrams were prepared by their senders was needless, in view of the wait of two days and two nights for a land connection.

"The California, a cattle ship, came near us and though it gave no sign of having any of the Titanic refugees on board, its presence in the vicinity gave hope to many women who were encouraged in the belief that the California might have picked up their loved ones.

"Mrs. John Jacob Astor and the Countess of Rothes had been taken to state rooms soon after their arrival on ship board. Those who talked with Mrs. Astor said she spoke often of her husband's ability as an seaman and said he could save himself if he had a chance. That he could have had such a chance, she seemed hardly to hope.

"To another stateroom a tall dark man had been conducted, his head bowed, anguish in his face. He was Bruce Ismay, head of the International Mercantile marine and chief owner of the Titanic and her sistership, the Olympic. He has made the maiden voyage on each of his company's great ships. He remained in his room in a physician's care during the voyage back to New York. Captain Rostron, his only caller, was not admitted to see him until Tuesday evening.

"Robert Hitchens, one of the six surviving quartermasters of the Titanic, the man who was on duty at the wheel when the ship struck the iceberg, told me the story of the wreck on the Carpathia Thursday.

Story of Fourth Officer.

"Save for the surviving fourth officer, Beahm, whose lips are sealed, Hitchens saw Sunday night's tragedy at closer range than any man now living. His story was:

"I went on watch at 8 o'clock Sunday night and stood by the man at the wheel until 10. At 10 I took the wheel for two hours. On the bridge from 10 o'clock were First Officer Murdoch, Fourth Officer Beahm and Sixth Officer Moody. In the crow's nest (lookout tower) were Fleet and another man whose name I do not know.

"Second Officer Lightoller, who was on watch while I stood by, carrying messages and the like from 8 to 10, sent me soon after 8 to tell the carpenter to look out for the fresh water supply as it might be in danger of freezing. The temperature was then about 32 degrees. He gave the crow's nest a strict order to look out for small icebergs.

"Second Officer Lightoller was relieved by First Officer Murdoch at 10 and I took the wheel then. At 11:40 three gongs sounded from the crow's nest, the signal for 'something right ahead.'

"At the same time one of the men in the nest telephoned to the bridge that there was something right ahead. As Officer Murdock's hand was right on the lever to stop the engines the crash came. He stopped the engines, then immediately by another lever closed the watertight door.

Captain Comes on Deck.

"The skipper (Captain Smith), came from the chart room onto the bridge. His first words were 'Close the emergency doors.'

"They're already closed sir," Mr. Murdoch replied.

"Send to the carpenter and tell him to sound the ship," was the skipper's next order. The message was sent to the carpenter. The carpenter never came up to report. He was probably the first man on that ship to lose his life.

"The skipper looked at the communicator, which shows in what direction the ship is listing. He saw that she carried five degrees list to starboard.

"The ship was then rapidly settling forward. All the steam sirens were blowing. By the skipper's orders given in the next few minutes the engines were put to work at pumping out the ship, distress signals were sent by Marconi and Rockets were sent up from the bridge by Quartermaster Howe. All hands were ordered on deck and life belts were sewed on to every passenger.

"The stewards and other hands helped the sailors in getting the boats out. The order for women and children first, was given and enforced. There was no panic.

"I was at the wheel until 12:30. It was my duty to stay there until relieved. I was not relieved by anyone else, but was simply sent away by Second Officer Lightoller, who told me to take charge of a certain boat and lead it with women.

"I did so, and there were thirty-two women, a sailor and myself in the boat when it was lowered some time after 1 o'clock; I can't be sure of time.

"The Titanic had sixteen lifeboats and two collapsible boats. All of them got away loaded, except that one of the collapsibles did not open properly and was used as a raft. Forty sailors and stewards, who were floating in the water, got on this raft, and were picked up by the different boats. Some others were floating about on chairs when picked up.

"Every boat, so far as I saw, was full when it was lowered, and every boat that set out reached the Carpathia. The green light of the boat helped to keep us together, but there were other lights. One was an electric flashlight that a gentleman had carried in his pocket.

"Our boat was 300 yards away when the ship went down. The suction thereby

must have been terrible, but we were only rocked somewhat.

"I heard two revolver shots, as every one did. I cannot say who fired any of them. I have only told what I know and what I shall tell any marine court that may examine me."

Blown Off Deck by Explosion.

"O. Whiteman of Palmyra, N. J., the Titanic's barber, was lowering boats on deck after the collision and declares the officer on the bridge, Second Officer Murdoch promptly worked the electrical apparatus for closing the watertight compartments. He believes that they were in some way so damaged by the crash that the front compartments failed to close tightly, although the rear ones were secure.

"Whiteman's manner of escape was unique. He was blown off the deck by the second of the two explosions of the boilers, and was in the water more than two hours before he was picked up by a raft.

"The explosions, Whiteman said, were caused by the rushing in of the icy water on the boilers. A bundle of deck chairs, roped together, was blown off the deck with me, and I struck my back, injuring my spine, but it served as a temporary raft.

"The crew and passengers had faith in the bulkhead system to save the ship and we were lowering a collapsible boat as confident the ship would get through

when she took a terrible dip forward and the water rushed up and swept over the deck and into the engine rooms.

"The bow went clean down and I caught the pile of chairs as I was washed up against the rail. Then came the explosions and blew me fifteen feet.

Forward Compartment Fills.

"After the water had filled the forward compartments the ones at the stern could not save it. They did delay the ship's going down. If it wasn't for the compartments, hardly anyone could have got away.

"The water was too cold for me to swim and I was hardly more than 100 feet away when the ship went down. The suction was not what one would expect and only rocked the water around me. I was picked up after two hours. I am gone with the sea."

"Once on the deck, many hesitated to enter the swinging life boats. The grassy sea, the starlit sky, the absence for a few moments of intense excitement, gave them the feeling that here was only some slight mishap—that those who got into the boats would have a chilly half hour below and might later be laughed at.

Life-long Boilage

to dyspepsia, liver complaints and kidney troubles is needless. Electric Bitters is the guaranteed remedy. Only 50c. For sale by Beaton Drug Co.

Ismay is Blamed for Stifling Messages to the Newspapers

NEW YORK, April 19.—That the interference of amateur wireless operators had little or nothing to do with the difficulty which the shore stations have experienced during the last two days in getting news from the Carpathia, is the opinion expressed by William Marconi, the inventor.

"Any explanation of the reason why detailed news of the disaster did not come from the Carpathia lies with the ship's captain or Mr. Ismay," said Marconi. "They are responsible for the silence. The wireless was not to blame. Private messages and messages regarding the business of the line passed promptly and continuously. The wireless situation in New York has been unusually active, of course, but there was no serious interference with legitimate business. There is no doubt as to the promptness of the Carpathia's officials in defer sending out news of the disaster. The wireless was ready to carry such business if it had been forthcoming."

Mr. Marconi believes that steamship owners will be forced by the Titanic

disaster to install greatly improved wireless outfit.

"Every passenger carrying vessel should be equipped with up-to-date wireless apparatus. Some of that now in use needs improvement and modernization. If the Carpathia had met with a disaster similar to that which struck the Titanic, messages sent from her would not have reached other vessels. The wireless system on the Carpathia has a range of about 150 miles only. The Mauretania and other large vessels have wireless systems with a range of at least 200 miles. Under such conditions the general public would have been early informed of most of the details of the catastrophe.

Peter D. Daly of New York Swims for Six Hours

NEW YORK, April 19.—Peter D. Daly of New York jumped from the deck of the Titanic after it was announced that there were only boats enough for women and children. As he saw the ship settling gradually he swam away with all his might to prevent being carried down with the suction of the sinking liner.

"For six hours I beat the water with hands and feet to keep warm," he said.

"Then I was picked up by one of the Carpathia's boats which was cruising around looking for survivors. I was numb with the cold after a fight which I can scarcely bear to discuss.

"Even after I recovered from the chill and shock I was practically prostrated by the nervous strain and every mention of the disaster sends a shiver through me.

"There was no violent impact when the vessel collided with the ice. I rushed to the deck from my berth, got a life preserver and when things began to look serious, threw myself into the water. The boat had already begun to settle."

Lady Duff-Gordon Says Man Was Shot

NEW YORK, April 19.—Lady Cosmo Duff-Gordon, who left in one of the last of the Titanic's boats, said that panic had begun to seize some of the remaining passengers by the time her boat was lowered away.

"Everyone seemed to be rushing for that boat, nearly the last of all. A few men crowded in and were turned back at the point of Captain Smith's revolver. Several were felled before order was restored.

"I recall that I was pushed along toward one of the boats and helped in. The

boat was lowered part way down on the davits. Just as we were about to clear the ship a man made a rush to get aboard and was shot. He was apparently killed instantly and his body fell into the boat at our feet. No one made an effort to move the body and it remained beneath our feet until we were picked up by the Carpathia.

"I saw bodies in the water in all directions. The poor souls could not have lived long for the water was terribly cold."

Taft Will Reply to Roosevelt in Newark Speech

WASHINGTON, April 19.—President Taft has decided to abandon his attitude of silence under the severe criticisms which Colonel Roosevelt has made of him in campaign speeches, and in some of his next public addresses will reply to the colonel, probably mentioning him by name.

This was positively stated today by those in close touch. The president's next public utterance will be made probably next week in Newark, N. J., and in Philadelphia.

Live wire smoke permits 5 cents.

Over One Million Dollars

Insurance was carried by the

TRAVELERS INSURANCE CO.

Of Hartford

In its accident department alone, on the lives of the

Victims of the Titanic

Hundreds of thousands of dollars more straight life insurance was also carried by this great insurance company---increasing the total liabilities to approximately one and one-half million dollars

This telegram tells the story:

Hartford, Conn., April 17, 1912

Tom S. Kelly, General Agent The Travelers Insurance Company, Omaha, Neb.

The Travelers have over one million dollars accident insurance at risk on Titanic passengers, and the net losses will greatly exceed all previous calamity records. Losses which would embarrass many companies will be paid by the Travelers without delay.

JOHN L. WAY, Vice-President.

This is the largest amount of insurance loss ever incurred through a single calamity and the Travelers, because of its lead in the insurance world, bears several times the losses of any other company

For either life or accident insurance--the safe company for every man

Moral: "Insure in the Travelers."

TOM S. KELLY, General Agent

TRAVELERS INSURANCE CO. of Hartford

Suite 1331-35 City National Bank Building.