

Survivors from the Titanic Give Details of the Terrible Catastrophe

BAND PLAYS A HYMN AS TITANIC SINKS INTO DEEP

Fifteen Hundred Ninety-Five Lives Are Lost When Great Ship Goes to Bottom.

WAS RUNNING AT FULL SPEED

Every Ounce of Steam On at Direct Orders from Company.

TRYING TO BREAK THE RECORD

Passengers Take Great Interest in Progress of the Vessel.

SIX DIE AFTER BEING RESCUED

Shock of Striking Iceberg Does Not Greatly Jar Vessel.

VARYING STORIES AS TO PANIC

Most of Survivors Agree that Calmness of Passengers and Crew in Early Hours Was Remarkable Feature.

NEW YORK, April 19.—Seven hundred and forty-five persons, mostly women sick in heart and body, wrote into the annals of maritime history today the loss of the biggest steamship ever built by man. They were the survivors of the White Star liner Titanic, which sank bow foremost with 1,500 souls aboard, its captain at the helm, its colors flying and its band playing "Nearer, My God, to Thee," in 2,000 fathoms of water off the banks of Newfoundland under starlit skies at 2:20 a. m. Monday.

With one voice they told of the splendid heroism of those who remained behind to find a watery grave that they might live.

Captain Smith died, they said, as a gallant sailor should, after having first placed all the women who would go aboard the lifeboats. There were many who stayed behind to die in their husband's arms.

Facts in Bold Relief.

From their narratives stand out in bold relief the following facts:

The Titanic was making twenty-one knots an hour when it struck the iceberg.

No one at first thought that it would sink.

It remained afloat more than two hours.

The iceberg ripped open its bowels below the water line.

Instant panic was averted by Captain Smith's terse appeal to his crew: "Be British, my men."

A small number of steerage passengers tried to rush for the lifeboats and were held back by the crew and other passengers.

The Titanic turned its nose for the bottom when the last lifeboat was less than a hundred yards away, reared its stern high in the air and trembled for a moment before seeking the bottom. There were two explosions when the launching waters reached its boilers.

When it sank there was silence; a moment later the cries and supplications of 1,600 dying men rose in chorus indistinguishable over the spot where it went down.

For hours the survivors crouled in lifeboats over a calm sea in bitter cold until the Carpathia picked them up.

In the aftermath of the disaster today the principal developments were the testimony of J. Bruce Ismay, managing director of the White Star Line, before the senate investigating committee, and the removal of surviving members of the Titanic's crew aboard the Lapland.

Going at Full Speed.

Not only was the Titanic tearing through the April night to its doom with every ounce of steam crowded on, but it was under orders from the general office of the line to make all the speed of which it was capable.

This was the statement tonight by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making twenty-one knots an hour and the officers were striving to live up to the orders to smash the record.

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

Side Slipped Open.

The Titanic struck an iceberg about twenty feet high, which ripped the liner's sides open and made the water-tight compartments useless, and while the vessel was gradually sinking the icy water reached its steaming boilers, causing an explosion, which sent it to the bottom.

Among the hundreds on its decks in the last few minutes were John Jacob Astor and Major Archibald Butt, President Taft's military aide; Benjamin Guggenheim, Jacques Futrell, George D. Wiggins, Henry B. Harris and scores of well known persons. Major Strauss was among those who was shot. Mrs. Straus, who refused to leave her husband behind when she had the opportunity to save herself.

Major Butt is reported to have been one of the heroes. With an iron bar in his hand he is said to have saved at the steering passage and defended the women and children from the maddened men in that part of the ship.

Colonel Astor Dies Bravely.

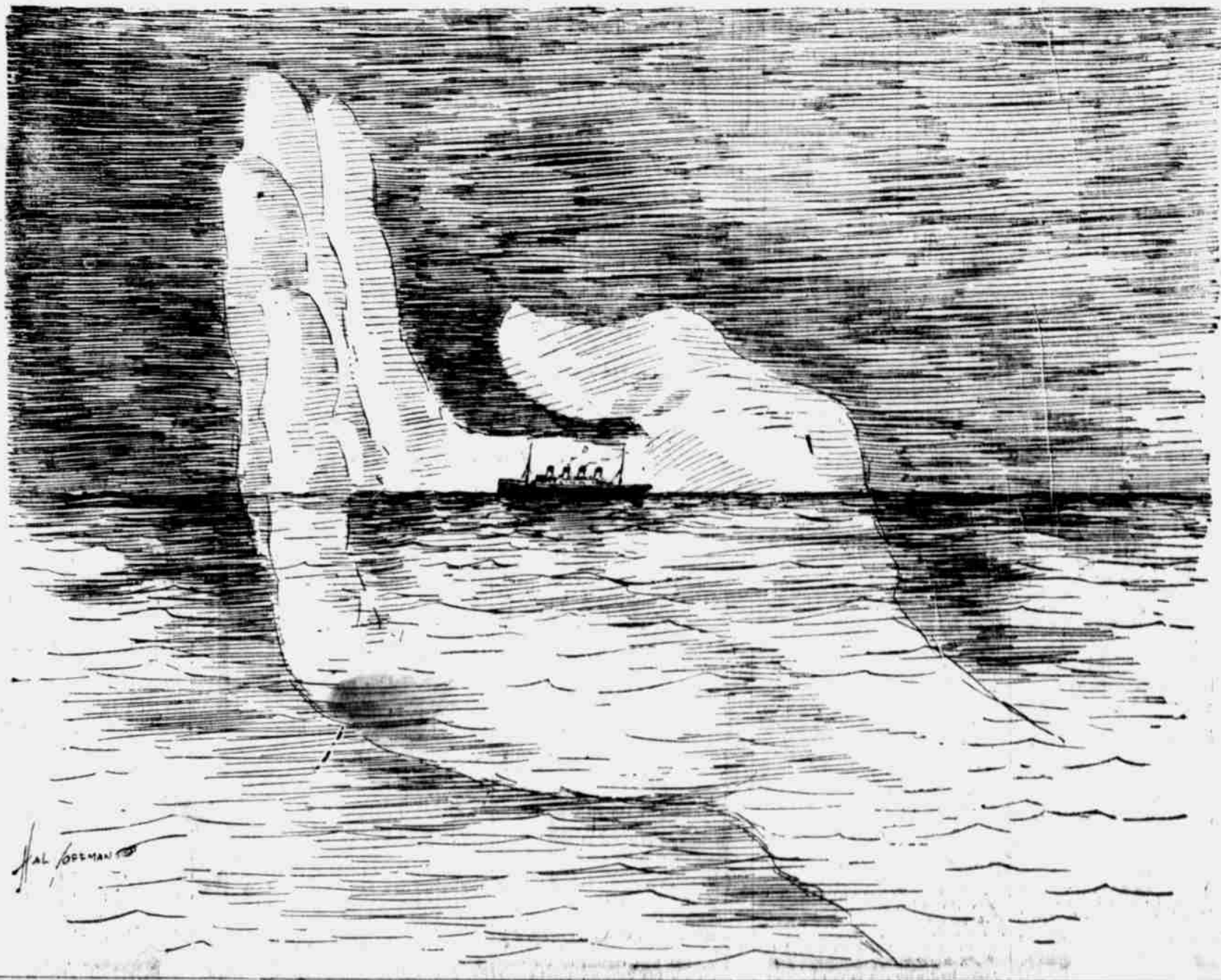
Colonel Astor is said to have met his fate bravely after seeing his wife to a life boat, drawing aside to watch other women step to safety and awaiting his own fate.

It was only because the maximum capacity of the steamer's life boats was barely a third the complement of the ship to crew and passengers, that hundreds of despairing passengers had to be left to their fate.

J. Bruce Ismay, managing director of the Carpathia on Third Floor.

(Continued on Third Floor.)

In the Hollow of His Hand



Emil Brandeis Dies Bravely; Last Seen on Titanic's Deck

From survivors meager details have been gleaned of the way death came to Emil Brandeis when the Titanic sank. These show him a true man, bravely facing the end. He was playing cards with Mr. Henry B. Harris of New York, an old acquaintance, and his wife, Mrs. Harris was saved, but Mr. Harris is also among the missing. Mrs. A. D. Brandeis, who had been watching in New York for the coming of the Carpathia with the load of rescued passengers, has been promised an interview with Mrs. Harris as soon as that lady has recovered sufficiently to be permitted to see anyone.

In response to a telegram from the editor of The Bee, Mrs. Brandeis sent this message late in the afternoon Friday:

"NEW YORK, April 19.—To Victor Rosewater, Omaha: Can give you no other details than have sent Arthur. Mrs. Harris is too ill to be interviewed today. Had there been more lifeboats our splendid men would be living today. Two survivors saw Emil on the ship when the lifeboats pulled away."

Emil Brandeis was playing cards with Mr. and Mrs. Henry B. Harris when the Titanic struck the iceberg that sent it down, according to a telegram received early Friday morning by Arthur and Hugo Brandeis.

Jerome Wilson, private secretary to William Morris, the theatrical man, sent the telegram, which stated that Mrs. Harris was not in a condition to be interviewed, but requested that one of Emil Brandeis' relatives come to her for particulars.

Emil Brandeis had traveled with Mr. and Mrs. Harris before and was well acquainted with them.

MAJOR BUTT SAYS FAREWELL, MEMORIAL FOR BRANDEIS

Helped Young Woman He Knew Into the Last Boat.

SEES IT LEAVE WITH SMILE

Wraps Blanket About Girl Who He Knew in Washington, Raises His Hat and Steps Back on Ship.

WASHINGTON, April 19.—A graphic story of the heroism of Major Archibald W. Butt on the Titanic was told today in an interview given to the Washington Star's staff correspondent in New York by Miss Marie Young, a former resident of this city.

Miss Young, believed to have been the last woman to leave the Titanic, and Major Butt had long been friends, Miss Young having been a special music instructor to the children of former President Roosevelt. Miss Young said:

"The last person to whom I spoke on board the Titanic was Archie Butt, and his good, brave face, smiling at me from the deck of the steamer, was the last I could distinguish as the boat was in pulled away from the steamer's side."

"Archie himself put me into the boat, wrapped blankets around me and tucked me in as carefully as if we were starting on a motor ride. He himself entered the boat with me, performing the little courtesies as calmly and with a smiling face as if death was far away, instead of being but a few moments removed from him."

Smiles Good-Bye at Girl.

"When he had carefully wrapped me up he stepped on the gunwale of the boat and lifting his hat, smiled down at me."

"Good-bye, Miss Young," he said gravely and smilingly. "Look in with you, will you kindly remember me to all the folks at home."

"Then he stepped to the deck of the Titanic."

(Continued on Page Four.)

Living and the Dead

Table with 2 columns: Category and Count. Includes First class (330), Second class (320), Third class (750), Officers and crew (340).

Table with 2 columns: Category and Count. Includes Total (2,340), Number saved by Carpathia.

Table with 2 columns: Category and Count. Includes First class (219), Second class (125), Third class (300), Total passengers saved (525).

Table with 2 columns: Category and Count. Includes Members of crew saved.

Table with 2 columns: Category and Count. Includes Officers (4), Seamen (39), Stewards (96), Firemen (71).

Table with 2 columns: Category and Count. Includes Total members of crew saved (210), Total saved passengers and crew (740).

Table with 2 columns: Category and Count. Includes Total number perished (1,595), First and second cabin passengers (650).

Table with 2 columns: Category and Count. Includes First and second passengers (325), Total cabin passengers lost (315).

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."

BY CARLOS F. HURD, POST-DISPATCH STAFF REPORTER WHO ARRIVED ON THE CARPATHIA.

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NEW YORK, April 18.—Seventeen hundred and twenty-six lives were lost on the Titanic, which struck an iceberg at 11:55 p. m. Sunday and was at the ocean's bottom two hours and thirty-five minutes after.

Of the Titanic's 501 first cabin passengers, 312 were saved, 184 of them were women and children, and of the 282 second cabin passengers 115 were saved, 91 of them women and children.

Of the third class passengers, 109 in number, 13 were saved, eighty-three of whom were women and children. Of 90 officers and crew, 126, including twenty-two women, were rescued.

No survivor can question the courage of the crew, hundreds of whom gave their lives with a heroism which equaled, but could not exceed, that of John Jacob Astor, Henry B. Harris, Jacques Futrell and others in the long list of first cabin passengers.

Bulkheads Delay Sinking.

The bulkhead system, though probably working, proved only to delay the ship's sinking. The position of the ship's bow on the iceberg admitted of water, which caused the boilers to explode, and these explosions broke the ship in two.

The crew signaled the iceberg, which had been sighted at only a quarter of a mile, came almost simultaneously with the ship.

(Continued on Eighth Page.)

Chronological History of Ship and Disaster

From the facts completed by the arrival of the Titanic's story, which began in the fall of 1908, when the White Star line announced its proposal to eclipse all previous records in shipbuilding with a vessel of staggering dimensions may be outlined chronologically as follows:

1909—Keel of the gigantic vessel laid at Harland and Wolf yards at Belfast.

1911, May 31—The vessel is launched and christened the Titanic.

1912—Completed and fully furnished at an outlay of about \$10,000,000.

April 10, Noon—Starts on the maiden trip from Southampton to New York via Cherbourg.

April 14—Sends a routine wireless warning ashore of the presence of icebergs off the Grand Banks of New Foundland.

April 14, 11:40 p. m.—Titanic strikes an iceberg in latitude 41:16 north, longitude 50:14 west.

April 14, Midnight—Carpathia and other vessels hear Titanic's call for help.

April 15, 12:27 a. m.—Titanic's wireless is put out of commission and flashes given that the boat is sinking by the head and women and children are being put off in lifeboats.

April 15, About 1 a. m.—The first news reached the United States by way of the Allan line offices at Montreal. The Virginian reported that the Titanic struck an iceberg.

April 15, 2:20 a. m.—Titanic sinks.

April 15, 3 a. m.—Wireless from the Cape Race station directed to the Associated Press gives the first information of a serious disaster.

April 15, 5 a. m.—First survivors picked up from lifeboats by steamer Carpathia.

April 15, 3 a. m. to 10 a. m.—No advices.

April 15, Noon—Reports current Titanic still is afloat and that all are saved.

April 15, 7:30 p. m.—White Star line offices admit a probable great loss of life.

April 16—Carpathia sends by wireless list of survivors, failing to account for about 1,300 persons, including scores of weary and prominent people.

April 17—Hope given up that other vessels have saved any.

April 18—Two days elapsed without slightest description of disaster.

April 18, 9:30 p. m.—Rescue ship docks at New York with 745 passengers and crew, confirming the loss of all others and bringing the first details of the Titanic disaster.

NEBRASKAN TELLS OF RESCUE

John Kuhl Was Stealing Away with Bride When Titanic Sunk.

IS PASSENGER ON CARPATHIA

Former Speaker of Nebraska House Escorted to Europe with Wife, Who Was Formerly Miss Elvagh of Randolph.

NEW YORK, April 18.—The suffering of the Titanic's passengers when taken off the lifeboats by the Carpathia, was graphically told by John Kuhl of Randolph, Neb., a passenger on Carpathia.

Many of the women, he said, were weakly clad and all were suffering from the cold. From dusk on the Carpathia a result of the exposure.

"In spite of the suffering and the crowded condition of the boats," said Mr. Kuhl, "the utmost heroism was displayed by all of the unfortunates. When

they were lifted to the deck of the Carpathia, many of the women broke down completely and there were many touching scenes. Many of the women were incoherent and several were almost insane."

Speaker of the House.

John Kuhl was speaker of the house at the last session of the legislature, and his experience reveals the fact that he was on his way to Europe with a bride. He and Miss Elvagh, a teacher in the Randolph schools, were married quietly and their friends were not taken into their confidence.

SENATE PASSES HOMESTEAD BILL

WASHINGTON, April 18.—The senate has passed a bill authorizing the issuance of patents on homesteads covered by irrigation projects. Under the terms of the bill, the government is to be paid by a lien for the unpaid portion of the purchase price. The measure now goes to the house.

ISMAY SAYS ALL WOMEN LEFT SHIP BEFORE HE DID

Managing Director of White Star Line Tells Story of Titanic Disaster to Senate Committee.

WAS NOT GIVEN PREFERENCE

Stepped Into Partly Filled Boat as it Was Being Lowered.

OTHER OFFICERS AT HEARING

President Ismay is Accompanied by Vice President Franklin.

STORY OF MRS. LUCIEN SMITH

Widowed Daughter of Representative Hughes Sees Him Leave.

ATTENDED BY SOME OF CREW

Head of Company is Given Every Assistance and is Carried Aboard Carpathia—None Allowed to See Him.

NEW YORK, April 18.—The story of how the Titanic met its fate was told today to the United States senate investigating committee into the Titanic disaster by J. Bruce Ismay, managing director of the White Star line.

When asked the circumstances under which he left the boat Mr. Ismay replied almost in a whisper:

"One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered I got into it."

The details of the story were drawn out by Senator Alden Smith, chairman of the special subcommittee charged with the examination of witnesses, and Senator Newlands, the other senator who came to New York to conduct the inquiry.

Mr. Ismay was accompanied by E. A. S. Franklin, vice president, and Emerson F. Parvitt, secretary of the International Mercantile Marine. Besides the committee, Representative Hughes of West Virginia, whose daughter, Mrs. Lucien P. Smith, was saved, and whose son-in-law was lost, was present. Another spectator was Truman H. Newberry, former assistant secretary of the navy.

Heard Little About Ice.

"During your voyage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

He said the ship was not in proximity to icebergs Saturday or Sunday, although he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the America and the Titanic talking by wireless about icebergs.

Senator Smith asked if he sought to send any wireless messages from the Titanic after she struck. He did not.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.

"I then left the bridge," added the official. "Three boats, he said, he saw lowered and filled. In his own boat were four members of the crew and forty-five passengers."

Seen No Jostling.

"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw none."

"How were the women selected?"

"We picked the women and children as they stood nearest the rail."

Representative Hughes handed Senator Smith a note, and then the chairman told Mr. Ismay that it was reported that the second life boat left without its full complement of oarsmen and from 11:30 until 7:30 o'clock women were forced to row the boat.

"I know nothing about it."

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 it sank. Probably an hour and a quarter."

Adjusting his cuffs, Mr. Ismay was visibly nervous when he took the stand.

(Continued on Second Page.)

In the spring the young man's fancy lightly turns to the thoughts of—automobiles. These perfect motoring days will set any man longing for the open road and a car of his very own.

It really is well within your reach to get that car. You'll realize it after you've read the ads in The Bee's classification "Second Hand Autos." They offer you in every issue a truly impressive choice of used and rebuilt cars at prices that don't even hint at the real value.

Why not get the good of your Bee automobile bargains? Turn to those small ads—choose your car and the price you want to pay for it.