BAND PLAYS AS SHIP SINKS

Pifteen Hundred Ninety-Pive Lives Lost When Vessel Goes Down.

SIX DIE AFTER BEING RESCUED

Wost of Sprvivors Agree that Cals ness of Passengers and Crew in Early Hours Was Remarkable Feature.

(Continued from Page One.) the White Star line, was one of the few ninent men who escaped with their lives, it is said by some of the passen gers to have been one of the first to into the life boats, but this is lenied by Mr. Ismay himself. Stunned by to say except that he had heard of the which the United States senate had begun and to express his willingness to assist the senate commit es in its inquiry. He agreed to appear before mittee in this city today

The survivors of the Titanic disaster, still suffering from exhaustion and sev eral hours' exposure in unprovisioned lifeboats on water icy cold before they were picked up by the Cunard line steamer Carpathia, arrived in New York last night, releasing at the moment it docked a series of narratives so long that some of them are not yet told. The world clamored for several days by wireless before more than the faintist out-line of what had really happened.

Going at Full Speed. The surviving passengers are unani-mous that "the unbelievable" happened. The voyage had been pleasant and une-ventful except for the fact that it was being made on the largest vessel that ever salled and for the keen interest which the passengers took in the daily halletins of the speed. The Titanic had been making good time and all accounts agree that on the night of the disaster she was apparently going at her usual rate-of from twenty-one to twerty-five

Quartermaster Moody, who was at the helm, said that the ship was making twenty-one knots and that the officers up speed in the hope of making a record age. These orders were being car-out in the face of knowledge that the steamer was in the vicinity of great leebergs sweeping down from the north. That very afternoon, according to the record of the hydrographic office, the warping from the steamer Amerika that an unusual field of pack ice and bergs menaced navigation off the banks.

None Excited by Crash.

ut it was a clear and starfit night." as all the survivors described the weather and the great ship sped through the quiet seas with officers confident that even though an iceberg should be seen the vessel could be controlled in ampir ngers rested in full own firesides. This confidence was emphathe stories of nearly all the surship had "only struck an iceberg," it ap-peared to be a giancing blow and at first ments. there was no indication of a serious. On the four days cruise back to New accident. A group of men at cards in the smoking room sent one of their number to look out of the windows and when he world, put their stories to paper while to look out of the windows and when he world, put their stories to paper while came back with the announcement that their nerves were still at tension from the boat had grazed an leeberg the party went on with the game, but it was never escaped.

stoppage of the engines, was noticed more than the collision, the effect one surviver put it, like the stopping of a loud ticking clock.

Captain Smith Dies at Post.

The overconfident passengers were not brought to the slightest realization that collision might mean serious danger until the call ran through the ship "All passengers on deck with life belts on."

Captain Smith, it is said, was not on he bridge when the collision occurred, but when hurriedly summoned by his which the passenger's praise as caim, resolute and efficient to the last.

told by L. Beasley, a Cambridge university man, who was one of the surviving second cabin pasengers. steamer lay just as if it were

awaiting the order to go on again, when some trifling matter had been adjusted."

Many Women Hesitate.

"But in a few minutes we saw the covers lifted from the boats and the crews-allotted to them standing by ready to lower them to the water. Presently we heard the order: 'All men stand back and all women retire to the next deck below'-the smoking room deck or B deck. The men stood in absolute silence, against the end railing, or kept pacing swung out and lowered from A deck. Star line officers and employes will do When they were at the level of B deck. everything humanly possible to alleviate

where all the women were collected, the romen get in quietly with the exception of some who refused to leave their hus-In some cases they were turned from them and pushed into the boats.

"All this time there was no trace of any disorder; no panic or rush for the boats and no scenes of women sobbing hysterically. Everyone seemed to realize

slowly that here was imminent danger.
"When it was realized that we would be presently in the sea with nothing but our lifebelts to support us until we picked up by passing steamers, it was extraordinary how calm everyone was and how complete the self-control.

"Due by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went around among the men. The men are to be put in boats on the starboard the men walked across the deck to see if this was so. Presently I heard the call: 'Any more women' Looking over the side of the ship I saw boat No. 13 swinging level with B deck, half full of women. I saw no more come and one of the crew sald then: "You'd better jump." I dropped in and fell in the bottom as they cried,

Bearley said that the lifeboat was nearly two miles away from the Titanic less than two hours later when they made out that the great liner was sinking.

Other survivors who were nearer to the sinking liner told of hearing the strains of "Nearer, My God, to Thee," played as the liner sank, and some of those in the lifeboats blended their voices in the mel-Suddenly there was a mighty roar and the ship, already half submerged. to buckle and apparently b in two by the force caused by an explosion when the water reached the hot boilers. The bow sank first and for fully five minutes the stern was poised almost vertically in the air, when suddenly it plunged out of sight.

Conditions in the Lifeboats With the last hope gone of seeing their loved ones alive, many women in the lifeboats seemed to be indifferent whether they were saved or not. They were nearly miles from land and no knowledge that a ship of succor was speeding to Without provisions or water seemed little hope of surviving long in

the bitter cold. There were sixteen boats in the forlorn cession which entered upon the ter-e hours of suspense.

The confidence that the ship on which sure to bring them safely here was now shock of learning that their lives were n peril was hardly greater than the re lief when at dawn a large steamer' smokestack was seen on the horizon and cager eyes soon made out that the vessel was making for the scene

Write Stories on Ship

The rescue ship proved to be the Car-pathia, which had received the Titanic's distress signals by wireless. By 7 o'clock in the largest and most magnificent ves-and hungry occupants welcomed over the sel ever constructed, were as safe as their Carpathia's side. The Carpathia's passengers, who were bound for a Mediter-ranean cruise, showed every consideraranean crudse, showed was practically no excitement. Many who their cabins in order that they might be one another in supplying missing gar

lamay to Testify.

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, president of the White, Star 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 tonight.

seemed a hopeless situation in a manner tion into the cause of the loss of the from the ships passed along. The dockpear for examination by the senate committee. He said the course the investigation would follow would be determined after the preliminary hearing.
Senator Smith was questioned as to the

speed at which the Titanic was proceed-ing when it crashed into the losberg. He said he had asked Mr. Ismay, but declined to say what Mr. Ismay's reply

Statement of lamay.

Bruce Ismay, chairman of the International Mercantile marine, gave out the following prepared statement on the pler: "In the presence and under the shadows of a catastrophe so overwhelming my automobile and drove to the Astor town feelings are too deep for expression in house. slowly up and down. The hoats were words, and I can only say that the White

MALP MINUTE STORE TALK-

clothing business himself. Yet—we sell clothing to many such men. Just the other day we soll a suit to the leading clothier of a neighboring city. Why he should pay railroad fare to buy clothing from us would seem a mystery were it not for the fact that the only place on earth to get our kind of clothing is at our store—and go one is so competent to judge of our values as a man who earns his daily bread by selling clothing to others. If the knowing ones think so well of our clothins, why deart you line up with the other patrons of this great store.



THE HOME OF QUALITY CLOTHES

you should buy a suit with a reputation to maintain. Come in.

Look up

the reputation of our clothing --- it will help you in selecting your spring suit.

Try to find a clothing store whose garments give such universal satisfaction. Try to find a store that sells such excellent clothing at such small prices. Try to find one that gives you such vast assortments for your choosing. Try to find one that is so pleasant to trade in or so fair in its methods. Try to find one employing such painstaking and obliging salespeople. Try to find some one w ho is dissatisfied with the clothing we have sold him or the way we treated him. Surely if you fail to find any of these things you can well believe that the reputation of our clothin g and our stores is without blemish—and that

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If you want to pay \$15.00, \$20.00 or \$25.00

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It's one of the most delightful spots in this great store. It's the corner you buy comfort for your feet, and satis-faction for your style-notions. New spring exfords are fine; so are the high cuts.

\$2.50, \$3.50, \$4.50, \$5.00 The Best Boys' Shoes in Town. \$1.50 up. According to size and kind.

Come boys---

bring your parents to this store for your spring clothes

You see so many of your playmates wearing our swell suits you rather envy them. You don't need to however. All you need do is to tell your parents about the good suits we sell and the low prices we charge. Swell Suits for Boys of All Ages.

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The best fabrics, the best making, the best styles and the most real value for the \$5.00.
Don't, whatever you do, buy a spring suit without seeing them.

Good Hats Such as Ours

are the result of planning and knowing. We know what constitutes hat quality and we plan to have for our patrons the styles that our patrons, being stylish fellows, want. Best place in town to buy hats. \$1.50 to \$10

Stetson's \$3.50 up

the suffering and sorrow of the relatives Titanic was the last word in shipbuild ing. Every regulation prescribed by the British Board of Trade had been strictly complied with. The master, officers and

time and the passengers rested in full in the morning all the Titanic's sixteen crew the most experienced and sulfful in confidence that their temporary quarters boats had been picked up and their chilled the British service. I am informed that committee of the United States senate has been appointed to investigate the circumstances of the accident. I heartily welcome the most complete and exhausvivors that when the crash came there tion for the stricken, and many gave up tive inquiry and any aid that I or my felt anxious enough to go on deck to made comfortable. The rescued were in can render is at the service of the public inquire what had happened were but lit-all conditions of dress and undress, and and the government of both the United the perturbed when they learned that the the women on the Carpathia vied with States and Great Britain. Under these circumstances I must defer making any

> Mr. Ismay said informally before give ing out his statement that he left the ship in the last boat, one of the collapsible boats on the starboard side, "I do not know the speed at which

> the Titanic was going, said Mr. Ismay in reply to a question. "It hit the ice-berg a glancing blow." Mr. Ismay then went to his apartment at the Ritz-Cariton.

Vast Multitude Out.

The arrival of the Carpathia brought a vast multitude of people to the Cup-ard docks. They filled the vast pier aheds and overflowing for blocks, throng. Through it all the rain felt

had come ashore tonight.

After nearly an hour Senator Smith came out of the cabin and said he had no authority to subpoena witnesses at this time, but would begin an investiga
"Why?" said the officer sharply.

"Why." said the officer sharply.

"Mrs. Astor, it appears, left in one of the iast boats, which got away from hospital, who went aboard the Carpathia out. Our boat was almost dragged down the ship as our boat pulled the iast boats, which got away from hospital, who went aboard the Carpathia out. Our boat was almost dragged down the ship as our boat pulled the iast boats, which got away from hospital, who went aboard the Carpathia out. Our boat was almost dragged down the ship as our boat pulled the iast boats, which got away from hospital, who went aboard the Carpathia out. Our boat was almost dragged onen the passengers praise as calm, resolute and efficient to the last.

One of this most attring narratives of seconds which followed the collision was look by L. Beasley, a Cambridge not viving officers. after this, to get a glimpse of the rescuing steamer and hear the harrowing stories, which had been brought back

by the ship. Physicians and nurses went aboard the Carpathia before any one 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 potwere on stretchers. Mrs. John Jacob Astor, now a widow, was met by her stepson, Vincent, and her clater, Miss Force.

Lose, three Relatives.

The 200 and more steerage passengers did not leave the ship until 11 o'clock. They were in a sad condition. The women were without wraps and the few men there were wore very little clothing. A poor Syrian women who said she was Mrs. Habush, bound for Youngstown, O., carried in her arms a 5-year-old baby girl. The child wore only a light callon dress, was barefooted and barelegged. This woman had lost her husband and

three brothers.
"I lost four of my men folks," she cried. One of the most sepeatronal stories that came from the Carpathia was that Cap-tain Smith and the first officer and the chief engineer had shot themselves when they realized that the ship was doomed. These reports could not be confirmed. In fact, they were denied by most of the passengers, although one or two had

said there had been some shooting.

The Titanic's four rescued officers were placed aboard the Red Star liner Lapland for the night. They refused to talk, saying they were under instructions to information except to the senate

Six Persons Drown When Levee Breaks Near Beulah, Miss.

GREENVILLE, Miss., April 19.-Six lives are known to have been lost by the breaking of the Mississippi river levee at Benjah, Miss. Wednesday night. All of the victims were negroes, who lived near the crevasce.

It is believed here that many more per ons have perished. Twenty houses in the direct path of the loosened waters were swept away and more than 100 persons rescued from house tops and trees.

CREW KEPT OUT OF SIGHT officer. He declined to talk further and the mates were equally uncommunicative

Mr. Ismny Urges Vice President Franklin to Send Them Out of the Country as Soon

NEW YORK, April 19.-Incensed by the few stray bits of information given out last night by the members of the crew of the Titanic, officials of the White oughly under cover that no trace of their whereabouts could be discovered until late in the morning, when it was found that a portions of them had been trans ferred aboard the Red Star liner Lap land, where they were held

The four surviving officers of the Titante when they arrived on the Carpathia. were quickly transferred to the Red Star liner, where they remained until they were summened to appear before the senate investigating committee. officers had been instructed to refuse to answer questions except those propounded by the committee of inquiry

"Where are the members of the crow?"

"It's nobody's business," anapped the by the suction."

Men of Titanic Not Allowed to Talk
With Anyone.

Not Allowed to Talk
With Anyone. ization to segregate the Titanic's m oon as he arrived on the Carpathia MEN SEGREGATED AT ONCE Mr. lamay wiged Mr. Franklin to make every effort to amuggle the men in

officer. He declined to talk further and

seclusion as soon as they landed on the pier and to make speedy preparations to get them out of the country. Key to the Situation-Bee Advertising.

Band Marches from Deck to Deck Playing

NEW YORK, April 18 -- Mrs. John Murray Brown, of Acton, Mass, who with sisters, Mrs. Robert C. Cornell and

could still hear the music." Mrs. Brown the disaster. Of how Colonel Astor me said.

offered assistance to Captain Smith of was standing by her side. After that the Titanic when the water covered the ship, but he refused to get into the boat, ship, but he refused to get into the boat.

"Mrs. Astor was in the life boat with sinking steamer.

MRS. ASTOR IN NO DANGER

Young Wife. Exhausted, Remembers Little of Her Rescue.

RECALLS HUSBAND AT HER SIDE ast Seen of Colonel Was When He

Left to Go to Purser's Office,

According to Steerage

NEW YORK, April 19.-Mrs. John Jacob Astor, whose husband died in the wreck of the Titanic, is being cared for by the family physician at the Astor home. A builetin, issued early today, says she is not in a critical or dangerous ndition at this times.

Mrs. Aster held up, bravely until she reached her home, when she is said to Mrs. E. D. Appleton, was saved, was in the last life boat to get safely away from the Titanic.

Mrs. E. D. Appleton, was saved, was in have broken down, but quickly railled.

On landing from the Carpathia, the young bride, widowed by the Titanic's "The band played, marching from deck einking, told members of her family w. at to deck, and as the ship went down I she could recall of the circumstance of his death she had no definite concep-"The musicians were up to their kness tion. She recalled, she thought, that in water when I last saw them. My in the confusion, as she was about to sisters and I were in different boats. We be put into one of the boats, the colonel

women who wished to go had been taken at sea from that steamer.

off. Her impression was that the hoat she left in had room for at least fifteen more persons. The men for some reason, which, as she recalled it tonight, she could not and does not now under-stand, did not seem to be at all auxous to leave the ship. Almost every

"I hope he is alive somewhere. Yes, I cannot think anything else," the young woman said of her husband to her father as she left the latter to go to the Astor home, according to some, who overheard

her parting remarks.

The chief steerage steward of the Titanic, who came in on the Carpathia, by the life ladder as the passengers were being embarked. His wife was beside him, the steward said. The Colonel left her to go to the purest's office for a moment and that was the last seen of him.

Astor and Stead Slip from the Life Raft

NEW YORK, April D .- One version of he deaths of John Jacob Astor and William T. Stead was told by Phillip Mock, were among the survivors,

"Many men were hanging on to rafts in the sea," said Mr. Mock. "William T. Stead, the author, and Colonel John Jacob Astor clung to a raft. Their feet became

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Second Floor-Pompeian Room \$12.00 Switches, 36 inches long, made

of fine wavy hair, special at \$6.98 \$3.00 Switches, 22 inches long, made of silky human hair, wave guaranteed, at 98¢

\$4.00 Puffs, 28 in cluster, for \$1.98 \$2.00 Puffs, 15 in cluster, at ... 89¢ 24-inch Transformations made of French Convent bair, natural

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