

THRILLING STORIES TOLD BY THE SURVIVORS

SURVIVORS TELL HOW THEY ESCAPED FROM TITANIC AFTER CRASH

Few Realized Real Danger After First Jar and Many Went Back to Bed on Being Reassured by the Officers.

Like simultaneous photographs of the same tragedy etched on the brains of seven hundred people, survivors of the Titanic tell of their experiences and what they saw in those pitifully few hours between the great ship's impact on the iceberg and the appalling moment when she disappeared.

As the survivors came, half fainting, half hysterical, down the Carpathia's gangplank last night they began to tell their stories. Many of these were disjointed, fragmentary—a picture here, a frightful flash of recollection there; some bordered on hallucination, some were more connected, as of those who are only now beginning to realize the horror through which they came. A few, strangely enough, are calm and lucid, but every one thrills with some part of the awful truth as its narrator saw it.

Each tale is like another view of the same many-sided shield. Sometimes they seem to contradict each other, but that is because those who witness such scenes see them as individuals. There is not a survivor but has something new and startling and dramatic to tell. Taken altogether, their interviews are a composite picture of seven hundred separate experiences.

Doctor Tells How Rescue Ship Found the Survivors

Dr. J. F. Kemp, former surgeon of the United States Army and now registrar of the University of Manila, Philippine Islands, was on board the Carpathia, making a tour of the world before returning to his duties in the Orient.

When the Carpathia picked up the sixteen lifeboats of the Titanic, Dr. Kemp naturally offered his medical services to the ship's doctors in caring for the women and children who suffered from exposure.

During the four days that elapsed between the time the first survivors were picked up and the time the Carpathia landed her unhappy survivors last night, Dr. Kemp had full opportunity of talking to hundreds of them, his army and medical experience had steeled his nerves and he was able to hear their stories calmly. As a result, the composite story he told of the wreck and the incidents surrounding the rescue is of particular interest.

"I was lying in my bunk reading about 11:30 o'clock Sunday night," he said, "when I heard the engine of the Carpathia begin to slow down and finally stop. I knew immediately that something was wrong. As I was not undressed, I went out on deck. There were only a few of us aware that anything unusual had happened and most of the Carpathia's passengers had retired. I saw several officers running in the direction of the wireless room and naturally I went there. It was then that I learned that our wireless operator had picked up the 'S. O. S.' signals from the Titanic. It was only by a miracle that the Carpathia ever heard that signal.

"Our wireless operator, Harold Cotton, always went to bed about that hour, and on this night had taken off his ear pieces preparatory to going to bed. For some reason—his wife he never will know what caused it—he decided to put on the ear pieces again and listen in once before going to his bunk. As he listened he hears the 'S. O. S.' call from the Titanic. He listened intently, at the same time ringing his bell and calling his steward, whom he sent to notify Capt. Rostrum. It was then that the Carpathia stopped her engines. As soon as Capt. Rostrum learned the Titanic's exact position he turned his ship about and ordered full speed ahead to the rescue.

"None of the officers of the Carpathia went to bed that night. They hovered about the wireless room, but few messages came from the doomed liner. Few of the Carpathia's passengers knew anything of the disaster until next morning.

CARPATHIA SPED TO RESCUE.

Capt. Rostrum put on special lookouts for icebergs and made as much speed as he dared in the dangerous ice fields. It was just a little after 6 o'clock that we came upon the first boat from the Titanic. It was crowded with women. The lower cargo doors of the Carpathia were opened and the women and children were tenderly lifted in. Those who were unable to clamber in themselves were hoisted up on deck in barks. For the next three hours the Carpathia was busily engaged in picking up the sixteen lifeboats. Some men were rescued from a life raft, but they were picked up over the stern of the vessel and I did not see them.

"In only one boat did I notice an unusually large number of men. In a majority of the boats there were only one or two men, but in one of the big lifeboats there were forty men and only two or three women. Most of these men were sailors from the Titanic, and we later learned that they were in the first boat that left the sinking vessel. It was their action in seizing a lifeboat that first warned the passengers of the Titanic of the seriousness of their situation.

"All day Monday we cruised about in the fields, sailing around a circle, the diameter of which was about twenty miles, and twice we detected this dread-looking creature for other survivors. We saw and picked up only bodies. Three of them were men and one was a little baby boy. All the men wore life preservers, and unquestionably they had been frozen to death. Their bodies were tenderly carried below, but were buried at sea next day.

"At 1:30 o'clock Monday morning, after Capt. Rostrum was assured there was little chance of saving any of the other passengers from the Titanic, there was a burial service on board the Carpathia for those who were lost. I never want to witness such another scene in my life. The hundreds of women who were saved were gathered in the saloon, clad for the most part in their night clothing and nondescript coats furnished them by the women voyagers on the Carpathia. Every one stood with bowed heads as the preacher read the burial service of the Church. The women who had been saved seemed firmly to believe that their loved ones would be lost.

WOMEN DIDN'T REALIZE LOSS.

"Why, there are more than thirty widows on board the Carpathia and I do not believe a single one of them has yet come to a full realization of her loss. They are too hysterical to understand it all, and there were several of them who expected to see their husbands on the pier to-night. They thought the husbands had been picked up by other vessels. Mrs. Astor, I understand, is one of them. She just now knows Col. Astor was lost. She thinks she was picked up and is safe on the Carpathia.

"The passengers told me that the impact when the Titanic struck and slid on to the great iceberg was so trifling it did not disturb or frighten them in the beginning. The men in the first cabin did not want to send their wives away in the life boats when the officers ordered them sent over the side. They said to the officers: 'This ship cannot sink. Why, then, should we put the women into a small boat on a night like this?' When the men were assured that there was danger they reluctantly sent the women over the side, kissing them good-by, but telling them they would be picked up in an hour, as soon as a complete examination of the damage had shown the liner was not badly hurt. Few of the men who kissed their wives good-by believed it was their final meeting.

"I understand that Mrs. Isidore Straus could have been saved easily. The man tried to put her into the life boats, but she jerked from them and ran to her husband's side. She threw her arms about his neck. 'If you have to stay,' she sobbed, 'I will stay, too. You cannot die alone, dear.' As the lifeboats pulled away, the sailors told me, they could see Mr. and Mrs. Straus standing on the deck in the full glare of the lights, kissing each other. They died in each other's arms.

"The first vessel to come up was the Californian. In a short time the Burmah, a Russian tramp steamer, came up. The Californian had been supposed by the press to call, but the Burmah had no wireless and was simply in the track of

Died With Her Husband Rather Than Be Saved Without Him



MRS. ISIDORE STRAUS. PHOTO BY PAUL BROSSE.

the vessels, so that the passengers who were saved would have been picked up by that vessel, even had there been no wireless to summon aid.

LEFT TWO SHIPS TO SEARCH.

"When we left, the Burmah and Californian were still on the scene, having signalled and wirelessed that they would remain to search for bodies and other possible survivors. It was about 2:30 o'clock Monday afternoon that we gave up the search and put back for New York. During the run on Monday, four persons who had sustained injuries during the transfer to the lifeboats, or had been picked up out of the water by the lifeboats after the Titanic went down, died. We had eight bodies on board, the four who had died and the four bodies which we picked up. All were buried at sea.

"During our trips through the ice fields we came upon what the ship's officers believe was the iceberg that sent the Titanic to her doom. The portion of the berg showing above the water was about four hundred feet square and about ninety feet above the water. As only a small portion of an iceberg shows above the level of the sea, you can appreciate the terribleness of this great frozen monster.

"The passengers tell me the Titanic did not strike her head on. Instead, she seemed to slide over a submerged portion of the berg, along her starboard side, tearing out her very vitals and permitting the water to flow into every compartment. Then the Titanic slipped from the berg, broke clean in two and went down. "There were a large number of the passengers who reported to me that Capt. Smith shot himself in the head as the liner went down. I could not confirm that report, nor could I get an absolute denial of it. The story, however, was not credited by the majority.

"I do not believe that more than 600 survivors were picked up on the Carpathia, though some of the reports say that as many as 700 were saved. From what I got from the passengers, there is no doubt in the world that every man, woman and child on the Titanic could have been saved had there been adequate lifeboats and liferafts. There was no panic and there was ample time to have sent them all away in the boats, had there been enough.

"A large number of the survivors who reached the Carpathia were suffering from frost bites, though only a few of them were in what we doctors would call a serious condition. It is not true that Mrs. Astor wore only a night dress and coat when she came over the side. She seemed to me to have been completely dressed, and I was very close to her when she was picked up. She went immediately to a stateroom and was attended by the ship's doctor. None of the other physicians saw her.

"I am surprised to hear that there had been comment over the fact that Bruno Ismay was saved. None of the survivors seemed to notice that fact on the Carpathia. We heard absolutely no word about him from the survivors. I am not, therefore, in a position to discuss Mr. Ismay's action in entering one of the lifeboats, for we heard nothing about it from those who were saved. They all seemed too glad to be saved themselves to criticize some one else."

Woman Forced Husband To Climb Into Lifeboat

Mrs. Elmer Taylor, who, with her husband, was saved in one of the first boats lowered, told a graphic story of the tragedy.

"Mr. Taylor and I were standing on the promenade deck," she said, "when we felt what at first appeared to be a slight crashing sensation, as if the ship were plunging through a field of ice floes. Naturally we were a little startled, but soon afterward one of the ship's officers appeared and told us not to be alarmed, as no serious damage had been done. A score or more of other passengers grouped about us and another officer came up and advised us to go below and get our life belts.

"Some of the ladies were frightened; but there was not any sign of a panic. In fact, none of us felt that the Titanic could possibly sink. "Finally, word came to lower the lifeboats, and then it was that we all felt more or less uneasy, although the officers continued to assure us that all was well and the boats were simply being lowered as a precaution. They told us that no matter what happened it would be impossible for the ship to sink in less than forty-eight hours."

"I refused to go into the lifeboat without my husband, and one of the officers said there would be no objection to his going, too. There were several other men in the boat, and even so it was not crowded.

"Not until we had been lowered into the water and had drifted some distance away from the Titanic did we realize how terrible the accident was. Almost within a stone's throw of us was the outline of the mammoth iceberg, which towered many feet higher than the Titanic. Then the great ship seemed to draw away from it, and as it did there was a low, rumbling sound, which told us only too plainly there had been a very serious accident.

"On we drifted, and when about a mile distant from the Titanic there came the most distressing cries of distress from those left behind us. The night was very clear and the stars were all out, so that we could see the passengers on the big ship apparently scrambling on the decks. Many of them seemed to be jumping from the side of the ship into the water.

"It was not long after this that the Titanic began to sink. She was backing away slowly from the towering mountain of ice. One, two, three rows of lights disappeared from view, and then all we could see was the great black outline of the ship slowly going down. The band played on, but now and then above the strains of the music came the heart-rending cries of the doomed passengers. It was a night I shall never forget, and only God knows how thankful I am that I

MARCONI SOARS AGAIN.

The wild speculation in Marconi stocks continued on the curb yesterday, the price jumping from 170 to 210.

The inflation of the stock is attributed to an effort of some of the insiders to encourage heavy subscriptions to new stock. The stockholders of the company approved yesterday in Jersey City a proposition to increase the capital stock from \$1,600,000 to \$20,000,000.

The new stock is to be issued to the stockholders at par, and if the present price of the old stock is retained the right to subscribe will be sufficiently attractive to induce the stockholders to take all of the new issue.

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Mrs. Henry B. Harris, Who Tells How She Last Saw Husband



MRS. H. B. HARRIS.

didn't consent to my husband remaining on board and waiting for another lifeboat, as he wanted to do, but insisted on his coming with me."

Bride Tells How She Parted From Husband.

Charles Dahl, a second class passenger who sailed from Australia by way of England, intending to make his home with his mother in North Dakota and carried everything he possessed in the world with him, said:

"I was in my bunk at the time the crash came and shook the ship. I looked at my watch and saw it was about 11:20. I jumped up without stopping to dress, rushed up on deck, and in some way, I don't know how, found myself in the water. I must have jumped.

"The sight was terrible. Men were fighting with women to get in boats. I heard several shots fired around me. All I could remember was that I went overboard and was picked up by one of the boats. I lost everything I possessed."

"Mrs. D. W. Marvin, who was on her bridal trip, said:

"I was in bed at the time of the shock with my husband. At first the steward said to us there was nothing to be alarmed over. Consequently we were late in getting on deck. When we did get there most all the boats had gone. I got in practically the last one. A sailor grabbed me and threw me in, wrenching me away from my husband. The last thing I heard Dan say was: 'You go. I will stay and do what I can, and will come later if possible.'"

"The sights were horrible. I saw a man shoot his way into one of the boats. Then he was shot by the officer in charge of the boat and thrown out." Emile Jongin, the first baker, said:

"I was in the kitchen at the time. I rushed up on deck and discovered everything in an indescribable panic. Men were all fighting and struggling in a seething mass and on the stern of the boat there seemed to be thousands as the bow was settling. I ran into this mass and in some way hung on to the railing over the side of the ship. Finally I could hold on no longer and dropped into the water, where I was, it seemed, two hours. I finally was picked up by one of the boats."

DRIFTED IN BOAT WHILE THE MUSIC PLAYED.

"It seemed as though the people were so stunned and dazed that the first few boats were filled indifferently. As we got into the boat and it was guided away, the band was playing 'Nearer My God to Thee' and the lights were burning brightly. We drifted around in the boat, it seemed, about four hours until dawn, before we were picked up."

Lena Rogers, a second class passenger, of Boston, said:

"We left the ship in the boat in charge of Fourth Officer Louie. There were fifty-five women in this boat. Men were on the point of jumping into it, which would have swamped it, and were only stopped by Officer Louie drawing a revolver. After taking us out of range of the Titanic's suction, he transferred us to other boats that had not been completely filled and went back after more from the sinking ship. Too much praise cannot be given the officer for his work. We were in the boat for three or four hours and all around us were ice cakes and bergs and we could hear the cries and groans of those who had jumped overboard and were not rescued, and those in other boats. Just at dawn the rescue ship appeared and we were saved from dying of exposure."

Margaret Hays of No. 304 West Eighty-third street, a first cabin passenger, said:

"When the crash came I rushed on deck after being told by the stewards to prepare for the worst. When I appeared on deck I ran into Mr. J. M. Tucker, one of the passengers, and we soon found ourselves in the midst of a struggling, crying mass of humanity. We rushed to the port side, where they were filling one of the boats. Some one, I did not know who at the time, was struggling at the boat with a man. It was a woman. She suddenly thrust a year-and-a-half old boy into my arms and said: 'Here, for God's sake take this and take care of it!' I took the boy and a sailor threw us into the boat. I have cared for the child ever since. I believe it to be the little son of Mrs. Allison, who refused to leave her husband and died with him. If I do not find any relatives of the baby I shall keep it and keep my promise to its dead mother."

Mr. and Mrs. A. A. Dick of Calgary, Canada, first cabin passengers, left in the second boat. Said Mrs. Dick:

"I was asleep at the time of the crash in my berth on the port side on F

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MRS. H. B. HARRIS FORCED INTO LIFEBOAT BY HUSBAND

She Last Saw Theatrical Manager Standing on Sinking Ship With Astor and Jacques Futrelle. —None Realized Danger at First.

Mrs. Henry B. Harris, wife of the theatrical manager, who lost his life, tells the following story:

"We were in our stateroom when the word was passed for all passengers to put on life preservers and go on deck. This order followed within a few seconds after the ship struck. We did not realize the seriousness of the crash, thinking some slight trouble had happened to the engine. Even when the order was brought to us to put on life preservers and come on deck we still failed to realize the situation.

"As we went on deck we passed groups of men and women who were laughing and joking. When we reached the main deck, forward, and saw the lifeboats being swung overboard the seriousness of the matter began to dawn on us. Then came the command: 'Women and children first!'

"Officers and members of the crew went about repeating the words, 'women and children first.' Many women had to be forced into the boats, some thinking it was a joke and others refusing to be parted from their husbands' fathers or brothers.

"When the passengers saw the seriousness with which the officers and crew of the Titanic went about their business they began to realize that something terrible had happened and began to make their way towards the lifeboats.

"Col. Astor and Mrs. Astor were standing near us. When the men of the Titanic came to her and told her to get into a lifeboat she refused to leave her husband's side. Then I was asked to enter one of the boats. My husband told me to go but I did not want to leave him. He reassured me, saying the danger was not serious and that he would follow after me in a short time. Still I could not believe that everything was as he said. I felt that if I left him something terrible would happen. The officers told me I would have to get into a lifeboat. My husband told me to and finally I was led to the side and lowered into a boat.

"Mrs. Astor had left her husband and had been placed in another boat. As I was being lowered over the side I saw my husband and Col. Astor standing together. Jacques Futrelle was standing near them. My husband waved his hand. That was the last I saw of him.

"For hours we sat freezing in the lifeboat. Then we saw the Carpathia and the men began to row in her direction. Then the Carpathia stopped and ropes were thrown to us and we were pulled against her side. Then rope ladders and swings were lowered and I was placed in a swing and pulled up to the deck. I stood watching the boats as they arrived and the passengers came on deck thinking every moment that my husband would appear. And when the last boat had been emptied I began to realize that he had gone down with the Titanic which was nowhere in sight.

"Oh, I can't believe that he is gone. They must have been saved—those men who waited until the women and children had been taken away in the lifeboats. I can't believe that they are lost."

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