

NEW THRILLING STORIES OF AWFUL DISASTER

HEROIC WOMEN IN BOATS AT OARS ALL NIGHT LONG; SEAMAN TELLS THE STORY

McGaugh, Who Saw Captain and Chief Officer Go to Death, Gives Vivid Recital of Last Moments of the Great Sea Tragedy.

Here is the story of the wreck of the Titanic told by one of the men of the sea. It is the narrative of an able seaman of twenty-five years' experience. He has sailed in ships which are mere memories to the present generation. Many times has he been wrecked on unfriendly shores; many victories has he scored over death by storm and wreck. It was the boast of the White Star line that the best crew obtainable on the other side was shipped for the maiden voyage of the Titanic. That is why George McGaugh was shipped from Southampton to make the record span from England's shores to Sandy Hook.

"In all my years on the sea, in all the dangers through which I have passed," said the old salt, "I never saw a braver crowd of men. I never helped a crowd of more courageous women than the passengers of the Titanic, God bless them!"

And maybe it was the memory of those awful hours on the icy sea with woman and children in his charge that caused the brine to flow from his weather-beaten eyes. And maybe it was the thought of a patient and loving wife in Southampton, McGaugh had done his duty. That is all he knows. If you should call him a hero he wouldn't know what you meant. What was there to be done but stand by and obey orders—the orders of Captain Smith and Junior Chief Officer Murdoch?

McGaugh is a simple sailor and he told his story in a simple narrative. Across the ocean his wife knows not whether he went down with the many or was rescued with the few. McGaugh has no money to cable her. He and his mates who rescued the men, women and children of the Titanic were permitted to come ashore only on the Carpathia. They were told that they would be sent back to England on the Lapland, scheduled to sail to-day. They were virtually prisoners on the steamer on Thursday night. The thanks of a mighty company to a good sailor is what was done for McGaugh's Catholic Mission that the sailor man told his story to the Evening World reporter to-day. Father McGrath, who has done much for the amelioration of the condition of Jack at sea, was there and so were a number of his own people as well as some of the sailors who listened with breathless attention to the most graphic features of McGaugh's narrative.

"It was fortunate," began McGaugh, "that the accident happened when it did. It was just at the change of watch and every man on duty was ready to come up. I heard Capt. Smith ordering the carpenter to make the soundings. I heard the report of the chief steward: 'The distress line to starboard.'"

"My God!" cried the captain, "Bo's'n, pipe all hands on deck." "I couldn't see the berg because it was blue. The captain held the bridge and held it to the last. Murdoch came to the deck and ordered the men to get ready for the lifeboats. The water was coming down the bridge and the men were shouting 'Down below, men!' and the crew followed him down to their death. They never were seen afterward."

"The collision was an awful bump forward but it was not the great side of the Titanic was hardly felt at all. In a twinkling Murdoch had all the men at their stations by the lifeboats. When eight bells sounded two of the boats had been lowered from the davits to the rail. A number of the ladies who had been asleep came up on deck in 'scent dress.' The stewardesses had orders to make them put on life belts. Some of them had time to clothe themselves more fully; others went into the lifeboats in their night dresses.

"Mr. Murdoch supervised the handling of the lifeboats and his cry was 'Ladies, who have a quartermaster. The first boats had men placed in them for the reason that there were not women and children enough to fill them. It was a matter of getting off the greatest number of boats showing the greatest number of passengers.

steward was warned back, but he jumped into one of the boats at the rail, rambling down a woman and her child. I think that it was Mrs. Astor's boat and it was overloaded then. Murdoch shot him through the jaw and he was yanked back on the deck.

"Murdoch calmed the passengers, telling them there was no occasion for excitement, that the boats were all coming back, and ordered them to go on the poop. Even then the doom of the Titanic was sealed and the officers and the crew knew it. There was no panic, but the passengers were bewildered. They would start for the poop, then follow some excited individual who had started forward."

"A lot of women ran down between decks to get into the boats there, thinking that the drop to the water from there would be less dangerous. They had to come back up again to embark. All the lifeboats had to be swung from davits before the Titanic was sent off except one of the collapsible boats, which burst in the bows getting awful of the falls. This was afterwards used as a lifeboat and thirty men were saved on its bottom.

"Murdoch ordered Bo's'n Nichols to go down to the main alleyway and bring up the big gangplank, capable of holding forty people. The boat and ten men obeyed the order, going to what they believed was certain death. They were never seen again. I got off the second to last lifeboat lowered before the collapsible boat, acting on orders, stood off fifty yards from the Titanic. Forty women and children and some men were in the boat."

"Murdoch, with Chief Officer Weld and Second Officer Lightoller, went to attend to the manning of the collapsible boat. They got them all off but one, as I have said. This is the one which was capsized and which now lay on the deck. Mr. Murdoch had overlooked the fact that the boat was full of passengers when the final moment came. He ordered doors, chairs, chests of drawers—everything on board that would float to be thrown into the sea."

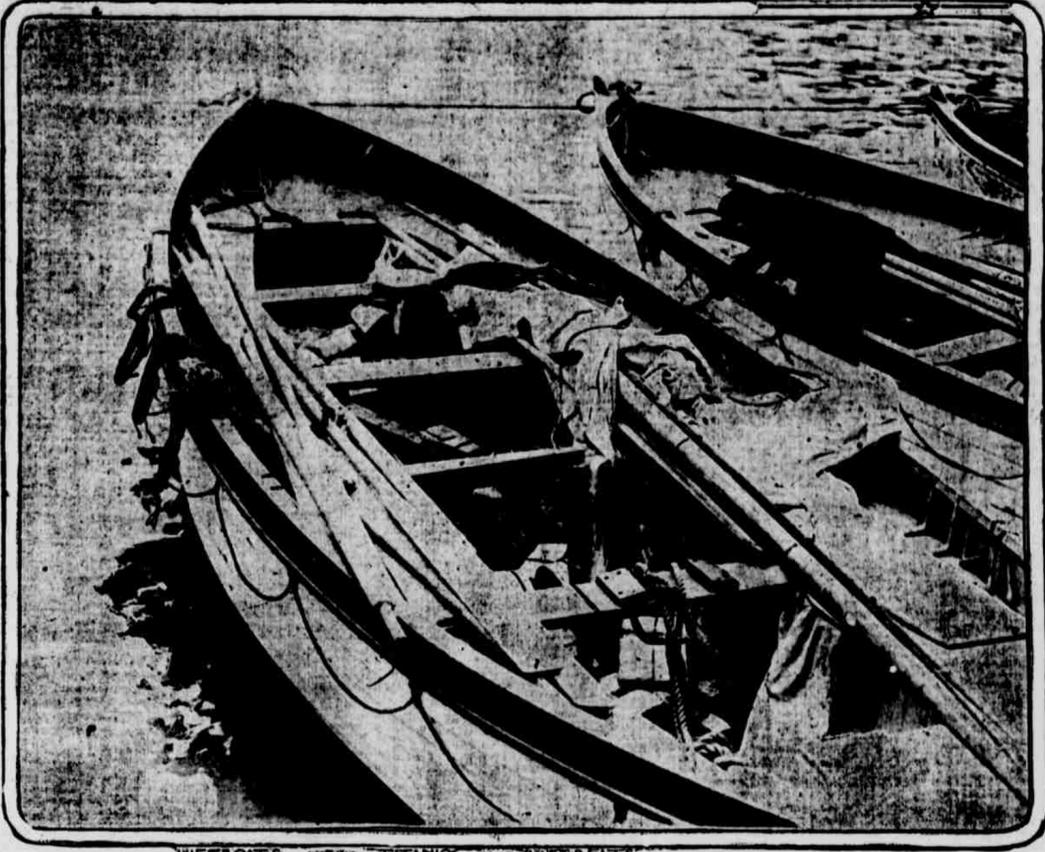
"In this way he saved not less than sixty lives, for that number of people were picked up clinging to these buoys. There was only a few of the men who were on the deck and frames were below shutting down the valves and working the pumps. Farley fell and broke both legs and was carried to the stern of the ship. From there he went to his death.

"The water was nearing the bridge when the first explosion came. Ten minutes after the collision the explosion followed. The water had reached the boilers and that settled the fate of the ship. The Titanic was split in two. The lights on the Titanic went out. The capsized lifeboat was now adrift on the deck and men crowded upon it.

"Capt. Smith and Junior Chief Murdoch were now together on the bridge, they were being up to their armpits. The next I saw of Capt. Smith he was in the water holding a child in his arms. He swam to the raft on which was Second Officer Lightoller and gave the child to the mate. That was the last. He and the ship went down and the Titanic—God bless me, don't ask me what I saw!

"Then men of the poop plunged into the sea as the great craft went down. The lights on the Titanic had gone out section by section, and there was just an electric arc left to light the noble ship down.

Titanic Lifeboats as They Were Brought In, Showing How Survivors Kept Afloat and Lifebelts They Wore



LIFEBOATS FROM TITANIC AND LIFEBELTS

SAILORES IN BOATS SHARED CLOTHING WITH WOMEN.

"Through all this I never heard a murmur from one of the women, either on the ship or on the boats. It was cold, and stiff was all any of them said. We made them pull on the oars every once in awhile to keep up their circulation. The sailors on the lifeboats gave up their socks, their coats and whatever they had to keep the women covered. They cut up their sails to spread over them and keep them warm as possible.

"Through the night the fleet of lifeboats rowed around in a circle. We rowed through wreckage and through lanes of bodies of the living and the dead. The living were pulled into the boats. We would row for half an hour and lay on our oars for the next half hour, and then begin the work of circling again. We had word that the woman who was coming out of the boat at the last moment and managed to reach the raft. He had no big boots or coverings on, and he just hung to the raft and kept his arms out. They didn't have to push him over."

"The water on the raft was up to the waist, and when Phillips became exhausted he just fell and was washed into the sea. May God have mercy on his soul. He saved the life of every man, woman and child who was brought into the Carpathia.

"Poor Phillips, the wireless operator who had saved all our lives by getting in touch with the outer world, died a hero's death. He was washed into the sea at the last moment and managed to reach the raft. He had no big boots or coverings on, and he just hung to the raft and kept his arms out. They didn't have to push him over."

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"It was a long night. It was a trying sight on the women, but never a complaint. It was a God-given chance for the women and children of the Titanic were heroes, those brave women who spent that night and morning in the lifeboats were God's own angels. They were worth the sacrifice of every man.

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CAPT. SMITH'S LAST ACT SAVED WOMAN AND BABY

Swept From Titanic, He Swam With Pain to Lifeboat, Got Back to Liner and Went Down Standing at His Post.

Capt. Edward J. Smith of the Titanic died a hero, indeed. As commander of the death ship it was within all tradition of the sea that he should seek a final berth alongside his vessel at the bottom of the Atlantic. This was to have been expected. But The Evening World to-day found five members of the Titanic's crew who witnessed a final act of self-sacrifice and devotion to duty that should go far to erase and blot from the record of this veteran of the sea placed there by his responsibility as supreme in control of his ship.

"Charles Collins, a steward, was the man who took the baby from the captain. 'I was pulling an oar on the starboard side,' he said. 'We had got only a little way from the ship and she was going down fast, her forward part being under water back to the bridge and her stern high in the air. There was so much crowding in the boat that we couldn't row well.

"Some one shouted that a man and woman were swimming to us and we stopped rowing. Figures drew near, and we saw it was the captain, holding a woman, who clutched something in her arms. When they came alongside I reached over and took what I thought was a bundle the captain passed up. It was a child, about two years old. As I lifted it I thought that baby was dead. It wasn't, but it died a few minutes afterward and we buried it during the night, when the women weren't looking.

"The woman was unconscious. She didn't revive until daylight. Then we learned that she was a second-class passenger. She knew nothing about a child. She said she was not married and didn't remember picking up a baby when she was washed overboard. She must have been half crazed with terror and snatched the baby instinctively."

"Henry Jocklin, chief baker, jumped overboard and was picked up by Boat No. 14 just as she was pulling away from the side of the ship. He helped haul aboard the woman rescued by Capt. Smith and saw his refusal of rescue.

"James Johnson and Harry Gunner of the Titanic's crew told the same story. None of the men knew the name of the woman who was rescued. All agreed that the baby died soon after it was taken on board and was dropped steadily into the key sea during the night.

"We couldn't keep it aboard," said one of the seamen. "It would do no good and it is bad luck. Then, too, we thought the unconscious woman was its mother and we decided she'd carry on terribly if she came to and found her baby dead, but if she didn't find it she might think it was saved in another boat."

GOVERNOR AND MRS. DIX SAIL ABROAD ON LAPLAND.

They Had Passage Booked for First Return Trip of the Titanic.

Gov. John A. Dix, with Mrs. Dix, sailed to-day on the Red Star liner Lapland, which also took to England a majority of the surviving members of the Titanic's crew. The Governor and his wife were to have sailed on the Titanic on her first return voyage. They go first to Paris, where they will visit Mrs. Dix's sister, Mrs. Curtis Douglas. Then they will visit Holland and Germany, returning in June. John A. Mason, Secretary to the Governor, and Lieutenant-Commander De Kay were at the ship to see them off.

"This is my first vacation since the campaign of 1910," said Gov. Dix, "and I feel greatly in need of it. I want to renew my expressions of sympathy for the sufferers of the Titanic disaster and also to commend as highly as I can the valor and civility of the splendid men who sacrificed their lives that women and children might be saved."

Among other cabin passengers on the Lapland were Mr. and Mrs. Samuel Bell Jr., Mr. and Mrs. James Penrose Cooper, Mrs. Seymour L. Crowell, Baron Oscar van Lou, Miss Alice Neilson, Sir Donald Mann, Baroness von Leo and Simon Saks.

"\$25,000 TO FIGHT SOCIALISM" Hebrew Girls Scholarship Fund to Catholic University.

BALTIMORE, April 20.—Cardinal O'Hara, who is chancellor of the Catholic University at Washington, was the recipient yesterday of a gift of \$25,000 for the university. The donor is a wealthy Hebrew from the middle west but his name is withheld. He said that he regarded the Catholic Church as the great bulwark in the United States against "bad features of socialism and anarchy and for the upholding of law and order."

Moved by these considerations, he offered the sum, to be paid in five annual installments, either to found a lectureship by means of which socialism would be studied, analyzed and refuted, or to fund five scholarships for students of the same lines. The Cardinal accepted the scholarship offer and expressed his gratitude.

EXPLOSION FLUNG GRACE TO SURFACE AS HE SANK

"We'll Sink or Swim Together," Said Man on Floating Crate Both Clutched Till Drawn on Capsized Lifeboat Among Thirty.

On condition that his narrative should not be construed as a reflection upon any man, living or dead, Col. Archibald Grace of Washington, D. C., consented to give an account of his escape from the Titanic. Col. Grace was carried down into the water by suction, but was picked up when he came to the surface. He was the last man to leave the ship and live. It is believed.

"Col. Grace produced his story by expressing the opinion that lifeboats such as the Carpathia and Mafonic used to carry would have been the means of saving many lives. He praised the heroism of the sailors.

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FIFTY BELLBOYS, OBEDIENT TO END, SAT IN FIRST CABIN

When Ordered to Save Their Lives They Smoked Cigarettes, Says Quartermaster.

Among the many hundreds of heroic souls who went bravely and quietly to their end were fifty happy-go-lucky youngsters shipped as bellboys or messengers to serve the first cabin passengers. James Humphreys, a quartermaster, who commanded lifeboat No. 12, told a little story to-day that shows how these fifty lads met death.

Humphreys said the boys were called to their regular posts in the main cabin entry and taken in charge by their captain, a steward. They were ordered to remain in the cabin and not get in the way. Throughout the first hour of confusion and terror these lads sat quietly on their benches in various parts of the first cabin.

Then, just toward the end, when the order was passed around that the ship was going down and every man was free to save himself, if he kept away from the lifeboats in which the boys were being taken, the bellboys scattered to all parts of the ship.

Humphreys said he saw numbers of them smoking cigarettes and joking with the passengers. They seemed to think that their violation of the rule against smoking while on duty was a sufficient breach of discipline.

Not one of them attempted to enter a lifeboat.

Not one of them was saved.

SETON AND EYDE ARRIVE. Ernest Thompson Seton, who has been lecturing to Boy Scouts throughout England, and Engineer S. Eyde, a Norwegian scientist who has invented a method of extracting nitrogen from the air, arrived yesterday on the Lapland. Mr. Eyde said that for \$100,000 a year his boat could be chartered to patrol the ice field region.

Cuba Cable Synthesis. WASHINGTON, April 20.—The Senate of Cuba has called the United States Senate expressing sympathy for the people of this country in their grief over the Titanic tragedy.

Style Notes by Madame Louise

A SOCIETY WOMAN who wore a peasant costume at a bal masque recently explained in confidence that she chose this character because it did not require especially small feet.

THE WOMAN who wears Queen Quality Shoes need have little anxiety on this score. These shoes, which are made by specialists in women's footwear, accentuate the good lines of the foot to such advantage that the matter of size becomes an insignificant detail.

OTHER WOMEN hesitate to wear patent leather shoes for the same reason, fearing that the polished leather will add to the prominence of their feet.

THOSE WHO WEAR Queen Quality Shoes have little anxiety of this kind. They have the pleasant consciousness of knowing that their feet are well dressed. Perhaps it is because Queen Quality Shoes are so distinctly feminine that they appeal to women everywhere.

AT THE QUEEN QUALITY Boot Shop you will find a charming assortment of Russia Leather boots and shoes and a most fascinating collection of Patent Leather novelties in pumps, ties and dress boots.

PRICES \$3.50 to \$5.00.

Queen Quality Boot Shop

32 West 34th Street