

The boilers blew up a few minutes before she sank. The bow went first, and the stern reared high in the air, and the great ship plunged into the sea.

Just before she sank several of the men on board jumped into the sea, and these were, for the most part, the men survivors brought by the Carpathia.

The electric lights of the Titanic burned until the boilers blew up.

The lifeboats carrying the women waited a mile from the ship until she sank and then drew in and picked up the men found floating in the sea.

Some of the passengers said Captain E. J. Smith and the chief engineer committed suicide on the bridge of the Titanic just before the ship sank.

Four of those saved died as the result of exposure before the Carpathia reached New York.

Others were sadly maimed.

Others were temporarily insane.

Many had to be taken to hospitals, while private ambulances and physicians met many more.

The Carpathia arrived on the scene at 8 a. m. Monday and picked up the lifeboats.

One lifeboat was filled with stokers.

It was five minutes after the Carpathia tied up at her pier, at 9:35 o'clock last night, before the first of the survivors of the Titanic came ashore.

Two men walked out first, one in oil skins and one in a raincoat. They looked around in a dazed manner at the great crowd, waiting. There was a faint cheer, and the two jumped over the rail holding back the crowd.

A man and a woman came next. There seemed to be no one to meet them.

J. Bruce Ismay remained closeted with P. A. S. Franklin, vice-president of the White Star Line, on board the Carpathia until 11:05 o'clock, and when the two came ashore Mr. Ismay gave out a statement saying that the White Star Line would do everything possible to alleviate the sufferings of the survivors; that the ship had complied with all regulations, and that an inquiry by the Senate committee would be welcomed.

PASSENGERS HAD AGREED NOT TO TALK.

The customs officers on the pier opened up a lane through the crowd, and then the survivors of the Titanic came straggling out. They seemed only anxious to get away, and few were willing to talk. Those first to come said that the passengers had agreed not to talk, but that the line would issue a statement. As the number of those who came ashore grew larger, however, some were found who would tell the story of the loss of the great liner.

Lawrence Beesley, twenty-five years old, whose name did not appear among the list of survivors transmitted by the Carpathia, was one of those who would tell the tale.

"It was soon after half past eleven Sunday night that we struck the ice," he said. "All day we had been steaming at full speed through a clear and beautiful sea. We had seen no ice that day and none the day before. The weather had been fine and clear ever since we left Liverpool.

"Many of the passengers had walked the deck after dinner Sunday night, but at that hour most of them were in bed. Only a few men were in the smoking room. Captain Smith was not on the bridge, but the ship was in charge of the first officer, who was on the bridge.

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"I found some men there who had been in the smoking room, and they told me that we had rammed a low iceberg. They said it stood only fifty or a hundred feet out of the water, and they did not think it was a berg, but a small floe.

"When I reached the deck, the ice was not to be seen, and the men told me that they had rushed out of the smoking room immediately, and had barely been able to distinguish the ice, which disappeared from view in less than ten minutes after we struck it.

"We struck it on the starboard bow and ripped a great hole in the side of the vessel. The vessel did not seem to begin to sink or settle, and there seemed no danger.

SHIP WAS UNSINKABLE, OFFICERS SAID.

"I think most of the passengers were asleep, and few of them knew that we had been in collision until the officers went through the ship and aroused the passengers and told them to put on life preservers and come on deck. Even then there was no fear that the ship would sink. We were told by the officers that there was no danger. We were told that the Titanic was unsinkable and that we had nothing to fear.

"Of course, there was some nervousness. But there was no panic, and no real fear, because we were so sure that the Titanic could not sink.

"Half an hour later the officers ordered us into the lifeboats, and then there began to be signs of fear, but still no panic in the first or second cabin. There was the beginning of a panic, at least, in the steerage. Some of the men from the steerage tried to rush the lifeboats and I heard several shots fired. I was told that half a dozen fell and that Major Archibald Butt had killed them. I was told, also, that he had stood in the passage with an iron bar and saved the women of the first and second cabins, and the steerage, too, from the mad rush of the men of the steerage.

"We soon found that the lifeboats would hold less than one-third of the passengers and crew, and at once, without orders from any one, the men stood back to make way for the women.

"There were the most painful and pitiful scenes then. Many of the women refused to go without their husbands, and some of them climbed back to the deck of the Titanic and refused to be saved. The lifeboats went away with only about three-fourths of those they could carry because the women refused to be saved and leave the men to drown.

"It was about quarter after twelve when the passengers were told to get into the lifeboats, and fifteen minutes later they had been lowered to the sea and were pulling away from the ship.

"The men stood on the decks and watched the lifeboats go and cheered the women.



CAPTAIN E. J. SMITH.

Commander of the Titanic, who went down with the sinking liner, after forty-three years of sea service. (Photograph by Hall, New York.)

opened. I think few of them knew that as those small boats drew away from the side of the great liner they were leaving fifteen hundred souls to perish in the sea.

"The men on the ship did not realize, unless it was those few panic-stricken souls in the steerage.

"They stood on the decks and crowded to the rail and cheered and waved farewell to the small boats. I think most of them had the feeling that they were safer where they were on the great ship than in the tiny lifeboats, and their fears were not for themselves, but for those who had put out on that perilous journey in the tiny boats, with no power but the muscles of the men who pulled at the oars.

"We wondered how the women in the lifeboats were getting along. We thought of the cold and their cramped positions. Most of them were warmly dressed. There had been no excitement that brought men and women to the decks half dressed. All or nearly all got into the lifeboats warmly clad.

"But we realized then that they were in a far worse position than we were, or so it seemed to us. For they, at least, must look on our position as a dangerous one. They must think they had given us up to our doom.

SHE SEEMED TO BE SETTling SLOWly.

"It was then that we began to think that, perhaps, we were not to have such a joyful reunion in the morning. We began to notice the settling of the ship. Even then, to us, she seemed to be settling slowly—so slowly that, in our minds, it was certain she would sink only so far and then remain helpless, perhaps, but safe.

"The lights were burning. The engines had stopped, but so far as we knew they had stopped while the damage was repaired. Most of us thought that with the fires still in the boilers and the lights on there could be no real danger.

"It was about 2 o'clock that the vessel began to sink so rapidly that there could be no more doubt in the minds of any of us that she was lost. The band was called out and began to play 'Nearer, My God, to Thee.'

"Some of the men in a desperate effort for life, as they knew at last that there was no hope for them on the ship, threw themselves into the sea. It was only a few minutes more, and but few of the swimmers had time to get away from the suction of the ship when the boilers exploded, the decks amidships were torn apart, the lights went out, and in less than five minutes more the bow of the Titanic sank rapidly, the stern rose in the air, and with the band still playing 'Nearer, My God, to Thee,' the ship sank.

"Just before she sank there was a desperate effort to force Captain Smith into one of the collapsible boats. Once he was in the boat, but he struggled back again to the bridge, and as the Titanic went down Captain Smith and the chief engineer took their lives on the bridge."

Miss Cornelia E. Andrews, one of the woman survivors, also put the blame on the attempt to make a record voyage.

"We were going at full speed," she said, "though they had promised the passengers not to try to make a record this voyage. It was a clear and starlight night. We had seen no ice before that day, and they were not using the searchlights, though we were in such dangerous territory.

"The iceberg we struck did not stand out of the water more than fifty feet, and, you know, ice cannot be seen at night. It is so near the color of the water, and in the starlight a small berg like that could not be seen.

"The heroism of the men was wonderful. There was no panic and no attempt to force the way into the boats. All the men stood back and left the boats to the women. Some men from the steerage tried to rush the boats, but some of them were shot, and there was no more of that trouble. That was the only sign of a panic there was at any time.

"We might all have been saved if there had been lifeboats enough. There were lifeboats for only about one-third of those who were on the ship. There were a few collapsible boats, and some of the men were saved in these.

"The lifeboats carrying the women drew away about a mile from the ship and waited there. We could see her plainly and see the passengers and crew crowded on her decks. Just before she sank there was an explosion. The boilers blew up and the decks burst. Then we saw some of the men leap into the sea. We could see them jump, and a few minutes later the bow of the ship began to sink. Then the stern rose into the air and the ship plunged out of sight.

"We could only sit in the boats and watch while fifteen hundred of our fellow passengers went to their deaths.

"After the ship sank the lifeboats returned to the spot and picked up the men they found floating in the water. These were practically the only men saved, except the members of the crew who manned the boats.

"We floated all night in the vicinity of the wreck, and at 8 o'clock in the morning, eight hours after we had taken to the lifeboats, the Carpathia came and picked us up."

The last lifeboat was aboard the Carpathia at 8:30 o'clock on Monday morning. Most of the Titanic survivors, according to the passengers of the Carpathia, were well and warmly clad, and though the clothing of some seemed to be light, a physician passenger on the Carpathia said that it was sufficient for protection from exposure.

All were in fairly good condition, according to this doctor, and were able to reach their quarters without assistance. Mrs. John Jacob Astor walked to her cabin unaided. She remained in her cabin during the voyage, but nothing was said about her needing medical attention.

SICKNESS AND DEATH ON VOYAGE.

In the course of the Carpathia's voyage to New York sickness developed among the steerage passengers and crew, but little among the first and second cabin passengers. The sickness was chiefly pneumonia and frostbites, and the ship's surgeons did not at any time call for help from the other physicians on board.

Four of the survivors died. It was understood that they were members of the Titanic's crew.

There were thirty widows on the Carpathia, and these constantly

clung to the hope that when they reached port some word would be received from their husbands.

The approach of the Carpathia to New York was in the midst of a heavy storm. Her progress was watched through the bulletins with interest and anxiety that increased each hour. Long before the news of her arrival at Sandy Hook was announced the crowds had begun to gather at the White Star dock, and by 8:30 o'clock, when she appeared off the pier, more than fifteen hundred persons were waiting on the passenger floor of the pier, while the police lines in the street held back thousands more, who stood in the drenching rain to cheer those who had so narrowly escaped death.

It took more than an hour to warp her into her dock against the strong flood tide. The Carpathia's crew had to cut away the Titanic's lifeboats which were strung to the starboard davits, that the vessel might warp into the dock. During the entire hour she was off the pier many well known people surged about the openings through which the first and second class gangplanks were put.

Twenty-six hospital ambulances waited on the ground floor of the pier, and a relief station was fitted up in one of the upper rooms.

There was a momentary outburst of hysteria from the women, but they were soon calmed down and attended by physicians on the pier. Shortly after midnight everybody was off the ship and the police lines were withdrawn.

The Carpathia will sail again this afternoon on her interrupted voyage to the Mediterranean.

MEN CALM AND WOMEN BRAVE AS TITANIC SANK

A great preponderance of coolness on the part of the men and much more nerve than is usually expected of women in such a crisis was beyond all doubt the most striking feature of the sinking of the Titanic so far as the people on board were concerned.

Of course here and there when the vessel tore over the great submerged shelf of the gigantic iceberg, and later when those on board heard the prophetic cry of the officers to make ready the lifeboats, there was hysteria. It took a long time for those on board to realize that sinking was inevitable, but by the time they had grasped it there was a sad but resolute feeling of resignation among the majority.

Mr. and Mrs. Isidor Straus, who went down together, furnished a striking example of the courage that gripped the travellers when it came time to separate. There was no occasion for a mad rush, for the Titanic sank slowly and steadily. So gradual was her dropping to the depths that hundreds of those who lie with her were loath to get away. Surely, the warning of Captain Smith and his officers, who knew the ship better than any one else, was worth believing, but with many it was not within their power to believe.

The lifeboats were swung with superb discipline. The survivors told of it last night on the Cunard pier, and from what they said England may well be proud of those fearless sailors who performed their duty with the calm that attends a boat drill.

Some of the women had provided themselves with ample clothing for the lifeboats. Others were roused from their daze by more cool sisters and went back to their rooms for apparel.

STEWARDS WARN PASSENGERS TO PUT ON LIFE BELTS.

"Put on lifebelts, everybody!" cried the stewards. "The lifeboats are being made ready and the women will go first."

"Is it possible that this boat is sinking?" asked one woman of a steward. "Yes, ma'am, she is," he replied, "and there is no mistake about it. Kindly get ready for the lifeboats."

Men did try to get into the lifeboats. But they did not do it in cowardice. It was merely the human promptings that they were unable to check for the moment when they helped their dear ones of the other sex in. There was an impulse to go with them; to care for them; to be with them. That was all.

When the first boat was ready Mrs. Isidor Straus was asked to go in it, but she refused. She stood on deck in the embrace of her husband, who she knew could not go with her, and elected to die with him. Those survivors who saw them together on deck as the lifeboats went down the side felt last night that they were most likely standing together near the same place as the Atlantic smothered the great Titanic.

The great vessel went down with her band playing, and until her boilers exploded and broke her back her lights were ablaze. No one, perhaps, knows what happened aboard when the Titanic went down, for the lifeboats, with all those saved, were then a mile away from the liner.

The music of the band carried over to the lifeboats in the clear, crisp air, and, according to some who heard it, the music filled them with courage.

MRS. HARRIS DESCRIBES PARTING WITH HER HUSBAND.

Mrs. Henry B. Harris, who arrived last night on the Carpathia, with a broken arm, told how her husband and she parted company.

"Poor Harry!" she sobbed, as she sank into the arms of friends on the pier. "Poor fellow! His first thought and last thought were for the welfare of the women. I started to go to a lifeboat, and instinctively he walked with me. He seemed dazed as I climbed in, and tried to get in with me, but they pushed him back. He did not resist. He backed away, saying: 'Yes, that's right. The women must all be cared for.' We were rowed promptly away from the ship. He came to the rail, and that was the last I saw of him."

Sometimes there was a suggestion of momentary confusion as the women parted from their loved ones, but it was thwarted instantly by the Titanic's officers. Everything bordering on panic was stopped, promptly but not harshly. There was a ring of kindness in their tones. Some of them smiled as they assisted with almost the grace of a ballroom the white hands that were held out to them.

One woman balked when a place was offered in the first boat. Her hesitation and ultimate refusal saved the life of her brother. She was Mrs. Paul Schabert, of Derby, Conn., and as one of the men survivors expressed it, the "gamest lady on the ship."

She was coolness itself last night when she came ashore from the Carpathia and told her story clearly and her facts were consistent.

"I had stateroom No. 28, on the port side," she said. "It was about midnight. I think I had just gone to sleep when I was awakened by a crunching noise. I thought something had gone wrong, so I went out on deck. Of course I had to dress, and by the time I got out on deck there was some excitement."

Mrs. Schabert was on deck perhaps ten or twelve minutes after the collision, and as she left her room she heard the officers shouting: "Lifeboats are ready! The ladies will go first!"

This lapse of time may give some idea of how badly the Titanic had been ripped and how soon the master and his men were aware of her ultimate sinking. More than this, it shows that Captain Smith and his splendidly trained men were ready for the emergency, and it shows, too, that not a soul would have been lost if the White Star Line had put enough lifeboats on the great boat deck that they had heralded so extensively in their advertising literature.

"As I heard the cry," continued Mrs. Schabert, "a bedroom steward rushed by me. 'Steward,' I asked, 'are we sinking?' He stopped, and with perfect coolness said 'We are.' The way he said it left no room for doubt.

"When the women were assembled for the boats I was urged to get in with the other women in one of the first boats. My brother Philip was with me, and I wanted him to go along, too, but they said that was out of the question. 'Very well, then, I will wait until the last boat,' I said. I wanted to be near him as long as I could. Then they called me for the last boat. They told me it was my last chance, so I then decided to go. Fortunately, there were no more women left, and they let my brother go with me. I assure you, I am mighty glad I did not go away on the first invitation."

The speed problem of the Titanic was hazy last night when the survivors tried to tell of it. Dozens of persons spoke of as many degrees of speed, and few could give any authority for their assertions. But, regardless of the differences of opinion on the Titanic's speed at the time of the collision, the consensus was that "she was going mighty fast."

One man was positive that she was doing twenty-three knots, a speed which she was never intended to develop. No passenger was qualified to say what speed the Titanic was making. Only those on board having access to the master's figures or the chart of the engine room could tell what speed the Titanic was making when she hit the iceberg's hidden shelf.

COL. ASTOR DIED BRAVELY, GIVING PLACE TO WOMAN

(Continued from first page.)

William H. Force, it was made plain last night that they did not permit any one to apprise Mrs. Astor of the truth regarding her husband.

"I hope he is alive somewhere. Yes, I cannot think anything else," the young bride said of her husband to her father as she left him to go to the Astor home, according to those who heard her parting remarks.

The chief steerage steward of the Titanic, who came in on the Carpathia, said last night he saw Colonel Astor standing 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 purser's office for a moment, and that was the last seen of him, according to the steward.

From H. B. Steffanson came another story of the parting of the Astors, which similarly shows Astor as a hero meeting death bravely and with a smile on his lips.

"I first saw Astor helping to load some steerage women into the lifeboats," said Steffanson, "and a few minutes later, on an upper deck I met Mrs. Astor. I said to her: 'Why, Mrs. Astor, haven't you left yet?' Then Colonel Astor came up and said to her:

"I've been looking for you, dear; you must get into a lifeboat." The two of us helped her into a boat, and just then an officer called out: 'Lower that lifeboat!' Astor put his hand on his wife's shoulder, leaned over her for a moment, and said: 'Goodbye, sweetheart; don't worry.' He kissed her, and then as the boat was lowered away he smiled and waved his hand to her."

BRUCE ISMAY'S STATEMENT

Remained Two Hours on Carpathia with Mr. Franklin.

J. Bruce Ismay did not land from the Carpathia with the other survivors of the Titanic's wreck, but P. A. S. Franklin, vice-president of the White Star Line, went on board, and he and Mr. Ismay had a consultation that lasted until 11:15 o'clock. The two came ashore and went to the captain's office on the pier, when Mr. Ismay made this formal statement:

"In the presence and under the shadow of a catastrophe so overwhelming my feelings are too deep for expression in words. I can only say that the White Star Line, its officers and employees will do everything humanly possible to alleviate the suffering and sorrow of the survivors and of the relatives and friends of those who have perished.

"The Titanic was the last word in shipbuilding. Every regulation prescribed by the British Board of Trade had been strictly complied with; the master, officers and the crew were the most experienced and skilful in the British service.

"I am informed that a committee of the United States Senate has been appointed to investigate the circumstances of the accident. I heartily welcome the most complete and exhaustive inquiry, and any aid that I or my associates or our builders or navigators can render is at the service of the public and the governments of both the United States and Great Britain. Under the circumstances I must respectfully defer making any further statement at this time."

SYMPATHY FROM CANADA

Connaught Subscribes to Relief Fund and Sends Message to President.

Ottawa, April 18.—The Duke of Connaught, Governor General of Canada, has subscribed \$50 to the fund being raised in Montreal for the survivors of the Titanic disaster.

His royal highness to-day sent the following message to President Taft at Washington:

I have delayed telegraphing to you in the hope that Major Butt might still be among the saved, but fear there is now no hope. Accept the expression of my deepest sympathy on this gallant officer's tragic end and the loss to yourself of a devoted member of your staff.

I also take this opportunity of assuring you of my heartfelt sympathy with the United States in the loss of so many of its citizens through the awful catastrophe of the sinking of the Titanic. ARTHUR.

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