

THESE WENT TO DEATH BRAVELY

Col. Astor's Courage and Courtesy to the Last Noted by Many.

SO DIED MAJOR BUTT

Both Helped the Women. Spoke Cheerily. Kept the Peace.

STRAUSES HAND IN HAND

In Death Not Divided—A Pathetic Story That Many Survivors Tell.

In the stories told by the survivors of the Titanic there stand forth many facts to prove the fortitude and heroism of passengers left behind on the liner's decks facing certain death.

Stories of Col. Astor's End.

That Col. Astor, one of New York's richest men and scion of one of its oldest families, died the death of a brave man there is ample testimony, though in some of the details the stories conflict.

Facing together the stories about Col. Astor, it is clear that he and his wife were in their cabin when the ship struck the iceberg, that they at once came on deck and that upon the order for the women to get in the boats Mrs. Astor demurred, believing that there was not sufficient danger to warrant risking her life in so frail a craft.

Miss Margaret Hays's version of this incident differs only a little from that of Miss Slater. She said that when Col. Astor helped Mrs. Astor into this boat there were no women waiting to get into boats and that a ship's officer standing by thereupon invited Col. Astor to get into the boat with his wife.

Col. Astor, says Miss Hays, after looking around and seeing that this was true got into the boat and his wife threw her arms about him. The boat was about to be lowered when a woman came running out of the companionway.

Col. Astor stopped the preparations to lower the boat, and stepping out assisted the woman into the boat he had occupied. Mrs. Astor cried out and wanted to get out of the boat with her husband, but he patted her on the back and said something in a low tone.

Still another who seems to have witnessed this incident, but whose version differs slightly, was Col. Archibald Gracie, who says that the conduct of Col. Astor was deserving of the highest praise.

Col. Astor requested permission of the second officer to go with her for her own protection. "No sir," replied the officer, "no man shall go on a boat until the women are all cared for."

Two stewards of the Titanic told a STS reporter that they had subsequently seen Col. Astor doing valiant work getting women into other boats.

Col. Astor's story as reported by Capt. Crain was that when he tried to get into a lifeboat the sailors pushed him back with "You're not a girl."

Mrs. Thomas M. Cardozo, another survivor, says that she saw the farewell between the Astors and that Col. Astor refused to follow his wife into the boat.

And Thus Died Major Butt. That Major Butt, like Col. Astor, died the death of a gallant officer and brave man there is no same testimony from survivors.

"He helped me find a seat, arranged my clothing about me, stood erect, doffed his hat, smiled and said 'Good-by.' And then he stepped back to the deck, already awash. As we rowed away I looked back and the last I saw of him he was smiling and waving his hat to me."

Mrs. Churchill Candee, also of Washington, was with Miss Young and she too said that she saw Major Butt standing on the deck watching their boat pull away and waving good-by.

"I am not sure," she said, "but I think that when we pulled away from the Titanic I saw Major Butt, whom I knew slightly, standing near where they were loading some other boats."

A second cabin passenger who was taken to the Chelsea Hotel said that he saw a man who was pointed out to him as Major Butt standing alongside one of the lifeboats.

There was one scene pathetic beyond all others which seems to have remained uppermost in the minds of many survivors. It was the deaths of Mr. and Mrs. Isidor Straus.

Other accounts are that Mrs. Straus from the first refused to put foot in a boat without Mr. Straus and that the latter, after trying for a few minutes to force her to do so, gave up.

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He leaves the widest circle of friends whose memory of him is sweet in every particular.

Secretary of the Navy Meyer paid the following tribute:

There is a universal feeling of sorrow in Washington on account of the untimely death of Major Butt due to his loyal devotion to the President and his duties.

The tribute of Secretary of War Stimson was as follows:

I have felt a very warm personal attachment for Major Butt and have been greatly distressed by the news of his death.

Senator Bacon of Georgia paid high tribute to Major Archibald Butt:

I have known Major Butt from his early manhood and he was one of the sweetest of characters and the most loyal of friends.

Senator Tillman of South Carolina, quoting Dryden, said: "He was one of God Almighty's men."

Senator Bailey of Texas said: "No man grieves for Major Butt and his bereaved relatives more than I do."

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WHITE STAR LINE MAY BE HELD FOR DAMAGES

Justice White's Opinion in the Bourgogne Case Seems to Apply to Titanic.

ISMAI, OWNER, WAS THERE

Had "Privilege or Knowledge" of Alleged Negligence, Says Admiralty Lawyer.

Maurice Leon, whose duties as counsel to the French consulate in New York require a wide knowledge of admiralty law, said yesterday that he had been asked by many persons concerning the liability of the White Star Line for the loss of the passengers, their effects and the cargo of the Titanic.

The Harter act, which was construed by the Supreme Court in the Bourgogne case in an opinion written by Justice White, lays stress upon the necessity of showing that the owner of a vessel had "privilege or knowledge of the alleged negligent act," that the vessel was proceeding at excessive speed, and that there shall be such life saving equipment as "shall best secure the safety of all persons on board."

In the Bourgogne case the vessel collided with another in a fog while traveling at the rate of ten knots an hour. While this rate is not excessive under the French law the Supreme Court agreed with the lower courts that it was a violation of the international rule, and yet the steamship company was absolved from blame because the collision occurred "without the privilege or knowledge of such owner or owners."

It seems to me that all the grounds upon which the Supreme Court absolved the owners of the Bourgogne from liability as stated in the case of the Titanic, if the presence on shipboard of the managing director of the lines does not spell "privilege or knowledge," I don't know what does. Mr. Ismay had full knowledge of the fact that the navigator of the Titanic was sending her through waters reported to be full of icebergs, at a reported rate of 21 knots or more.

Furthermore, under the law as laid down in the Bourgogne case the owners of the Titanic are responsible for not having life saving equipment to secure the safety of all persons on board. The Titanic had equipment for only one in three.

Mr. Leon said that the rulings of the Supreme Court are so clear on this point that it is beyond question that he does not see how the White Star Line can succeed in having its liability limited, but must be held to a common law liability.

HE SAW CAPT. SMITH DROWN.

English Survivor Says Skipper Saved a Baby Before Dying.

Charles Williams, coach of the Racquet Club of the Harrow School of England, who was one of those rescued when the Titanic sank, was a guest last night at the home of George F. Standing, the racquet player, at 81 Waller avenue.

He said Williams remained on board the Titanic as long as possible and then went overboard with a life belt around him. He is a good swimmer and believed that he would be able to swim about until he could be picked up.

When he first saw the captain the latter was swimming about in the icy water, with a life belt about him and clutching an infant in his arms.

George B. Goldschmidt, lost on the Titanic, was one of the oldest members of the Bar Association, having become a member in 1870.

A War Veteran, Lawyer and Clubman Lost With Titanic.

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Other speakers will be Henry Cleave, the Rev. Thomas B. Slicer of All Souls' Unitarian Church, and W. W. Ayres, who will offer a prayer for the dead.

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STRONG MEN ARMED WERE IN COMMAND

Capt. Smith's Last Living Act Was to Save a Child in the Sea.

MAN'S PART FOR MURDOCK

He Dominated the Deck. Saw the Boats Clear and Took What Came to Him.

The survivors of the Titanic spoke of Capt. E. J. Smith yesterday as a brave man who stood calmly ordering his crew and directing the lowering of the boats.

Nobody was able to say whether the captain deliberately sought death and refused to be taken aboard a boat, although some of the crew believed that was the case.

The boats were so far separated when the Titanic foundered that few of the passengers had a glimpse of the captain while he was in the water.

There was nothing but praise for the veteran shipmaster whose career of forty-three years on the sea was so dreadfully terminated. On all sides there was recognition of his coolness and of the mastery of the ship until the last.

There is no doubt that he did all that was possible immediately after the Titanic hit the berg to provide for the safety of his passengers. He did not attempt to conceal the gravity of the accident.

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BOYS' REEFERS OF NAVY BLUE SERGE WITH DETACHABLE WASHABLE COLLARS \$8.50

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