Screams of Drowning Victims Ring in Ears of Survivors

SIX OF TITANIC SURVIVORS DIE ON CARPATHIA

Two Explosions Occurred on Stricken Ship Before It Went to Bottom

Captain Smith Stood on the Bridge as His Vessel Went to Grave

Continued From Page 1

ounce of steam on, but it was under orders from the general officers of the line to make all the speed of which it was capable. This was the statement tonight of J. H. L. Moody, a quartermaster of the vessel and helmsman on the night of the disaster.

He said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash the record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted 'Port your helm.' I did so, but it was too late. We struck the submerged portion of the berg.

Of the many accounts given by the passengers, most of them agreed that the shock when the Titanic struck the iceberg, although ripping its great sides like a giant can opener, did not greatly jar the entire vessel, for the blow was a glancing one along the side. The accounts also agree substantially that when the passengers were taken off on the lifeboats there was no serious panic and that many wished to "remain on board the Titanic, believing it to be unsinkable."

STORIES OF SUFFERING

The most distressing stories are those giving the experiences of the passengers in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great hulk of the Titanic stand on end stern uppermost for many minutes before plunging to the bottom. As this awful spectacle was witnessed by the groups of survivors in the boats they plainly saw many of those whom they had just left behind leaping from the decks into the water.

The arrival of the Carpathia brought a vast multitude of persons to the Cunard docks. They filled the vast pier sheds and overflowing for blocks, crowded the nearby streets. Through it all the rain fell steadily, adding a funeral aspect to the scene. The landing of the survivors was attended with little excitement, the crowds standing in awelike silence as the groups in the ship passed along.

The docking actually began shortly after 9 o'clock and the disembarking of passengers was disposed of so quickly by the waiving of the usual formality that practically everything had been concluded by 10:30 o'clock. The crowds remained about the pier long after this, however, to get a glimpse of the rescuing steamer and to hear the harrowing stories which had been brought back by the rescue ship.

SURVIVORS LEAVE 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 some were on stretchers.

Mrs. John Jacob Astor, now a widow, was met by her stepson, Vincent Astor, and her sister, Miss Force. They embraced with tears, hurried to an automobile and drove to the Astor town house.

PITIABLE SIGHTS

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 wore very little clothing.

A poor Syrian woman, who said she was Mrs. Habush, bound for Youngstown, O., carried in her arms a 6 year old baby girl. The child wore only a light calico dress, was bare footed and bare legged. This woman had lost her husband and three brothers.

"I lost four of my men folks," she cried.

SUICIDE NOT CONFIRMED

One of the most sensational stories that came from the Carpathia was one that Captain 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 said that they had heard there was 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 give no information except to the senate committee.

Taft Waits for News

WASHINGTON, April 18.—President Taft waited up until after midnight, hoping that some of the Titanic's survivors might tell something encouraging of Major Archibald Butt, his military aid, who was lost in the catastrophe.

Colonel Gracie's story blasted the last hope, and the president completely surrendered to his worst fears. Secretary Hilles remained at the White House and took the bulletins to the president as they came.

When the last hope seemed to be gone, the president repeated what he had said earlier in the day:

"I know Archie died like a soldier."

SURVIVOR'S STATEMENT ROAST FOR BRITISH LAWS

NEW YORK, April 18.—The following statement signed by Samuel Goldenberg chairman, and a committee of 25 surviving passengers of the Titanic was given to the press on the arrival of the Carpathia:

We, the undersigned surviving passengers of the Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give the press a statement of facts which have come to our knowledge, and which we believe to be true:

On Sunday, April 14, 1912, at about 11:40 p. m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision.

Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on lifebelts and the boats were lowered. The ship sank at about 2:20 a. m., Monday, and the usual distress signals were sent out by wireless and rockets were shot at intervals from the ship. Fortunately the wireless message was received by the Cunard's Carpathia at about midnight, and that ship arrived on the scene of the disaster about 4 a. m., Monday.

The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every care being given, irrespective of class. The passengers, officers and crew gave up their staterooms, clothing and comforts for our benefit, all honor to them.

The English Board of Trade passengers' certificate on board the Titanic showed approximately 3,500. The same certificate called for lifeboat accommodations for approximately 950 in the following boats:

Fourteen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

The approximate number of passengers carried at the time of the accident was:

First class, 330; second class, 320; third class, 750. Total, 1,400. Officers and crew, 940. Total, 2,340. Of the foregoing the following were rescued by the steamship Carpathia: First class, 210; second class, 125; third class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71. Total, 210 of the crew. Net total of 745 saved; was about 80 per cent of the maximum capacity of the lifeboats.

We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maxium number of people carried on board. The following facts were observed and should be considered in this connection:

The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge to superintend the launching and control of lifeboats; absence of searchlights.

The board of trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering of boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold.

Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out, and officers should be armed at boat drills.

Great reduction in speed in fog and ice, as damage if collision actually occurs is liable to be less.

In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea, and we urge the United States government to take the initiative as soon as possible.

SUFFERINGS OF WOMEN RELATED BY SPECTATOR

Woman Passenger Recalls Terrible Experience When Officers Shot Steerage Men

NEW YORK, April 18.—The sufferings of the Titanic's passengers when taken off the lifeboats by the Carpathia were graphically told by John Kuhl of Omaha, who was a passenger on the latter vessel.

"In spite of the suffering and the crowded condition of the boats," said Kuhl, "the utmost heroism was displayed by all the unfortunates. When they were lifted to the deck of the Carpathia many of the women broke down completely and there were many touching scenes. Many of the women were incoherent and several were almost insane."

According to Miss Slater, the orchestra played until the last. When the vessel took its final plunge the strains of a lively air mingled grewsomely with the cries of those who realized that they were face to face with death.

"It was terrible," said Miss Slater, who had come from her home in England to visit a brother, an architect, in this city.

"From the moment the vessel struck, or as soon as the members of the orchestra could be collected, there was a steady round of lively airs. It did much to keep up the spirits of every one and probably served as much as the efforts of the officers to prevent panic."

When the ship struck the iceberg Miss Slater went on deck. She was ordered to go back to bed, which she did on being assured there was no danger. Half an hour later she heard confusion on deck and heard some one cry, "Order every one to don a life belt!"

Running on deck after dressing again, Miss Slater was ordered to the boat deck aloft.

"When I got there," she said, "I found an indescribable scene. A number of the steerage men passengers had attempted to seize one of the boats, and there was a brisk revolver fire; many men fell under it. Then prompt and drastic action of the officers restored order.

"There were many touching scenes as the boats put off. I saw Colonel John Jacob Astor hand his young wife into a boat tenderly and then ask an officer whether he might also go. When permission was refused he stepped back and coolly took out his cigarette case.

"'Goodby, dearie,' he called gaily as he lighted a cigarette and leaned over the rail. 'I'll join later.'

"Another man, a Frenchman, I believe, approached one of the boats about to be lowered. He had with him two beautiful little boys. An officer waved him back sternly. 'Bless you,' he said. 'I don't want to go, but for God's sake take the boys. Their mother is waiting for them in New York.' The boys were taken aboard."

MONEY RAISED FOR SUFFERERS AS FIRST AID

New York Stock Brokers Send $20,000 for Distribution on the Pier

[Special Dispatch to The Call]

NEW YORK, April 18.—A committee from the New York Stock exchange brought to the Cunard pier shortly before the Carpathia arrived $20,000 in cash to be distributed among those most in need of assistance.

This money was raised on the exchange today by popular subscription and brought to the pier in an oblong box. The committee was composed of E. H. Thomas, president of the exchange; Charles Nibloch, H. N. Barruch, Charles Holsdoner and J. Carlisle. Surveyor Henry assigned to their use the little custom house on the pier.

The relief fund started by Mayor Gaynor in response to a cable from the lord mayor of London and the fund of the women's relief committee hardly had been announced before contributions began to pour in today.

Before the day was over more than $25,000 had been received at the mayor's office and between $12,000 and $15,000 at 9 Lexington avenue, the residence of Mrs. Abraham S. Hewitt. In addition to this, nearly $7,000 was collected by newspapers, making about $50,000 raised during the day from various sources.

The largest individual subscription was that of J. P. Morgan & Co. This firm sent a check for $10,000 as soon as it was learned that the mayor had started a fund.

Andrew Carnegie gave $5,000, and there were several subscriptions of $1,000 each.

The American Red Cross was allowed by the floor committee of the stock exchange to start a fund there, and, although the amount subscribed by brokers during business hours was not announced tonight, S. S. Bicknell, agent of the society, said that he had received several thousand dollars.

ISMAY EARLY IN BOAT, IS CHARGE

NEW YORK, April 18.—According to Mrs. W. J. Cardeza of Philadelphia, who told her story after she had arrived at the Ritz-Carlton with T. D. M. Cardeza, J. Bruce Ismay was not only safely seated in a lifeboat before it was filled, but he also selected the crew that rowed the boat.

According to Mrs. Cardeza, Ismay knew that Cardeza was an expert oarsman and he beckoned him into the boat. Cardeza manned an oar until Ismay's boat was picked up about two hours later.

LEGAL BATTLES WILL PIVOT ON ISMAY'S ORDERS

Maritime Lawyers Discuss the White Star Line's Liability for Losses in Wreck

If Titanic Disregarded Safety to Make Speed Record Owners Open to Suit

The legal relations borne by J. Bruce Ismay, multimillionaire, toward the White Star line as its controlling director, taken in connection with his official relations with Captain E. J. Smith of the lost liner Titanic, and the reports that Ismay was responsible for the silence of the wireless aboard the Cunarder Carpathia while homeward bound with the survivors, caused comment among maritime lawyers here yesterday.

The discussion of the aspects of British law, under which the Titanic sailed; the laws governing the equipment of the vessel; the maritime laws governing the liability of the company, were topics of discussion, and, summed up by William P. Humphreys, one of the leading marine lawyers of the Pacific coast and member of the firm of Green, Humphreys & Green, resulted in the following statement by him:

SILENCE OMINOUS

"If Bruce Ismay were cognizant of threatened danger brought about through a desire to establish a new speed record across the Atlantic; if he were privy to the captain's desire to break the record, or had even urged Captain Smith to speed his ship, then Ismay, as controlling director, removed from the White Star line all limits of liability imposed by British law and left the company open to suits by relatives for damages in any amount. Of course, this would be contingent upon Ismay's relations to the company; upon his relations to Captain Smith. The silence of Ismay, however, raised the conjecture that he is desirous of first consulting the attorneys for the White Star line before making any public statement."

Humphreys, while associated with the late Milton Andross, carried to the United States supreme court a successful fight over the loss of the ill fated Rio Janeiro, sunk in Golden Gate with great loss of life, contending that the American law governing adequate equipment had not been obeyed because the vessel carried a Chinese crew. A similar point, according to Humphreys, might be raised in the case of the Titanic, if it could be shown that that vessel, complying with regulations of the British board of trade relying in the captain, had carried an owner who might have even suggested to the captain a course of action that would imperil lives and cargo.

LAW LIMITS DAMAGES

"The British law," said Humphreys, "holds that the ship owners may not be sued for unlimited damages, provided they comply with the regulations of the board of trade. In this respect, if the Titanic should go to sea, equipped with only a few boats, but if they were all that were demanded by the law, the owners still could prove adequate equipment and claim limited liability.

"On the other hand, if a part owner, in this case, a director of the corporation, were aboard and in any way were privy to a violation of the law, the company, by his act, would participate equally in the act, and the limitation of damages would be removed.

"The British law says: 'The owners of a ship, British or foreign, shall not, where any of the following ocurrences take place without their fault or privity; (a) where any loss of life or any personal injury is caused to any person being carried in the ship; (b) where any damage or loss is caused to any goods, merchandise or other things whatsoever on board the ship, be liable beyond the following amounts, that is to say, in respect of loss of life or personal injury, either alone or together with loss or damage to vessels, goods, merchandise or other things, an aggregate amount not exceeding 15 pounds (sterling) for each ton of their ship's tonnage.'

OWNERS' RESPONSIBILITY

"Abbott on shipping, says: 'If a part owner is privy to improper navigation, his liability is unlimited,' while Benedict's Admiralty holds that: 'In cases of corporate owners, the privity of a corporate officer of the corporation must be that of the corporation.'

"In any event, under British law, the company could become a defendant in a limited amount of damages. Under American law, suit could be brought in the United States circuit court in the southern district of New York, for the White Star possesses valuable holdings on American soil. But should it turn out that Ismay wished or ordered the captain to proceed at high speed, the contention undoubtedly would be made that all limit of the line's liability had been removed."

Cousin of Stead in South

[Special Dispatch to The Call]

PORTERVILLE, April 18.—William T. Stead, the veteran editor of the London Review of Reviews, who was a passenger on the Titanic and who is among the lost, was a cousin of W. P. Duncan, a prominent citizen of this city. Duncan said this afternoon that he had not seen his cousin for 30 years, but remembered their schooldays together distinctly.

PLIGHT OF PASSENGERS RESCUE BY CARPATHIA

NEW YORK, April 18.—A passenger on the Carpathia made the following statement regarding the rescue of the surviving passengers of the Titanic:

I was awakened at about half-past 12 at night by a commotion on the decks, which seemed unusual, but there was no excitement. As the boat was moving, I paid little attention to it and went to sleep again.

About 3 o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed its course. Lifeboats were sighted and began to arrive, and soon, one by one, they drew up to our side.

There were 16 in all, and the transferring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags. Some of the boats were crowded, a few were not half full. This I could not understand.

Some people were in full evening dress; others were in their nightclothes and were wrapped in blankets. These, with immigrants in all sorts of condition, were hurried into the saloon for a hot breakfast. They had been in the open boats for four or five hours, in the most biting air I ever experienced.

There were husbands without wives, wives without husbands, parents without children, and children without parents. But there was no demonstration; no sobs—scarcely a word spoken. They seemed to be stunned.

Immediately after breakfast divine service was held in the saloon. One woman died in the lifeboat, three others died soon after reaching our deck. Their bodies were buried in the sea at 5 o'clock that afternoon. None of the rescued had any clothing except what they had on. A relief committee was formed and our passengers contributed enough for their immediate needs.

When the lifeboats pushed away from the steamer Titanic the steamer was brilliantly lighted, the band was playing and the captain was standing on the deck giving directions.

The bow was well submerged and the keel rose high above the water. Suddenly the Titanic seemed to break in two. The next moment everything disappeared. The survivors were so close to the striking steamer that they feared the lifeboats would be drawn into the vortex. There were preparations for a brilliant party to be given on board the next evening.

On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the nort hthere was no blue water. At one time I counted 13 icebergs.

DR. DODGE SAYS WOMEN REFUSED TO LEAVE SHIP

Major Butt and Colonel Astor Stood Together When the Titanic Sank

Continued From Page 1

tra precaution the women and children should be placed in the lifeboats.

"Everything was still quiet and orderly when I placed Mrs. Dodge and the boys in the fourth or fifth boat. I believe there were 20 boats lowered away altogether. I did what I could to help in keeping order, as after the sixth or seventh boat was launched the excitement began.

"Some of the passengers fought with such desperation to get into the lifeboats that the officers shot them and their bodies fell into the ocean."

"It was 10:30 o'clock when the collision occurred, and 1:55 o'clock when the ship went down," he said. "Major Archibald Butt stood with John Jacob Astor as the water rolled over the Titanic.

"I saw Colonel Astor, Major Butt and Captain Smith standing together about 11:30 o'clock. There was absolutely no excitement among them. Captain Smith said there was no danger.

"The starbord side of the Titanic struck the big berg and the ice was piled up on the poop deck. None of us had the slightest realization that the ship had received its death wound."

MRS. STRAUS' HEROISM

"Mrs. Straus showed most admirable heroism. She refused in a very determined manner to leave her husband, although she twice was entreated to get into the boats. Straus declined with great force to get in the boats while any women were left.

"I wish you would say for me that Colonel Astor, Major Butt, Captain Smith and every man in the cabins acted the part of a hero that awful night.

"As the excitement began I saw an officer of the Titanic shoot down two steerage passengers in a crowd from the steerage which was endeavoring to rush the lifeboats. I have learned since that 12 of the steerage passengers were shot altogether, one officer shooting down six. The first cabin men and women behaved with great heroism."

STEWARD HELPED DODGE

One of the stewards of the Titanic with whom Mr. and Mrs. Dodge had crossed the Atlantic before on the Olympic knew them well. He recognized Dodge as the thirteenth boat was being filled. The steerage passengers were being shot down and some of the steerage passengers were stabbing right and left in an endeavor to reach the boats.

The thirteenth boat was filled on one side with children, fully 20 or 30 of them, and a few women. All in the boat were panic stricken and screaming. The steward had been ordered to take charge of the thirteenth, and, seizing Dodge, pushed him into the boat, exclaiming that he needed his help in caring for his helpless charges.

MRS. DODGE'S EXPERIENCE

Dodge said that when the boats were drawing away from the ship they could hear the orchestra playing. "Lead, Kindly Light," and rockets were going up from the Titanic in the wonderfully clear night. "We could see from the distance that two boats were being made ready to be lowered. The panic was in the steerage and it was in that portion of the ship that the shooting was made necessary."

"I will never forget," Mrs. Dodge said, "the awful scene of the great steamer as we drew away. From the upper rails heroic husbands and fathers were waving and throwing kisses to their women folk in the receding life boats."

This statement from Mr. and Mrs. Dodge was sent to their friends in California through The Call:

"We wish to thank our friends in San Francisco and other cities on the Pacific coast for their kind expressions received in their scores of telegrams which we found awaiting us. We will leave for home after a few days rest. Best wishes to all."

Dodges in Good Health

Dr. Washington Dodge and his family are in good health, despite the harrowing experiences of the wreck of the Titanic, according to a telegram received last night by Richard Altschul of the Anglo and London Paris National bank. The message was from Altschul's brother, who lives in New York. It read as follows:

"Doctor Dodge and family safe and in good health. They are staying for the present at the Hotel Wolcott with the family of Doctor Zedever."

The message was telephoned to Harry Dodge, son of Doctor Dodge, and dispelled any doubts regarding the safety of his father and mother.

FLAG AT HALF MAST FOR TITANIC'S BRAVE DEAD

The flag on the Merchants' exchange will be flown at half mast today in sympathy with the sorrow of the community over the loss of life in the wreck of the Titanic. The members of the Chamber of Commerce generally will follow this example in observing respect for those who went down with the vessel.

GRIEF INVADES THE TENEMENTS ON EAST SIDE

Crowds of Foreign Born in New York Awaited Carpathia in Sorrow

Churches in Alien Quarters Are Thronged by Relatives of Titanic Victims

[Special Dispatch to The Call]

NEW YORK, April 18.—Never before has the great cosmopolitan East side of New York, of more than 2,000,000 persons, displayed such intense anxiety as was evidenced over the arrival of the sorrow laden Carpathia.

Hundreds of persons who live in the tenements of the Polish quarter, the Ghetto, Little Italy and those neighborhoods inhabited by small groups of Greeks, Slavs, Hungarians, Magyars, Syrians and Russians, had fathers and mothers, brothers, sisters and other relatives on the big liner that now lies two miles below the surface of the North Atlantic.

All day long groups of persons were seen entering churches and synagogues to pray for the safety of friends and relatives and to pray for the repose of the souls of those who perished. Tear stained faces for the last few days have haunted the offices of the White Star line and the quarters of General Nelson H. Henry, surveyor of the port of New York, asking for the latest wireless reports.

Many inquirers could not speak English and went with interpreters, or with a mute appeal in their eyes gave the officers slips of paper upon which some friend had written the name of the passenger whose fate was in question.

SURVIVOR TELLS HOW ASTOR DIED

NEW YORK, April 18.—One version of the deaths of John Jacob Astor and William T. Stead was told by Philip Mock, who, with his sister, Mrs. Paul Schabert, were among the survivors.

"Many men were hanging to rafts in the sea," said Mock. "William T. Stead, the author, and Colonel John Jacob Astor clung to a raft. They became frozen and were compelled to released their hold. Both were drowned."

According to a surgeon of the New York hospital who went aboard the Carpathia after she docked, four bodies were buried at sea from that steamship.

The chief steward of the Carpathia explained the large number of the crew saved by saying that the majority of them had jumped fro mthe Titanic and were picked up by the boats.

Mrs. Samuel S. Lindstrom, a survivor, arrived at the Manhattan hotel tonight. So weakened had become her condition it was necessary to carry her in a stretcher from a taxicab in which she was conveyed fro mth epier to her room.

William McIntyre, John Thompson and Thomas Wheatley were taken to St. Vincent's hospital.

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