

SPUR OF ICEBERG RIPS BOTTOM OFF GIGANTIC SHIP

Titanic Is Literally Disemboweled by Submerged Floe While Speeding.

PLACID SEA HIDES DEATH

Little Shock Is Felt When Vessel Strikes—Passengers for Half an Hour Believe Damage Is Slight —Pathetic Stories of Survivors.

New York, April 19.—It was the submerged spur of an iceberg of ordinary proportions that sent the White Star liner Titanic more than two miles to the bottom of the Atlantic off the banks of Newfoundland. The vessel was steaming almost full tilt through a gently swelling sea and under a starlit sky, in charge of First Officer Murdoch, who a moment after the collision surrendered the command to Captain Smith, who went down with his boat.

The lifeboats that were launched were not filled to their capacity. The general feeling aboard the ship was, even after the boats had left its sides, that the vessel would survive its wound, and the passengers who were left aboard believed almost up to the last moment that they had a chance for their lives.

Placid Sea Hides Death.

The great liner was plunging through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes. The night was clear and stars visible. Chief Officer Murdoch was in charge of the bridge.

The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid a collision with it.

The first officer did not apparently start and alert commanders would have done under similar circumstances—that is, he made an effort by going full speed ahead on his port propeller and reversing his starboard propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg.

Rips Bottom Open.

These maneuvers were not successful. He succeeded in preventing his bow from crashing into the ice cliff, but nearly the entire length of the great ship on the starboard side was ripped.

The speed of the Titanic, estimated to be at least twenty-one knots, was so terrific that the knife-like edge of the iceberg's spur protruding under the sea cut through her like a can opener.

The shock was almost imperceptible. The first officer did not apparently realize that the great ship had received its death wound and none of the passengers it is believed had the slightest suspicion that anything more than a usual minor accident had happened. Hundreds who had gone to their berths and were asleep were not awakened by the vibration.

To illustrate the placidity with which practically all the men regarded the accident it is related that four who were in the smoking room playing bridge calmly got up from the table, and after walking on deck and looking over the rail, returned to their game. One of them had left his cigar on the card table, and while the three others were gazing out on the sea he remarked that he couldn't afford to lose his smoke, returned for his cigar, and came out again.

The four remained only for a few moments on deck. They returned to their game under the impression that the ship had stopped for reasons best known to the commander and not involving any danger to her. The tendency of the whole ship's company except the men in the engine department, who were made aware of the danger by the rushing water, was to make light of it and in some instances even to ridicule the thought of danger to so substantial a fabric.

Slow to Realize Peril.

Within a few minutes stewards and other members of the crew were sent round to arouse the people. Some utterly refused to get up. The stewards had almost to force the doors of the

staterooms to make the somnolent appreciate their peril.

Mr. and Mrs. Astor were in their room and saw the ice vision flash by. They had not appreciably felt the shock and supposed then nothing out of the ordinary had happened. They were both dressed and came on deck leisurely.

It was not until the ship began to take a heavy list to starboard that a tremor of fear pervaded it.

Launch Boats Safely.

The crew had been called to clear away the lifeboats, of which there were two, "one" and "two," which were in the lifeboats. The boats that were lowered on the port side of the ship touched the water without capsizing. Some of the others lowered to starboard, including one collapsible, were capsized. All hands on the collapsible boats that practically went to pieces were rescued by the other boats.

Sixteen boats in all got away safely. It was evident then the general impression of the ship was alright, and there is no doubt that that was the belief of even some of the officers.

At the lowering of the boats the officers superintending it were armed with revolvers, but there was no necessity for using them as there was nothing in the nature of a panic and no man made an effort to get into a boat while the women and children were being put aboard.

Begin to Jump Into Sea.

As the ship began to settle to starboard, heeling at an angle of nearly forty-five degrees, those who had been in the lifeboats that were lowered by the ship began to have doubts and a few jumped into the sea. These were followed immediately by others and in a few minutes there were scores swimming around. Nearly all of them wore life preservers.

One man who had a Pomeranian dog leaped overboard with it and striking a piece of wreckage was badly stunned. He recovered after a few minutes and swam toward one of the lifeboats and was taken aboard. Most of the men who were aboard the Carpathia, barring the members of the crew who had manned the boats, had jumped into the sea as the Titanic was settling.

Ship Breaks in Two.

Under instructions from officers and men in charge the lifeboats were rowed a considerable distance from the ship itself in order to get away from the possible section that would follow the foundering. The marvelous speed about the disappearance was so little as to be hardly appreciable from the point where the boats were floating.

There was ample time to launch all boats before the Titanic went down, as it was two hours and twenty minutes afloat.

So confident were all hands that it had not sustained a mortal wound that it was not until 12:15 a. m., or thirty-five minutes after the berg was encountered, that the boats were lowered. Hundreds of the crew and a large majority of the officers, including Captain Smith, stuck to the ship to the last.

It Was Evident After There Were Several Explosions, which Doubtless were the boilers blowing up, that it had but a few minutes more of life.

The ship broke in half amidship and almost simultaneously the bow half and the forward half sank, the forward half vanishing bow first and the other half stern first.

The sinking ship made much less commotion than the horrified watchers in the lifeboats had expected. They were close enough to the broken vessel to see clearly the most gruesome details of the foundering. All the spectators agree that the spectacle of the ship went down so quietly as to excite wonder.

Some of the rescued were scantily clad and suffered exceedingly from the cold, but the majority of them were prepared for the emergency. In the darkness aboard the ship that came shortly after the collision it was impossible for those in the boats to distinguish the identity of any of the persons who leaped into the sea. It is believed that nearly all passengers who had not gone overboard immediately after the boats were launched vanished with the officers and crew.

Had Time to Dress.

Some of the stewards who formed part of the lifeboat crew say that after the ship hit the berg the majority of the cabin passengers went back to their staterooms and that it was necessary to rouse them out and in some instances force life preservers upon them. All agree that the engines of the ship were stopped immediately after she had made the ineffectual turn to clear the berg.

The lifeboats' crew were made up of stewards, stokers, coal trimmers and ordinary seamen. It is said that the davits were equipped with a new contrivance for the swift launching of the boats, but that the machinery was complicated and the men so unfamiliar with it that they had trouble in managing it.

Describes Death of Butt.

Among the first of the passengers to leave the pier were Washington Dodge, his wife, and his seven-year-

old son, whose large eyes shone with excitement from beneath the rolls of white mufflers that bound him from head to foot.

A camera man set off a flashlight directly in front of the party, but it only seemed to please the little boy. He shouted with joy. Mr. Dodge said he estimated that the time the ship sank was 12:15 a. m.

He said the last man he saw was Archibald Butt, who was standing stiff and erect on the deck.

Mr. Dodge was asked if he heard any shouts. He replied "Yes."

"Suicide?" asked a reporter. "I am afraid so," said Mr. Dodge. "First Women in Lifeboats."

Mrs. Dickinson Bishop of Detroit said: "I was the first woman in the first boat. I was in the boat four hours before being picked up by the Carpathia. I was in bed at the time the crash came, got up and dressed and went back to bed, being assured there was no danger. There were very few passengers on the deck when I reached there. There was little or no panic, and the discipline of the Titanic's crew was perfect. Thank God my husband was saved also."

Story by Swedish Officer.

Lieut. Hakan Bjornstam Steffanson of the Swedish army, who was journeying to this country on the Titanic to see about the exportation of pulp to Sweden, narrowly escaped being carried down in the sinking ship when he escaped out from a lower deck a lifeboat that was being lowered past him. Henry Woolner of London also made the leap in safety. Lieutenant Steffanson thinks he made the last boat to leave the ship and was only about a hundred yards away when it went down with a sudden lurch.

The Lieutenant told his story as he lay in bed at the Hotel Gotham, utterly worn out by the strain he had been under despite his six feet of muscle. It was also the first time he had discarded the dress suit he had worn since the shock of collision startled him from his chair in the cafe where he and Mr. Woolner were talking.

"It was not a severe shock," said the lieutenant. "It did not throw anyone from his seat; rather it was a twisting motion that shook the boat awfully. Most of the women were in bed. We ran up to the smoking room, where most of the men were rushing about trying to find out what was the matter, but there was a singular absence of apprehension, probably because we believed so thoroughly in the massive hull in which we were traveling."

Sought to Calm Women.

"We helped to calm some of the women and advised them to dress and get into the lifeboats," he said. "There seemed to be really no reason for it, but it was done because it was the safest thing to do."

"The men went about their task quietly. Why should they have done otherwise—the shock was so slight to cause much ruin. Mr. Woolner and I then went to a lower outside deck. It was deserted, but we wished to get out what had happened to us and down a deck lower. Then for the first time we realized the seriousness of that twisting which had rent the ship nearly asunder. We saw the water pouring into the hull and where we finally stood water rose to our knees.

"Woolner and I decided to get out as quickly as we could and as we turned to rush upward we saw sliding down the port side of the drowning ship a collapsible lifeboat. Most of those who contained were from the steerage, but two of the women were from the first cabin. It was in charge of two sailors."

Jump Into Swaying Boat.

"Let's not take any chances," I shouted to Woolner, and as it came nearly opposite us, swinging in and out slowly, we jumped and fortunately landed in it. The boat tumbled a bit and then settled down to the water. Woolner and I took oars and started to pull with all our might to get from the ship before she sank, for now there was little doubt of what would happen.

"We had hardly reached a point a hundred yards away—and I believe the boat I was in was the last to get safely away—when the horrible screams came through the night and the ship plunged swiftly down. It was so terribly sudden, and then there was a vast quiet, during which we shivered over the oars and the women cried hysterically. Some of them tried to jump overboard and we had to struggle in the shaky boat to hold them until they quieted down."

Victims Float to Surface.

"There was little widespread suction from the sinking ship, strange to say, and shortly after it went down people came to the surface, some of them struggling and fighting to remain afloat, and some were very still. But they all sank before we could reach them."

"It was bitterly cold and most of us were partly wet. It seemed hours before a Carpathia came up and took us aboard. Why, it was so cold that on board the Titanic we had been drinking hot drinks as if it were winter. The weather was absolutely clear, there was not the slightest fog or mist."

Another Ship Sent for Bodies.

Hullfax, N. S.—Rush orders were received here to prepare another to go in search of the dead. The cable ship Minia was chartered and local undertakers placed 150 coffins on board, while 100 tons of ice were stored away in the holds.

A quantity of iron was also placed on board to be used in burying the unidentified. The Minia is under orders to meet the steamer Mackay-Bennett. Rev. Hind will be transferred to the Minia and the Mackay-Bennett then will proceed to port with the dead.

Ships Collide at Sea in Fog.

Norfolk, Va., April 23.—The steamer Cretan of the Merchants' and Miners' line, bound from Jacksonville and Savannah to Baltimore, is making its way slowly up the coast. The steamer is damaged above the water line as a result of a collision during thick weather, off Hattaras, with the Clyde Line steamer Iroquois, from New York to Charleston and Jacksonville. Both steamers carried passengers. Wireless advices are to the effect that neither the Cretan nor the Iroquois is seriously damaged.

Demand Dainty Footgear.

"It is wonderful," said a New York woman who has been living abroad, "how much attention the French women have come to pay of late to their footgear, their shoes and their stockings. The tight short skirt is altogether responsible. When the shoes were concealed it did not matter so much what a Frenchwoman had on her feet, and the shoes were always long and pointed. The advent of the hobble skirt made feet look so awful over there that the French bootmakers had

25 BODIES ARE IDENTIFIED

LIST IS SENT INTO THE OFFICES OF WHITE STAR LINE NEW YORK.

NOTABLE NAMES MISSING

One Garbled Name Believed to Be That of George D. Widener—Another Ship Goes Out to Search.

New York, April 23.—The first list of names of bodies recovered from the Titanic disaster by the cable-steamer Mackay-Bennett was received here through wireless messages to the White Star line offices.

The list of 25 names contain none of several of the most prominent men who perished unless it be that "Geo. W. Widener" as sent by wireless refer as is believed probable to George D. Widener of Philadelphia.

The original passenger lists of the Titanic do not mention "Widener," which apparently established the identity of the body as that of Mr. Widener, son of P. A. B. Widener, one of the directors of the White Star line who, together with his son, Harry, was lost.

The list as received at the White Star line offices is as follows:

Bodies Identified.

L. A. Hoffman.
Mrs. Alexander Robbins.
Wm. H. Harbeck.
Malcolm Johnson.
A. J. Halverson.
H. W. Ashe.
Leslie Williams.
Leslie Galinski.
A. H. Hayter.
Jerry Monroe.
Frederick Sutton.
J. S. Gill.
Ernest E. Tomlin.
George Rosenshire.
N. Marriott.
John H. Chapman.
W. Colbine.
H. Greenberg.
Simon Sother.
N. Colas Rasher.

—Shea.
George W. Widener.
Ramon Artchagayevia.
Nihil Schedig.
R. B. Att.
Steward No. 76.
Yostie Drazenoui.

A number of the 25 names in the list do not check up with the Titanic's passenger list, which leads to the belief that a number of the bodies recovered are members of the Titanic's crew.

Names Much Garbled.

The White Star officials studied without success in interpreting the meaning of some of the spellings, and came to the conclusion that many of them were badly garbled because of the fact that the list had been relayed. It came via the steamer La Conia to the Cape Race wireless station and was sent by cable to New York. Telegraph operators acquainted with both Morse and continental code speculated as to whether the names of Maj. Archibald Butt and Col. John Jacob Astor were intended in two instances, but they could come to no decision, that appeared trustworthy in such a case.

In the list as it came the following combination appeared: "Nihil Schedig R. B. Att, which operators believe might have been intended for Major Archibald Butt's name."

Similar speculation developed over the name "N. Colas Rasher," a name which the White Star line could account for and which telegraph operators thought might be Col. Astor's.

The White Star line dispatched a message in an effort to clear up such questionable interpretations. According to a message from Troy, N. Y., A. J. Halverson, whose body has been recovered, was the foreign representative of Cluett, Peabody & Co. of that city. He was returning with his wife from South America, having gone to Europe for a brief visit. They postponed their departure to take the Titanic. Mrs. Halverson was saved.

The details of the fire indicate that Mr. Adamson who slept down stairs got up and started the fire in the cook stove. He called the hired man who answered and then went down to the barn. A few minutes later, on hearing screams, he ran back to find the house in flames. He succeeded in getting a ladder up to the upstairs window and pulled at the bed clothes but could not find the children.

In the meantime, Mrs. Adamson who was severely burned about the arms, called to the hired man to throw the children out of the window, but getting no response, she attempted to get out of the door but was unable to open it and had to escape by the window with the baby in her arms.

WILL HOLD PRIMARY.

Ramey County Republicans To Express Themselves.

St. Paul.—Ramey county Republicans will have an opportunity to vote for their favorite candidate for the nomination for the presidency. The city and county committee has adopted a resolution authorizing the placing of the names of the presidential candidates on separate ballots at the county caucuses to be held May 11.

Anderson Has a Parcel Post Bill. Washington, D. C.—Representative Sydney Anderson has introduced a bill providing for a parcel post system based on the zone principle which he believes will form the basis for a more general discussion of the parcel post question and eventually lead to the passage of legislation providing this facility. The Anderson bill is designed to meet the objections of rural route merchants to a parcel post system with rates of postage graduated according to distance.

Very Plain.

"Inanimate things are pugnacious as well as depraved." "Prove it." "Didn't you ever see a ship's gear or a ballot box?"

CARL HAYDEN



Carl Hayden, new congressman-at-large from Arizona, is getting acquainted with his official duties rapidly and watching over the interests of the new state.

SHIP IGNORED TITANIC SIGNALS

FOURTH OFFICER SAYS HE CLEARLY SAW LIGHTS.

Shown Iamay Planned Early Flight for Himself and Crew from the Country.

Washington, April 23.—With sorrow only five miles away, the Titanic succor into its watery grave, carrying with it more than 1,600 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to see the frantic signals bashed to it for aid. This phase of the tragic disaster was brought out before the senate investigating committee when J. B. Boxhall, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention.

This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. So close was it that from the bridge Boxhall plainly saw its masthead lights and side lights. Both with rockets and with the Morse electric signal did the young officer hail the stranger. Capt. Smith and several others in the vicinity of the bridge the vessel had seen them and was signalled at the time their belief that

The official was quizzed throughout the morning session of the messages exchanged between the Carpathia and himself after the ship had started for New York with the Titanic's survivors aboard. Among the survivors was J. Bruce Iamay, managing director of the line.

Among the wireless telegrams read into the record was one from Mr. Iamay urging that the steamship Cedric be sent to the Carpathia, which he believed it most desirable that the survivors of the Titanic's crew be rushed out of the country as quickly as possible. He also, the message said, would sail on the Cedric and asked that clothing be ready at the pier for him when the Carpathia docked. The senate's subpoenas blocked the plan.

HOME BURNS; FOUR DEAD

Canadian Farmer's Three Children and Hired Man Perish.

Princeton, N. J., April 23.—Four persons were burned to death in a fire which destroyed the residence of Robert Adamson, a farmer three miles west of Shelburne. The dead are, Hazel Naimo, aged eight, Cecil, aged six, Horace, aged 3, John Ruhban, the hired man.

The details of the fire indicate that Mr. Adamson who slept down stairs got up and started the fire in the cook stove. He called the hired man who answered and then went down to the barn. A few minutes later, on hearing screams, he ran back to find the house in flames. He succeeded in getting a ladder up to the upstairs window and pulled at the bed clothes but could not find the children.

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KERFOOT ACCEPTS.

Hamline—Doctor Samuel Kerfoot, president of Dakota Wesleyan university of Mitchell, South Dakota, has accepted the presidency of Hamline university, to succeed Dr. George H. Bridgeman, who resigned, to take effect at the end of the present college year. The Hamline board of trustees will hold a meeting in the near future for the purpose of formally electing Dr. Kerfoot as president.

PRIMARY IN RAMSEY CO.

Committee to Place Presidential Candidates' Names on Separate Ballots.

St. Paul, Minn.—Ramey county Republicans will have an opportunity to vote for their favorite candidate for the nomination for the presidency. The city and county committee has adopted a resolution authorizing the placing of the names of the presidential candidates on separate ballots at the county caucuses to be held May 11.

Each Motorist an Overseer.

Rochester.—The Rochester Automobile club has conceived of a practical method for encouraging better roads in Olmsted county by the appointment of a club member for road overseer for each road leading out of the city. Co-operation between the club road overseer and the county pathmaster will be fostered for the success of the enterprise. The appointees of the club will locate gravel pits, and will recommend the purchase of them to the board of county commissioners.

MANY STATE ROADS

OVER 12,000 MILES REPORTED BY STATE ENGINEER COOLEY.

371 MILES BUILT IN 1911.

Nearly Half a Million Dollars Available for the Various Counties This Year—Detailed Figures are Given.

St. Paul.—Minnesota has designated more than 12,000 miles of state roads, according to the annual report of the state highway commission, soon to be issued by George W. Cooley, the commission's secretary and engineer. State roads are such highways as are approved by the commission, which also pays one-half the cost of the road up to the amount of the allotment for the year in which the road is built.

The report of the commission indicates that there is a wide contrast in the interest shown by the various counties in the efforts of the state to aid in the movement to extend and improve the rural highways. Many of the counties have sought very little aid from the state, while others have taken a lively interest in the enterprise.

Thus Beltrami county, one of the northern tier, has 469.25 miles of state roads and much of this mileage already is completed. Douglas county has made good use of the opportunity, with nearly 400 miles of state roads, as has Waseca county. Aitkin, Le Sueur, Swift and Wright counties each has more than 300 miles.

371 Miles in 1911.

The completed work in 1911 aggregated 371 miles and was distributed throughout the state nearly evenly, county taking a part in the state project.

In addition, there were built 1,726 bridges. It is noteworthy that not one of these was a timber, all being either of concrete or steel construction.

Following is a summary of the state highway work for the year:

Miles of road constructed	371.67
Feet of road ditching	1,149,985.50
Number of bridges	1,726
Miles of partially graded	84.27
Miles of road graded	124,225
Miles of clay road	7.95
Miles of macadam	2,000.00
Linear feet concrete culvert	1,074
Linear feet corrugated metal culvert	4,743.5
Number of bridges (concrete)	218
Number of bridges (steel)	1,508
Number of bridges (timber)	318

State Road Figures.

No. of roads	Mileage	Available
Aitkin	10	1,192.00
Anoka	10	2,266.00
Becker	18	4,320.00
Beltrami	18	4,692.50
Benton	17	2,500.00
Big Stone	9	2,500.00
Blue Earth	11	3,300.00
Brown	6	1,000.00
Carlisle	7	1,000.00
Carver	18	4,500.00
Chippewa	13	1,200.00
Chisholm	13	1,415.76
Clearwater	17	2,414.34
Cook	6	1,000.00
Cottonwood	6	1,000.00
Crow Wing	3	2,000.00
Dakota	18	4,500.00
Dodge	1	2,000.00
Douglas	4	2,000.00
Faribault	8	2,000.00
Filmore	8	2,000.00
Frederick	2	2,000.00
Goodhue	17	2,125.00
Grant	3	1,000.00
Grass	3	1,000.00
Hennepin	12	1,511.00
Houston	7	1,327.50
Hubbard	12	1,511.00
Isanti	12	1,511.00
Itasca	14	1,565.00
Jackson	10	1,565.00
Kanabec	7	612.2
Kandiyohi	10	1,565.00
Kittson	9	975.00
Koochiching	19	2,500.00
Lake	1	1,565.00
Lake Superior	6	325.00
Lincoln	9	1,000.00
Lyon	4	1,137.5
McLeod	20	1,412.5
Marshall	70	1,522.00
Martin	10	1,565.00
Meeker	16	2,125.00
Mill Lake	28	1,857.5
Morrison	1	1,565.00
Mower	9	1,412.5
Murray	1	1,565.00
Nicollet	3	1,875.00
Nobles	3	4,950.00
Notre Dame	14	1,565.00
Olmsted	25	2,105.5
Otter Tail	12	2,425.00
Pennington	4	248.25
Pine	4	1,875.00
Preston	2	1,565.00
Polk	7	2,425.00
Pope	3	1,275.00
Ramsey	3	1,275.00
Red Lake	2	4,320.00
Redwood	13	1,565.00
Renoville	3	915.00
Rice	1	1,565.00
Roosevelt	1	1,565.00
Roseau	4	1,150.00
St. Louis	1	1,565.00
Scott		