STORY OF TITANIC WRECK

Over 1,600 Persons Went Down to Death in the Awful Catastrophe.

Women Refused to Leave Husbands---Band Played "Nearer, My God, To Thee."

SUMMARY OF CATASTROPHE.

The latest figures given out in connection with the Titanic disaster are:

Saved—535 passengers and 210 crew. Total, 745. Lost, 1,601.

New York Despatch:—The outstanding features of the foundering of the Titanic and the great loss of life may be summarized in the following paragraphs:

That the ship was steaming at 21 knots an hour or more at the time of the disaster.

That the part of berg she struck was submerged.

That she was opened up like a sardine can for half her length below the water line.

That the supports of the watertight bulkheads were interfered with.

That accordingly they could not be closed, the water having unchecked ingress into the liner.

That the officers from the captain down at first scoffed contemptuously at the idea of the Titanic sinking.

That when the time came to disabuse people of this idea the women refused to enter the boats, arguing that the Titanic was safe.

That valuable space in the life boats, therefore, went unoccupied.

That there were not enough life boats for one-third of the ship's compliment of passengers and crew.

Report that Capt. Butt, aide of President Taft, had shot down Col. Astor, Mr. Strauss and others because they tried to go in boats with the women was said by the Associated Press to be unconfirmed.

White Star Line will welcome an investigation.

New York despatch: The finest story of the wreck is told by Paul Chevre, the Parisian artist, who was coming out on the Titanic with a bust of Sir Wilfrid Laurier, which was to be placed in the Chateau Laurier at Ottawa. Mr. Chevre had his message translated to the group of newspaper men who immediately gathered around him when they found he was willing and able to talk, by Mr. Simon Senical, a Montreal, whose cabin on the Carpathia he shared.

Mr. Chevre said that he was playing bridge in the smoking room when the collision with the iceberg happened. He pointed out that probably it was a submerged berg the vessel struck, as he saw no sign of it afterwards, though the water was covered with floating ice. The vessel shivered and tilted and he heard the tremendous vibration caused by the screws revolving out of the water. He thought that they had gone over a big wave and paid no attention to the shock for a moment. Indeed, it made no difference in the game of cards which was continued until some one burst in with the news that the Titanic had struck a berg and was sinking.

Even then the members of his card party laughed and proceeded with the game. The first alarm was followed by several others, and then a general panic took place. Everybody in the smoking room rushed upstairs, to be met by an officer of the ship, who assured them that there was no cause for alarm and that they could return downstairs.

Mr. Chevre said that he had got half way downstairs when he noticed that the vessel had a tilt and he made his way on to the deck again.

After a wait, during which a number of the officers on the captain's bridge were seen to be holding a consultation, a message was rushed to the room of the wireless operator.

A short while after this an order was given to lower the boats and get the women and children into them.

The stewards of the boat were instructed to rush through the cabin and spread the alarm assuring the women at the same time that there was no need for hurry.

Another interval elapsed and then the women of the first class section began to rush out on deck asking what was the matter. Officers said that the boat had collided with an iceberg and as a precautionary measure it was thought advisable to put the female portion of the passengers into the life boats.

Then said Mr. Chevre, came the most difficult part of the affair. Previously the women had been told after the first alarm that the Titanic was unsinkable, and that they need not worry.

When asked to get into the small craft the women simply refused and urged an explanation that the Titanic could not sink.

Finally one of the officers turned to Mr. Chevre, who was standing by, and asked him to set an example. This he did, and was then followed by five or six girls, two of whom he believes were the Misses Fortune of Winnipeg.

Before the boat was anywhere near its capacity it was dropped into the water and began to drift away. It did not proceed very far, and from it Mr. Chevre was able to see much of what followed as the night was very clear and the lights on the Titanic were shining for over an hour.

It was plain, he said, that the ship was going down slowly by the head.

The band was playing ragtime most of the time, and this led several of the ladies to complain that everything must be all right on that account. As a matter of fact, Mr. Chevre said, the captain got the band back to the big dining-room to play when the Titanic struck. They had finished their evening programme some time before.

Mr. Chevre said that the lowering of the boats took a long time, the people on the ship apparently not appreciating the danger they were in.

Suddenly the giant steamer gave a lurch over on its side, and the lights went out. Then a frightful series of cries and screams were heard above the music, which changed to "Nearer, My God, to Thee," at the last, and a mad rush was made to the boats, which were dropped into the water crowded with a struggling heap of women, who had been pushed into them.

The Titanic, said Mr. Chevre, seemed to him to settle gradually though his little croft was out of sight when the little craft was out of sight when the vessel had foundered by the giant waves that reached them, these waves evidently being caused by the upheaval of the water as the vessel sank below the surface.

Mr. Chevre then said that he heard from others who left the boat a few minutes before she went down that Captain Smith cried out:

"My luck has turned!" and then shot himself with a revolver he has been holding, presumably to use in case the men attempted to storm the boats before the women and children got away safely.

Mr. Chevre said that a number of people jumped or were flung to a raft, which began to go down. Several then fell off into the water and were drowned. The remainder on the raft were picked up by the Carpathia, which came along four or five hours afterwards.

Mr. Chevre, questioned as to what he thought caused the leviathan to go down said that the plates in her bottom were ripped out and the water-tight compartments refused to act.

THE HAYS ARRIVE

Miss Fortune's Fiance Meets Her at Dock.

New York despatch: Relatives of Canadian survivors were early on the scene. Dr. Douglas, of Montreal, was present to greet his rescued wife and her mother, Mrs. James Baxter, and to help console them for the loss of Quigley Baxter, a son of the latter. Howard C. Kelley, Vice-President of the Grand Trunk Railway; E. H. Fitzhugh, President of the affiliated lines of the G. T. R., and Dr. Hudeson, of Montreal, came to care for Mrs. Charles M. Hays and her daughter, Mrs. Thornton Davidson, both of whom have lost husbands by the sinking of the Titanic.

G. F. Johnston, Montreal, and the two brothers of J. Hudson Allison, who, with his wife and little daughter, was reported among the missing, came to secure confirmation of their worst fears. The brothers are J. B. Allison, of Montreal, and W. P. Allison, of Chesterville, Ont.

Mrs. Arthur Peuchen was an early arrival to meet her husband, Major Peuchen, of Toronto, who was the only Canadian male reported as saved.

From Winnipeg came John Allen, the fiance of Miss Fortune, who with her three sisters and mother escaped, though her father went down with the Titanic.

Outside the throng of the curious and even the morbid was tremendous, though it required little handling. Once or twice, when the rumor was sent out that the boat was coming in, there would be some pushing and jostling. The policemen had fine remedies for this.

"What are you struggling for?" one officer asked of the men and women near him. "Do you want to see what a woman who saw her husband killed looks like?"

This was enough, and several people went shamefacedly out of the crowd.

Another officer threw himself upon the sense of chivalry of the men and said: "Here, you fellows, try and act the same as those chaps did out in the sea. They did not scrap or push."

This appeal was also a salutary one, and the men saw to it that no more unnecessary trouble was caused.

At last the Carpathia edged her way to the dock side. Her decks were lined with the survivors, as eager to come to say that they were safe to those on shore as the latter were to welcome them.

As the lights of docks lighted up the serried faces, cries of Christian names from the shore rose by the dozen, some accompanied by hysterical laughs, others with sobs. They were answered by similar cries.

But there were many in that galaxy of people on board the Carpathia who did not look among the crowd on shore for faces of loved one. They knew that they had seen them for the last time looking down from the deck of the Titanic as the boats ebbed away into the darkness and the unknown.

There were others who still thought their husbands had been picked up by a faster liner, and that a merciful fate had enabled them to reach New York and the dock before them.

As the procession of the survivors began to trickle down the gangway the waiters surger forward involuntarily, and each of the Titanic's passengers was lost in the eager, scrutininzing crowd the moment he or she put foot on the dock. Friends who had seen them coming fought to get to them, and one woman who still had a sense of humor left, remarked with a wan smile, "Why, this is worse than the wreck," as her husband or lover placed his arms around her.

The Canadians present contributed a large quota to the sad scenes enacted. The meeting between Dr. Douglas and his wife was touching in the extreme, the doctor breaking down when he saw Mrs. Douglas emerge from the crowd, with her fainting mother on her arm.

The greetings of Mr. Allan and his fiance was linked with a recollection of the terrible loss the Fortune family had suffered.

Mrs. Hays, who bore up wonderfully, considering her awful bereavement, was hurried out of the building by her escort and taken to the Grand Central station, where a special train was in readiness to convey the party to Montreal.

The Allison group provided perhaps the saddest picture of all. Not until the last of the survivors had got off the boat did the bereaved brothers give up hope that in some way Mr. and Mrs. Allison had been saved. But the wireless had spoken the truth. They were not among the saved, though the nurse and her infant charge were. The Allison infant was the only baby saved, and was the centre of a large crowd.

Gradually the remnant of the appalling tragedy stumbled out to be absorbed by the waiting concourse.

MRS. DOUGLAS

Montreal Lady Tells of Her Experiences.

New York despatch: Mrs. Douglas, of Montreal, told her story with remarkable clearness, though obviously suffering from the experiences she has recently gone through. She said:

"I was in my cabin when the impact took place, though unless the events which occurred afterwards had happened, it was not so remarkable that I should have thought it out of the ordinary. I heard some one say the boat was going down and went up on deck to see what all the hubbub, which suddenly arose, was about.

"We women were all assured that there was nothing to fear, and that the ship had merely scraped an iceberg. When I heard the band playing I thought everything was all right, and was going back to my cabin when they began to lower the boats on the other side of the ship. I then tried to find my mother, but was told by an officer that she was already in the boats. He hurried me to the side and I had to be dropped down. The men caught me.

"As far as I could see, everything was carried out in first-class order, and while we were within sight of the Titanic I saw no disorder. I don't think there was any, either. I think several people must have been drowned by a collapsible boat tipping over, while I know the people who fell into the raft were drowned.

"I did not see my brother after the collision, and don't know whether he got into any of the boats or not. I am rather hoping that he did, because three of the boats have yet to be accounted for, and perhaps he is in one of them."

Mrs. Douglas said that she had heard nothing of any shooting on the Titanic and did not believe there was any. Mrs. Douglas did not see anything of Charles M. Hays or Thornton Davidson.

STAYED TO DIE WITH HUSBAND.

New York despatch: A story of absorbing interest to Canadians is said to have been received by the White Star line and given away by a clerk. It concerns the Allison family of Montreal. "Because Mr. Allison would not take to the lifeboats, but stayed behind with the men," said the clerk, "his wife and daughter also refused to leave the ship and went down with the Titanic, having first put the little boy safely in one of the boats in charge of his nurse."

A HEROINE

Mrs. Allison Refused to Leave Her Husband.

New York despatch: Major Arthur Peuchen, of Toronto, was able to tell the Allison brothers something about their brother and his last meeting with the Montreal capitalist and his wife, and said that Mrs. Allison died a heroine, steadily refusing to save herself without her husband.

The major said that after the first alarm and when everybody was in a quandary as to what was best to be done, some one saying that the Titanic could not sink, and that alarm was mere foolishness, and others getting the boats ready, he saw Mr. Allison and asked him what he thought of it. Mr. Allison said that he thought some of the passengers were getting unduly excited. Mrs. Allison came up while this conversation was going on and said that she had been advised to take to the boats. This she said she would not do.

Half an hour later, when the Titanic was leaning steadily over to one side, he again saw the Allisons. They had their little girl with them. Mrs. Allison was distracted about her baby. Mr. Allison said that he had urged his wife to go, but she had refused.

A member of the crew then called to the girl and she ran to the side of the ship. Mother and father went after her and that was the last the major saw of them. He does not doubt but that father, mother and child went down together.

The major tells much the same story of the wreck as others who were saved, mentioning that the band was still playing when the liner sank beneath the waves.

HOW IT HAPPENED

Revised List of Canadians Lost and Saved.

New York despatch: From the stories told by the survivors of the Titanic disaster who arrived on the Carpathia last night it is now possible to reconstruct the tragedy. It would appear that the liner rushed upon a submerged iceberg on a clear night about eleven-thirty on Sunday last. The shock was so slight that people playing cards in the smoking room continued their game without paying any heed to the jar, thinking a large wave had been passed.

A few moments later the boat began to settle, her bottom having been ripped out, and information was brought to the captain that water was rushing into the engine rooms. The captained ordered the closing of the watertight compartments, which are said not to have acted, the electrical equipment which operates them, having been disturbed by the collision.

While an investigation was taking place, Captain Smith personally advised passengers that there was absolutely no need for fear and advised those women who had got up out of bed to return.

He also ordered the liners band to start playing and it continued to do this as the liner took her last plunge, one survivor, terrifying to the horror of hearing ragtime and the shrieks of human beings combined as the leviathan went down.

Once the women had been assured that there was no danger, the greatest difficulty was found in getting them into the boats, when it was finally discovered that the liner was doomed. Many had to be thrown overboard, on to the overloaded boats, and rafts, and loss of life ensuing, while in other cases boats were lowered half empty.

Several sensational stories were told by survivors. One was that at the end Captain Smith turned the revolver he had been brandishing to keep order upon himself and was dead before the waves closed over his ship.

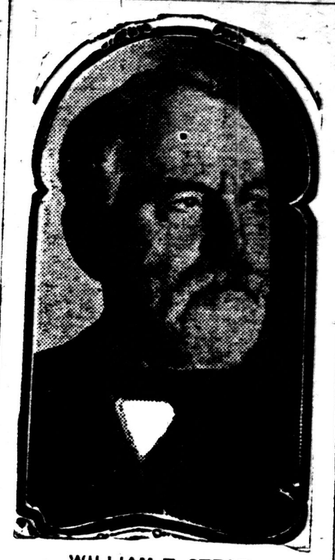
A quaint touch to the night of horrors is lent by the performance of the infant child of two Montreal people who were drowned, which slept peacefully in its nurse's arms throughout the entire night.

Five of the steerage passengers who escaped died from exposure before they were picked up by the Carpathia.

The Carpathia carried 745 survivors, the total death roll amounting to 1,595.

The Canadians lost are:
Charles M. Hays, Montreal.
Thornton Davidson, Montreal.
Quigley Baxter, Montreal.
J. Hudson Allison, Mrs. Allison and daughter, Montreal.
H. Markland Molson, Montreal.
Vivien Payne, Montreal.
J. R. Levy, Montreal.
Dr. Pain, Hamilton.
Hugo Ross, Toronto and Winnipeg.
Mark Fortune, Winnipeg.

The Canadians saved are:
Mrs. C. M. Hayes, Montreal.
Mrs. Thornton Davidson., Montreal.
Master Allison, Montreal.
Mrs. (Dr.) Douglas, Montreal.
Mrs. James Baxter, Montreal.
Miss Alice Bowerman, Montreal.
Mrs. J. G. Hoaglin, Toronto.
Major Arthur Peuchen, Toronto.
Miss Lucille Fortune, Winnipeg.
Miss Alice Fortune, Winnipeg.
Miss Mabel Fortune, Winnipeg.
Mrs. Mark Fortune, Winnipeg.



WILLIAM T. STEAD,

Noted British journalist, editor of the British Review of Reviews, advocate of peace, author of "If Christ Came to Chicago," and an ardent spiritualist, among the lost on the Titanic.

THE SAVED ARRIVED

Sad Scenes When Carpathia Reached Port.

New York despatch: Slowly, as if bearing the dead of the Titanic, instead of the miserable remnant of those who escaped when she went down on Monday morning in the icefield south of Newfoundland, the Carpathia nosed her way through the darkness of New York harbor to her dock last evening.

For hours an expectant crowd of relatives and friends had gathered within the dock shed and the approaches to it, buoyed up against the fatigue of their long vigil by the necessity for being patient and resolute as an offset to the weakness, sorrow and misery of those they were to meet.

A hundred times some one cried: "She is coming," as the lights of a steamer came in sight. Then all pressed forward to attempt to pierce the darkness for a first glimpse of the famous liner, with her cargo of saved.

A hundred times they had to fall back disappointed, compelled to steel themselves anew against the weariness of their dull wait and the protection of their renewed anxiety.

The crowd on the dock shed grew denser as the evening wore on, and a strange crwod it was. Patricians who arrived in luxurious limousines had to leave their prestige and caste outside and had to mingle on a level footing with the plebeian. One and all wore the same demeanor of fear and anxiety, because the latest despatches published that even of those safe from sea, hundreds of the rescued passengers from the Titanic had died, some were ill, while some had gone insane.

Here a prosperous looking man might be seen walking up and down, tears glistening in his eyes. In a corner, far removed from the other waiters, was a disconsolate woman wearing the deep mourning that indicates widowhood.

In another group was a maid with two little children. They had lost a father in the wreck, but their mother had been saved.

A number of men dressed in black stood near the gangway. They were discussing what they were to tell a young sister they were waiting for, whom the Titanic disaster had made a widow.

"She does not know in all probability that Bradley is gone," said one.

"Then let us tell her that some boats have been picked up by another vessell, which has not reported yet," said another. This was agreed upon by the whole party.

Another touch of pathos was lent to the scene by the appearance of the ambulance doctors and nurses from the various hospitals, whose stretchers were placed ready for use in a conspicuous and easily accessible part of the shed.

"BE BRITISH"

Heroism of Capt. Smith and His Officers.

New York despatch: But for the unparalleled self-sacrifice and heroism of Captain Smith and the Titanic officers, the sea would have claimed an even greater toll when the gigantic ship went down.

On the bridge Captain Smith called through his megaphone:

"Be British!" and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls on the smitten Titanic, as told to-day by John Johnson, a member of the crew.

Johnson said a cook tried to pull the captain into a life boat, but Smith said "No, no, I must go down with her."

He then mounted the bridge and stood watching the loading of the boats. That was the last Johnson saw of him.

1,601 LIVES LOST

Titanic Sank in 2,000 Fathoms of Water.

New York despatch: The Titanic disaster as written into history to-day by many of the 630 survivors' accounts for the loss of 1,595 persons at sea off the Newfoundland banks early Monday morning and the subsequent death of six persons who had been rescued, bring the total of lives lost to 1,601.

These official figures magnify greatly estimates when had come by wireless and the stories which survivors tell make certain, as had already been judged from the meagre wireless reports, that the disaster is the greatest that ocean travel has ever known.

The big facts which came to the surface in the flood of narratives are that 1,601 persons met their deaths; that thee is hardly a shadow of a hope that this grand total will be curtailed by a single additional survivor; that several men of wealth and world-wide prominence are, as has been feared for several days, among those who perished; that practically the entire women who were not saved were those who chose to die in their husband's embrace, that nearly all of the survivors saw the Titanic sink and heard the band playing "Nearer, My God to Thee," and the shrieks of those whom the sea claimed, as the vessel sank in 2,000 fathoms.

The Titanic struck an iceberg about ninety feet high, which ripped the liner's sides open, and made the watertight compartments useless, and while the vessel was gradually sinking the icey water reached her steaming boilers, causing an explosion, which sent her to the bottom.

TEN MINUTES

Stood Between 745 Lives and Death.

New York despatch: John R. Joyce, a banker of Carlsbad, N. M., a passenger on the Carpathia, said:

"When the Carpathia reached the scene of the wreck, we saw eighteen boats and one raft on the water. Four persons on the raft were dead. The survivors said that everybody could have been saved if there had been enough lifeboats."

Hugh Woolner, a son of Thomas Woolner, R. A., of London, says there were two explosions before the Titanic made her dive into the sea. Woolner believes he was the last person to leave the Titanic. To a friend he said:

"We saw what seemed to be a continent of ice. The iceberg which we struck I have learned, was very much higher than the bridge of the Titanic. Because of some atmospheric conditions, however, the mountain of ice could not be seen until the Titanic was close to it."

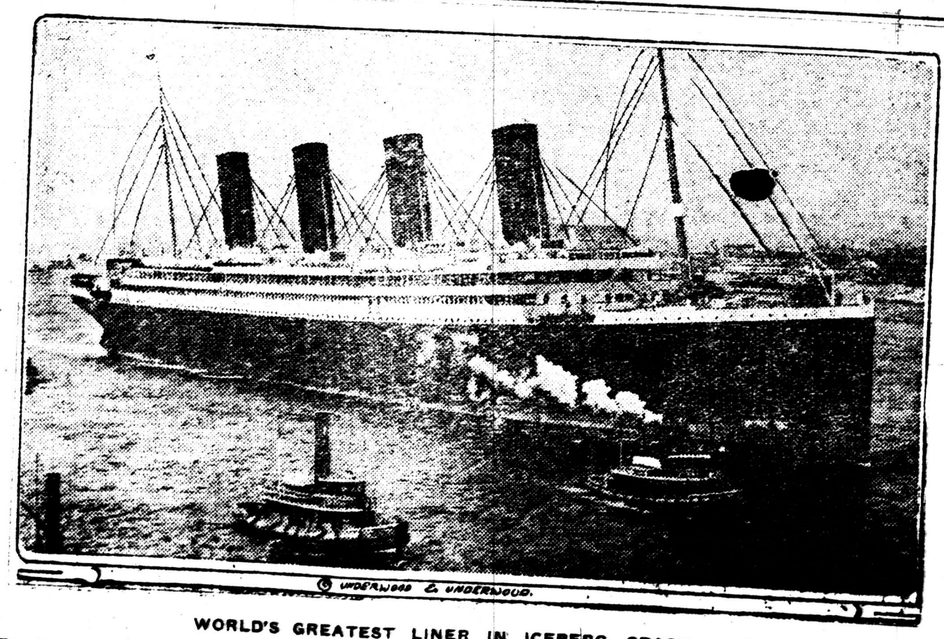
A huge cake of ice was the means of aiding Emilo Portaluppi, of Arigabe Italy, in escaping death when the Titanic went down. Portaluppi, a second class passenger, was awakened by the explosion of one of the boilers of the ship. He hurried to the deck, strapped a life preserver around him, and, following the example of others, leaped into the sea. With the aid of the preserver and by holding to a cake of ice he managed to keep afloat. He was seen by one of the lifeboats and picked up.

G. Wikeman, the Titanic's barber, declared that he was blown into the water by the second of two explosions on the Titanic after her collision with the iceberg.

William David, assistant saloon steward of the Carpathia, says J. Bruce Ismay was pulled on board from a life boat. He was clad in pajamas. He collapsed upon reaching the deck and was in a semi-conscious condition for some time afterward.

How the wireless operator on the Carpathia, by putting in an extra ten minutes on duty, was a means of saving 745 lives, was told by Dr. J. F. Kemp, Carpathia physician, to-day.

"Our wireless operator," said Dr. Kemp, "was about to retire on Sunday night when he said, jokingly, 'I guess I will wait just ten minutes, then turn in.'"



WORLD'S GREATEST LINER IN ICEBERG CRASH

This late photograph is a good likeness of the steamer Titanic, largest of the world's great liners, as she appeared before her thrilling crash with a submerged iceberg at sea.