

WORLD'S GREATEST HORROR PICTURED BY SUFFERING SURVIVORS

ISMAY ANSWERS IN OWN DEFENCE TELLS HIS VERSION OF THE WRECK TO THE COMMITTEE

CAREFUL INVESTIGATION NOW UNDER WAY IN NEW YORK

Woman Tells of Cruelties Practiced by the Men Who Had Charge of the Boats Rescuing Women and Children—She Would Tell Same Story to the Committee—Ismay Explains His Own Position.

- ♦ TOTAL NUMBER OF DEAD. ♦
- ♦ Lost in the Titanic disaster: ♦
- ♦ First class, 170; second class, 145; ♦
- ♦ Third class, 550; officers and ♦
- ♦ crew, 740; total victims 1601. ♦
- ♦ Six died later on the Car- ♦
- ♦ pathia. ♦
- ♦ Saved: first class, 210; second ♦
- ♦ class, 125; third class, 200; offi- ♦
- ♦ cers and crew, 210; total saved, ♦
- ♦ 745. ♦

New York, April 19.—J. Bruce Ismay, head of the International Mercantile Marine company, has been summoned to appear as a witness before the senate investigating committee. Senator Smith of Michigan, the chairman of the committee said, "We will not fail to give the American public all the facts. We are not going to use clubs on the witnesses but we are going to get the truth."

The committee appointed by the senate commerce commission to investigate the Titanic disaster opened the inquiry in the Waldorf-Astoria hotel here today. Ismay, manager of the White Star line, was the first witness.

Ismay said: "I first want to express my grief at the Titanic tragedy. I then wish to say that the White Star line welcomes the fullest investigation. You will gladly receive all the aid its officers can give you."

After reviewing the history of the Titanic, its cost and its conservation, Ismay said: "It has been stated by various supervisors that the vessel struck an iceberg while running at top speed. I deny this. I was in my stateroom, asleep, when the crash came. I went at once on deck, and asked the officer what the trouble was. He said he did not know."

Ismay denied being consulted by Captain Smith concerning the Titanic's movement, and added that the Titanic was not trying to break any speed records.

"I was much struck by the story of two witnesses who are slightly ill, but whom we expect to have before the committee before we finish the investigation; it is that: That Col. Astor and Major Butt stood at salute on deck as the last boat was lowered. Not an American man, so far as I can find out, jostled any woman in all the Titanic wreck and confusion."

At the head of the list of the wireless heroes must be placed the name of John George Phillips, the Titanic operator, who paid with his life the price of faithfulness to duty. When last seen, Phillips was sticking to his key with water lapping against his legs, still sending out desperate calls for help, although Captain Smith had told him to save himself.

Ismay Explains Action. Ismay said that when he left the Titanic he asked if there were any more women. He received no answer so he stepped into the lifeboat. Ismay declared the Titanic was equipped with a full complement of lifeboats.

He declared that to his knowledge no explosion occurred before the vessel went down.

In the examination Ismay heatedly denied the reports that he had dined with Captain Smith on the night of the tragedy and also denied he had censored the messages sent out by the Carpathia, the rescue ship.

Vermont Y. M. C. A.

St. Johnsbury, Vt., April 19.—Many delegates gathered here today for the 41st annual convention of the Vermont Y. M. C. A. The convention will last three days and will have as speakers Governor Mead, President Benton of the University of Vermont and several prominent workers of the international organization.

SURVIVORS TELL AWFUL STORIES OF WRECK AND OF BRAVERY OF HEROES

ARCHIBALD BUTT AND JOHN JACOB ASTOR SPLENDID HEROES THAT KISS WIVES GOOD-BYE AND THEN INSTILL CONFIDENCE AND ORDER IN PANICKED CROWD—THEIR ACTION LAUDED BY ALL.

FIRST OFFICER KNEW ICEBERG DANGERS, SUICIDED

Several Who Trampled Upon Women to Gain the Lifeboats Shot Down by Officers and Crew--Terrible Suffering Endured on the Waters

New York, April 19.—The mountain of ice that destroyed the Titanic was almost the color of the water, and it was almost impossible to distinguish it at a great distance. The big liner was rushing through the water at such a fearful rate of speed that when the lookout in the "crow's nest" reported "ice ahead," there was no time to transmit a reverse order to the engineer before the crash came. It is known that the ordinary rules of caution while passing through ice fields were disregarded. Where the responsibility rested will be determined by a congressional investigation here or by the Board of Trade in London. In the rush for the boats, some of the steerage passengers tried to get ahead of the women and children. Two men were shot with a pistol. Then the panic stopped. One man afterward was picked up in the floating wreckage, powerful of frame, with blood pouring from his ears and mouth. It is believed to have been Major Butt. When he was pulled into the boat, he died, and was quickly put over the side.

Optimistic at First. The passengers on the Titanic first refused to believe that the ship would sink. It was only when the craft began to list and settle that the awful realization came to them. Tales of heroisms were very frequent there; there was a whisper of cowardice, also some revolvers were fired, said some, at the men who tried to trample the women and children so they might get into the lifeboats first. The horrors they passed through unnerved most of the survivors so they are not believed to be responsible for what they said.

Officer Knew Danger. First Officer Wild was on the bridge when the wreck occurred. Passengers say that he killed himself when he realized what had happened. He knew of the presence of the icebergs but had his orders and obeyed them. Nothing was left to live for so he "tried the easy way."

Stead Dies in Bed. William T. Stead, the noted journalist and author, calmly sauntered about on the deck of the Titanic after the collision. He said he thought "a few of you are unnecessarily alarmed." Then he said he would turn in, and went to his stateroom. It is believed that he went to sleep and passed quietly away when the ship sank.

Butt and Astor Heroes. Glowing tributes to Major Archibald Butt and Col. John Jacob Astor were paid by Mrs. Candee, who tells of how she was put in the lifeboat by Major Butt. Col. Astor was busy putting women in the boats and preserving order.

Woolner, a survivor of the Titanic, told of the sufferings of the passengers in the boats. The lifeboats were strung together and rowed about. It seemed an eternity before the Carpathia appeared. The people in the small boats were suffering intensely from the cold. Woolner said that four

dead bodies were taken aboard the Carpathia when the ship arrived on the scene.

"Archibald Butt and Colonel John Jacob Astor, were two of the most conspicuous heroes in the world's greatest sea disaster. It was Major Butt who lined up the panic-stricken women and met their frenzy of despair with the cool, calm judgment of a soldier, and was swept unafraid into the valley of the shadow of death. His last goodbye was smilingly said to Miss Marie Young, formerly a music teacher of some of the Roosevelt children.

Two Heroes Die at Once. Dr. Washington Dodge, the assessor of San Francisco, says he saw Major Butt and Colonel Astor together with heads erect, and their arms apparently around each other's shoulders, standing on the bridge of the Titanic as the stricken ship lurched into the cold, black waters. Major Butt took charge of one section of the ship, and forced those with the fear of death in their hearts into a semblance of courage by their own calmness. They embarked all the women the boats would hold. North German Lloyd line official here said that Major Butt originally planned to take one of their slow boats home but changed his mind in London.

Butt a Rare Character. Washington, April 19.—President Taft today eulogized Major Butt. He said: "Major Butt was my military aide. He was like a member of my family. I feel his loss as if he had been a younger brother. His chief traits of character were loyalty to his friends, and his ideal and his cloth. He was a soldier, every inch of him."

"After I had heard that a part of the ship's company had perished, I abandoned all hope of rescue for Major Butt unless by accident. I knew he would remain on the ship's deck until he had performed every duty, and made every sacrifice that properly fell on one so charged, as he would feel himself charged, with the responsibility of rescuing others."

Stock Market Stagnant. With the financial community still under the spell of the Titanic disaster, today's opening of the stock market developed a state of stagnation, the like of which the market has not experienced in weeks.

Cruelty Charged by Woman. Chicago, April 19.—Charging officers of the life boats with acts of the grossest cruelty while making the boast "We'll teach these rich Yankees were running things," Mrs. J. J. Brown, of Denver, a survivor of the Titanic, today told a startling story of mistreatment to women aboard the boats, expressing willingness to repeat it. "Hundreds of lives were needlessly sacrificed," said Mrs. Brown. "Mrs. Astor came on board the lifeboat, her husband with her. He was ordered out. He explained his wife was in a delicate condition and he wished to accompany her. The officer in reply cursed him. Astor bowed,

EXTRA

New York, April 19.—Charging that Bruce Ismay, managing director of the White Star line, was carried on board the rescuing steamer Carpathia, and taken to a stateroom while the women survivors were compelled to sleep in the passageways, Mrs. Luciel Smith, who escaped from the wrecked Titanic, today told a surprising tale of alleged mistreatment and censorship aboard the life boats and on the Carpathia. Mrs. Smith charges that there was plenty of room aboard many of the life boats to permit men to accompany their wives and other women of their kin. Sailors in her life boat, she alleges, refused to take their turn at the oars, allowing the women to row.

Passengers on board the Carpathia were asked to sign a statement agreeing not to talk to reporters regarding the Titanic wreck. The Carpathia was a horror ship.

smiled and left. Isador Strauss also entered the lifeboat but was ordered out. His wife left with him, declaring she would remain with him even if she had to die. Astor returned to the ship and joined Butt and others in maintaining order."

Retail Grocers to Meet.

Oklahoma City, Okla., April 19.—Oklahoma City has completed elaborate preparations for the entertainment of the National Retail Grocers' association, which is to hold its annual convention here next week. The local committee expects an attendance of several thousand representatives of the retail grocery trade from all sections of the country.

Iowa Woodmen May Secede.

Des Moines, Ia., April 19.—Delegates representing a majority of the 980 Iowa camps of the Modern Woodmen of America assembled here today to protest against the increased insurance rates recently promulgated by the supreme body of the order. Many of the delegates express themselves in favor of seceding from the parent organization.

Becomes a Monsignor.

Fall River, Mass., April 19.—The investiture of the Very Rev. James E. Cassidy, vicar general of the Fall River diocese, with the title of a monsignor of the Catholic church took place in St. Mary's Cathedral today, the ceremonies being of an elaborate character. Rt. Rev. Daniel F. Feehan, bishop of Fall River, officiated.

Patriots' Day in New England.

Boston, Mass., April 19.—Patriots' Day, in commemoration of the battle of Lexington, and the beginning of the American revolution, was generally celebrated throughout this section today. In Boston the day was observed by a general suspension of business. The annual marathon run and other sporting fixtures marked the popular celebration of the day.

Taft to Talk for Lawyers.

Washington, D. C., April 19.—President Taft has made arrangements to go to New York tomorrow to speak at the annual dinner of the Westchester Bar association. The dinner is to be given at Delmonico's tomorrow night.

LOCAL PEOPLE

READ FLASHES

STORY OF THE CARPATHIA'S LANDING IS TOLD

FLASHES FROM NEW YORK HARBOR RUSHED TO LA GRANDE

Details of the Approach of the Carpathia and the Landing Last Night of the Survivors Glimpsed in Every Respect—Word Pictures of the Scenes at the Docks Are Telegraphed.

Scores of La Grande people waited with bated breath for the arrival of the special news service provided by the Observer last night and bulletinized at the Foley hotel. The flashes and brief messages told of the arrival of the Carpathia, and every interesting development until the boat finally landed and the passengers taken off. Commencing at an early hour, the flashes read:

At 5:40

The Carpathia passed the Ambrose channel, and at 6:50 o'clock proceeded at high speed up the bay.

Passing the quarantine station, the Carpathia slowed down while the health officers' boat ran alongside. The doctors are going on board.

At 5:15 P. M.—Fire Island reported to the navy yard that it had been unable to locate the Carpathia at that time. The Cedric could be heard trying to pick up the Carpathia but the wireless interference was so great no answering signals were received.

6:45 P. M.—Many survivors of the great disaster are believed to be dead on the Carpathia. It was stated that the Cunard company had asked the Campbell burial company this afternoon to send a force of men to the docks to care for the bodies. How many will be required was not stated. The company stated it had obtained coffins, and would send a number of at once. The report has caused great apprehension. Everywhere it is stated that scenes of horror worse than any ever witnessed, might be expected. The police have been asked to be prepared for any emergency that might arise.

6:28 P. M.—The crowds began to gather in the vicinity of the Cunard docks before dark, and increased rapidly. Police Inspector McClusky was in command, having 300 men at his disposal. All the streets leading to the dock were roped off and the crowd halted at Eleventh avenue. Inside the lines many automobiles were grouped, also ambulances. Patrol wagons were ready for use. On the pier the surveyor of the port, Gen. Henry, was in charge. Gen. Henry was ordered to the dock with 150 picked men. To them he issued the following order: "Everything must be done to expedite the landing of the survivors."

6:54 P. M.—Before the Carpathia docked, the New York Stock Exchange sent to the dock \$20,000 in small bills to be distributed among the survivors in immediate need. More than a score of taxicabs were sent over by the Pennsylvania Railroad company to convey the passengers to free special trains waiting at the station. One train was secured by Mrs. J. D. Thayer. The three women first on shore did not wait for the boat to stop. They climbed down the ladders.

9:36—The Carpathia was tied to the dock and the first passenger came ashore at 9:35. A big detachment of doctors have arrived. Only members of the crew were on deck. There was absolutely no sound from the steamer.

7:19 P. M.—Two women, apparently violently insane, were carried from the steamer while scores of women were in a state of coma, plainly mentally unsettled. Dr. Henry W. Frauenthal and wife, previously lost, are saved.

As soon as the passengers began to come off the liner, the officials at the play planned to line them up in alphabetical order to facilitate identification by waiting relatives and friends. There is an unverified rumor afloat that Mrs. Astor gave premature birth to a child just as the Carpathia reached the dock. Mrs. Astor is reported alive.

At 7:28 P. M.—C. H. Stengel, one of the first passengers off the vessel, said the collision of the Titanic with iceberg was the result of "criminal carelessness."

"The ship was going 22 knots an hour when she struck," he said. "The impact was so terrific that great

ENGINEERS IN

EAST TO STRIKE

WALK OUT MAY COME TOMORROW MORNING SAYS RUMOR

RAILROADS HAVE UNTIL TONIGHT TO RECONSIDER

First Answer From Railroads Is to the Effect That the Engineers Be Denied Their Demands—Two Hours Notice All That Is Needed After Tonight—Railroad Say They Can Pay No More.

New York, April 19.—Unless the manager of railways in the territory east of Chicago and north of the Ohio river reconsider their flat refusal to advance wages of the engineers the worst railroad strike in the history of the United States will begin, Grand Chief Stone of the Brotherhood of Locomotive Engineers served an ultimatum on the roads today that the men are prepared to act by 8 o'clock tonight. Unless the railroads meet the demands by that time they will have only two hours' notice of a strike.

Stone said the committee did not want to consider the answer of the managers final. The referendum vote authorized the calling of a strike, he said. The managers do not say in their answer whether they will try to prevent the strike by attempting to involve the provisions of the Erdman act as Stone in his letter said the engineer considered their demands just and equitable. Stone said the roads offered nothing in substantiation, asserting that they refuse to pay the higher wages because of their inability to pay more. He said the financial reports show increase in earnings and in the volume of business.

blocks of ice were thrown on deck and a number were killed when these blocks slid across the decks. The stern rose in the air, and people ran shrieking from below. Women and children were immediately rushed to the lifeboats and as fast as possible the boats were lowered into the sea. Sailors took the women and hurried them bodily into the boats, tearing them away from their husbands, to whom they were clinging."

Stengel did not confirm the report that men were shot down because they tried to push women and children away from the boats. After Stengel landed several women followed and went into the freight elevator which was lowered to the street level. People on the dock surged forward as soon as the plank was made fast; the police were forced to fight them back. Most of the passengers were plainly hysterical.

7:35 P. M.—It was plain from the appearance of the survivors that some of them had lost all their clothing and had been fitted out by the Carpathia's passengers. The clothes did not fit, and many women wore sweaters.

Stengel was so far aft that he could not tell, but one woman told him she heard a seaman threaten to shoot some men who tried to enter the boats. Stengel said that 1,500 men leaped into the sea when they saw there was no chance for them in the boats.

7:41 P. M.—Passengers say that both Major Butt and Col. Astor were lost. Stengel said: "How they died I don't know, for I caught the life-boat gunwale after I had jumped into the ocean and was dragged on board. A woman told me she heard two shots fired."

Today's Press Story.

New York, April 19.—Small regard was paid to the arrangement of the passengers in alphabetically designated section to facilitate landing of the survivors. The customs officers tenderly thrust before them couples and groups of reunited dear ones who stood in the bath, with arms locked about each others' necks.

Carpathia Goes on Journey. New York, April 19, 8:53 A. M.—The Carpathia which arrived last night with 745 survivors of the Titanic is being prepared today to resume its voyage to the Mediterranean. All of the survivors, even those seriously injured or ill, have been taken off the Carpathia.

The first question Mrs. Astor asked when she arrived off the Carpathia was an inquiry for her husband who died a hero's death on the Titanic, after kissing his wife goodbye and putting her in the life-boat.