

VESSEL GOING 23 KNOTS AT CRASH

Titanic's Officers Warned Side of Craft Torn Out. Compartments Locked.

LAST PARTINGS PITIFUL

Mrs. Isidor Straus Refuses to Leave Husband's Side—Last of Small Boats to Leave Titanic Is Overturned and All Are Lost.

TITANIC'S DEATH LIST 1601. Persons on Titanic: Passengers: First class 330, Second class 280, Third class 330. Total 940. Officers and crew 911. Total aboard ship 1851. Rescued by Carpathia: Passengers: First class 210, Second class 170, Third class 230. Total 610. Officers and crew 201. Total rescued 811. Original death list: Died on Carpathia 5, Died in lifeboats 1, Total death list 601.

BY CARLOS M. L. HURD.

First-Dispatch and New York World Staff Reporters, Who Arrived on the Carpathia.

NEW YORK, April 19.—Facts which I have established by inquiries on the Carpathia as positively as they could be established in view of the silence of the surviving officers are:

That the Titanic's officers knew, several hours before the crash, of the possible nearness of the iceberg. That the Titanic's speed, nearly 23 knots an hour, was not slackened.

That the number of lifeboats on the Titanic was insufficient to accommodate more than one-third of the passengers, to say nothing of the crew. Most members of the crew say that there were 16 lifeboats and two collapsibles; none say there were more than 20 boats in all.

That the Titanic was 199 miles from Queenstown and 1191 miles from New York, speeding for a maiden voyage record. The night was starlit, the sea glassy. Lights were out in most of the staterooms and only two or three congenial groups remained in the public rooms.

In the crow's nest, or lookout, and on the bridge, officers and members of the crew were at their places waiting relief at midnight from their two-hour watch.

Guns Sounded Warning. At 11:45 came the sudden sound of two guns, a warning of immediate danger. The crash against the iceberg which had been sighted at only a quarter of a mile, came almost simultaneously with the click of the levers operated by those on the bridge, which stopped the engines and closed the watertight doors.

Captain Smith was on the bridge a moment later giving orders for the summoning of the boats and for the putting on of life preservers and the lowering of the lifeboats.

The first boats lowered contained more men passengers than the later ones, as the men were on deck first and not enough women were there to fill them.

Women-First Rule Aband. When a woman laid the rush of frightened women and crying children to the deck began, enforcement of the women-first rule became rigid. Officers leading the boats drew revolvers, but in most cases the men, both passengers and crew behaved in a way that called for no such restraint.

Revolvers were heard by many persons shortly before the end of the Titanic caused many rumors. One was that Captain Smith shot himself; another that First Officer Murdoch had ended his life. Smith, Murdoch and Sixth Officer Moody are known to have been lost. The surviving officers, Lightoller, Pitman, Botsford and Lowe have made no statement.

Suicide Reports Discredited. Members of the crew discredit all reports of suicide and say Captain Smith remained on the bridge until just before the ship sank, leaping only after those on the deck had been washed away. It is also related that when a cook later sought to pull him aboard a lifeboat, he exclaimed, "Let me go," and jerking away, went down.

What became of the men with life preservers is a question asked since the disaster by many persons. The preservers did their work of supporting their wearers in the water until the ship went down. Many of these drawn into the vortex despite the preservers did not come up again. Bodies floated on the surface as the last boats moved away.

wife nor husband, so far as anyone knows, reached a place of safety. Colonel Astor, holding his young wife's arm, stood decorously aside as the officer spoke to him, and Mrs. Astor and her maid were ushered to seats. Mrs. Henry R. Harris tried in like manner from her husband; saw him last at the rail behind Colonel Astor. Walter M. Clark, of Los Angeles, nephew of the Montana Senator, joined the line of men as his young wife, sobbing, was placed in one of the craft.

"Let him come, there is room," cried Mrs. Smith, as the men of the White Star motioned to her husband to leave her. It was with difficulty that he released her hold to permit her to be in the lifeboat.

George D. Widener, who had been in Captain Smith's company a few moments after the crash, was another whose wife was parted from him and lowered a moment later to the surface of the calm sea.

Prominent Men Missing. Of Major Archie Butt, a favorite with the tourists, of Charles M. Hays, president of the Grand Trunk; of Benjamin Guggenheim and of William T. Stead, no one knows whether they landed or not. The last of the men to be seen in the lifeboats were those who were in the lifeboats which were overturned by the ship sinking.

The last of the boats, a collapsible, was launched too late to get away and was overturned by the ship sinking. Some of those in it—all, some witnesses say—found safety on a raft or were picked up by a lifeboat. In the Marconi tower almost to the last the click of the sending instrument was heard over the waters.

Astor Is Undaunted. HE BIDS WIFE ADIEU; LIGHTS CIGARETTE BEFORE PLUNGE. Millionaire Helps Spouse to Get Into Boat and Then Coolly Awaits Impending Doom.

NEW YORK, April 19.—Colonel John Jacob Astor went to his death undaunted and smiling, said Miss Hilda Slater, one of the Titanic's survivors. "As the boats put off," she said, "I saw Mr. 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.

"Good-by, dearie," he called gaily, as he lighted a cigarette and leaned over the rail. "I'll join you later. Another man, a Frenchman, I believe, came and proached one of the boats about to be lowered. He had with him two beautiful little boys. An officer waved him back sternly. 'Good-by,' 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 then taken aboard."

Miss Slater dwelt at length on the large percentage of the crew saved. On the boat that carried her away from the sinking vessel were nine other women and more than 40 men stokers.

Of all the heroes who went to their death when the Titanic dove to its ocean grave, none in the opinion of Miss Slater, deserved greater credit than the members of the vessel's orchestra.

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

"As soon as the members of the orchestra could be collected," said Miss Slater, "there was a steady round of lively airs. It did much to keep up the spirits of everyone 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. A half hour later she heard confusion on her deck and heard someone cry: "Order everyone to don a life belt."

Running about on deck, she saw 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 stateroom men passengers had attempted to seize one of the boats, and there was a brink of a fight; many men fell under it. The prompt and drastic action of the officers restored order."

The sufferings of the Titanic's passengers when taken off the lifeboats by the Carpathia were graphically told by John Kuhl, of Omaha, Neb., who was a passenger on the latter vessel. Many of the women, he said, were scantily clad and all were suffering from the cold. Four died on the Carpathia as a result of the exposure.

AT THE THEATERS. BY LEONIE CASE BAER. THAT eminent artist, William Faversham, returned Thursday night to the Helig in a "back-to-Nature" study. "The Faun" is a most refreshing, stimulating comedy—one of the best in a decade—a telling satire upon modern life by Edward Knoblauch. It introduces an entirely new Faversham—a gay, joyous, laughter-loving Faversham—of keen and nimble comedy.

In "The Faun" he is a messenger of happiness and a harbinger of contentment, evidencing a positive gift for comedy which makes his identity with the role a memorable one. Knoblauch's play is primarily one of merit, an unusual novelty, combining in excellent proportions a delicious spirit of fantasy, real literary charm, dramatic values and a theme that is certainly humorous in its treatment. There is no vexing problem, no discussion weightier than the rippling of the current in the waters of social unrest.

Mr. Faversham as the faun, is a sort of woodland "Third Floor Back" adjuater of other folk's troubles. As a dramatic device, the faun—purely a psychological type—typifies truth, the gladness of living, and right thinking, untrammelled by habits of civilization. In the guise of an Italian Prince he is introduced as a leaver into the fashionable Hyde Park social life of London. The story is full of bright, original, and original repartee, concerns his adapting himself to the customs as he finds them. A splendidly selected cast, of which the charming and talented Julie Opp is the leading feminine character, adds lustre to Mr. Faversham's play. "The Faun" will end its engagement on Saturday night.

DEATH ROLL 1601; LIST OF SAVED 745

Five Dead on Carpathia. Crash Against Berg Gentle Shock to Passengers.

MEN ON DECK ARE SILENT

Women Ordered Into Lifeboats Cling to Husbands and Have to Be Torn Away—Some Prefer Death to Parting.

NEW YORK, April 19.—How the White Star liner Titanic, which was the largest ship afloat, sank off the grand banks of Newfoundland on Monday morning last, carrying to their death 1601 of the 2340 persons aboard, was told to the world in all its awful details for the first time last night with the arrival in New York of the Cunard liner Carpathia, bearing the exhausted survivors of the catastrophe.

Of the great facts that stand out from the chaotic account of the tragedy these are the most salient: The death list has increased rather than decreased. Six persons died after being rescued. The list of prominent persons lost stands as previously reported.

Mrs. Straus Stays With Husband. Practically every woman and child with the exception of those women who remain on board the Carpathia, were saved. Among those lost was Mrs. Isidore Straus.

The survivors on the lifeboats saw the lights on the stricken vessel glimmer to the last, heard her band playing and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank. Accounts vary as to the extent of the disorder on board.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam on, but she was under orders from the general officers of the line to make all the speed of which she was capable. "This was the last night of my life," said Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making 23 knots and the orders were straining to live up to the orders to smash the record.

Speed Mania Fatal. "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, immediately. It was too late."

Of the many accounts given of the passengers they 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 her to be unsinkable.

The most distressing stories are those giving the experiences of the passengers on the lifeboats. These give the harrowing details of how they saw the great bulk of the Titanic stand on end, Slater, "there was a steady round of lively airs. It did much to keep up the spirits of everyone and probably served as much as the efforts of the officers to prevent panic."

Ismy in Conference. J. Bruce Ismy, president of the International Mercantile Marine, owners of the White Star line, who was among the first to leave the Titanic, was vice-president of the White Star line, and United States Senator Alden Smith, chairman of the Senate investigating committee, held four conferences about the Carpathia soon after the passengers had come ashore.

After nearly an hour Senator Smith came out of said conference and had no power to subpoena witnesses at this time, but would begin an investigation into the cause of the loss of the Titanic at the Waldorf Astoria Hotel on Monday. He announced that Mr. Ismy had consented to appear at the hearing and that Mr. Franklin and the four surviving officers of the Titanic would appear for examination before the committee. He said the course of the examination would be determined after the preliminary hearing.

Speed of Vessel Issue. Mr. Smith also was questioned as to the speed at which the Titanic was proceeding when she crashed into the berg. He said he had asked Mr. Ismy, but declined to say what Mr. Ismy's reply was.

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 landings of the survivors was attended with little excitement, the crowds standing in awe-like silence as the groups in the ship passed along.

The docking actually began shortly after 9 o'clock and the debarking of passengers was disposed of so quickly by the waving of the usual formula that practically everything had been confessed 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. Physicians and nurses went aboard the Carpathia before anyone 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.

The 300 and more steerage passengers did not get off the ship until 11 o'clock. They were in a sad condition. The women were without wraps and the few men there wore little clothing. A poor Syrian woman, who said she was Mrs. Habush, bound for Youngstown, O., carried in her arms a six-year-old baby girl. The child wore only a light calico dress and was bare-footed and barelegged. This woman had lost her husband and three brothers.

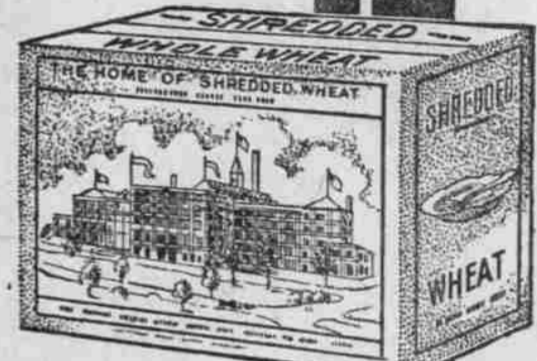
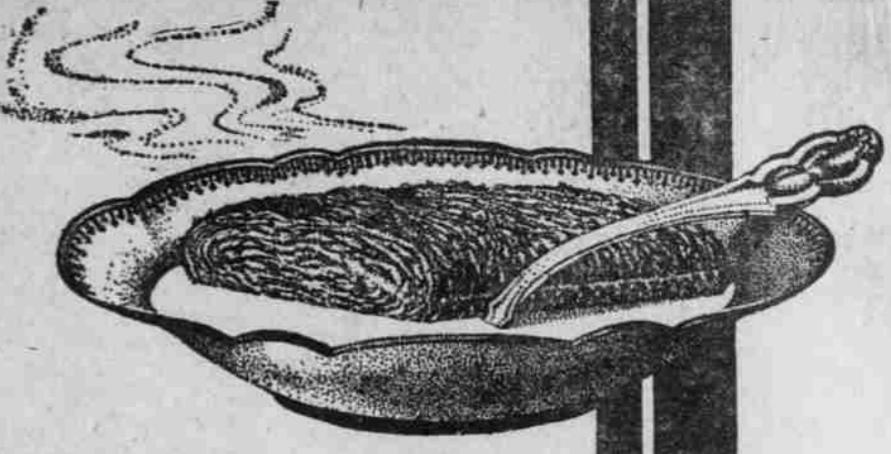
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WIDOWS HOLD UP BRAVELY

Bereaved Wives on Carpathia Comfort Each Other.

NEW YORK, April 19.—"When we struck we were in our cabin," said Mrs. Edward Meyer, of New York. "My husband went out on the deck to see what was the trouble. He came down and said we had hit an iceberg, but that it did not amount to much. I said I was nervous. We went on deck for a walk."

"I was afraid and made my husband promise if there was trouble he would not make me leave him. We walked around the deck awhile. An officer came up and cried: 'All women into the lifeboats.' My husband and I discussed the matter for a moment. 'You must obey orders.' We went down into the cabin, and we decided on account of our baby to part. He helped me to put on warm things."

"I got into a boat, but there were no sailors aboard. We called to the ship that there were no men in the boat. The steward belonging to a neighboring ship and I rowed for four hours and a half. Then we were picked up at 6 o'clock in the morning. We were well away from the steamer when it went down, but we heard the screams of the people left on the boat."

"There were about 70 widows on the Carpathia, and all were wonderfully brave. The captain of the Carpathia and the passengers did all they could for us. Mrs. Harris said my husband and Mr. Harris and Mr. Douglas lowered the last boat load of women. All three were perfectly calm. All the officers of the Titanic acted wonderfully. The steward belonging to a neighboring cabin was asked, 'Why don't you get a life preserver?' He replied, 'I don't think there will be enough to go around.'"

Simon Senecal, a Montreal merchant, passenger on the Carpathia, said that after his vessel had rescued boat loads of women a life raft on which were about 23 persons was seen. One-half of these were dead," said Senecal. "One of the Carpathia's boats went to the raft and took off the living, leaving the dead. The water was thick with bodies."

"The crew of the Carpathia in their work of rescue came across numerous bodies floating in the water. I know of seven instances of persons who had been rescued dying on board the Carpathia and being buried at sea."

"Mrs. Carolina Bonnell and sister, Lillie, of Youngstown, O., said they were retiring for the night when the crash came. They hastily put on a few outer garments and went to the deck. Officers, they said, were shouting, 'There is no danger. Go back to your staterooms.' They obeyed the order and dressed themselves fully and when they returned to the deck, they saw the boats being lowered and themselves were hustled into one of them. "In spite of the suffering and the crowded condition of the boats," said

Mr. Kuhl, "the utmost heroism was displayed by all the undertones. When they were lifted to the deck of the Carpathia many of the women broke down completely, several were almost insane and there were many touching scenes."

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