GRAPHIC STORY OF WRECK

The Great Liner Titanic Went Down With Her Band Playing

A despatch from New York says: The Cunard liner Carpathia, a ship of gloom and succor, came into New York on Thursday night with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of Newfoundland early on Monday morning, the 15th inst.

The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls.

SIX OF RESCUED DIED.

To this awful death list six persons were added. One died in the life-boats which were cut off from the liner's side and five subsequently succumbed on the rescue ship Carpathia. The list of prominent men missing stands as previously reported, and the total death list, as brought to port Thursday night by the Carpathia, is 1,601.

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down. As to the scene on board when the liner struck, accounts disagree widely. Some maintain that a comparative calm prevailed; others say that wild disorder broke out and that there was a maniacal struggle for the lifeboats. That the liner struck an iceberg, as reported by wireless, was confirmed by all.

SENSATIONAL RUMORS.

Sensational rumors told by hysterical passengers who would not give their names, said that Captain Smith had killed himself on the bridge; that the chief engineer had taken his life, and that three Italians were shot in the struggle for the boats. These rumors could not be confirmed in the early confusion attendant upon the landing of the survivors.

Ripped from stem to engine-room by the great mass of ice she struck amidships the Titanic's side was laid open as if by a gigantic can-opener. She quickly listed to starboard and a shower of ice fell to the forecastle deck.

TITANIC BROKE IN TWO.

Shortly before she sank she broke in two abaft the engine room, and as she disappeared beneath the water the expulsion of air caused two explosions which were plainly heard by the survivors adrift. A moment more and the Titanic had gone to her doom with the fated hundreds grouped on the after deck. To the survivors they were visible to the last, and their cries and moans were pitiable.

GRAPHIC STORY.

E. Z. Taylor, of Philadelphia, one of the survivors, jumped into the sea just three minutes before the boat sank. He told a graphic story as he came from the Carpathia.

"I was eating when the boat struck the iceberg," he said. "There was an awful shock that made the boat tremble from stem to stern. I did not realize for some time what had happened. No one seemed to know the extent of the accident. We were told that an iceberg had been struck by the ship. I felt the boat rise, and it seemed to me that she was riding over the ice. I ran out on deck and then I could see ice.

"It was a veritable sea of ice, and the boat was rocking over it. I should say that parts of the iceberg were eighty feet high, but it had been broken into sections, probably by our ship.

"I jumped into the ocean and was picked up by one of the boats. I never expected to see land again. I waited on board the boat until the lights went out. It seemed to me that the discipline on board was wonderful."

HEROIC CONDUCT.

A young English woman, who requested that her name be omitted, told a thrilling story of her experience in one of the collapsible boats which had been manned by eight of the crew from the Titanic. The boat was in command of the fifth officer, H. Lowe, whom she stated saved the lives of many people. Before the lifeboat was launched, he passed along the port deck of the steamer, commanding the people not to jump in the boats and otherwise restraining them from swamping the craft. When the collapsible was launched, Officer Lowe succeeded in putting up a mast and a small sail. He collected the other boats together. In some cases the boats were short of adequate crews, and he directed an exchange by which each was adequately manned. He threw lines connecting the boats together, two by two, and all thus moved together. Later on he went back to the wreck with the crew of one of the boats and succeeded in picking up some of those who had jumped overboard and were swimming about. On his way back to the Carpathia he passed one of the collapsible boats which was on the point of sinking with thirty passengers aboard, most of them in scant night clothing. They were rescued just in the nick of time. Some died on the way to the Carpathia.

HOW CAPT. SMITH DIED.

Geo. A. Brayden told of how Captain Smith met his death. "I saw Captain Smith while I was in the water. He was standing on the deck all alone. Once he was swept down by a wave, but managed to get his feet. Then, as the boat sank, he again was knocked down by a wave, and this time disappeared from view."

ELEVEN MONTREALERS LOST.

A despatch from Montreal says: It is now certain that eleven Montrealers lost their lives on the Titanic. Owing to their prominence in the financial, industrial and social life of Montreal, the whole city is plunged into mourning. Following is the latest revised list of those lost and those saved:—

THE LOST.

Mr. Chas. M. Hays.
Mr. H. Markland Molson.
Mr. and Mrs. H. J. C. Allison and daughter, Lorraine.
Mr. Thornton Davidson.
Mr. Quigley Baxter.
Mr. Vivian Payne.
Mr. R. J. Levy.
Miss Anne Perrault.
Mrs. Hays' maid.

THE SURVIVORS.

Mrs. C. M. Hays.
Mrs. Thornton Davidson.
Mrs. James Baxter.
Mrs. Frederick C. Douglas.
Hudson Trevor Allison.
Eleven months' old son of Mr. H. J. Allison.

GEO. E. GRAHAM LOST.

A despatch from Toronto says: A private wire from New York on Thursday night from Mr. Harry McGee, of the T. Eaton Company, stated that Mr. George E. Graham, buyer for the T. Eaton Company, was not on the Carpathia, and was to be numbered amongst those drowned. The word was received by the late Mr. Graham's brother, who lives in Toronto. In the list of survivors as received by wireless Mr. Graham was mentioned as among those saved.

OFFICIAL INQUIRY.

New York, April 10.—The official Government inquiry into the wreck of the Titanic began this afternoon at the Waldorf-Astoria, with Senator William Alden Smith of Michigan as Chairman of the United States committee conducting the inquiry.

The first witness called was J. Bruce Ismay, President of the International Mercantile Marine. He was severely interrogated by the members of the Investigating Committee. Though obviously ill, he answered every question succinctly. He said he always accompanied his company's liners on their maiden voyages. He was in bed when the collision took place and did not see the iceberg.

"How long did you remain on the injured ship?" he was asked.

"That would be hard to estimate," he responded. "Almost until she sank. Probably an hour and a quarter."

Describing how he left the Titanic, Mr. Ismay said he only looked round once. The boat was afloat at that time.

"I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up," he continued.

Mr. Ismay said there was no explosion on board. He estimated the speed of the ship when she struck at twenty-one knots. If the ship had struck head-on she would have floated.

Capt. Rostron of the Carpathia said that when they found the Titanic's boats they were in the ice-field.

"By the time I got the boats aboard day was breaking. On all sides of us were icebergs, some twenty were 150 to 200 feet high and there were numerous small icebergs or 'growlers.' Wreckage was strewn about us," he said.

The committee is seeking to prove that the Titanic's boats belonged to another vessel. Asked concerning this, Capt. Rostron said they were towed away last night; where he did not know.

"What was the last message you got from the Titanic?" asked a Senator.

"The last message was, 'Engine-room nearly full of water.'"

In discussing the strength of the Carpathia's wireless, Captain Rostron said the Carpathia was only fifty-eight miles from the Titanic when the call for help came.

"Providential!" exclaimed Representative Hughes, no longer able to control his emotion.

"Providential," repeated the Captain, "the whole thing. Our wireless operator was not on duty, but as he was undressing he had the apparatus to his ear. Two minutes more he would have been in bed, and we never would have heard."

Senator Newlands asked about the lifeboats at great length.

"Take the Titanic," he said, "whose tonnage is three times that of the Carpathia; how many additional lifeboats could she accommodate without inconvenience?"

"I don't know the ship," said Captain Rostron, "but if she couldn't carry more than twenty she could be made to."

Questioned as to the Titanic's latitude Captain Rostron said:

"She was in what we call the southerly route to avoid icebergs."

"Do you think that the route is a practical one?"

"Quite so, but this is a notable exception."

"Would you regard the course taken by the Titanic in this trial trip as appropriate, safe and wise at this time of year?" the Senator continued.

"Quite so."

"What would be a safe, reasonable speed for a ship of that size and in that course?"

"I did not know the ship," the Captain said, "and therefore cannot tell. I had seen no ice before the Titanic signalled us, and I knew from her message that there was ice to be encountered. But the Carpathia went full speed ahead. I had extra officers on watch and some others volunteered to watch ahead throughout the trip."

Captain Rostron was asked about the lifeboat with but one officer and one seaman in it. This was the boat from which Representative James A. Hughes' daughter, Mrs. L. P. Smith, was rescued. At least two women were rowing in this boat. In another lifeboat he saw women at the oars, but how many he could not tell. One boat was described as overcrowded, having on board the passengers from a wrecked lifeboat.

CUSTOMS REVENUE.

Increase in Collections of Twelve Cities Last Year.

A despatch from Ottawa says: The official comparative statement of the Customs revenue of the twelve largest ports of the Dominion for the fiscal years ending March, 1911, and March, 1912, shows tremendous gains made by all the great ports of entry in the country. Strikingly large gains have been made by Winnipeg and Vancouver, and Fort William is this year for the first time numbered among the twelve largest ports, replacing St. John, N. B., which has been forced out of the running.

The comparative statement follows, the first mentioned figures of each city being those for 1910-1911 and the second for 1911-1912:—

Montreal	$18,330,183.22	$19,955,559.75
Toronto	[illegible]	[illegible]
Winnipeg	[illegible]	[illegible]
Vancouver	5,499,736.65	7,221,682.16
Hamilton	[illegible]	[illegible]
Halifax	1,772,964.09	2,117,107.99
Windsor	1,443,720.31	2,098,954.76
Victoria	1,539,575.87	1,985,295.22
*Calgary	.....	1,855,061.99
Quebec	1,560,359.09	1,759,817.18
*Fort William	.....	1,549,712.54
Ottawa	1,265,457.37	1,474,568.40

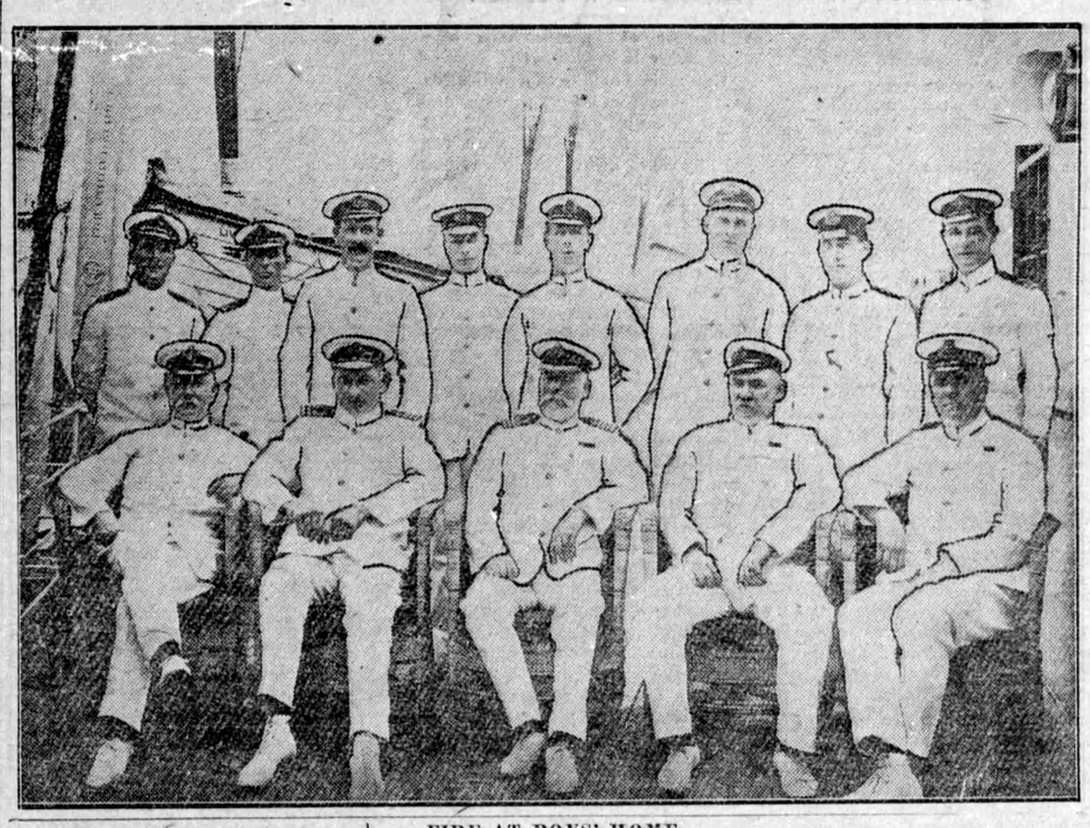
*Not among the first twelve.

WHOLE FAMILY WIPED OUT.

Eleven Members of One Household on Titanic.

A despatch from London says: John Sage, who came to England from Saskatchewan three months ago to fetch his wife and family back to Canada, is believed to have perished in the Titanic wreck with his wife and nine children.

THE CAPTAIN AND OFFICERS OF THE STEAMSHIP TITANIC



FIRE AT BOYS' HOME.

Superintendent's Residence and a New Barn Destroyed.

A despatch from Shawbridge, Que., says: The Shawbridge Boys' Farm and Home here, the Protestant Reformatory of the district, was attacked by fire on Wednesday, and the residence of the superintendent, Mr. G. M. Marshall, and the new barn destroyed. The loss is $5,000, partly covered by insurance. The boys turned out and fought the fire, preventing it from spreading to other buildings. All the live stock was saved from the barn.

The earliest mention of coal is in the writings of Theophrastus, a Greek philosopher, who lived about 300 B.C.

And if some girls never married they would never get over being romantic.

OCCIDENT HIT BERG.

Steamer Was Run Into Shoal Water Before She Sank.

A despatch from Flensburg, Prussia, says: The steamer Occident collided with an iceberg in the Baltic Sea off Riga. Her entire bow was shattered, but her captain managed to run her into shoal water before she began to sink, and her passengers and crew were safely taken off.

TITANIC'S WIRELESS MAN

Dramatic Story Told by Bride, the Young Operator

New York, April 21.—The committee devoted its entire day to an investigation of the connection of the wireless with the disaster. H. T. Cottam, the operator on the Carpathia, was the first witness. Senator Smith sought to establish certain testimony he had given on the stand yesterday, and this soon was ended. Then came the "star" witness of the day.

Seated in an invalid's chair, Bride was wheeled to the end of the long table at which the committee sat. He was hollow-cheeked and wan, and had just come from a physician's care. His hands were never quiet and he locked and interlocked his fingers incessantly.

Like Cottam, who is twenty-three years old, Bride is merely a boy, a year younger than Cottam. Neither had any telegraphic experience previous to taking up wireless telegraphy, and both told tales of long hours at low wages and days and nights spent without sleep.

Their inexperience and the mental condition of the young operators were the two points on which Senator Smith bore persistently. He had put Cottam through a grueling examination, in which the youth testified that he had not slept more than eight or ten hours between Sunday night when the Titanic called for help, and Thursday night, when the vessel docked here with its load of unnerved men and hysterical women. Bride's story was one that bore out vividly all that Cottam's had established, except that his was one of nervous strain and worry and high-keyed suspense.

THE FINAL SCENE.

Under insistent questioning, Bride began to show signs that he might collapse, so Senator Smith ended the wireless inquisition and questioned him about the final scenes aboard the Titanic. Bride and his superior, Phillips, were among the last to leave and were witnesses of the closing scenes on the boat-deck, the topmost parade deck of the lost ship. Bride's story was fragmentary, because it was drawn from a memory that had not ceased to see the actual living horror of it. Without Senator Smith's interrogations, it ran about as follows:—

"We did not feel the shock when the ship struck. In fact, I was asleep at the time and was not even awakened by the impact. When the engines stopped, Mr. Phillips called me, and I put on the telephone apparatus while he went out to see what was the trouble. A little later he came back. He said things looked 'queer.' By 'queer' I suppose he meant that everything was not as it should be.

"At this time, however, neither of us worried a bit. When he heard confusion on the deck I went out to investigate, and when I returned I found Mr. Phillips sending out a 'C.Q.D.' call, giving our position. We raised the Frankfurt first and then the Carpathia and the Baltic. As I have said, we did not try for the Frankfurt for any length of time, but concentrated our messages on the Carpathia, which had answered that she was rushing to our aid.

"The captain come into the wireless cabin from the deck when the Carpathia advised us of her position, and figured out the time when that vessel probably would arrive. He left when that was disposed of and proceeded to his bridge. Then we began to unofficially keep in communication with the Carpathia.

ALMOST A PANIC.

"From time to time either Mr. Phillips or I would go on deck to observe the situation. The last time I went on deck I found the passengers running around in confusion and there was almost a panic. They were seeking for lifeboats. All of the large lifeboats were gone, but there was one liferaft remaining. It had been lashed on the top of the quarters on the boat deck. A number of men were striving to launch it.

"I went back to the wireless cabin then. Mr. Phillips was striving to send out a final 'C.Q.D.' call. The power was so low that we could not tell exactly whether it was being carried or not, for we were in a closed cabin and we could not hear the crackle of the wireless at the mast. Phillips kept on sending, however, while I buckled on his lifebelt and put on my own. Then we both cared for a woman who had fainted and who had been brought into our cabin.

LAST SIGHT OF CAPT. SMITH.

"Then, about ten minutes before the ship sank, Captain Smith gave word for everyone to look to his own safety. I sprang to aid the men struggling to launch the liferaft, and we had succeeded in getting to the edge of the boat when a giant wave carried it away. I went with it and found myself underneath. Struggling through an eternity I finally emerged, and was swimming 150 feet from the Titanic when she went down. I felt no suction as the vessel plunged.

"I did not see Mr. Ismay at all. Captain Smith stuck to the bridge, and, turning, I saw him jumping just as the vessel glided into the depths. He had not donned a lifebelt, so far as I could see, and went down with the ship."

The witness showed so plainly the mental and physical strain under which he was laboring that both Senators Newlands and Reed urged Senator Smith to excuse him. After a few more interrogations Senator Smith did so.

"I regret extremely having had to subject you to such an ordeal," he said, addressing Bride, "because of your condition. I would have avoided it if possible, but the committee thanks you most heartily for the forbearance you have shown and the frankness of your testimony."

G. T. P. PARTLY OPERATED.

Nearly Five Hundred Miles of the Road Is Now Opened.

A despatch from Ottawa says: Between the eastern and western ends of the Grand Trunk Pacific Railway, so far constructed, there is a gap of 490 miles upon which rails are yet to be laid to complete the line through to the Pacific coast. This is the report which is brought back by Collingwood Schreiber, C.M.G., consulting engineer for the Government, who has just returned from a tour of inspection of the G. T. P.

Mr. Schrieber went through as far as Tete Jeunne Cache, a point fifty miles beyond the Yellowhead Pass. The line is now railed for 278 miles west of Edmonton—namely, to a point 30 miles west of Yellowhead. From Prince Rupert eastward rails are laid for a distance of 164 miles. The intervening gap does not present any very difficult engineering problems. In fact, Mr. Schreiber says, it is probably the lightest section of the mountain district. From the western terminus of steel grading is completed for a further distance of 25 miles, over which portion of the line track-laying should be finished by the end of this month. Beyond that again there are some eight steam shovels at work upon the grading. At the other end the contractors are working up to the 245th mile east of Prince Rupert, or within a mile or two of the village of Aldermere. While there appears to be no actual scarcity of labor, the contractors are somewhat hampered by its unsettled condition. "The men come and go in hundreds," said Mr. Schreiber.

Although the Grand Trunk Pacific is now being operated for public traffic from Winnipeg to Fitzhugh, a distance of 1,028 miles, on the eastern end, and 164 miles, from Prince Rupert at the west end, this mileage does not figure in the official statistics of completed railway. The reason is that the road is being operated not as the company's line, but in the public interest as a contractor's unfinished road, that being the extent of the permission granted by the Government.

VICTIMS OF THE TITANIC

Prof. Wood Holds It Improbable Bodies Will Come To Surface

A despatch from Baltimore says: "The bodies of the victims of the Titanic disaster are at the bottom of the deep, never to leave it," declared Prof. Robert W. Wood, of the chair of experimental physics of Johns Hopkins University, on Wednesday. "It is altogether improbable that any of the corpses will ever return to the surface of the water, as is the case with bodies drowned in shallow water. At the depth of two miles the pressure of the water is something like 6,000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases that are generated in time.

"That the bodies sank to the bottom of the sea there is no question," he continued. "The Titanic's victims who were not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile, a mile, or at any other point.

"Great changes have necessarily been wrought in the vessel itself by the enormous pressure to which it has been subjected. No effect was produced on any portion or compartment or room to whose inside as well as outside walls the water has access. In such instances the pressure from one side neutralized that from the other. But wherever there was an air-tight or water-tight compartment the 6,000 pounds to a square inch pressure of water had crumpled those walls of the vessel as if they were tissue paper."