

SCENES OF DEATH AND HORROR ON BOARD THE TITANIC; BRIGHTEST DETAILS DEFY IMAGINATION

Newspaper Reporter on Rescuing Steamer Tells Harrowing Tale

Little Fear When Titanic Struck; but as Knowledge of Situation Grew, Terror Turned to Madness and Heroes Were Made.

(By Carlos F. Hurd, Post-Dispatch Staff Reporter, Who Arrived on the Carpathia Last Night.)

(Copyright, 1912, by Pulitzer Publishing Company, the St. Louis Post-Dispatch. All Rights Reserved.)

No survivors of the Titanic horror can question the courage of the crew, hundreds of whom gave their lives with a heroism which equaled, but could not exceed, that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of cabin passengers.

Boilers Exploded.

The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted icy water, which caused the boilers to explode, and these explosions broke the ship in two.

The crash against the iceberg, which had been sighted at only a quarter of a mile, came almost, some say, with the click of the levers operated from the bridge which stopped the engines and closed the air-tight doors.

At that time on the bridge a moment later Captain Smith was on board to put on life-preservers and ordered the lifeboats to be lowered. The first boat had more male passengers than were due first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the women first rule was enforced. Officers drew revolvers, but in most cases there was no use for them.

Went Down With Ship.

Captain Smith was last seen on the bridge just before the ship sunk, leaping only after the decks had been washed away. He became the first of the men with life-preservers was the question asked by many since the disaster. Many of those with life preservers were seen to float on the surface as the last boats moved away.

It is said positively the ship's strong name became a theme in the men's hearts, and played "Nearer, My God, to Thee." Mrs. Isador Straus refused to leave her husband's side, and both perished together.

Wireless Call.

Cotton at once communicated with the Carpathia, and her course was at once changed in the direction of the Titanic at full speed of eighteen knots for the full distance of sixty miles interspersed by the two ships.

Parting Scenes.

Isador Straus, supporting his wife on her way to a lifeboat, was held back by an inexorable guard. Another officer strove to help her to a seat of safety, and another officer held her hand, clinging to her husband, crying, "I will not go without you."

Major Butt Not Seen.

Of Major Archie Butt, a favorite with his fellow officers, of Charles M. Hays, president of the Grand Trunk, of Benjamin Guggenheim and of William T. Stead, no one knows whether they tarried long in their staterooms or whether they rushed to the upper decks as the filling boats; none of them was in the throng which, many wearying hours afterward, reached the Carpathia.

Jumped Overboard.

"As the end of the Titanic became manifestly but a matter of moments, the passengers pulled their boats away and the chilling waters began to echo splash after splash as passengers and sailors in life preservers leaped over and started swimming to escape the expected suction."

Guns Warn of Danger.

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

"At 11:45 came the sudden sound of two guns, 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 the lights were dimmed."

"Captain Smith was on the bridge a moment later giving orders for the summoning on deck of all aboard 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."

"When a moment later the rush of frightened women and crying children to the deck began, enforcement of the 'women first' rule became rigid. Officers leading the order of the boats drew revolvers but in most cases there were both passengers and crew, behaved in a way that called for no such restraint."

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

"Members of the crew discredit all reports of suicide and say Captain Smith was on the deck 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 found the body of a lifeboat man he exclaimed, 'Let me go, and jerking away, went down.'"

"Nearer, My God, to Thee."

"To relate that the ship's string band gathered into the saloon near the end and played 'Nearer, My God, to Thee' sounds like an attempt to give an added solemn color to a scene which was in itself the climax of solemnity. But various passengers and survivors of the wreck agree in the declaration that they heard this music. To some of the hearers these husbands among the dying men and women, the strain brought in thought the words: 'So, by my woes I'll be Nearer, My God to thee, nearer to thee.'"

"In the loading of the first boat sections of sex were not made, and it seemed to the men that they were to go down with the women that there would be boats enough for all. But the ship's officers could see that this was not the case and the order, 'Women first,' was heard and the men were pushed aside. During the next two hours, with those on the decks and in the waters below, such adjectives as 'dramatic' and 'tragic' do but poor justice to the scenes that were being enacted, each man and woman, the nobility of the greater part among cabin passengers, officers, crew and stateroom attendants.

Parting Scenes.

"Isador Straus, supporting his wife on her way to a lifeboat, was held back by an inexorable guard. Another officer strove to help her to a seat of safety, and another officer held her hand, clinging to her husband, crying, 'I will not go without you.'"

"Another woman took her place and her deck chair, her husband and she came part of a picture now drawn indelibly on many minds. Neither wife nor husband, so far as anyone knows, reached the Carpathia. Mrs. Isador Straus, holding his young wife's arm, stood decorously aside as the other spoke to him and Mrs. Astor and Mrs. Henry B. Harris, parted in like manner from her husband, saw him last at the Carpathia. Colonel Astor, Walter M. Clark, a Montana senator, joined the line of men as his young wife, sobbing, was placed in one of the craft."

"Revolver shots were heard in the ship's deck and there is room," cried Mrs. Emil Taussing, as the men of the White Star liner motioned to her husband to leave her. It was with difficulty that he could be held to permit her to be led to her place.

"George W. Widener, who had been in Captain Smith's company for a few months, was parted from his wife when a moment later to the surface of the calm sea."

"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 there were sixteen lifeboats and two collapsibles; none say there were more than twenty."

"The Titanic was 1793 miles from Queenstown, and 1191 miles from New York, at the time of the disaster."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was 1793 miles from Queenstown, and 1191 miles from New York, at the time of the disaster."

the captain without a preserver leaped on a lifeboat, he went down, refusing a cook's offered aid."

"The last of the boats, a collapsible, was launched too late to get away and went down with the ship. Some of those in it—all, say some witnesses—found safety on a raft or were picked up by a lifeboat. In the Marconi room, after the last lifeboat was lowered, the sending instrument was heard over the waters."

"Early dawn brought no ship, but not long after 9 o'clock the Carpathia, fatigued on her path and making 18 knots instead of her wanted 16, showed her single red and black smoke stack upon the horizon and headed toward the wreck, the heaviest griefs were forgotten."

Soon afterward, Captain Rostron and Chief Steward Hughes, were welcoming the survivors who begged arrivals over the Carpathia's side."

Waiting for the Dead.

"At the ship's side a moment later I saw the last of the line of boats disengage their logs, and saw women, some with cheap shawls about their heads, and some with the stiffest of fur cloaks, ascending the ship's side. And such joy gave the men the dimpled and smiling faces and there were tears and signs of faltering as the women were helped up. The sudden of toilets altered in swings. For lifeboat room to put down several of the Titanic's boats, after unloading, were set adrift."

Gave Rise of Hope.

"The California, a cattle ship, came near the Titanic, but did not stop. Her sign of having any of the Titanic's refugees on board, its presence in the vicinity gave hope to many women, who were crowded into the lower deck of the California might have picked up their loved ones."

"Look Out for Bergs!"

"Second Officer Lightoller, who was on watch while I stood by carrying messages to the carpenter, sent me soon after 3 to tell the carpenter to look out for the fresh water supply as it might be in danger of freezing. The carpenter said he was about to degage. He saw the crew's attention strictly order to look out for small icebergs."

"Send to the Carpenter and Tell Him to Sound the Ship."

"The skipper (Captain Smith) came from the crow's nest to the bridge. His first words were: 'Close the emergency doors.'"

Vessel Calls for Aid.

"The ship was then rapidly settling forward. All the steam sirens were blowing. By the skipper's orders given by the master, the carpenter was sent put to work at pumping out the ship. Distress signals were sent by Marconi and rockets were sent up from the bridge by Quartermaster Rowe. All hands were

ordered on deck and life-belts were sewed on to every passenger.

"The stewards and other hands helped the sailors in getting the boats out. The order for the women to get into the lifeboats was enforced. There was no panic. 'I was at the wheel until 12:15. It was my duty to stay there until relieved. I was not relieved by anyone else, but I was relieved by the Chief Officer Lightoller, who told me to take charge of a certain boat and load it with ladies, all of them, and there were thirty-two ladies on that boat. I was in the boat when it was lowered some time after 1 o'clock. I can't be sure of the time.'"

Suction Was Terrific.

"Every boat, so far as I saw, was full when it was lowered and every boat that set out reached the water in good order. The boat helped to keep us together, but there were other lights. One was an electric flash light that a gentleman had carried in his pocket. Our boat was blown away when the ship went down. The suction there by must have been terrific, but we were only rocked somewhat."

Bridge Players Unconcerned.

"The waters were too cold for me to swim, and I was only in the water about 10 feet away when the ship went down. The suction was not what one would expect and only rocked the water around me. I was picked up after two hours. I have done with the sea."

Student Tells Tale.

"There is much, and yet there is little to tell of my experience," said young Williams. "My father and I had about 100 lbs. of baggage, and we were standing together, hoping to get together and keep together. If we could, so far as either of us lived, I had on my fur coat."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."

"The Titanic was struck by the iceberg head-on, with whatever speed and with whatever resulting shock, the bulkhead system of water-tight compartments probably had succeeded in delaying the sinking. One man expressed it. It was the impossibility that happened when, with a shock unbelievably mild, the ship's side was torn for a length of a mile, made the bulkhead system ineffective."