

EPITOME OF A WEEK'S NEWS

Most Important Happenings Told in Brief.

The Titanic

With scarcely any five miles away, the Titanic slid into its watery grave, carrying with it 1,600 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to see the frantic signals flashed to it for aid. This phase of the tragic disaster was brought out before the U. S. senate investigating committee when J. H. Borah, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention.

The first list of names of bodies recovered from the Titanic disaster by the cable steamer Mackay-Bennett was received at Halifax, N. S., through wireless messages to the White Star line offices. The list of twenty-five names contains none of several of the most prominent men who perished.

First Officer Murdoch, on the bridge of the Titanic, racing to New York for assistance in quenching a fire aboard that had been raging since the day the liner left Southampton, passed unheeded three warnings from the lookouts of the iceberg steamer, ship struck and then the wireless operators blundered. Such were the developments in the investigation at New York by the senate committee of the appalling disaster of April 14.

Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching in the lookouts of the Titanic disaster, according to a report that reached St. Johns, N. R. It is said that a number of bodies which were recovered were sunk.

The total of the Titanic's survivors was officially placed at 705 by W. V. Jeffries, general passenger agent of the White Star line. He accepts the statement of the survivors, giving them by cabins as follows: First class, 202; second class, 115; third class, 178; crew, 245; officers, 4, total, 705.

In a speech in the senate, Senator Rayner of Maryland charged the directors of the White Star line with criminal negligence and with responsibility for the Titanic disaster, and bitterly arraigned Managing Director J. Bruce Ismay for cruelty and cowardice.

Domestic

Indemnities charging assault with intent to murder against E. H. Gardner, a Socialist editor; Harry McCaskin, Republican nominee for state's attorney, and Phil H. Wells, a justice of the peace, were returned in court by the special grand jury that investigated the recent riot in Rock Island, Ill.

After spending four weeks in an asylum, at Washington, charged with insanity because she accused Millionaire Charles J. Bell, brother of the telephone inventor, with being the head of a "social mania," Mrs. Harry Calvin Gage was released by a jury, immediately following the verdict Mrs. Gage was rearrested accused of making threats against the life of Barker Kell.

The threatened strike of the locomotive engineers on the eastern railroad has been averted, temporary settlement. This result was brought about by the intervention of the federal government, which proposed that an armistice be declared pending negotiations looking to arbitration under the Erdman act.

As president of the Illinois branch of the American National Red Cross, Governor Deneen issued an appeal at Springfield to the people of Illinois to contribute to the aid of the flood sufferers in the lower Mississippi valley. The governor estimated that there are 25,000 persons homeless and destitute.

At least 68 killed, twice as many badly hurt and \$1,000,000 property damage is the record estimated for the terrific tornado that swept Illinois and Indiana and lashed with its icy tail the suffering, flood-swept lower Mississippi valley.

The first Christian Conservation Congress, the climax of the men and religion forward movement, opened at the Carnegie hall, New York, with a long list of notable speakers and delegates.

Chief of Police Briare of Stockton, Cal., says the automatic revolver which killed George E. Marshall, 32-year-old man, No. 58,121, the same as that on a revolver purchased by William A. Dorr of that city, now in jail charged with the murder of Mrs. Marshall.

Arthur Smithers, chairman of the Grand Trunk railway, cabled from London, appointing William Wainwright, Montreal, Que., temporary president of the Grand Trunk and E. Chamberlain temporary president of the Grand Trunk Pacific, to replace the late C. M. Hays, who lost his life on the Titanic.

Mayor Carter H. Harrison of Chicago and National Committeeman Roger C. Sullivan, refusing each suggested basis of compromise, continued their bitter fight for control of the Illinois Democratic state convention at Peoria and naming two sets of delegates from Cook county and the state-at-large to the Democratic national convention.

Judge Carpenter of the United States district court at Chicago will be appointed to the circuit court judgeship made vacant by the resignation several months ago of Peter J. Grosscup, according to reports. The appointment of Judge Carpenter by President Taft is expected within the next few days.

Delegates to the Republican national convention were instructed to vote for Theodore Roosevelt by the Illinois state convention at Springfield. Lawrence Y. Sherman was endorsed for United States senator and members of the legislature were directed to elect him. President Taft's administration was highly praised and that of Governor Deneen as chief executive of Illinois.

One man was killed and almost a score of passengers were injured in a collision of two interurban cars on the Detroit United Railway, two miles east of Lima Center, Mich. The cars collided head-on.

Lazily in the methods of operation of the Chicago, Milwaukee & St. Paul line, which is held by the interstate commerce commission to have caused the collision of the two sections of the Columbian ship at Odessa, Minn., December 18, when ten persons were killed and 23 injured.

Washington

Comptroller of the Currency Murray has declared a second dividend of \$100,000 to the creditors of the Union National bank of Columbus, O.

An appropriation of \$50,000 in the postoffice bill for experiments in the use of aeroplanes was defeated in the house at Washington.

The house of representatives at Washington was divided on the German tongue on organized labor and its effect on world peace by Karl Legien, a leader of the Socialist party in the German Reichstag.

Another way to "reduce" the cost of living was "discovered" at Washington by Representative Bulkley, Democrat, of Ohio, who introduced a bill providing for the collapse of a half-cent copper penny.

President Taft appointed Arthur L. Edington of Watonga, Okla., J. Howies of Guthrie and Earl A. McGowan of Tulsa, Okla., appraisers of the asphalt land in the Oklahoma and Chickasaw nations in Oklahoma.

The U. S. senate finance committee ordered an adverse report on the house chemical tariff revision bill. It was a strict party vote, the Republican members voting against it and the Democrats for it.

Foreign

The record of events since April 17 when the mutiny of native troops at Freetown, Sierra Leone, was complete. The total French losses were 68, including officers and men killed in suppressing the uprising. Nine were massacred in cold blood. The French victims numbered fifty to one hundred.

David Findlay of Winnipeg, Man., superintendent of construction of the Canadian Northern railway, was killed when a motorcycle on which he was riding crashed head-on into a locomotive.

Mrs. Ray Beveridge, American actress, granddaughter of the once Governor Beveridge of Illinois and a sculptor, was married to Madison Seliger of Columbus, O., in the Savoy Chapel Royal in London. The couple will reside in London.

Robert Bacon, who recently resigned the post of American ambassador to France, and Mrs. Bacon departed from Paris to Havre, where they will embark for the United States on board the new French liner, the steamer France.

The sultan of Turkey in his speech at the opening of parliament, referring to the war in Tripoli, said: "We desire peace, but that peace must be on the condition of an effective and integral maintenance of our sovereignty rights."

TITANIC HORROR AS TOLD BY SURVIVORS

AWFUL CRIES OF LOST WERE DROWNED BY SONG TO KEEP WOMEN SANE.

Survivor Tells Thrilling and Graphic Story of How Titanic Struck, Boats Were Loaded and Wreck Went Down.

Appalling Noise Arose as the Doomed Hundreds Struggled in the Icy Water—Then Silence That Broke Hearts.

Following is the account of the events of the wreck told by Mr. Beasley, of London, a rescued passenger: "The voyage from Queenstown had been quite successful, very fine weather was experienced and the sea was quite calm. The wind had been westerly to southwesterly the whole way, but very cool, particularly the last day; in fact, after dinner on Sunday evening it was almost too cold to be out on deck at all. I had been in my berth for about 10 minutes, when, at about 11:15 p. m., I felt a slight jar and soon after a second one, but not sufficiently large to cause any anxiety to anyone, however nervous they may have been. However, the engines stopped immediately afterwards and my first thought was: 'She has lost a propeller.' I went upon the top (boat) deck in a dressing gown, and found only a few people there, who had come up similarly to me. I had no idea what had happened, but there was no sort of anxiety in the minds of anyone. The ship was absolutely still, and except for a gentle tilt downward, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay as if she were waiting the order to go on again, when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats, and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

Launching the Boats. "We then began to realize that it was more serious than had been supposed. When we left the first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs decided it was best to go down to the boats. I went to the compartment up by doing so. Presently we heard the order: "All men stand back away from the boats and all ladies retire to next deck below"—the smoking-room deck or B deck. The men all stood back, and the ladies retired to the next deck, leaving the boats in silence, leaning against the end railings of the deck or pacing slowly up and down the stairs. The boats were lowered from A deck. When they were to the level of B deck, where all the ladies were collected, the ladies in carrying up the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats. In many instances they were allowed to remain because there was no one to insist they should go. Looking out of the side, one saw boats from all already in the water, slipping quietly away into the darkness, and presently the boats near to us were lowered. The boats were creaking as the new ropes slipped through the pulley blocks down the 90 feet which separated them from the water. In one instance a boat came up as one boat went down and shouted: "When you are aloft, row around to the companion ladder and stand by with the other boats for orders."

No Trace of Disaster. "Are, yes, sir," came up the reply. "You don't think any boat was able to obey the order. When they were aloft and had the gear at work the condition of the rapidly settling sea was so much more a sight for alarm for those in the boats than those on board that in common prudence the sailors say they could do nothing but row from the sinking ship to save at any rate some lives. They no doubt anticipated that more from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with women.

"All this time there was no trace of any disorder, no panic or rush to the boats, and no scenes of women sobbing hysterically such as one gets so commonly as happens at such times. Everyone seemed to realize so slowly that there was immediate danger that it remained in their minds that we might all be presently in the sea with nothing but our life belts to support us until we were picked up by passing steamers. It was extraordinary how calm everyone was and how completely self-controlled.

Women Went First.

"One by one the boats were lowered with a light and children were taken into a double light, and we watched eagerly to see if the two lights would separate and so prove to be only two of our boats or whether they would remain together, in which case we should expect them to be lowered together. The stewardess headed for her cabin and we followed her. Now, boys, row, and for the first time the boat broke into song with 'Row for the ship that's afloat and for the first time tears came to the eyes of us all we realized that safety was at hand. The song was sung but it was not a cheerful song, it was a song of things, for quivering voices make poor songs. A cheer was given next and that was better—'You keep in tune for a cheer.'"

Most Beautiful Dawn.

"Our rescuer showed up rapidly and as she swung round we saw her cabin all alight, and knew she must be a large steamer. We rowed up to the ship at about 4:30 a. m. and were hoisted or climbed up the ship's sides with very grateful hearts.

stoker who was steering—captain and for all to obey his orders. He set to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise, so that when the search boats came in the morning to look for us, there would be more chance for all to be rescued by keeping together. "It was now about 3 a. m., a beautiful starlight night with no moon, and so not very light. The sea was as calm as a pond, just a gentle heave as the boat dipped up and down in the swell; an ideal night except for the bitter cold for anyone who had to be out in the middle of the Atlantic ocean in an open boat. And there was a time when such a night was needed, surely it was now with hundreds of people, most of them women and children, afloat hundreds of miles from land.

"In the distance, she looked an enormous length, her great bulk outlined in black against the starry sky, every porthole and saloon blazing with light. It was impossible to think anything could be so near and so close. A leviathan were it not for that ominous tilt downwards in the bows, where the water was now up to the lowest row of portholes.

The Plunge Beneath Waves.

"Presently, about 3 a. m., as near as I can remember, we observed her settling very rapidly with the bows and the bridge completely under water and concluded it was only a question of minutes before she went, and so it proved. She slowly tilted straight on end with the stern vertically upwards and as she did, the lights in the cabin and saloons, which had not flickered for a moment since the ship began to list, went out altogether. At the same time the machinery roared down through the vessel with a rattling and crashing that could be heard for miles, the wildest sound surely that could be heard in the midst of the ocean, a thousand miles away from land. But this was not yet quite the end.

"To our amazement she remained in that upright position for a few minutes, which I estimate as five minutes; others in the boat say less, but it was certainly some minutes while we watched at least 100 feet of the Titanic towering up above the level of the sea and looming black against the sky.

"Then with a quiet, glancing glide she disappeared beneath the waters, and our eyes had looked for the last time on the gigantic ship. She had set out from Southampton. And there was left to us the gentle heave of the sea, the boat filled to standing room with men and women in every conceivable condition of dress and undress, above the perfect sky of brilliant blue, and with a light breeze from the sky, all tempered with a bitter cold that made us all long to be one of the crew who tumbled away with the oars and rowed themselves warm thereby. A curious, deadening bitter cold unlike anything we had felt before.

An Appalling Noise.

"And then, with all these, there fell on the ear the most appalling noise that human beings ever heard. It seemed to come from the bow of our fellow beings struggling in the icy cold sea, and it was not until a cry that we knew could not be answered. We longed to return and pick up some of these swimmers, but this would have been to our own peril and further loss of the lives of all of us.

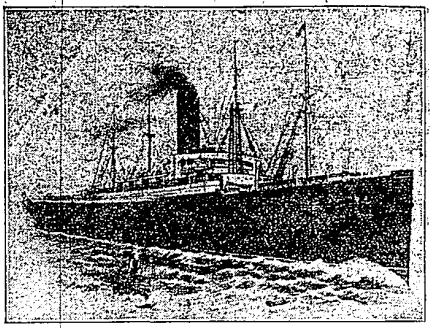
"We tried to sing to keep the women from hearing the cries and rowed hard to get away from the scene of the wreck, and I think the memory of those agonies was one of the things the rescued will find it difficult to efface from memory. We are all trying hard not to think of it.

"We kept a lookout for lights and several times it was shouted that steamer lights were seen, but they turned out to be either a light from another boat or a star low down on the horizon. About 3 a. m. we saw faint lights showing on the sky and all relieved to see what was expected was the coming dawn, but, after watching for half an hour and seeing no change in that dimly light, realized that the northern lights were appearing.

"Presently low down on the horizon we saw a light and it was revealed itself into a double light, and we watched eagerly to see if the two lights would separate and so prove to be only two of our boats or whether they would remain together, in which case we should expect them to be lowered together. The stewardess headed for her cabin and we followed her. Now, boys, row, and for the first time the boat broke into song with 'Row for the ship that's afloat and for the first time tears came to the eyes of us all we realized that safety was at hand. The song was sung but it was not a cheerful song, it was a song of things, for quivering voices make poor songs. A cheer was given next and that was better—'You keep in tune for a cheer.'"

Then Glimpses of Titanic.

"We drifted away easily as the cars were got out and headed directly away from the ship. The crew seemed to me to be mostly cooks in white aprons, and an officer with a stick at the tiller. There was a certain amount of shouting from one end of the boat. 'The men are to be put in the water. They are to be put in the water to which way we should go. Finally it was decided to elect the



This is a late photograph of the Carpathia, the vessel that picked up thirteen lifeboats, carrying 705 refugees from the ill-fated Titanic.

DEFINITE FACTS ESTABLISHED BY SURVIVORS OF THE TITANIC.

One thousand six hundred and thirty-five revised number of dead. The attempt to break all speed records was abandoned for the disaster, the attempt to change the course of the ship to avoid the iceberg which sank her falling because of the speed at which she was traveling.

There was perfect discipline among officers and seamen, none of them entering the boats, save when necessary to man them. Some of the boats were managed by the women who were put into them.

Most of the 260 members of the crew who escaped were either firemen or stewards, who had leaped from the sinking vessel and were picked up by the boats. Five out of six of the persons picked up from the water were such.

Second Officer Lightoller, in charge of the filling of the boats, testified that few women were in the first boats put out because many refused to enter them. He himself did not recognize the seriousness of the situation until two boats had been lowered and these first two were not filled to capacity. After the first two boats as many were put into a boat as possible.

Women began to appear in numbers on deck when the sixth boat was being loaded and men who had entered it got out to let the women take their places.

Apparently conflicting stories of occurrences on the Titanic after she struck are due to her great size.

First class passengers, quartered near the middle of the boat, were from 200 to 300 feet from the stateroom passengers, the night dark, and they knew nothing of the panic that prevailed at either end of the ship. Stories of panic early all come from stateroom and second class survivors.

Capt. Smith was running sixty miles off his course because of the danger from icebergs.

Louie A. Fignola, a survivor, says that after women and children had been taken care of the crew fought with men of all classes for possession of the last lifeboats.

Number of rescued, 745.

The sea was calm and the heavens ablaze with stars when the catastrophe occurred.

The Titanic blew up when water which entered the vents made her collide with the iceberg. The iceberg flooded the entire room. Following the explosion the Titanic broke in two almost amidships and the forward portion sank first.

The captain and officers stood heroically by their ship. The only thing approaching panic occurred in the stateroom. Men fought with women to get the boats.

Men were shot when they refused to leave boats.

Col. John Jacob Astor helped his bride into a lifeboat, said, "Good-bye, dearie," lit a cigarette and then helped other women into boats. He died of exhaustion on a raft later, it is said.

Women were launched until an hour after collision. Room for more in first one sent out. Others far from being filled.

Capt. Smith stood alone battling overwhelming waves to the last, finally being washed overboard.

Chief Wireless Operator Phillips stuck to key till water rose about him. Then swam to raft, where he died.

Mrs. Archibald Butt, President Taft's aide, died like hero, maintaining order; gun in hand, helping women into lifeboats.

Four dead bodies taken from raft by Carpathia boat buried at sea Monday afternoon while hundreds of rescued weep.

Mrs. Dickinson Bishop of Dorchester was first woman to be put in lifeboat. Band, knee deep in rising water, plays as confusion reigns in stateroom. My wife, Mrs. L. L. L., said she saved ones hear from stricken vessel.

"Row, boys, row," sang a little crowd in one lifeboat, among the anguished shrieks of the drowning.

Sixteen lifeboats form procession with boat bearing green lantern as leader and which moved the following boats out of range of the suction of sinking vessel.

Those in lifeboats suffered for hours exposure before Carpathia arrived. Sea was so rough that bodies of drowned and drowning that progress of lifeboats was impeded.

The rescued were in all conditions of dress and undress, and the women on the Carpathia visited with another in supplying missing garments to those who had perished.

There were 36 "first cabin" women who perished, probably refusing to accept lifeboats. There were also 26 "second cabin" women to drown, making a total of 62 cabin women to go down. Besides these dozens upon dozens of stateroom women also perished.

There were five children of the second cabin that were lost, one youth of the first cabin, and many, many children of the stateroom.

Saved ones of Titanic make formal written statement blaming lack of lifeboats for big loss of life.

Carpathia had all details prepared for reception of Titanic survivors.

Mrs. Isidor Straus refused to leave husband's side and they died together.

Many survivors in critical condition and buried to New York hospitals.

One man saved sail by clinging to cake of ice.

George D. Wagner, son of collector of White Star line, threw kisses to his wife lifeboat as he sank on Titanic.

On the four days' cruise back to New York many who had realized that their experiences would be swayed by an anxious wait, but their stories of the disaster they had escaped.

Some, saved from sea, died on Carpathia and were buried at sea.

Shock of collision was hardly felt and no one was frightened, till officers revealed its seriousness.

John B. Thayer, Jr., left lifeboat and swam for long time before picked up by lifeboat.

One passenger knew wireless code and heard message from boat only 35 miles away which knew of Titanic's danger but would not respond.

Four men were so little frightened by shock that they refused to discontinue bridge game.

"Lifeboats were warned by wireless and atmospheric condition of dangerous ice floes, says Col. Archibald Butt, but, trying for record time, ship continued at top speed.

Charles M. Hays, president of Grand Trunk railroad, and one of the victims, predicted a few hours before disaster that before long a great catastrophe would mark the efforts of the rival steamship companies to outdo one another in luxury, size and speed. A few hours later he was a victim of that rivalry.

Alexander Carlisle, designer of the Titanic, fainted at a memorial service in St. Paul church, London.

body on deck," she said, "without any alarm in her voice. There was no confusion in the small boats. My husband told me in 'Kissed me good-bye and commended me to God. Even then we did not believe that the situation was serious. After I got to the boat two men tried to stop it. An officer said the boat was only for women, and they stepped back with a look of protest."

"It was in my nightgown. The cold reached my brain and everybody in the boat was so numb that we could not realize what a terrible thing had happened. When somebody said, 'It's gone,' we sat there without showing any emotion."

WITHOUT PROTEST MEN LEAVE WIVES.

Kiss Loved Ones Good Bye and Come to Me.

ment them to God."

Mrs. Asa Stark, an English woman whose husband went down in the big ship, thought so little of the first crash against the great berg that she did not even think of her berth for half an hour afterward.

"The shock was so slight that it did not disturb me," said Mrs. Stark, "and my husband, who was just preparing to retire, told me to go back to sleep again. Then a stewardess came along and awoke me. 'Every