

LIFEBOATS WERE SWAMPED

THE WEATHER

For Syracuse and vicinity—Rain and colder to-night; Friday, clearing and cooler.

THE SYRACUSE HERALD.

5 The Herald Leads in Advertising Because Herald Advertising Brings Results.

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SYRACUSE, N. Y., THURSDAY EVENING, APRIL 18, 1912.—EIGHTEEN PAGES

ON SALE EVERYWHERE IN SYRACUSE AT OR BEFORE 5 P. M.

CARPATHIA TELLS OF TITANIC TRAGEDY

SCENES ON BOARD TITANIC WHEN LINER STARTED TO SINK AND WORD WAS GIVEN TO FLOAT LIFEBOATS



SKETCH DRAWN BY HERALD ARTIST LAMBDIN FROM DESCRIPTION OF ACCIDENT SENT VIA WIRELESS.

MANY LEAPED AS BIG LINER ROLLED IN SEA

Overcrowded Lifeboats Sucked Down With Their Piteous Human Freight When Shattered Bulk Plunged to Ocean Bottom.

MAY HAVE SEEN ASTOR DROWN

Mrs. Astor in Critical Condition on Carpathia, Nearing New York—In Disconnected Messages the First Authentic Account of Ocean Tragedy Is Flashed by Wireless From Carpathia and Picked Up on New England Coast.

Special to The Syracuse Herald.

Siasconset, April 18.—The first story of what actually occurred aboard the Titanic when she crumpled her huge bulk against an iceberg last Sunday night has been woven from the fragmentary messages that filtered through the wireless stations along the New England coast to-day.

The messages came from the Carpathia, now nearing New York with the survivors of the greatest sea tragedy in history. The Carpathia will probably arrive in New York before sundown.

She has only thirteen of the Titanic's life boats. Others were swamped, loaded with passengers.

In the meantime what is known of the scenes following the crash is necessarily meagre. This is nevertheless the first authentic account given the world since Sunday night.

Famous Men Met Fate Bravely.

From the messages received so far it is certain that such men as John Jacob Astor, Major Archibald Butt, Isidor Straus, William T. Stead, C. M. Hayes and John B. Thayer stood by while women and children were hurried into the life boats.

It is believed that the Carpathia is bearing the body of Colonel Astor, picked up after the life boats were manned.

CRASH CAME WITHOUT WARNING.

That the collision came without the slightest warning is a feature that stands out clearly, and this despite the fact that the Titanic had been warned of icebergs by other ships.

The night was unusually clear. The moon was bright and it is said that the ocean was illuminated for miles in every direction.

Aboard the Titanic was a scene of gaiety. A concert was in progress in the grand salon. It was the first time that the wealthy and socially prominent men and women among the first class passengers had appeared there. Everyone was in evening clothes.

TWO HUNDRED KILLED INSTANTLY.

Then came the crash. Men and women were hurled from their feet and piled in heaps. In the fore-castle of the ship 200 members of her crew were either crushed to death or were drowned like rats.

From all over the ship there arose cries of terror. Men, women and children rushed to the decks.

WATER ROARS THROUGH BREACH.

All were seized with the hysteria of death-panic. Few knew what had happened. The water rushing into the gaping holes in the ship's bottom sounded like a cataract. The crunching and grinding of the collision was loud as thunder.

Before any could realize what had happened outside of the officers, the water had reached the dynamos and the ship was suddenly plunged in darkness.

The officers and crew behaved with heroism. Orders were given to man the lifeboats and men in evening clothes worked side by side with sailors in the haste to lower the frail craft.

BULKHEAD DOORS JAMMED.

There is little doubt but that the officers knew almost instantly that the Titanic was doomed. So great had been the shock of the collision that her bulkhead doors had become jammed. Men sent below to close the doors against the rushing water reported that they were unable to do so. On deck women went temporarily insane. The crew and men passengers were obliged to pick them up and lower them into the boats.

WOMEN STILL IN DELIRIUM.

Many of these women are still in a delirium from the effects of the horrors which they witnessed. Mrs. John Jacob Astor is in the hospital aboard the Carpathia in a critical condition.

Some of the passengers were killed in their berths. Others never reached the deck after the crash came, but were drowned in their frantic efforts to free themselves from the wrecked staterooms.

Scores jumped from the towering steamer after hastily grabbing at life-

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WOMEN SURVIVORS ON CARPATHIA ON VERGE OF INSANITY

Rescue Liner Little Better Than Hospital Ship—Over 100 Passengers Hysterical or Suffering From Shock.

Special to The Syracuse Herald.

New York, April 18.—Scenes without parallel in the history of this city are expected when the Cunard liner Carpathia with the survivors of the Titanic disaster arrives at the Cunard pier. From wireless reports the big rescue liner is little better than a hospital ship, as over 100 of the persons saved from the Titanic, mostly women, are suffering from the shock. Some are in a serious condition from illness or injuries received in the crash; others are hysterical and on the verge of insanity.

Scores of police reserves will be put on duty around the Cunard docks at the foot of West Fourth-street to handle the crush. The police will be reinforced from time to time as the great crowd of mourning relatives or curiosity seekers increases in volume.

The docking of the vessel might be delayed until to-morrow because of confusion and excitement which would follow the landing of passengers at night.

May Land in Daylight.

Cunard officials were of the opinion that it would be better to allow the survivors to land in daylight. All are in a highly nervous state as a result of the experience through which they have just passed.

It was also pointed out that thick fog might prevail over the harbor, which would compel the ship to anchor until Friday. It was foggy to-day and rain was falling steadily.

As the first detailed verbal accounts of the Titanic's destruction will not be received until the survivors leave the rescue ship, her coming has been eagerly heralded since news was first flashed that the Cunard liner had picked up the survivors. Members of the banking firm of J. P. Morgan & Company, which is heavily interested in the Mercantile Marine company, owners of the White Star line, and representatives of the Guinness family and the Astor estate tried to bar newspaper representatives from having access to the survivors. Finally a compromise was effected.

Newspaper Men May Be Barred.

It was admitted by both Cunard and White Star officials that the strongest influence had been brought to bear to prevent all newspaper men from getting aboard the Carpathia.

A number of ambulances have been ordered to meet the Carpathia. The United States government waived the customs regulations for the Carpathia, in view of the fact that she has not touched a foreign port since she left. This was done with the further view of saving unshipping.

Thomas J. Stead, assistant to the president of the Cunard line, announced that the speedy Mauretania would probably overtake the Carpathia in New York bay. Chairman Booth of the Cunard line is aboard the Mauretania and he has promised to get all the information from Captain Boston possible and flash it ashore.

There was a tremendous demand for passes from the Cunard line to-day, but only a fraction of those seeking admission to the Cunard pier could be accommodated. Scores who sought passports were out of town persons who had relatives or friends upon the Titanic. In some cases the visitors had no further ground for hope than the assumption that their relatives might have been picked up by the Carpathia and their names misspelled in wireless messages.

4,200 Passes Issued.

The Cunard line had issued passes to 1,200 persons up to 5 o'clock this morning, while Surveyor General Henry of the port had issued passes for the admission of 3,000 other passes. While all waited in suspense to-day for the arrival of the Carpathia a report became current around the White Star offices that J. Bruce Ismay, managing director of the International Mercantile Marine, who escaped from the Titanic along with the women, had arranged by wireless code with the New York office of the company to delay the sailing of the Cedric until the Carpathia gets into port, so that he can return to England without setting foot on United States soil.

The Cedric was scheduled to sail for Liverpool at noon to-day, and if Mr. Ismay missed her he would not be able to get away until Saturday. According to the same report Mr. Ismay was anxious to get back to London as soon as possible to report to the board of directors. Also he was reported to be desirous of avoiding a subpoena to appear before the House committee on merchant marine to testify concerning the number of lifeboats on the Titanic.

Jones & Mann, the big clothing store of Hazleton, Pa., failed because of the coal strike. The entire stock of Men's and Boys' clothing has been purchased by the Vinney Co., and will be placed on sale this Friday at one-half the original price on Suits and Spring Overcoats. Look for the big ad. in this paper. L. Vinney Co., 133-134 S. Salina St.—Adv.

Something doing every minute at Odd Fellows' hall at Mystique Krewe Hall all next week.—Adv.

BALTIC SAVED 250, IS REPORT

Washington, April 18.—A report reached the White House to-day in the form of a telegraph communication that the steamer Baltic had picked up 250 of the Titanic's passengers.

The White House ordered every effort made to see if this message was true.

ARREST ORDERED OF ALL SURVIVING TITANIC OFFICERS

Extraordinary Action Follows Report Men Planned to Return to England at Once.

Washington, April 18.—Every officer of the Titanic now on board the Carpathia will be practically placed under arrest the moment of arrival.

A sub-committee of the Commerce committee of the Senate, which went to New York to-day, is armed with subpoenas whereby the officers and members of the crew will be held by force if necessary to testify in the investigation to be made into the loss of the Titanic.

This extraordinary action on the part of the United States government is taken at the direction of the President and is the result of a report that the officers who served on the Titanic were planning to leave for England on another steamer of the company without giving the United States government time to question them.

It was the purpose, according to report, of Mr. Ismay to transship to a steamer and return to England without setting a foot on American soil and thus escape a subpoena to appear before the investigating committees of Congress.

TITANIC MARTYRS FROZEN IN WATER IF THEY JUMPED

Steamer Arrives With Report That Ocean Near Ice Registered 39 Degrees.

New York, April 18.—That the hundreds of men who must have leaped overboard while the Titanic was sinking, relying on life preservers to keep them afloat, were quickly frozen to death, is made certain by a report of the temperature of the water in the vicinity of the wreck, brought in to-day.

The Dutch oil tank steamer La Flandre, which arrived to-day from Antwerp, reported an encounter with the ice fields on April 14th at 9 o'clock at night in latitude 42.02 and longitude 30.97.

During the intermittent fog Captain Claude says that La Flandre steamed into a large ice field which became so thickly packed that the steamer could not penetrate it.

As far as could be seen from aloft the ice extended in all directions for a great distance. La Flandre was compelled to put about and steamed for twenty miles to the southward in order to clear the ice field. The temperature of the water on entering the ice pack registered 33 degrees.

If the Titanic sank in water registering but 33 degrees those who must have leaped overboard probably survived but a few moments.

At Papworth's, Syracuse. Cranston, Onida and Fulton Stores. Gran. sugar... 5¢ Potatoes... 11c pk. Cal. ham... 9¢ Red Cross milk... 12c Sm. Master... 2¢ Salt pork... 8¢—Adv.

Mr. John Stark, so long known in Syracuse in connection with the talking machine business is now with Letter Bros., 232 S. Salina St., in their Victor and Edison departments.—Adv.