

# TITANIC PLUNGED DOWN BOW FIRST CARRYING NEARLY 1600 TO DEATH

The Mighty Liner Remained Upright for Five Minutes, Towering 150 Feet Above the Level of the Sea, Then the Lights in the Brilliant Saloons Flickered, the Ponderous Machinery Crashed through the Vessel with an Awful Roar, and with a Quick Slanting Dive the Gigantic Vessel Disappeared Beneath the Waves, While the Night Resounded with the Agonizing Cries of Drowning Men.

## SLIGHT JAR WHEN BERG WAS STRUCK

There was no Panic and no Disorder, the Passengers were Calm and Self-Controlled Survivors Graphic Description of the Final Scenes on the Steamer's Decks

New York, April 18.—Dr. H. Henry Frauenthal and his wife of this city were the first persons off the Carpathia. They were driven off quickly in an automobile without having spoken to anyone. They were followed off the ship by a man who said he was James Googht of Philadelphia. Googht said that it was exactly 2.30 a. m. on the 15th with the liner sank. He says he was thrown bodily into a small boat and it was five o'clock that morning when they were picked up by the Carpathia. Googht was met by two brothers and a sister and after he had made this short statement he was driven away.

**FILLING THE LIFE BOATS**  
A passenger on the Carpathia made the following statement:  
"I was awakened at about half past twelve at night by a commotion on deck, which seemed unusual, but there was no excitement. As the boat was moving I paid little attention to it and went to sleep again. About three o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life boats were sighted and began to arrive, and soon, one by one, they drew up to our side. There were sixteen in all and the transferring of the passengers was most pitiable. The adults

### SPRING REMINDERS OF RHEUMATISM

Raw, Damp Weather Starts the Pain, but the Trouble Lies in the Blood

Spring weather is bad for rheumatic sufferers. The changes from mild to cold, the raw, damp winds start the aches and twinges, or in the more extreme cases, the tortures of the trouble going. But it must be borne in mind that it is not the weather that causes rheumatism. The trouble is rooted in the blood—the changeable weather merely starts the pains. The only way to reach the trouble and to cure it is through the blood. The poisonous rheumatic acids must be driven out. Liniments and rubbing may give temporary relief, but cannot possibly cure the trouble. The sufferer is only wasting time and money with this kind of treatment and all the time the trouble is becoming more deeply rooted—harder to cure. There is just one speedy cure for rheumatism—Dr. Williams' Pink Pills. They act directly on the impure, acid-tainted blood. They purify and strengthen it and thus root out the cause of the rheumatism. Here is strong proof of the above statement. Mrs. Robt. Luffman, Midland, Ont., says: "About three years ago my grandson, Robert Luffman, was attacked with inflammatory rheumatism. He became so bad he could only walk when someone helped him about. One arm he had to carry in a sling, and we felt sure he would be a cripple for life. The trouble also affected his heart. The doctor said his blood was turning to water and we had little hope for his recovery. The medicine the doctor gave him did not do more than soothe the pain a little, then he would be as bad as ever. On a former occasion Dr. Williams' Pink Pills had cured my daughter of rheumatism, and we finally decided to try them in Robert's case. After the use of three or four boxes there was a slight improvement and he continued taking the Pills until he had used 12 boxes when the trouble had completely disappeared, and he has not been afflicted with it since."

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of their dull wait and the protraction of their renewed anxiety.

The crowd on the dock shed grew denser as the evening wore on and a strange crowd it was. Patricians who arrived in luxurious limousines had to leave their prestige and caste outside and mingle on one level footing with the plebeians. One and all wore the same demeanor of fear and anxiety, because the latest despatches published announced that even though safe from the sea, hundreds of the rescued passengers from the Titanic had died, were ill, while some had gone insane.

Here a prosperous looking man might be seen walking up and down, tears glistening in his eyes.

In a corner, far removed from the other waiters, was a disconsolate woman, wearing the deep mourning that indicates widowhood.

In another group was a maid with two little children. They had lost a father in the wreck, but their mother had been saved.

**SAD NEWS FOR A SISTER**  
A number of men dressed in black stood near the gangway, they were discussing what they would tell the young sister they were waiting for, whom the Titanic had made a widow. "She does not know in all probability that Bradley is gone," said one.

"Then let us tell her that same boats have been oicked up by another vessel, which has not yet reported," said another. This was agreed upon by the whole party.

Another touch of pathos was lent to the scene by the appearance of the ambulance doctors and nurses from the various hospitals, whose stretchers were placed ready for use in a conspicuous and easily accessible part of the shed.

**CANADIANS PRESENT**  
Relatives of Canadian survivors were early on the scene. Dr. Douglas of Montreal, was present to greet his rescued wife and her mother, Mrs. James Baxter, and to help console them for the loss of Quigley Baxter, a son of the latter. Howard C. Kelly, Vice-President of the Grand Trunk Railway; E. H. Fitzhugh, president of the affiliated lines of the Grand Trunk, and Dr. Hutchinson, of Montreal, came to care for Mrs. Chas. M. Hays and her daughter, Mrs. Thornton Davidson, both of whom have lost husbands by the sinking of the Titanic.

G. F. Johnston, Montreal, and the two brothers of J. Hudson Allison, who with his wife and little daughter was reported among the missing came to secure confirmation of their worst fears. The brothers are J. B. Allison, of Montreal, and W. P. Allison of Chesterville, Ont.

Mrs. Arthur Peuchen was an early arrival to meet her husband, Major Peuchen, of Toronto, who was among a few Canadian men reported as saved.

From Winnipeg came John Allen, the fiancé of Miss Fortune, who, with her three sisters and mother escaped, though her father went down with the Titanic.

New York, April 19.—The official Government inquiry into the wreck of the Titanic began this afternoon at the Waldorf Astoria.

The first witness was J. Bruce Ismay, the President of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill, he answered every question succinctly. First of all he told of how he came to be on the boat, he said he always accompanied his Company's liners on their maiden voyage. Mr. Ismay then mentioned that he was in bed when the collision took place and did not see the iceberg.

**NO EXPLOSION ON BOARD**  
A hundred times they had to fall back disappointed, compelled to steel the Titanic, said he only looked at themselves anew against the weariness around once. The boat was afloat at

that time. Continuing he said: "I did not want to see her go down. I was rowing in the life boat all the time until we were picked up."

Mr. Ismay said there was no explosion on board.

In response to a question, the witness estimated the speed of the ship when she struck at 21 knots. He said that if the ship had struck head-on she would have floated.

Capt. Rostron 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 20 were 150 to 200 feet high and 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 whose the boats were. Capt. Rostron said they were towed away last night, where he did not know.

**THE LAST MESSAGE.**

The lifeboats on the Titanic, Captain Rostron said, were all row and in accordance with the British regulations.

"What was the last message you got from the Titanic?" asked the Senator, "the last message was 'engine room nearly full of water.' I answered that I was rushing to her aid. Expect to reach your position about 4.30 o'clock I flashed back," the captain replied.

Rostron said he took the Carpathia to New York instead of Halifax because the survivors could more easily be taken care of at the former city.

Representative Hugh handed Senator Smith a note and then the Chairman told Mr. Ismay, who was still present that it was reported that the second life boat left without its full complement of oarsmen and from 11.30 until 17.30 women were forced to row the boat.

"I know nothing about it," was Mr. Ismay's reply.

Representative Hugh's daughter was in this boat and was assigned to watch the cork in the boat, and if it came out to use her finger as a stopper.

Mr. Ismay was asked how long he remained on the injured ship.

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

Then Senator Smith asked the circumstances under which he left the boat.

"The boat was being filled," began Mr. Ismay, "the officers called out to know if there was any more women to go. There were none. No passengers were on the deck, so as the boat was being lowered I got into it."

"The ship was sinking?" asked Senator Smith.

"The boat was sinking," almost whispered Mr. Ismay.

In discussing the strength of the Carpathia's wireless Captain Rostron said the Carpathia was only 58 miles from the Titanic when the call for help came.

"Our wireless operator was not on duty, but as he was undressing he had his apparatus to his ear. Ten minutes later, 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 life boats could see accommodate without inconvenience?"

"I don't know the ship," said Captain Rostron, "But if she couldn't carry more than 20, she could be made to."

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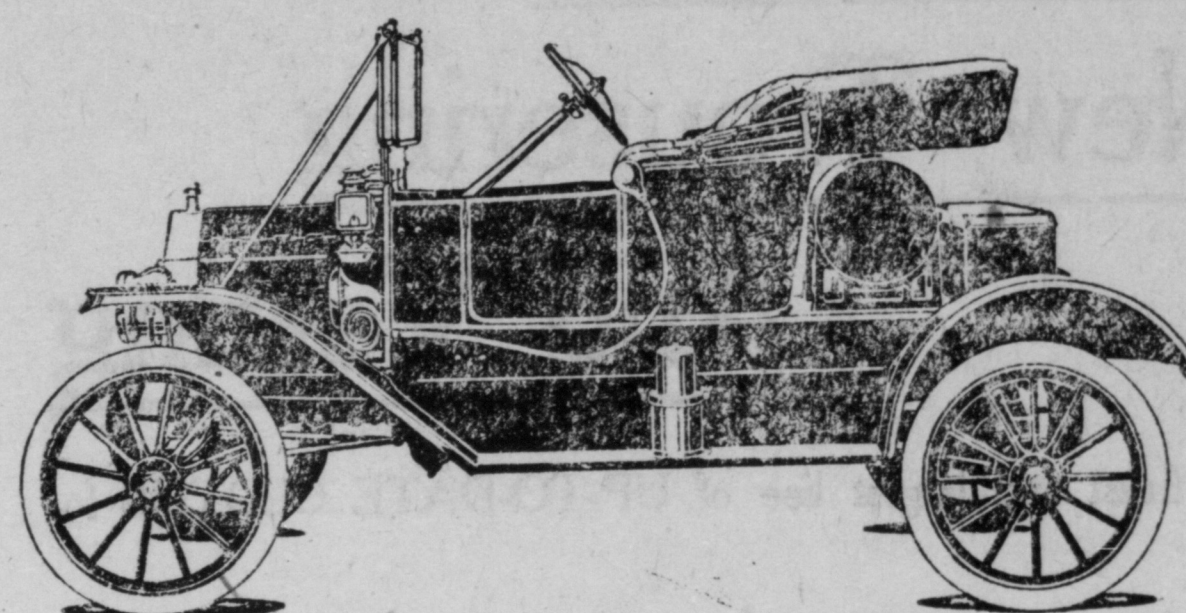
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