

## MR. TAFT EAGER TO RELIEVE ALL ANXIETY

Orders Fast Sco. Cruisers to  
Obtain by Wireless Names  
of Survivors.

### STEPS TO PROTECT LIVES

Congress Will Be Urged to Pass  
Laws Requiring Adequate  
Equipment on  
All Ships.

(From The Tribune Bureau.)

Washington, April 16.—President Taft is deeply grieved by the terrible loss of life resulting from the Titanic disaster and has spent the greater part of his day discussing the accident and seeking to devise some means by which the anxiety of the survivors may be relieved.

By direction of the President, the Secretary of the Navy has ordered the fast scout cruisers Salem and Chester to proceed at once to within wireless radius of the Carpathia to obtain a list of the survivors and to communicate it to the nearest wireless station on land. The wireless plant of the Carpathia is of low power, while the plants of the cruisers are of high power. The Salem sailed from Hampton Roads at 4 p. m., and the Chester, which was en route from Boston to Hampton Roads, was intercepted by wireless and promptly changed her course.

The desire of Secretary MacVeagh to send to the Carpathia a revenue cutter bearing representatives of the press and others was thwarted by the Cunard line, which advised the Treasury Department by telephone that no one would be permitted to board the vessel bringing the

Titanic's survivors. Secretary MacVeagh will take this matter up with the President to-morrow morning, and it is possible further representations will be made to the Cunard company by order of the President. As the Carpathia is steaming steadily toward New York and as the revenue cutters are not the fastest ships, it is possible that no great time in obtaining news will be lost as a result of the refusal of the Cunard company, if it is persisted in.

President Taft has instructed General Uhler, chief of the Steamboat Inspection Service, to take every precaution against a repetition of such a disaster, and an investigation will probably be conducted to determine whether the existing law regarding the provision of lifeboats and lifesaving devices is adequate. It is probable the President will urge Congress to revise this law, as well as to pass the wireless telegraph bill which has long been urged by this administration.

#### Better Equipment Needed.

The President is disposed to believe that far too much has been claimed for "non-sinkable" ships, and that, like "fireproof" buildings, they are efficient only when supplemented with every other available device for saving life.

General Uhler said to-day that none of the big liners carried boats sufficient to debark their passengers and that the law was not adequate to compel them to do so.

Mr. Taft first discussed the Titanic disaster with his Cabinet this morning and afterward with the Secretary of War, the Attorney General and the Secretary of Commerce and Labor, and later with ex-Attorney General Griggs and James W. Sheffield, of New York, attorneys representing the wireless telegraph companies. This later conference had been arranged for some time, but the disaster to the Titanic added to its importance. The President is determined to do everything in his power to secure adequate federal control over wireless telegraphy, both to the end that there shall not be interference by amateurs and others and that there shall be, if possible, some means of punishing those who send false messages by wireless.

This administration has been pressing for legislation for the control of wireless telegraphy within the jurisdiction of this country, but the opposition of the competing wireless companies, who are each charged with seeking provisions which would, in effect, constitute a monopoly, has thus far been sufficient to prevent action by Congress. After urging for considerably more than a year the ratification of the international wireless telegraph convention, the administration obtained favorable action only this month. This ratification will enable the United States to be represented at the wireless conference to be held in London in June. It is appreciated that control of wireless telegraphy on the high seas can be effected only by international agreement, and it is regarded as important that the United States should have a hand in framing such regulations as may be adopted.

#### Opposed by Companies.

Action to prevent the breaking in on wireless messages by amateur telegraphers is regarded as imperative. The wireless convention recently ratified by the Senate was also discussed. Ex-Attorney General Griggs and Mr. Sheffield presented the views of the wireless companies on the plan for government regulation of wireless. It is said the Marconi officials are opposed to such regulation and will make a strong fight to prevent such action being taken by Congress.

Secretary Nagle told the President that the requirements of this government with regard to lifeboats and other life saving devices are now much stricter than those of many foreign countries. He could say nothing as to the adequacy of the provisions on the Titanic, however, as that vessel never made port in this country.

General Uhler, of the Steamboat Inspection Service, says that, in the main, life-saving devices in approximately the same proportion as are required of American vessels are required in the case of foreign vessels making American ports, although the requirements of the foreign governments are probably not as strict. In the case of the Titanic, if the boats and lifeboats were as inadequate as would appear on the face of the reports of the disaster, they were, in the estimation of the officials here, below the requirements of the British law. This opinion is based only on the assumption that the passengers reported saved equalled the full capacity of her lifeboats and rafts.

A quick report from the White Star Line on the number of lifeboats and lifeboats carried by the Titanic has been telegraphed for by Supervising Inspector Uhler of the government Steamboat Inspection Service.

The service was awaiting the arrival of the Titanic for examination to see that she complied with the English law with regard to life and other equipment, if the vessel had been of American register it would have been obliged to have lifeboats or lifeboats containing 2347 cubic feet, or accommodations for 2347 persons.

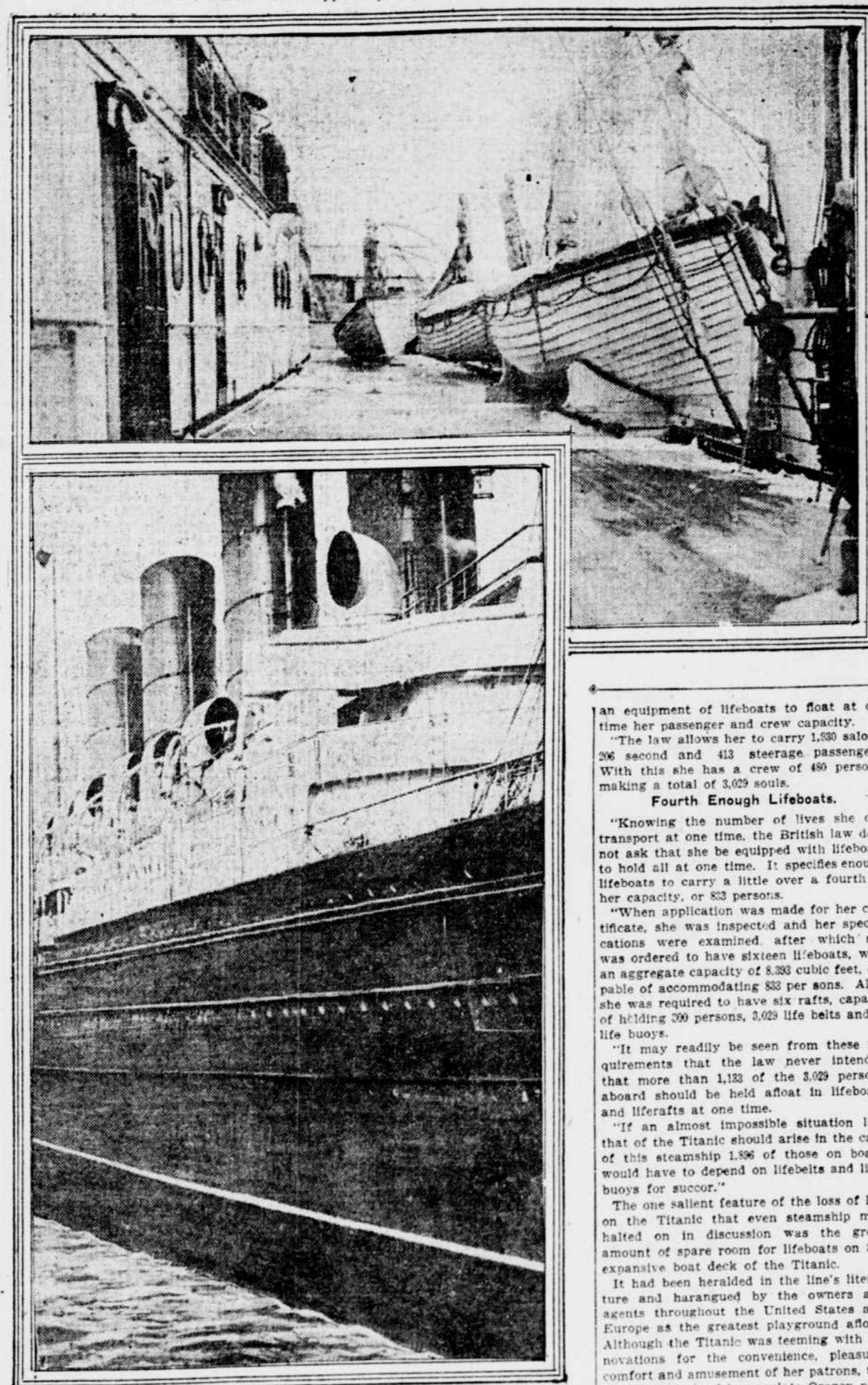
Naval officers have told the President there has been some disposition on the part of all governments to accept the assurances of constructors that certain vessels are "non-sinkable," and that probably the requirements are not as strictly enforced as in the case of small vessels of less modern construction. It is believed the Titanic disaster will prove that the "non-sinkable" vessel, like the "fireproof" building, is only a comparative term, and that it is no safer without adequate provision for the debarkation of its entire human complement than is the "fireproof" building without adequate fire escapes. Water-tight bulkheads, it is explained, may prove adequate to so delay a vessel's sinking as to afford ample time for transferring passengers and crew to the lifeboats, but, precisely as many may be suffocated by the burning of the compartments of a "fireproof" building, so certain accidents are practically certain to sink a vessel that was ever constructed, with the inevitable loss of all who cannot be accommodated in the small boats.

#### Will Demand Adequate Law.

President Taft is determined to have a general investigation of this subject, to the end that a law requiring inspection and adequate provision for the saving of life may be enforced to the extreme limit needed to insure human safety. Secretary Nagle will go thoroughly into the matter with his advisers, while Secretary Meyer will consult the authorities of the Navy Department. Such further legislation as may be needed will be demanded of Congress. Meanwhile renewed efforts will be made to induce Congress to pass the bill for the control of wireless telegraphy, which

## HOW LIFEBOATS ARE STOWED ON BIG LINERS.

A view of the boat deck, the highest above the water. It was from such a deck that the Titanic's passengers were lowered to the water. There appears plenty of room for extra boats stowed inside those shown.



Side of a great liner, showing distance lifeboats must be lowered to water.

has been steadily urged by the administration.

It is also probable that after conferring with the authorities on navigation some recommendations will be made for imposing further restrictions on the use of the northern passage by vessels carrying passengers to and from ports of this country, but on this phase of the subject the administration is not yet prepared to speak.

Captain Charles McAllister, chief engineer of the Revenue Cutter Service, who has had much experience as a navigator, said to-day:

"The Titanic was believed to be the acme of marine safety. She was of extraordinary heavy and strong construction. I believe that she struck the ice with sufficient impact to crush in her bow and forward bulkhead, and, perhaps, one other."

#### What May Have Happened.

"In that case many things could happen. It is possible that the water tight bulkhead gear refused to work, having been thrown out of running order by the force of the collision. Even in that event the Titanic would have been some time sinking, because she was credited with being almost unsinkable. Then, too, it is possible that her bulkheads could not withstand the pressure. On our battleships there is a control lever for all bulkheads, which the captain can work from the bridge in anticipation of a collision."

"I am confident that the berg rammed by the Titanic was not glacier ice, but was one of the shore bergs formed by the extremely cold winter. It is too early for berg ice. According to Patterson's 'Nautical Encyclopedia,' if it were shore ice of salt water nine-tenths of its bulk was below water. This would mean that if there were only twenty feet showing above the surface, a small speck compared to the Titanic, the berg would have had a total depth of 200 feet, with 180 feet below the surface. Ice conditions are worse this year than they have been for a decade."

## Say Big Liners Only Carry One-fourth Enough Lifeboats

Yet Titanic's Deck, Shipping Men  
Explain, Had Room for Spacious Playground.

When the White Star liner Titanic was sent out from Southampton on her maiden voyage to this port, neither her owners nor her builders contemplated such a disaster as befell her on Sunday night. If they had, they would most likely have covered her boat deck with lifeboats. This, in substance, was the opinion of shipping men in this city yesterday on learning of the loss of the Titanic.

It was a combination of circumstances

The hydrographic office has issued repeated warnings of the presence of the icebergs in the northern passage.

Sorrow and resentment over the Titanic disaster were reflected in more ways than one in the House to-day. The blind chaplain, the Rev. Henry N. Couden, prayed for more stringent laws to protect those who travel by land and sea "against the selfishness and grasping of men."

#### Action in the House.

On motion of Mr. Austin, a Tennessee Republican, a resolution was unanimously adopted extending the deep sympathy of the House to the relatives of those who went down with the giant steamer.

Mr. Mott, a New York Republican, introduced a resolution demanding a sweeping inquiry into the cause of the catastrophe. It directs that the House Committee on Merchant Marine and Fisheries proceed with an immediate inquiry. It gives the committee plenary powers to summon witnesses and authorizes it to recommend remedial legislation to the House.

Mr. Hardwick, a Georgia Democrat, introduced a drastic bill which would prohibit any ship from entering or clearing a port of the United States unless equipped with lifesaving apparatus adequate to safeguard every passenger and member of the crew.

Chairman Alexander of the Committee on Merchant Marine and Fisheries said in an interview that if reports are true that the Titanic had lifeboats sufficient to carry only one-third of the passengers Congress will take speedy cognizance of lax inspection rules and will pass legislation closing American ports to ships not satisfactorily equipped with lifeboats, rafts and other lifesaving devices.

The Titanic disaster was almost the sole topic of conversation in the lobbies and cloak rooms, and dozens of members took the position that the tragedy indicated the need of more drastic laws to provide safety on the high seas, as well as to prevent interference by amateurs with wireless messages of distress.

unheard of, and one that might not happen again in a hundred years. Is the way one man expressed it. There was a feeling generally that no liner could carry enough lifeboats to take off all the passengers and crew who could carry and float them simultaneously.

As an example, the man mentioned above produced a British certificate of inspection of one of the big steamships coming to this port, and showed from it that every one on board, when booked to capacity, had been provided for.

"For example," he said, "this steamship could not possibly carry at any time, much less throughout the year in the dull season,

an equipment of lifeboats to float at one time her passenger and crew capacity."

"The law allows her to carry 1,530 saloons, 200 second and 413 steerage passengers. With this she has a crew of 480 persons, making a total of 3,029 souls."

#### Fourth Enough Lifeboats.

"Knowing the number of lives she can transport at one time, the British law does not ask that she be equipped with lifeboats to hold all at one time. It specifies enough lifeboats to carry a little over a fourth of her capacity, or 833 persons."

"When application was made for her certificate, she was inspected and her specifications were examined, after which she was ordered to have sixteen lifeboats, with an aggregate capacity of 3,330 cubic feet, capable of accommodating 833 persons. Also, she was required to have six rafts, capable of holding 200 persons, 3,029 life belts and 20 life buoys."

"It may readily be seen from these requirements that the law never intended that more than 1,133 of the 3,029 persons aboard should be held afloat in lifeboats and lifeboats at one time."

"If an almost impossible situation like that of the Titanic should arise in the case of this steamship 1,530 of those on board would have to depend on lifeboats and lifeboats for succor."

The one salient feature of the loss of life on the Titanic that even steamship men halted on in discussion was the great amount of spare room for lifeboats on the expansive boat deck of the Titanic.

It had been heralded in the line's literature and harangued by the owners and agents throughout the United States and Europe as the greatest playground afloat. Although the Titanic was teeming with innovations for the convenience, pleasure, comfort and amusement of her patrons, the vast boat deck of immaculate Oregon pine was talked of as a feature unsurpassed on the seas. And it was not a vain contention, for nothing in the fleets of the world could compare with the vast boat decks of the Olympic and the Titanic, the unsurpassed recreation grounds of the Atlantic.

Now that she has gone to the bottom, taking with her 1,532 souls that could easily have been saved had there been more lifeboats on the boat deck, the great boat deck feature heralded by tongue and folder seems like a mockery, according to many who commented on the disaster.

Pleasure and convenience were maintained at the expense of security. It was pointed out.

It was explained by some steamship men yesterday that most likely more lifeboats than twenty would have been installed on the Titanic if it had been practicable to put them there and operate them successfully. Her ability to carry more was doubted by some, but the question, why did not the owners of the Titanic put twin boats at every davit, remains unanswered. One glance over the boat deck of the Olympic, the Titanic's counterpart, would convince a child it was said, that twenty additional lifeboats could be set up alongside those already on the davits, and the space encumbered would hardly be missed.

#### Say Coast Liners Are Deficient.

Provision is made on all steamships in this country and abroad for lifeboat equipment for all the passengers and crew, the vessels carry, but the lifeboat provision is deplorably deficient.

When the question what would happen to the smaller boats in the American coastwise trade if they encountered conditions like that of the Titanic the men of the local steamboat inspection threw up their hands.

It has been practically conceded by all those who have to do with steamships that any vessel confronted with the combination of circumstances such as those that beset the Titanic would have fared as badly if not worse.

Nowhere yesterday would steamship men admit that their vessels had sufficient lifeboats aboard to float at one time their entire crew and their full passenger complement. The Victoria Louise, of the Hamburg-American Line, however, was offered as an exception. She is the old Deutschland, rebuilt and adapted for cruises. Her passenger accommodation, however, is limited to five hundred persons and her lifeboats, it is said, can easily accommodate at one time a thousand persons.

Unfortunately, the law controlling lifesaving equipment in this country and abroad is based upon tonnage with regard to the number of lifeboats a vessel shall carry. Had the law demanded lifeboats sufficient in number and size to float a vessel's maximum number of crew and passengers the Titanic's death toll would have been comparatively small.

#### Foreign Inspection Accepted.

The local steamboat inspectors have practically little or nothing to do with the inspection of foreign steamships coming from countries where there are similar modes of inspection which have had the sanction and approval of this government.

The local inspectors receive the foreign vessel's certificate of inspection and accept it for its face value. Their only concern in accordance with the law is to see that the certificate or its renewal is forthcoming every year. This does not apply to the Italian vessels, however, as there is no agreement between Italy and the United States on this matter. Every Italian liner coming to this port is inspected with the rigidity of one flying the American flag. This rule applies to vessels of other nations plying between this port and ports foreign to their flag. Steamships like the Bernadine, a British vessel running between New York and Bermuda, come under this class. It is so with the Hamburg-American Line's Atlas service steamers, which, while they fly the German flag, are in the New York and West Indian trade.

#### Law of This Country.

The law governing the steamboat inspection service of this country relative to the inspection of foreign vessels says, in part:

All foreign private steam vessels carrying passengers from any port or country shall be liable to visitation and inspection by

the proper officer in any of the ports of the United States, respecting any of the provisions of the sections aforesaid: Provided, however, That when such foreign passenger steamers belong to countries having inspection laws approximating those of the United States, and have unexpired certificates of inspection issued by the proper authorities in the respective countries to which they belong, they shall be subject to no other inspection than necessary to satisfy the local inspectors that the condition of the vessel, her boilers, and lifesaving equipment is as stated in the current certificate of inspection; but no such certificate of inspection shall be accepted as evidence of lawful inspection except when presented by steam vessels of other countries which have by their laws accorded to the steam vessels of the United States visiting such countries the same privilege accorded herein to the steam vessels of such countries visiting the United States: It being further provided that there shall be collected and paid into the Treasury of the United States the same fees for the inspection of foreign passenger steamers carrying passengers from the United States that any foreign nation shall charge the merchant vessels of the United States trading to the ports of such nationality: It being further provided that the Secretary of Commerce and Labor shall have the power to waive at any time the collection of such fees upon due notice of the proper authorities of any country concerned that the collection of fees for the inspection of American steam merchant vessels has been discontinued.

It is further provided that the Secretary of Commerce and Labor may, in his discretion, permit any foreign passenger steamer coming within the provision of this act, whose foreign certificate of inspection shall have expired at sea since leaving the port to which said steamer belongs, or while said vessel shall have been in a port of the United States, to sail upon her regular route without undergoing any further inspection than would have been required had said foreign certificate

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of inspection been in force. Provided, however, that such discretion shall be exercised only with respect to vessels operated upon regularly established lines and in cases where such foreign passenger steamers will be regularly inspected by the authorities of their home governments before their next return to a port of the United States.

The United States law gives similar powers to the Board of Supervising Inspectors and Revised Statute 448 requires that the cubic capacity of the lifeboats on a passenger vessel navigating the ocean shall be 12.50 cubic feet when the steamer exceeds 15,500 gross tons and does not exceed 20,000 tons. For larger steamers an additional 2.50 cubic feet boat capacity is required for each 500 gross tons increase in the size of the steamer. Lifeboats may be substituted for not more than one-third of the lifeboat capacity required on any vessel.

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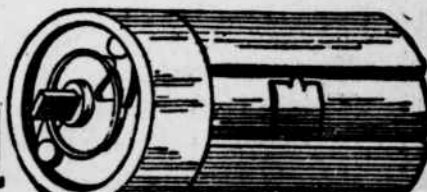
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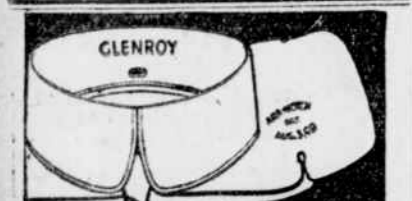
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