

NUMBER OF SALOONS ASSERTS COMMANDER

NEW YORK, April 19.-J. Bruce Ismay, managing director of th Mercantile Marine Company, owners of the ill-fated Titanic, took the stand as the first witness before the Senate investigating committee probing the Titanic disaster today. After Ismay had been sworn by Chairman Smith he was questioned at length.

TO BE GREATLY CUT | WAS AT DINNER PARTY

Bill Proposes To Almost Double Night Clear, And Berg Should the Cost of Liquor Have Been Seen, He Licenses. Thinks.

Strong indications that radical changes in the excise laws of the tain Smith, of the lost Titanic, was District are near at hand, were given at a dinner party last Sunday night today when the Senate District Com- in the big restaurant on the liner, mittee met, and after considering the excise measure recently framed by the excise subcommittee ordered a favorable report upon it.

Fair Tonight, Probably Frost. Saturday Fair.

While changed in some particulars from the bill as prepared by the subcommittee, the essential features of the subcommittee bill are preserved.

The measure, it is asserted, will pass the Senate and the friends of excise legislation declare that it will be impossible to prevent important changes in the excise laws much longer. They say the House will pass a bill if one is passed by the Senate.

Committee Favorable.

The general sentiment in the District Committee this morning was favorable

to the proposed legislation. The effect of the bill as it stands would be to reduce the number of sa-loons from over 500 to 300. The excise loons from over 500 to 300. The excise board is reorganized and is to consist of three members, who may be ap-pointed by the President from any part of the country After November 1, 1914, the wholesale license fee is to be \$800, and for a re-tail license \$1,500. They are now \$400 and \$500, respectively.

and \$500, respectively. The essential features of the new bill were recently set forth in a statement by Senator Jones, chairman of the ex-cise subcommittee.

cise subcommittee. When the main committee took the measure up today it made some modifi-cations, but they were chiefly of a minor character. The committee took the view the bill as drawn does not prohibit the bar at the Union Station. Sections of the Commissioners' bill section \$ of the Commissioners' bill with references to detailed procedure of the excise board was adopted in place of a like section in the subcommittee bill.

bill. Increase of the dry limits about schools and churches, atringent restric-tions against sales to minors, re-sirictions against shum saloons, and pre-vention of liquor selling in small hotels having less than fifty guest rooms are among the features of the bill.

WEATHER REPORT.

FORECAST FOR THE DISTRICT. Fair tonight, probably frost; Saturday fair, with slowly rising temperature.

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NEW YORK, April 19.-That Capdespite the fact that he had received numerous warnings by wireless of ice ahead, was the direct charge made today by Major Arthur Peuchen, of Toronto,

Peuchen is an officer in the Queen's Own Rifles of Canada, and president of a big chemical company. He has directly charged that the loss of the Titanic was due to carelessness in going at full speed through the ice with a new crew, and insisted that if the captain had been on the bridge the Titanic would not have hit the berg.

"Why, even if the lookout had been on the job in the crow's nest he should have seen that berg," said Peuchen. "It was a mouster, and the night was beautifully clear and the stars were shining brightly.

Blames Captain.

"The captain was at dinner with Bruce Ismay and a number of millionaires for more than three hours that night, instead of being on the bridge where he belonged, knowing that we were going into the ice fields. Not a single extra lookout was posted, and the speed was never reduced a particle.

we struck that berg we were running twenty-five miles an hour.

"I know that the wireless warned of danger from the ice. Ismay told Miss Ryerson we would pass bergs. She asked him if he would slow down, and he is reported to have told her that he 'guessed not.'' he Bor Major

he guessed not." Major Peuchen proudly exhibited what he termed his "reason for being alive honorably." It was a small piece of paper, on which was acrawled: "Major Arthur Peuchen was ordered

"Major Arthur Peuchen was ordered into the boat by me owing to the fact that I required a seaman, which he proved to be, as well as a brave man. "D. C. Lyntollis, second officer, late steamship Titanic." Lyntollis drafted the major for serv-ice in his boat because he knew that he was noted as an expert yachtsman and amateur sailor.

mateur sailor

Chesapeake Beach

unday, April 21, round trip, 50c; Satur-ay, April 20, to Monday, round trip, 75c.



J. BRUCE ISMAY.

WILL HELP FUND

DESIGNER OF TITANIC NEW YORK CLUBS FAINTS IN CATHEDRAL

NEW YORK, April 19 .- The barriers LONDON, April 19 .- St. Paul's Cathedrai was filled to the utmost capacity today when the national memorial servagainst Sunday baseball will be let down in New York for the benefit of the today when the national memorial serv-ices were held for the victims of the Titanic disaster. Thousands jammed the streets in the vicinity, unable to get inside of the walls. Most of the people both in church and the President John T. Brush, of the

the streets in the vicinity, unable to get inside of the walks. Most of the people, both in church and the street, were in tears. Many wore heavy mourning. Honam Carlisle, designer of the lost vessel, fainted while the organ was playing the "Dead March from Saul," and had to be carried from the edifice, President John T. Brush, of the Giants, announced today that he had arranged for his club to play the Yan-arranged for his club to play the Yan-tranded passengers. Sunday baseball is not permitted in New York, but the authorities are understood to have given permission for the game.

Important points in his testimony follow:

He saw no passengers in sight when he entered the lifeboat.

He did not see what happened to the lifeboats. He did not look to see after leaving the Titanic whether she broke

LAST EDITION

in two.

He did not look to see if there was a panic.

"After I left the bridge, I did not see the captain."

"I saw nothing of any explosion."

He saw no struggle, no confusion.

He did not recognize any passengers on the Titanic as she sank.

He saw no women waiting when he entered the lifeboat.

TEXT OF TESTIMONY.

asked mith.

Smith

tion with them."

the Titanic. I do not know whether

the serious condition of the ship?"

"I couldn't say. I had no conversa-

specific details. His memory was bad

n spots. He turned to Vice President Frank-

lin, who sat heavies the different times dur-ing his testimony as ifexp ecting sup-port or prompting. Ismay said he had a choice suite of rooms on the third deck from the top,

near the capialn's quarters. "Did you consult with the capian regarding the ship's movement?" asked

Not After Record.

cognizant of the proximity of fceberge on Saturday. I did not know that the

"Did the other officers seem to know

the captain stayed on the bridge."

When he took the stand he said: aged. I went back to the bridge and "My name is Bruce Ismay; am fifty heard the order given to get out the years old; am an officer of the White lifeboats. I assisted in getting them out. I went to the starboard side of Star line in the capacity of managing director. I was not officially designated the ship and I stayed until the fourth by the directors to go with the Titanic boat had been lowered, which, I understand, was the last boat which left on her maiden voyage."

"Tell in your own way what you consider the cause of the accident to the Titanic," said Senator Smith.

"First of all, I want to express my great grief," began Ismay; "secondly, wish to say that we welcomed investigation; we court the fullest inquiry Dapper and neatly dressed in a black frock coat, with white piping in his vest, the managing director twirled the ends of his military mustache nervous-ly as Senator Smith endeavored to get in that we have nothing to conceal or

hide. "The ship was built in Belfast, and was the latest thing in shipbuilding. No money was spared in her construction. She was not built by contracts, but by commission."

Ismay then reviewed the early history of the Titanic. When she was laid down, when she was launched, and the details leading up to the start of her maiden voyage. He said the weather had been fine every day after she left Southampton until the mid-ocean crash. with the exception of about ten minutes.

when a dense fog encompassed the vessel. He said:

when a dense fog encompassed the vessel. He said: "The accident took place the Sunday night following the Wednesday of her departure. I was asleep in my state-room at the time. The ship sank, I am told, at 2:20 o'clock Monday morn-ing. I understand it has been stated the ship was going at full speed when she crashed into the big berg. She never went at full speed. If the weath-er of Monday and Tuesday had been good it was our intention to go at full speed."

In Bed at Time.

BESIEGED IN MEXICO Senator Smith then asked ismay to on Saturday. I do not have been stored wireless reported warnings Saturday, But I knew we would be in ice regions Sunday night some time."

"I lay in my bed a few minutes not "Did you have any conversation with knowing what had happened. I went the captain or other officers regarding

are being besieged by rebels at Los said he did not know. I returned to Wilson, the American ambassador to Smith. I asked him what had hap-

action by Ambassador Wilson.

"No." replied Ismay emphatically. "I want to say this right here. We were not attempting to make anay speed records. We did not plan to arrive in New "Did ou know you were near ice-

"I knew ice had been reported," admitted Ismay. "I had never seen an iceberg in my life before. We were traveling the extrme southern route for westward bound ships. I was not

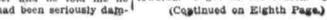
"I lay in my bed a few minutes not

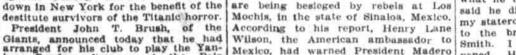
Absolutely none," replied Ismay. Ismay said the wireless operator seni the S. O. S. call for help, but that he sent no message himself.

my stateroom, dressed myself, and went "Were you on deck when the order to lower lifeboats was given?" asked to the bridge, where I met Captain Mexico, had warned President Madero that he must give these Americans pro-tection. The State Department declares it has received no official information of his ection by Ambassador Wilson.

An unofficial report reached the State An unofficial report reached the State Department today that 200 Americans what he thought the trouble was. He

feared the ship had been seriously dam-





AMERICAN COLONY