

## TITANIC'S SPEED 21 TO 23 KNOTS, EVIDENCE SHOWS; STORIES OF HEROISM

### ISMAY QUESTIONED BY SENATE COMMITTEE

Declares He Left Titanic on Last Boat and No Women Were in Sight When He Went Over Side.

### IS A SUPERCILIOUS OBSERVER

Unwarranted Belief That Ship Was Unsinkable, Reckless Navigation and Wonderful Calm After Impact Brought Out at Hearing.

The remarkable and unwarranted faith of Captain E. J. Smith and his junior officers in the unsinkable character of the Titanic, the recklessness of navigating the Titanic at full speed in view of the advices that there were icebergs in the vicinity and the wonderful calm which prevailed among passengers and officers after the collision—these were the salient facts brought out in yesterday's session of the Senatorial investigation of the Titanic disaster.

Captain Smith of the Titanic obviously had far too great faith in the stanchness of his ship, which was shown by his failure to sound an alarm immediately after the impact with the iceberg. And it was brought out in the testimony of the second officer that not only did he return to his cabin after the impact, under the assumption that no serious damage had been done, but that it remained for him to suggest to the captain the advisability of putting the women and children in the boats, which suggestion Captain Smith approved with the words, "Yes, and lower away."

Even then the second officer, Charles W. Lighttoller, failed to appreciate the danger and loaded the first boats with extreme caution, putting, according to his testimony, only twenty-five persons into the first boat, and gradually increasing the number until the last he sent down contained possibly forty-five.

Thus far the investigation has failed utterly to clear up the mysterious absence from the boat deck of the approximately fifteen hundred passengers and others who were lost. According to J. Bruce Ismay, president of the International Mercantile Marine Company, there were no women in sight when the last boat but one went over the side, into which he stepped, and this is partly confirmed by the second officer, who testified that he loaded at least seven boats, and that toward the last he ordered some men into the boats because he saw no women in sight. He was, however, in charge of the boats on the port side, while Mr. Ismay was on the starboard side.

Of the survivors of the Titanic, 495 were passengers and 210 were officers or members of the crew. According to the testimony thus far taken, the members of the crew assigned to the eighteen lifeboats which were launched successfully could not have exceeded two each, a total of thirty-six. There is only one explanation. All passengers and crew wore life belts, but obviously the members of the crew were more capable of battling with the icy waters, and not only succeeded in remaining afloat, but in making their way to the lifeboats and were picked up.

Twenty-eight appear to have scrambled on the one lifeboat which went down with the steamer and reappeared bottom side up. Deducting these and those originally assigned to the boats from the 210, it appears that 146 were picked up by the lifeboats, as were, eventually, those clinging to the bottom of the capsized collapsible.

### ISMAY UNFORTUNATE IN IMPRESSION HE MAKES.

J. Bruce Ismay was the first witness called, and was not fortunate in the impression he made on the committee and others present. That Mr. Ismay had been concerned chiefly with his own safety seemed to be generally suspected, although it is only fair to him to say that nothing of this kind appeared in his testimony or that of other witnesses thus far heard. It is, too, probable that he suffers somewhat from an unfortunate mannerism, a somewhat supercilious expression and rather too much evidence of amusement at the "landlubberly" errors of the committee, considering the gravity of the catastrophe for which his company must be held in some measure responsible.

In striking contrast was the testimony of Arthur Henry Rostron, captain of the Carpathia, who made a most favorable impression on his hearers, receiving the reiterated commendation of the committee. He gave every evidence of being modest, courageous and alert, thoughtful to the last detail of the safety and comfort of both the survivors of the Titanic and his own crew, no detail having escaped him in the preparation he made for the rescue, and his thoughtfulness culminating in the religious service of thanksgiving which he asked an Episcopal clergyman to conduct immediately after the rescue, obviously as much because of a realization of the sedative and comforting effect it would have on the nerves of the sufferers as because of his religious convictions.

The third witness was William O. Marconi, who denied that there had been any effort on the part of his company to suppress the news and repudiated the idea that there had been the slightest purpose of showing disrespect to the President of the United States. Incidentally he testified that the pay of wireless operators on British ships ranged from \$7.50 to \$10 a week, with board and lodging, and he said he believed all ships should carry two operators, this being brought out by the fact that it was through the merest accident that the Carpathia, with only one operator, heard the distress signal of the Titanic.

### SECOND OFFICER TELLS OF LOADING LIFEBOATS.

The fourth witness of the day was Charles W. Lighttoller, second officer of the Titanic, who went down with the ship, but later succeeded in climbing on an overturned lifeboat and was subsequently rescued by another lifeboat. He was on the stand the greater part of the afternoon and made a most favorable impression as a careful, conservative and truthful witness, as well as a brave though possibly overcautious officer.

According to his testimony, it was not safe to load the lifeboats anywhere near their capacity as long as they were suspended from the davits. He did not regard their capacity in that position as greater than twenty-five or twenty-six adults, although he purposed to have them filled up from the lower decks after they were afloat—a plan which does not appear to have been well carried out. He planned to place only two seamen in each boat, but, running short of seamen, he placed some men passengers in some of the boats, among them Major Peuchen, of Toronto.

His testimony also indicated that the collapsible part-canvas life-

### CAPT. SMITH DIED LIKE TRUE SAILOR

Man with Him on Bridge of the Titanic When She Sunk Says He Ordered Work of Rescue to Last.

### TRIED TO SAVE A CHILD

Just as Giant Ship Went Down He Seized Little One and Leaped Into Sea—Water Knee Deep Before He Jumped.

All the survivors of the Titanic's crew assert with emphasis that Captain Smith did not commit suicide, but died a sailor's death.

One of the firemen who was on the bridge with him when the ship went down said that Captain Smith jumped into the water when the bridge was awash, and, so far as is known, no one saw him after that.

"I was on the bridge deck," said the fireman, whose name is James McGann, of Liverpool. "I was helping to get off a collapsible boat. The last one was launched when the water began to break over the bridge on which Captain Smith stood. We were not able to launch it properly, so that it was overturned and was used as a raft, some thirty or so of us, mostly firemen, clinging to it.

"When the water reached Captain Smith's knees and the last boat was at least twenty feet from the ship I was standing beside him.

"He gave one look all around. His face was firm and his lips hard set. He looked as if he might be trying to keep back the tears as he thought of the doomed ship.

"Suddenly he shouted: 'Well, boys, it's every man for himself now.' Then he took one of two little children who were on the bridge beside him. They were both crying. He held the child. I think it was a little girl, under his right arm and he jumped into the sea.

"All of us jumped. I jumped right after the captain, but grabbed the remaining child before I did so. When I struck the water the cold was so great that I had to let go my hold on the kiddie. The next thing I knew I was swept toward the last collapsible boat which had been launched—the overturned one. I clambered aboard.

"It was the intention of Captain Smith to put the two little ones on the boat, but when it overturned it was swept away, and many of those who jumped as the ship went down, as I did, were saved by it. There were about thirty of us clinging to it all night, until the Carpathia picked us up. All our legs were frostbitten and we were all in the hospital for a day at least.

"I looked around for Captain Smith after I got on the overturned boat, but he was nowhere in sight.

"How did he act on the bridge while I was there? Always directing the lowering of the boats himself, and he was always shouting: 'Women and children first.' I think that when he struck the water the cold made him let go his hold on the child, and he must have been swept away from the boats. Anyway, I don't think he wanted to live after seeing how things went. There were dead bodies all around floating in the water when he jumped, and I think it broke his heart."

### WOULD HAVE MEN GO FIRST

Suffragette Says Women on Titanic Should Have Held Back.

[By Telegram to The Tribune.] Philadelphia, April 19.—Miss Lida Stokes Adams, a prominent suffragette, today declared that the women passengers of the Titanic lost one of the greatest chances ever presented in the cause of suffrage, that they did not assert themselves and prove that they are on the same plane with many men from the point of view of personal courage.

"Of course, it is hard to answer whether the women and children should have had preference in such a disaster, but I don't think they should have had. I think the women should have insisted that the boats be filled with an equal number of men and women, or that even the men should have had an equal chance of saving themselves, even though in brute strength they are stronger. It would have been a wonderful thing for the suffrage cause if this had been done.

"Years from now there will be similar accidents, and I venture to say that the men and women will share the disaster alike. The women will not be content to be taken care of. They will endeavor to save the men."

After making this prediction Miss Adams praised the men of the Titanic for their heroic conduct.

### HEARS OF PARENTS' DEATH

Jesse Isidor Straus May Sail on La France To-day.

Cherbourg, April 19.—The steamship Amerika arrived here to-day from New York. Among the passengers were Mr. and Mrs. Jesse Isidor Straus, the son and daughter-in-law of Mr. and Mrs. Isidor Straus, who lost their lives in the sinking of the Titanic.

News of the disaster was received by wireless, but only on landing was it learned by Mr. Straus that his parents were not among the saved. He immediately secured an automobile and left for Havre to secure passage, if possible, on the new steamer La France, which sails to-morrow for New York.

AT HIS PLACE ON THE BRIDGE



While the Head of the Line Leaves.

### MASTERS NOT FORCED TO MAKE SPEED, THEY SAY

Owners Declare They Are Free to Decide for Best Interests of the Safety of All.

### "CAN'T BE LATE ALWAYS"

Ships Are Expected to Make Runs Ordinarily in Allotted Time, One Master Says, Discussing Speed Question.

From discussions yesterday with steamship owners and the masters of vessels relative to the supremacy of command at sea and the so-called unwritten understanding "to make time," it is obvious that the average steamship captain does not suffer because he is careful.

The owners declare that their captains are absolutely free to do what they choose with their ships so long as the management is for the best interests of the passengers on board and for the safety of the ship and her cargo.

No captain will deny this. He will even go so far as to say that the steamship companies are extremely liberal in their dealings with masters so far as independence of command is concerned, but with it all, some of them say, there is a feeling on the part of every master that somehow or other he has got to "make time."

The master of a vessel now lying at a pier in the North River said yesterday he had no doubt whatever but that Captain Smith of the Titanic was making something close to top speed when he hit the iceberg.

### Speed on Approaching Ice.

"Is it reasonable to run at such speed when approaching ice?" he was asked.

"That depends on circumstances," he replied. "If there is no ice in the immediate vicinity I see no reason for slowing down. Wireless warnings are invaluable, but on a clear night one may depend largely on the eyes."

"Does this apply when fog prevails with the ice?"

"Ah, that is entirely different. Stop dead for fog and feel your way under the lowest steeageway. That was done by all the men who came through the same ice zone where the Titanic went down. Often ships cut down to half speed, but that is only relative. Half

### NO PREFERENCE AMONG MEN

Some Millionaires Drowned and Some Steerage Men Saved.

London, April 20.—"The Times" in an editorial pays a warm tribute to the behavior of the millionaires on the Titanic. It says:

"After the women it was clearly a matter of pure chance which men were saved. Most of the millionaires were drowned, while many third class passengers were saved. Indeed, it is established beyond doubt that the millionaires were treated exactly like any one else, and that they gave an exhibition of courage, self-restraint and obedience to orders second to none."

### CROSSED TITANIC'S GRAVE

Bergs Still Near, but Sailors Saw No Wreckage.

Boston, April 19.—Officers of the British freight steamer Kasanka, which arrived at Quarantine from Calcutta today, were surprised to learn of the Titanic disaster, having passed approximately over the scene within twelve hours of the White Star liner's foundering. The Kasanka is not equipped with wireless.

"We passed over that spot at noon-time on Monday," said Captain Skelt. "We struck the ice in north latitude 41 degrees 48 minutes and west longitude 48 degrees 30 minutes. In all there were about twenty-five icebergs, with a surrounding ice field, and they extended as far as 41 degrees 55 minutes north and 50 degrees west. No sign of wreckage was noticed by any of us, but, of course, not knowing of the disaster, we didn't look carefully. The ice fields may have pushed any survivors or wreckage away from the place where the Titanic went down."

"I remember remarking to the man on watch that some one was likely to have trouble with that ice."

### AWAITING NEWS AT HALIFAX

Liners May Bring Tidings of Some of Titanic's Victims.

Halifax, N. S., April 19.—Local interest in the Titanic catastrophe continues keen and the arrival here of the White Star liner Laurentic and the Allan liner Victorian, both from Liverpool, is patiently awaited in the hope that they may bring news of some of the victims of the disaster. Both were in wireless communication with Sable Island to-day and are due here to-morrow. The steamers passed in the vicinity of the disaster.

The steamer Mackay-Bennett, which was dispatched from here in search of bodies from the Titanic, is expected soon to reach the spot where the Titanic rests in the depths and begin her search for the dead.

MAILLARD'S BREAKFAST COCOA is quite unlike any other and this difference emphasizes its superiority.—Adv.

Speed Not Reduced Nor Watch Doubled When Warning Came from Amerika, Second Officer Testifies, Though Captain Smith Commented on Danger from Haze.

### ROSTRON TOOK PRECAUTION IN GOING TO RESCUE OF SURVIVORS

Fire in Coal Bunkers Made Chief Engineer Cry, "My God, We Are Lost!" When Informed of Extent of Damage from Collision, but Belief in Unsinkable Ship Remained General.

W. W. Jeffries, general passenger agent of the White Star Line, gave out the company's official accounting of the number of survivors of the Titanic yesterday as 705, divided as follows:

First class.....	202
Second class.....	115
Third class.....	178
Crew.....	206
Officers.....	4
	705

No official statement was made of the number of those lost, and the estimates are conflicting. The White Star Line has previously estimated the number on board at 2,181, which would make the number lost 1,476. A committee of the survivors placed the number on the Titanic at 2,340. This would make the lost 1,635.

Sydney Buxton, president of the London Board of Trade, said Thursday that the Titanic had 2,208 on board when she cleared, and this would fix the loss at 1,503. The last total, it is thought, will prove correct, as an accurate list of those on board would have been kept at the port of clearance.

The committees formed while the Carpathia was speeding to port having provided for the care of the survivors of the Titanic, all energies were devoted yesterday to fixing the blame for the disaster.

Many contributory causes were discovered.

One of the most remarkable and surprising parts of the evidence came in the testimony of Second Officer Lighttoller, of the Titanic, before the Senate investigating committee at the Waldorf.

Mr. Lighttoller said that a warning of ice ahead had been received at noon Sunday from the Amerika, of the Hamburg-American Line, but that the speed of from twenty-two and one-half to twenty-three knots an hour had not been reduced nor had the lookout on the Titanic been doubled, as was the ordinary precaution when approaching ice.

### "IF IT GETS HAZY, WE'LL SLOW DOWN."

He was on watch, in charge of the ship, at 9 p. m., and Captain Smith at that time spoke to him about the ice, saying that it should come close at 11 o'clock. Captain Smith added: "It is very clear. If it gets hazy, we will have to slow down."

A fireman among the survivors said yesterday that he passed through the engine room a few minutes before the Titanic struck the ice, and the indicators then showed a speed of more than twenty-two knots an hour.

The Senate committee began its investigation at the Waldorf yesterday morning. The witnesses yesterday were J. Bruce Ismay, chairman of the board of directors and managing director of the White Star Line; Captain A. H. Rostron of the Carpathia; William O. Marconi and Second Officer Lighttoller, of the Titanic.

Mr. Ismay testified that he gave no orders to Captain Smith concerning the speed or handling of the Titanic. He said that he had nothing to do with choosing the crew of the lifeboat in which he was saved, and that he had done all he could to help load the boats before he thought of saving himself. He looked about the deck on which he was, and, seeing no more women, got in one of the last boats to leave the ship. He was wearing, he said, pajamas, an outer suit, an overcoat and a pair of slippers.

Captain Rostron was reluctant to criticize Captain Smith or the handling of the Titanic. He said that after receiving the call for help from the Titanic he turned the Carpathia and ran full speed for the disabled ship, but he doubled his lookout and would not have run full speed, knowing that he was going toward ice, except that he was on a mission of rescue.

Besides telling of the warning from the Amerika and the speed of the Titanic, Mr. Lighttoller said that when he went off duty, at 10 p. m., First Officer Murdoch took charge of the ship, and Captain Smith was not on the bridge. Lighttoller was in his cabin when the crash came, and ran to the bridge. He found both Captain Smith and Mr. Murdoch there.

Mr. Lighttoller told of the inadequacy of the lifeboat equipment. He said that of the twenty lifeboats one became entangled with the rigging and could not be launched, and another was so inconveniently placed on the top of the officers' quarters that it could not be launched.

### LIGHTTOLLER SUGGESTED LIFEBOATS.

The suggestion for putting the women and children into the boats came from him, he said, and Captain Smith replied: "Yes, and let them cast off."

The faith of all in the unsinkable qualities of the Titanic was demonstrated by Mr. Lighttoller's testimony in regard to