

SENATORS TRACING FALSE REPORTS TITANIC PASSENGERS WERE SAFE

WEATHER—Rain to-night or Sunday.

**LATEST
EXTRA.**

The



The World.

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ISMAY'S PLAN TO FLEE WITH CREW ON CEDRIC HURRIED SENATE PROBE

Government Wireless Caught His Message to Hold Outgoing Liner, and Investigators Came Here at Once From Washington.

WHITE STAR LINE'S HEAD VIRTUALLY ADMITS ORDER

"We Have Need of Ismay," Says Senator Smith, "And He Will Remain to Answer Questions."

Wireless messages from J. Bruce Ismay to General Manager Franklin of the White Star line asking that the Cedric be stopped to take Ismay and the crew of the Titanic aboard, which were intercepted by a Government boat and sent to Washington, were the direct cause of the prompt arrival in New York of the Senate investigating committee which to-day resumed its inquiry into the disaster.

Senator William Alden Smith of Michigan, Chairman of the committee, said to-day:

"J. Bruce Ismay sent wireless messages to General Manager Franklin in which he urged that the outward-bound Cedric be stopped to take himself and the crew of the Titanic aboard and back to England. These messages were picked up by the wireless on a Government boat and Washington at once communicated with. That is why the Senate committee was so prompt in arriving in New York and why I was down on the pier when the Carpathia put in.

"Not only was Ismay eager to return to England on the Cedric, but he has been eager to get away on the Lapland since his arrival in New York. We have need of Ismay and he will remain here, for I have some more questions to ask him. The crew will also be held for a time, for many of them will be questioned."

ISMAY VIRTUALLY ADMITS IT.

Mr. Ismay virtually admitted sending the messages in question to-day. He was questioned about the matter before the session of the Senatorial Investigating Committee.

"The facts speak for themselves," he said. "The only reason I am anxious to get the survivors of the crew back to England as soon as possible is because England is their home and they are anxious to get home. It would be unwise to have them loafing around New York. It is for their own interest that I am anxious to get them back to their families."

Mr. Ismay was questioned about a report that he told a Mrs. Ryerson, a passenger, on Sunday, when she spoke to him about the proximity of ice, that the Titanic would "go faster" to get past the ice. He made this comment: "Absurd."

NEW FRENCH LINER SAILS ON HER MAIDEN VOYAGE; TAKES SOUTHERN COURSE.

La France With Many Notables Aboard Will Avoid Ice Dangers That Beset Titanic.

HAVRE, April 20.—La France, the new 27,000-ton French liner, sailed from Havre at 1 o'clock this afternoon on her maiden voyage to New York. She carried a throng of notables, among whom Robert Bacon, who recently resigned as American Ambassador to France, and Mrs. Bacon were prominent. The official delegation to the Champlain festivities in the United States, which comprises eminent men of France, also sailed.

J. Dal Plan, the general manager of the French line, who is a passenger on La France, said to-day that orders had been given to the captain to take the southern course and to adopt every measure of prudence.

The disaster to the Titanic, except in very few cases, has not affected the passenger list of La France.

150-FOOT HOLE TORN IN HULL OF TITANIC; DECLARES FIREMAN.

An accurate idea of the damage done to the Titanic by the actual impact with the iceberg was obtained to-day from William Sherry, first class fireman, of No. 2 Brownhouse, Cork, one of the three men who tried to pull Capt. Smith out of a lifeboat.

"The sailors all are agreed," he said, "that the first hole punched into the Titanic's hull, on the starboard side, was at a point about 40 feet from her stern. The big ship tore along over the iceberg, which opened her keel to a point about 60 feet aft the bridge. I should say the hole torn in the Titanic's hull was about 150 or 160 feet in length.

"It didn't matter how many watertight compartments the Titanic had, she was torn open for such a long distance that none of them could have saved her. If the hole had stopped at the bridge, I don't think the vessel would have sunk."

TITANIC'S SEAMEN, CLOSELY GUARDED IN LAPLAND'S HOLD

White Star Officials Place Watch to Keep Interviewers Away From Survivors.

BOATS' CREWS REMAIN.

Many in Tears and Poorly Garbed as They Are Herded Aboard Tug to Depart.

Approximately 150 of the 206 members of the Titanic's crew who survived were sent back to England to-day on the Red Star liner Lapland, which sailed from Pier No. 61 at 10 o'clock. The sailors went as passengers in the steerage. Few of them wore uniforms. The majority having been furnished civilian clothing by the White Star line officials.

Unusual efforts were made by the Red Star line officials to prevent the Titanic's survivors from talking. The moment the men were landed from the Carpathia, they were herded together and carried to a tug, which transferred them to the Lapland, where they were quartered until sailing time to-day.

The Red Star line, owned by the International Mercantile Marine, which also owns the White Star line, was evidently acting under orders to prevent the men from being interviewed. Permission to enter the steerage was refused, the refusal being backed up by stationing a force of men about the gangway to permit only steerage ticket holders to enter.

A large number of the Titanic's sailors, however, refused to submit to the practical imprisonment and insisted on coming ashore this morning. Most of them were found in the waterfront saloons drinking beer. They were willing to talk freely.

At 9:30 A. M. the Titanic's sailors were mustered in the steerage of the Lapland and the roll called. About 120 answered present. As the men answered their names they were told that sixteen lifeboats, had been ordered to remain in America to appear before the Senatorial Investigating Committee.

As they came from the vessel's hold, bringing with them their meagre belongings, several of them were in tears. One, who refused to give his name, broke away from the others and tried to re-enter the Lapland.

"I don't want to stay in America," he wept. "I want to go back to my wife."

He was led away from the ship weeping. His fellow sailors said he was one of the heroes of the wreck.

"TITANIC IN TOW" MESSAGE NEVER SENT FROM THE OLYMPIC.

PLYMOUTH, England, April 20.—Capt. Haddock of the Olympic to-day positively and emphatically denied that the wireless message which the operator at the Cape Race station says was picked up by him, saying that the Virginian was towing the Titanic, was sent from his vessel.

"I never had any information to that effect," said Capt. Haddock, "and the information that it was sent by me to the Cape Race man is absolute injustice. I do not know from whom he could have received that message."

"The story that I sent it," Capt. Haddock added, "is a flagrant invention. So soon as I heard of the disaster from the Carpathia I despatched the news by wireless to New York. That was on Monday afternoon.

FIRE IN TITANIC'S COAL HOLD RAGED UNABATED 5 DAYS

Stokers in Relays Unable to Halt Blaze, Ready to Give Up Sunday.

TOLD TO KEEP SECRET.

Stoker Asserts Plan Was to Call Fireboats Here to Drown Out Flames.

The White Star liner Titanic was on fire from the day she sailed from Southampton. Her officers and crew knew it, for they had fought the fire for days.

This story, told for the first time to-day by the survivors of the crew, who were sent back to England on board the Red Star liner Lapland, was only one of the many thrilling tales of the first and last voyage of the Titanic.

"The Titanic sailed from Southampton on Wednesday, April 10, at noon," said J. Dilley, fireman on the Titanic, who lives at No. 11 Milton road, Newington, London, North, and who sailed with 120 other members of the Titanic's crew to-day on the Lapland.

"I was assigned to the Titanic from the Oceanic, where I had served as a fireman. From the day we sailed, the Titanic was on fire and my sole duty, together with eleven other men, had been to fight that fire. We had made no headway against it.

"Of course, sir," he went on, "the passengers knew nothing of the fire. Do you think, sir, we'd have let them know about it? No, sir.

"The fire started in bunker No. 6. There were hundreds of tons of coal stored there. The coal on top of the bunker was wet, as all the coal should have been, but down at the bottom of the bunker the coal had been permitted to get dry.

SPOKE OF EMPTYING COAL BUNKERS.

"The dry coal at the bottom of the pile took fire, sir, and smoldered for days. The wet coal on top kept the flames from coming through, but down in the bottom of the bunker, sir, the flames were raging.

"Two men from each watch of stokers was told off, sir, to fight that fire. The stokers, you know, sir, work four hours at a time, so twelve of us was fighting flames from the day we put out of Southampton until we hit the damned iceberg.

"No, sir, we didn't get that fire out, and among the stokers there was talk, sir, that we'd have to empty the big coal bunkers after we'd put our passengers off in New York, and then call on the fireboats there to help us put out the fire.

"But we didn't need such help. It was told off under Bunker No. 6 that the iceberg tore the biggest hole in the Titanic, and the flood of water that came through, sir, put out the fire that our men and tons of water hadn't been able to get rid of."

"The stokers were beginning to get alarmed over it, but the officers told us to keep our mouths shut—they didn't want to alarm the passengers."

TITANIC'S SEAMEN GET NOTHING AND PAY STOPPED WITH WRECK.

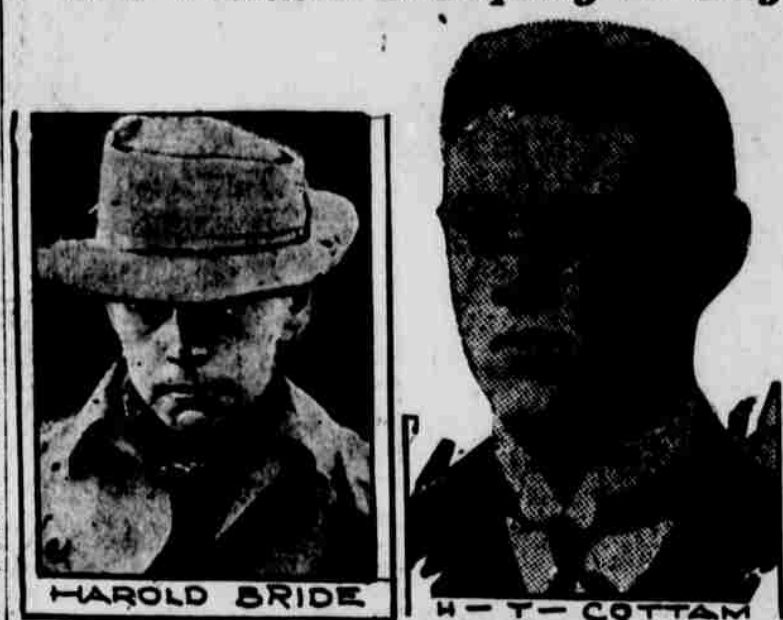
Except for furnishing clothing to those who were asleep at the time of the accident and did not reach land in their uniforms, the White Star line has done nothing for the members of the crew who were picked up from the Titanic. Up to date, there has been no announcement of what provision will be made for the men.

Under the English maritime laws, the wages of the sailors, firemen and stewards stopped when their vessel went down. None of the men landed here with money, and they all declared none had been given to them.

Under the English Workmen's Compensation law, they said, the White Star line will be compelled to take care of the families and dependents of those members of the crew who lost their lives. The line, however, is not compelled to do anything for the men who were saved.

FALSE TITANIC REPORTS NOT FROM THE CARPATHIA

Wireless Heroes of Disaster Who Testified at Inquiry To-Day



LIFEBOATS TO SAVE ALL ORDERED NOW BY ISMAY

Vessels of International Mercantile Marine Are Now Being Equipped So That Every Passenger and Sailor May Have Chance for Life.

J. Bruce Ismay, Chairman of the Directors of the International Mercantile Marine, announced to-day that orders had been issued to equip all vessels of the lines embraced in that corporation with a sufficient number of lifeboats to carry all passengers and every member of the crew. The orders go into effect immediately and Mr. Ismay said the work of completing the equipment was already under way.

The lines affected by the order are the White Star, American, Red Star, Atlantic Transportation, Leyland and Dominion. The order was prompted by the experience of the International Mercantile Marine in the foundering of the Titanic.

"We have learned by bitter experience," said Mr. Ismay, "although our ships have all been equipped with respect to life saving apparatus in full compliance with the Admiralty Laws."

NO WOMAN SHALL DIE HERE BECAUSE I AM A COWARD

—DANIEL GUGGENHEIM

Heroic End of Millionaire Miner Told by Steward Who Carried Message to Wife.

That Benjamin Guggenheim, who went down with the Titanic, died as bravely as the best, was definitely made known to-day through a message the young multi-millionaire sent his wife by his steward aboard the doomed ship. The steward, Johnson by name, was told off to one of the lifeboats. Johnson called at the St. Regis and delivered his message.

"Tell my wife, if I don't get away, that I could not leave the ship until all the women were safe. No woman shall go to the bottom because I was a coward. Tell her my last thoughts will be of her."

There were the words the steward brought ashore as Guggenheim's last message. This information was given out by Daniel Guggenheim, eldest of the seven now alive—brothers, world famous as millionaire mining men.

According to Johnson Guggenheim was in his stateroom just after the crash and Johnson helped him dress. Guggenheim was calm, as was his secretary, Guglio.

"I Sent No Message That She Was in Tow," Wireless Operator Testifies Before the Senatorial Investigating Committee.

"I REMAINED ON DUTY FOR THREE FULL DAYS."

Surviving Operator of the Titanic Says Word of Icebergs Was Received at 4 P. M. Sunday.

The manner in which the news of the sinking of the Titanic was suppressed for twelve hours or more and the source of the false reassuring messages that percolated on Monday to the press through the White Star Line offices were the subjects of the investigation, resumed to-day at the Waldorf-Astoria by the Investigating Committee of the United States Senate, of which Senator Smith of Michigan is chairman. Harold Cottam, the wireless operator on the Carpathia, and Harold S. Bride, second Marconi operator on the Titanic, who went aboard the Carpathia with the survivors, were questioned along those lines.

It was brought out by Cottam's testimony that definite news of the disaster was sent to the Baltic of the White Star Line at 10:30 o'clock on Monday morning. Both Cottam and Bride, the surviving assistant wireless operator of the Titanic, positively denied that they had sent any message that could be construed as meaning that the Titanic was not sunk and was being towed to Halifax.

MESSAGES WENT TO WHITE STAR LINE.

Cottam admitted there had been communication between the Carpathia and the White Star Line offices in New York during the period in which the Carpathia was steaming from the scene of the disaster to this port, but Senator Smith was unable to get from him the exact text of any of these messages. The wireless men denied they played any part whatsoever in keeping the dire news of the foundering of the Titanic secret during the long, anxious hours of Monday.

Cottam declared that his first message from Jack Phillips, the Titanic operator, read:

"Come at once. It is a C. D. Q., old man."

Then Phillips sent the position of the Titanic. His last message, received by Cottam at 11:55, read:

"Come as quickly as possible. She's taking water and it's up to the boilers."

"I never heard from her after that," said Cottam. "Although several times I called the Titanic and sent Capt. Bostrom's reply to Phillips's last message, which read: 'We are making your position speedily as possible. Have double watch in the engine room. We are making 15 to 16 knots an hour. Get your boats ready. We have ours ready.' I never got that message to the Titanic."

The horrors of the disaster grew very real before the committee when Harold S. Bride, the extra wireless operator of the Titanic, took the stand. Bride, a pale-faced, black-haired boy of eighteen, was carried into the room. Both of his feet, frozen in the terrible hours between the time he left the sinking Titanic and the time he reached the Carpathia, were swathed in heavy bandages. His face was drawn with pain and his big black eyes were red and sunken.

While Bride was testifying several newspaper photographers exploded flashlights. The report startled everyone in the room, and Bride's shattered nerves almost gave way.

Yesterday's session lasted from forenoon until almost midnight. Its chief feature was the first official statement of the catastrophe—that of Second Officer Charles Lightoller, the senior officer surviving of the Titanic.

One of the things already brought out at the investigation is that at least 198 persons died needlessly on the Titanic because in six lifeboats that would have easily carried 390 persons only 192 persons were sent away. These boats were all that went on one side of the ship.

COMMITTEE AFTER DETAILS.

The committee began to-day to go into the details of the disaster from various angles. At yesterday's session J. Bruce Ismay told why he was on the Titanic and how he got off. Capt. Rostrom of the Carpathia told how he rescued the Titanic survivors, and Marconi, the wireless man, told of the workings of the wireless system at sea.

Second Officer Lightoller told a long and clear story of the part he played in the wreck at last night's session of the committee. He had a remarkable experience in that he went down with the vessel, was taken sucked under and twice blown to the surface by explosion in the hull of the