

SPEED OF SHIP NOT LESSENERD ON WARNING

**Witnesses Also Show
Lack of Small Boats
Cost Many Lives.**

ISMAY TELLS OF WRECK

**Denies He Fled Before Women
Had Chance to Leave
the Vessel.**

DESCRIBE RESCUE EFFORTS

New York, April 19.—The seriousness of the inquiry by the United States senate investigating committee into the Titanic disaster was disclosed tonight when Senator William Alden Smith of Michigan, the chairman, at first flatly refused to let any of the officers or the 200-odd members of the crew of the sunken steamship get beyond the jurisdiction of the United States government. The men were all to have sailed tomorrow on the steamer Lapland.

Later it was decided that the greater part of the crew would be permitted to sail, but that the twelve men and four officers among the survivors now under subpoena, together with J. Bruce Ismay, would not be allowed to depart.

It was explained that Mr. Ismay was anxious to leave at once for Europe, as he had been worn out by his experiences, and felt the need of returning quickly to his English home for a rest. His pleas, however, were unavailing.

Men Who Testified.

The first day brought out important features in connection with the wreck. These were disclosed in the examination of Mr. Ismay, Arthur Henry Rostron, captain of the rescue ship Carpathia, and Second Officer Lightoller of the Titanic. William Marconi, inventor of the wireless telegraph; Thomas Cottam, the wireless operator of the Carpathia, and others.

Among other things, today's testimony showed:

That the biggest ship ever built sank in midocean because it was being rushed forward almost at top speed and crashed into a field of icebergs after warnings had been given to look out.

That the small number of lives saved was due to the fact there were not enough life boats on board to accommodate the passengers.

Ismay Tells of Wreck.

Because of his position as managing director of the White Star line the testimony of Mr. Ismay was the most important given.

Mr. Ismay, who plainly showed his nervousness while on the stand, told in whispers of his escape from the sinking liner from the time he pushed away in a boat with the women until he found himself, clad in his pajamas, aboard the Carpathia.

He was not sure in just what boat he left the Titanic, nor was he sure how long he remained on the liner after it struck. He added, however, that before he entered a lifeboat he had been told that there were no more women on the deck.

Mr. Ismay denied that there had been any censoring of messages from the Carpathia. Other witnesses, including Capt. Rostron of the Carpathia, bore him out in this, with the explanation that the lone wireless operator on the rescue ship, swamped with personal messages, was unable to send matter for the press.

Text of Ismay Testimony.

Mr. Ismay was called and sworn in by Chairman Smith. His testimony, in full, follows:

"Are you an official of the White Star line?" asked Senator Smith. "I am," said Mr. Ismay.

Q.—In what capacity? A.—Managing director.

Q.—As such an officer, were you officially designated to make a trial trip in the Titanic? A.—No.

Q.—Then it was a voluntary trip on your part? A.—I was a voluntary passenger.

Q.—When and where did you board the steamship? A.—At Southampton at 9:30 in the morning of the 10th of April.

SENATOR SMITH—Will you kindly tell the committee the circumstances surrounding your voyage as succinctly as possible, beginning with your going aboard the vessel at Southampton, your place on the ship, and the voyage with any circumstances you may feel

would be helpful to us in this inquiry?

MR. ISMAY—As near as I remember, it was the 1st of April that the Titanic made its trial trip, which was perfectly satisfactory. On the voyage over, we left Southampton at 12 o'clock and arrived at Cherbourg that evening, having made the run at sixty-eight revolutions. We left Cherbourg and proceeded to Queenstown, arriving there, I think, at midday on Thursday. We ranged, I think, about seventy revolutions. We embarked passengers and proceeded at seventy revolutions. I am not absolutely clear on the run on the first day. I think it was between 464 and 474 miles. The second day we proceeded at seventy-two revolutions, the third day at seventy-five. I think that day we ran either 576 or 579 miles. The weather continued fine, except for about ten minutes of fog one evening. The accident took place on Sunday night. The exact time I don't know. I was in bed asleep when it happened. The ship sank. I am told, at 2:20 in the morning. That is all I think that I can tell you at this moment. The ship had never been at full speed. This would have been seventy-eight revolutions, working up to eighty. It hadn't all its boilers on. I may say that it was intended, if we had fair weather Monday afternoon or Tuesday, to drive the steamship at full speed. Unfortunately the catastrophe prevented this.

Awakened by Collision.

SENATOR SMITH—Can you describe what you did after the impact or collision?

MR. ISMAY—I presume the impact awakened me. I lay for a minute or two and then I got up and went into the passageway, where I met a steward and asked him what was the matter. He replied, "I don't know, sir." Then I went back to my stateroom, put on my overcoat and went up to the bridge, where I saw Capt. Smith. "What has happened?" I asked him. "We have struck ice," he replied. "Is the injury serious?" I asked. He replied, "I think it is." Then I came down and in an entryway saw the chief engineer. I asked him if he thought there was any serious injury. He said he believed there was. Walking along the deck I met an officer on the starboard side and assisted him as best I could in getting out the women and children. I stayed up on deck until the starboard collapsible boat was lowered.

Last Boat on That Side.

SENATOR SMITH—Was it the last boat?

MR. ISMAY—The last, so far as I know; certainly the last on that side.

SENATOR SMITH—Was the captain then on the bridge?

MR. ISMAY—That I can't say.

SENATOR SMITH—Did the captain remain on the bridge?

MR. ISMAY—I don't know.

SENATOR SMITH—Then the statement of the captain was that the ship was seriously in danger and that of the chief engineer was to the same effect with the hope that the pumps could be kept going?

MR. ISMAY—Practically that.

SENATOR SMITH—Did you have any talk with the other officers than the captain, the chief engineer, and the steward you met?

MR. ISMAY—No.

SENATOR SMITH—Did the officers seem to know the serious character of this collision?

MR. ISMAY—That I could not tell. I had no conversation with them.

SENATOR SMITH—Did any officer say it was not serious?

MR. ISMAY—No, sir.

SENATOR SMITH—You went to the bridge

immediately after you left your room?

MR. ISMAY—Yes. After I put on my coat I went straight to the bridge. The captain was there.

SENATOR SMITH—In what part of the ship were your quarters?

MR. ISMAY—On B deck, just aft of the main companionway.

SENATOR SMITH—Describe just what B deck was.

MR. ISMAY—The sun deck is the first deck, then comes A deck and then B deck. [A diagram of the ship was produced showing the location of Mr. Ismay's room. The suite that he occupied was numbered 52, 54, and 56.]

SENATOR SMITH—Do you know how many passengers were on this deck?

MR. ISMAY—I have no idea how many passengers there were.

SENATOR SMITH—You say your trip was voluntary?

MR. ISMAY—Absolutely and for the purpose of seeing the ship in action. I had no business in New York at all. It was simply a case of wishing to see how the vessel behaved and of getting ideas for improvements in a new ship which we are building.

Builders' Representative Aboard.

SENATOR SMITH—Was there any official or representative of the builders on board?

MR. ISMAY—Yes, the representative of the builders was Mr. Thomas Andrews.

SENATOR SMITH—What was the occasion of his voyage?

MR. ISMAY—To see whether everything was satisfactory, also see how he could improve on the Titanic.

SENATOR SMITH—Was he a man of large experience?

MR. ISMAY—Yes, he had part in the construction of the ship itself.

SENATOR SMITH—Was he among the survivors?

MR. ISMAY—Unfortunately, no.

SENATOR SMITH—Then you are the only executive officer outside of the ship's customary officers aboard?

MR. ISMAY—Yes, sir.

SENATOR SMITH—Did you have occasion to consult the captain about the movement of the ship?

MR. ISMAY—Never.

SENATOR SMITH—Did he consult you?

MR. ISMAY—Never. Perhaps I am wrong in that. What we had talked about was not an attempt to arrive at the New York lightship before 5 o'clock Wednesday morning. That was arranged before we left Queens-town.

Slow Increase in Speed.

SENATOR SMITH—Was it supposed that you could reach New York by that time without putting the steamship to its full capacity?

MR. ISMAY—O, yes. Nothing was to be gained by arriving sooner than that.

SENATOR SMITH—You spoke of the revolutions being increased as the voyage proceeded.

MR. ISMAY—They were gradually increased. With a new steamship you always begin with a low speed.

SENATOR SMITH—Did you exceed seventy revolutions?

MR. ISMAY—Yes.

SENATOR SMITH—You were going seventy-five on Saturday, the day before the accident?

MR. ISMAY—Yes, but that, of course, was

nothing to full speed.

SENATOR SMITH—During the voyage did you know at any time that you were in close proximity to icebergs?

MR. ISMAY—I knew that ice had been reported.

SENATOR SMITH—Did you personally see any icebergs or any large bodies of ice?

MR. ISMAY—Not until after the collision. I had never seen an iceberg.

SENATOR SMITH—Had you ever been on the northern route before?

MR. ISMAY—We were on the southern route.

SENATOR SMITH—Were you cognizant of proximity to icebergs on Saturday?

MR. ISMAY—On Saturday, no.

Knew Nothing of Warning.

SENATOR SMITH—Do you know anything about the wireless to the Titanic from the America saying there was ice in that latitude? Were you aware of the proximity of icebergs on that day?

MR. ISMAY—No; I did not know anything except that we would be in the ice region some time Sunday night.

SENATOR SMITH—Did you have any consultation with the captain regarding the matter?

MR. ISMAY—Absolutely none. It was entirely out of my province. I was simply a passenger aboard the ship.

SENATOR SMITH—Do you know anything about the wireless on the Titanic? Were there any unusual precautions taken to have a reserve power for the wireless?

MR. ISMAY—I believe so, but I have no knowledge on the subject.

SENATOR SMITH—Do you know how long the wireless continued to work after the collision?

MR. ISMAY—I do not.

SENATOR SMITH—Did you attempt to send any news yourself?

MR. ISMAY—I did not.

Lifeboats Ordered Away.

SENATOR SMITH—Were you outside and on the deck when the order was given to lower the lifeboats?

MR. ISMAY—I heard the captain give the order when I was on the bridge.

SENATOR SMITH—Will you tell us what he said?

MR. ISMAY—It is difficult to remember exactly. As I recall, he said, "Lower the boats." As soon as I heard him give this order I left the bridge.

SENATOR SMITH—Did you see any of the boats lowered?

MR. ISMAY—Yes.

SENATOR SMITH—How many?

MR. ISMAY—Certainly three.

SENATOR SMITH—Will you tell us how they were lowered?

MR. ISMAY—They were swung out, people were put in from the deck, and then the boats lowered to the water.

SENATOR SMITH—On which decks were the boats?

MR. ISMAY—They were all on one deck—the sun deck.

At this point a plan of the sun deck was shown.

Four Men in His Boat.

SENATOR SMITH—Were there any orders given or supervision exercised by the officers of the ship in lowering the lifeboats?

MR. ISMAY—I can only describe what I

saw myself. The boats were filled, a crew put in, and sent away.

SENATOR SMITH—How many?

MR. ISMAY—That I couldn't tell.

SENATOR SMITH—How many men were in the boat in which you left the steamship?

MR. ISMAY—There were four men aboard.

SENATOR SMITH—Does that mean of the crew?

MR. ISMAY—Four of the crew.

SENATOR SMITH—What positions did they occupy?

MR. ISMAY—I don't know. I believe one was a quartermaster.

SENATOR SMITH—You saw three boats lowered and three loaded?

MR. ISMAY—Yes.

SENATOR SMITH—As they were lowered was any order given?

MR. ISMAY—No.

Women Sent Away First.

SENATOR SMITH—How did it happen that women were first aboard?

MR. ISMAY—The order would naturally have been for women and children first.

SENATOR SMITH—Was this followed?

MR. ISMAY—So far as I observed.

SENATOR SMITH—Were all the women and children put in those lifeboats?

MR. ISMAY—That I couldn't tell.

SENATOR SMITH—How many passengers were in the lifeboat you were in?

MR. ISMAY—I should think forty-five.

SENATOR SMITH—Was that its full capacity?

MR. ISMAY—Practically.

SENATOR SMITH—Were the other three you saw filled?

MR. ISMAY—They were fairly well filled.

SENATOR SMITH—Was there any struggle or jostling or attempting to get into boats by men?

MR. ISMAY—I saw none.

SENATOR SMITH—Were these women passengers designated as to which should go into the boats?

Took First Woman Seen.

MR. ISMAY—They simply picked out the first women they could find and put them into the boats. I myself put a great many women into the boats.

SENATOR SMITH—Did you see any lifeboat without a complement of oarsmen?

MR. ISMAY—I did not.

SENATOR SMITH—Did you see the first lifeboat lowered?

MR. ISMAY—That I cannot answer. I saw the first lowered on the starboard side.

SENATOR SMITH—It has been intimated that lifeboats did not contain men enough and that a number of women were obliged to row from 11:30 at night until 6 and 7 o'clock the next morning.

MR. ISMAY—Of that I know nothing. I couldn't say yes or no. I did not see such a thing.

SENATOR SMITH—Were you when you first went on deck only partly clothed, and that, as I understood you, you went as far as to make inquiries of an officer or steward and then returned?

MR. ISMAY—That is right.

Stayed Until Near End.

SENATOR SMITH—How long were you on the ship after the collision occurred?

MR. ISMAY—That is difficult to answer. Practically until it sank. I should say an hour and a quarter; perhaps longer.

SENATOR SMITH—Did you during this time see any passengers you knew?

MR. ISMAY—I saw a good many passengers, but I do not remember recognizing any of them.

SENATOR SMITH—Did you see Charles M. Hays?

MR. ISMAY—No, sir.

SENATOR SMITH—Nor, I presume, other Americans and Canadians of prominence?

MR. ISMAY—No. I knew Mr. Hays was on board the ship. I had known him some years.

SENATOR SMITH—What were the circumstances of your departure from the ship? In what way did you leave?

MR. ISMAY—I was immediately opposite the lifeboat. A certain number of people were in it. An officer called to know if there were any more women. There were no women in sight on the deck then. There were no passengers about and I got in.

SENATOR SMITH—Where did the Titanic collide? Was there a side blow?

MR. ISMAY—I have no knowledge, myself, but I have been told that it hit the ice somewhere between the breakwater and the bridge on the starboard side.

Saw No Passengers Left.

SENATOR SMITH—Did you see passengers or any men on the boats with life preservers on?

MR. ISMAY—Nearly all the passengers I saw had life preservers on as far as I can remember.

SENATOR SMITH—When you entered the lifeboat yourself you say there were no passengers in that part of the ship?

MR. ISMAY—None.

SENATOR SMITH—Did you at any time see any struggle among the men to get in?

MR. ISMAY—None.

SENATOR SMITH—Any attempt as the boats were lowered between the decks to get on?

MR. ISMAY—None. There were no passengers there to take on.

SENATOR SMITH—Before you boarded the lifeboat did you see any passengers jump into the sea?

MR. ISMAY—I did not.

SENATOR SMITH—After you were taken off did you see any passenger or any of the crew with a life saving apparatus on in the sea?

MR. ISMAY—I did not.

SENATOR SMITH—What course did your boat take?

MR. ISMAY—We saw a light in the distance and attempted to pull our boat toward it.

SENATOR SMITH—How long were you in the open sea in the lifeboat?

MR. ISMAY—I should think about four hours.

SENATOR SMITH—Were any others in the vicinity?

MR. ISMAY—Yes.

SENATOR SMITH—How many?

MR. ISMAY—That I could not answer. There was one that we hailed but got no answer.

SENATOR SMITH—Did you see any rafts in the open sea?

MR. ISMAY—None.

Titanic Had Twenty Boats.

SENATOR SMITH—Were there any rafts that could be utilized?

MR. ISMAY—No. There were four collapsible boats. The ordinary lifeboats were wooden boats.

SENATOR SMITH—How many boats were there?

MR. ISMAY—Twenty altogether, I think; sixteen of them wooden lifeboats, but I am not absolutely certain.

SENATOR SMITH—What was the condition of the sea at that time?

MR. ISMAY—There was a ripple on, nothing more.

SENATOR SMITH—Do you know if all the lifeboats that left the Titanic were accounted for?

MR. ISMAY—I believe so. That I don't know. All the knowledge I have comes from one of the officers. I conversed with only one officer, he was Mr. Lightholder, the second officer.

SENATOR SMITH—How many officers of the ship were saved?

MR. ISMAY—I am told four.

SENATOR SMITH—Who were they?

MR. ISMAY—I can't tell the names of the others. Lightholder is the only one I knew by name.

SENATOR SMITH—What can you say about the sinking—disappearance of the ship?

MR. ISMAY—Nothing; I did not see it go down.

SENATOR SMITH—How was that?

MR. ISMAY—I was sitting with my back to the ship; I did not wish to see it go. I was pushing with an oar. I am glad I did not see it.

Conformed to Board Rules.

SENATOR SMITH—Was any of the crew enlisted men in the English navy?

MR. ISMAY—I don't know. The ship's articles would show that.

SENATOR SMITH—Did the Titanic conform to all the regulations of the British board of trade?

MR. ISMAY—The inspection certificate would show that. It had to be made and issued before the vessel could sail. A steamship has to receive a board of trade certificate; otherwise it is not allowed to sail and to carry passengers.

SENATOR SMITH—Do you know whether the Titanic was equipped with a full complement of lifeboats?

MR. ISMAY—It must have been, else it could not have sailed.

SENATOR SMITH—Do you know whether those lifeboats were planned for the steamship, or whether they were borrowed from any other ship of the White Star line?

MR. ISMAY—They certainly would not be borrowed from any other ship.

SENATOR SMITH—Do you know anything about boiler construction?

MR. ISMAY—If you wish any details about boiler construction I can arrange for a representative of Harland Wolff to come out and give you plans.

Knew Nothing of Explosions.

SENATOR SMITH—Thank you. There has been some suggestion by some of the passengers that an explosion took place after the collision. Have you any knowledge of such?

MR. ISMAY—Absolutely none.

SENATOR SMITH—What speed were you making?

MR. ISMAY—Seventy-five revolutions. I should think that would mean twenty-one knots (twenty-four land miles).

SENATOR SMITH—Did you have anything to do with the selection of the men who accompanied you in the life boat?

MR. ISMAY—No.

SENATOR SMITH—How were they designated? I presume by the officer in charge of the boat?

MR. ISMAY—By Mr. Wilde, the chief officer. I believe men of the crew were allotted to certain boats on the station list.

Safer than Other Ships.

SENATOR SMITH—Do you know what the water capacity was of the ship.

MR. ISMAY—I do not. I think I misunderstand your question.

It was explained that Senator Smith wished to know how much water the ship could hold without sinking.

MR. ISMAY—The ship was especially constructed so as to float with any two compartments—any two of the largest compartments—full of water, and I think I am right in saying there are few ships—perhaps I'd better not say it.

MR. ISMAY—Was urged by Mr. Franklin and Mr. Parvin to "say it."

MR. ISMAY—Well, I believe I'd better continue in order to avoid misapprehension. I was going to say I believe there are few ships today of which the same can be said. We built the ship we had this in mind. If the ship had hit the ice head on, in all human probability that ship would have been afloat today.

SENATOR NEWLANDS—How did the ship strike the iceberg?

Ship Struck Glancing Blow.

MR. ISMAY—The information I received is that it struck a glancing blow between the end of the forecabin and the captain's bridge.

SENATOR NEWLANDS—Was your idea that no watertight compartments were left entire?

MR. ISMAY—That I can't answer.

SENATOR NEWLANDS—The ship had sixteen compartments?

MR. ISMAY—I don't know; approximately that. That information, however, is at your disposal.

SENATOR NEWLANDS—If any two compartments had been filled it would still have floated?

MR. ISMAY—Any two of the largest.

SENATOR SMITH—Do you know if any people were killed by ice coming on deck?

MR. ISMAY—I do not. That would only be a matter of hearsay.

Perished Loss of Women.

SENATOR SMITH—Were all the women and children saved?

MR. ISMAY—I am afraid not.

SENATOR SMITH—Did any of the collapsible boats sink, to your knowledge?

MR. ISMAY—I don't know.

SENATOR NEWLANDS—What was the full equipment of the ship?

MR. ISMAY—I could not answer. The board of trade regulations were complied with, the English board of trade regulations, which, I understand, are accepted by this country.

SENATOR NEWLANDS—Did you attempt to interfere with wireless communication between the Carpathia and other stations?

MR. ISMAY—The captain of the Carpathia could tell you that I had not moved out of the room until last night.

SENATOR SMITH—You indicated your willingness to supply the committee with any data or information that may be necessary regarding the construction and equipment of this vessel?

MR. ISMAY—As I informed you, it is absolutely at your disposal. Anyone of the surviving officers or crew you may wish to see is at your disposal.

Testimony of Capt. Rostron.

Capt. Rostron of the Carpathia followed Mr. Ismay. He told Mr. Smith that he had been captain of the Carpathia since last January, but that he had been a seaman twenty-seven years.

"What day did you last sail from New York with the Carpathia?" asked Senator Smith.

"April 14," said Capt. Rostron, "bound for Gibraltar."

"How many passengers did you have?"

"I think 120 in the first class, 30 second class, and about 60 third class passengers."

"Did the committee all that happened after you left New York?"

"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine, clear weather. At 12:35 Monday morning I was informed of the urgent distress signal from the Titanic."

"By whom?"

"The wireless operator and first officer. The message was that the Titanic was in immediate danger. I gave the order to turn the ship around as soon as the Titanic had given its position. I set a course to pick up the Titanic, which was fifty-eight miles west of my position. I sent for the chief engineer, told him to put on another watch of stokers and make all speed for the Titanic. I told the first officer to stop all deck work, get out the life boats, and be ready for any emergency. The chief steward and doctors of the Carpathia I called to my office and instructed as to their duties. They were instructed to be ready with all supplies necessary for any emergency."

How Survivors Were Found.

Arriving on the scene of the accident, Capt. Rostron testified, he saw an iceberg straight ahead of him, and, stopping at 4 a. m., he picked up the first lifeboat.

"By the time I got the boat aboard day was breaking," said the captain. "In a radius of four miles I saw all the other lifeboats. On all sides of us were icebergs; some twenty were 150 to 200 feet high, and numerous small icebergs or 'growlers.' Wreck-

age was strewn about us. At 8:30 all the Titanic's survivors were aboard."

Then, with tears filling his eyes, Capt. Rostron said he called the purser.

"I told him," said Capt. Rostron, "I wanted to hold a service of prayer—thanksgiving for the living and a funeral service for the dead. I went to Mr. Ismay. He told me to take full charge. An Episcopal clergyman was found among the passengers and he conducted the services."

Three members of the Titanic's crew were taken from the lifeboats, dead from exposure. They were buried at sea.

Asked about the lifeboats, Capt. Rostron said he found one among the wreckage in the sea. The lifeboats on the Titanic, Capt. Rostron said, were all new and in accordance with the British regulations.

"Was the Titanic on the right course when it first spoke to you?" Senator Smith asked.

"Absolutely on its regular course bound for New York," said the captain. "It was in what we call the southerly to avoid icebergs."

Silent as to Warning.

Capt. Rostron declined to say if Capt. Smith had warning enough and might have avoided the ice if he had heeded.

Would you regard the course taken by the Titanic in this trial trip as appropriate, safe and wise at this time of the year?" Senator Smith asked.

"Quite so."

"What would be safe, reasonable speed for a ship of that size and in that course?"

"I didn't know the ship," the captain said, "and therefore cannot tell. I had seen no ice before the Titanic signaled us, but I knew from its message that there was ice to be encountered. But the Carpathia went full speed ahead. I had extra officers on watch and some others volunteered to watch ahead throughout the trip."

"Was there any special suffering of the Titanic's passengers on the Carpathia?"

"I have not heard of any special suffering. One of the doctors told me on Tuesday that the passengers were all in good shape."

Carpathia Had 20 Lifeboats.

Capt. Rostron said the Carpathia had twenty lifeboats of its own, in accordance with the British regulations.

"Wouldn't that indicate that the regulations are out of date, your ship being much smaller than the Titanic, which also carried twenty lifeboats?" Senator Smith asked.

"No. The Titanic was supposed to be a lifeboat itself."

"You say that the captain of a ship has absolute control over the movements of his vessel?"

"Yes, by law that is the rule," Capt. Rostron answered. "But suppose we get away from the owners of our ship to do a certain thing. If we do not execute that order we are liable to dismissal. When I turned back for New York with the rescued I sent a message to the Cunard line office stating that I was proceeding to New York unless otherwise ordered. I then immediately proceeded. I received no order to change my course."

Capt. Rostron then explained that it was for the good of the shipwrecked people that he brought his ship to New York instead of going to Halifax.

Ismay Smiles at Answer.

Mr. Ismay, smiled as Capt. Rostron said he never knew of a managing director of one line giving directions to the captain of another line when a passenger on the captain's boat.

Representative Hughes' suggestion Capt. Rostron was asked further about the life boat with one officer and one seaman in it. This was the boat from which the representative's daughter was rescued. At least two women were rowing in this boat. In another life boat he saw women at the oars, but how many he could not tell.

Why so few messages came from the Carpathia was gone into. Capt. Rostron said the first messages, all substantially the same, were sent to the White Star line, the Cunard line, and the Associated Press. Then the first and second cabin passenger lists were sent when the wireless failed.

Senator Smith said some complaint had been heard that the Carpathia had not answered President Taft's inquiry for Maj. Butt. Capt. Rostron declared a reply was sent "not on board."

He declared he knew of no attempt of President Taft to communicate directly with the Carpathia.

Caught Appeal by Chance.

Absolutely no censorship was exercised, he said. The wireless continued working all the way in, the Marconi operator being constantly at the key.

In discussing the strength of the Carpathia's wireless, Capt. Rostron said the Carpathia was only fifty-eight miles from the Titanic when the call for help came.

"Our wireless operator was not on duty," said Capt. Rostron, "but as he was undressing he had his apparatus with him. Ten minutes later he would have been in bed and we never would have heard."

After telling the committee that he had no reliable information as to the force of the

impact of the Titanic with the ice, Capt. Rostron was excused.

Marconi on the Stand.

William Marconi, the wireless inventor, took the stand as soon as the hearing was resumed for the afternoon. He said he was the chairman of the British Marconi company. Under instructions of the company, he said, operators must take their orders from the captain of the ship on which they are employed.

"Do the regulations prescribe whether one or two operators should be aboard the ocean vessels?"

"Yes, on ships like the Titanic and Olympic, two are carried," said Mr. Marconi. "The Carpathia, a smaller boat, carries one. The Carpathia wireless apparatus is a short distance equipment. The maximum efficiency of the Carpathia wireless, I should say, was 200 miles. The wireless equipment on the Titanic was available 500 miles during the day-time and 1,500 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireless apparatus?"

"Yes; I should say that it had the best."

Senator Smith asked if amateur or rival concerns interfered with the wireless communication of the Carpathia.

Interference by Outsiders.

"I am unable to say. Near New York I have an impression there was some slight interference, but when the Carpathia was farther out in touch with New York and Nova Scotia there was practically no interference."

"Did you hear the captain of the Carpathia say in his testimony that they caught this distress message from the Titanic almost providentially?" asked Senator Smith.

"Yes, I did. It was absolutely providential."

"Ought it not to be incumbent upon ships to have an operator always at the key?"

"Yes, but the ship owners do not like to carry two operators when they can get along with one. The smaller boat owners do not like the expense of two operators."

Only through the newspapers, he said, had he information about the Carpathia refusing to reply to a request of President Taft for news.

"I asked the operator last night and he told me he never dreamed of such a thing."

Testimony of Second Officer.

That finished Mr. Marconi's testimony. Charles Herbert Lightholder, second officer of the Titanic, followed Mr. Marconi on the stand. Mr. Lightholder said he understood the maximum speed of Titanic, as shown by its trial tests, to have been 22½ to 23 knots.

Senator Smith asked if the rule requiring life saving apparatus to be in each room for each passenger was complied with.

"Everything was complete," said Lightholder. "Sixteen lifeboats, of which four were collapsible, were on the Titanic, he added. During the tests, he said, Capt. Clark of the British board of trade was aboard the Titanic to inspect its life saving equipment."

"How thorough are these captains of the board of trade in inspecting ships?" asked Senator Smith.

"Capt. Clark is so thorough that we called him a nuisance."

Remained Until Ship Sank.

Lightholder said he was in the sea with a life belt on one hour and a half after the Titanic sank.

"Where were you when the Titanic sank?"

"In the officers' quarters."

"Were all the lifeboats gone then?"

"All but one. I was about fifteen feet from it. It was hanging in the tackle and they were trying to get it over the bulwarks the last time I saw it. The first officer, Mr. Murdoch, who later lost his life, was managing the tackle."

"When did you see Mr. Ismay?"

"When we started to uncover the boats. He was standing on the boat deck."

"When you saw Mr. Ismay twenty minutes after the collision, were there any other passengers near him?"

"I did not see any one in particular," said Lightholder, "but there might have been some."

Had Warning of Icebergs.

Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead. He did not know the Amerika sent the message, he testified.

The ship was making about 21 to 21½ knots, Lightholder testified.

"What was the weather that night?" queried Senator Smith.

"Clear and fair."

"Were you anxious about ice?"

"No, sir."

"And you put on no additional lookout?"

"No, sir."

"When Capt. Smith came on the bridge at five minutes of 9 what was said?"

"We talked together generally for twenty or twenty-five minutes about when we might expect to get to the ice fields. He left this bridge, I think, about twenty-five minutes after 9 o'clock, and during our talk he told me to keep the ship on its course, but that if I was the slightest degree doubtful as to conditions developed to let him know at once."

"Did you keep the Titanic on its course then?" Senator Smith asked.

"Yes."

"When did you next see Capt. Smith?"

"When I came out of the officers' quarters after the impact," Lightholder replied.

"Then Capt. Smith did not return to the bridge before your watch expired?"

"I did not see him."

"What time did you leave?"

"I turned over the watch to First Officer Murdoch at 10 o'clock."

"Do you recall now just what the Titanic's position was when you turned over the watch to Murdoch?"

"I do not now, sir, but I did know at the time. We talked about the ice that we had heard was afloat, and I remember we agreed we should reach the reported longitude of the ice floes about 11 o'clock, an hour later. At that time the weather was calm and clear. I remember we talked about the distance we could see. We could see stars in the horizon. It was very clear."

Last View of Captain.

"Where did you last see Capt. Smith?" the senator asked.

"I was busy at my own work, about fifty feet away, and have recollection of seeing the captain walking across the bridge. I did not then hear him give any orders. I was too far away."

"When the Titanic sank were its decks intact?"

"Absolutely intact," said Lightholder.

Senator Smith asked what was the last order Mr. Lightholder heard Capt. Smith give.

"When I asked if I should put the women and children in the boats," replied Lightholder, "he responded 'Yes, and lower away.'"

"What did you do?"

"Obeyed orders."

The last boat, a flat collapsible, to put off was the one on top of the officers' quarters. Mr. Lightholder said. Men jumped upon it on deck and waited for the water to float it off. Once at sea it upset. The forward funnel fell into the water, just missing the rart, and overturning it. The funnel probably killed persons in the water.

Thirty Escape from Water.

"This was the boat I eventually got on," declared Lightholder. "No one was on it when I reached it. Later about thirty men clambered out of the water on to it. All had on life preservers."

"Did any passengers get on?" asked Senator Smith.

"J. B. Thayer, the second Marconi operator, and Col. Gracie I recall," said the witness. "All the rest taken out of the water were firemen. Two of these died that night and slipped off into the water. I think the senior Marconi operator did that."

"Died from cold?"

"Yes, sir."

"Was there any effort by others to get on board?" continued Senator Smith.

"We took all we could."

"There must have been others in the water?"

"But not near us."

"How far away?"

"Seemed half a mile."

"Who took command?"

"I did, as far as necessary."

Sent Women Away First.

"When you left did you see any women or children on board?"

"No, sir."

"Any passengers on the so-called boat deck?"

"A number."

An error in his testimony was corrected by the witness saying there were twenty lifeboats aboard, four of which were collapsible. One boat stuck in its tackle and never got off.

"How were the passengers selected to fill the boats?"

"By sex."

"Who determined who should go?"

"I did."

"How?"

"Whenever I saw a woman I put her in except the stewardesses. I turned those back."

"Did you see any attempt to get women to go who would not?"

"Yes."

Twenty-five in First Boat.

In the first boat to be put off Lightholder said he put twenty to twenty-five. Two seamen were placed in it. The officer said he could spare no more, and that the fact that women rowed did not show the boat was not fully equipped.

At that time he did not believe the danger was great. Two seamen placed in the boat, he was selected by him, but he could not recall who they were.

"How did you happen to name them?"

"Because they were standing near."

"How many passengers did the second boat take?"

"About thirty," said Lightholder. "Two men, as far as I remember, sir."

"The third boat?"

"By the time I came to the third boat I began to realize that the situation was serious, and I began to take chances."

"How many passengers did the third boat contain?"

"I filled it up as full as I dared, sir—about thirty-five, I think."

Runs Short of Seamen.

In loading the fourth lifeboat, Lightholder said he was running short of seamen.

"I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing nearby and said he would go if I needed him."

"I said, 'Are you a sailor?' and he replied that he was a yachtsman. Then I told him that if he was a sailor enough to get out over the bulwarks to the lifeboat, to go ahead. He did and proved himself afterward to be a brave man."

"Who was he—did you know him?"

"I didn't know him then, but afterward I looked him up. He was Maj. Peuchen of Toronto," said Lightholder.

"Had you ever seen him before?"

"Never."

Of the fifth boat Lightholder had no particular recollection.

"The last boat I put out, my sixth boat," he said, "we had difficulty finding women. I called for women and none were on deck. The men began to get in—and then women appeared. As rapidly as they did, the men passengers got out of the boats again."

Crew Saved from Sea.

"The boat's deck was only ten feet from the water when I lowered the sixth boat. When we lowered the first the distance to the water was seventy feet."

All told, Lightholder testified, 210 members of the crew were saved.

"If the same course was pursued on the starboard side as you pursued on the port in filling boats, how do you account for so many members of the crew being saved?" asked Chairman Smith.

"I have inquired especially and have found that for every six persons picked up five were either firemen or stewards."

Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the sea.

Lightholder said he stood on top of the officers' quarters and as the ship dived he faced forward and dived also.

"I was sucked against a blower and held there," testified the officer.

"Head above water?"

"No, sir. A terrific gust came up the blower—the boilers must have exploded—and I was blown clear."

"How far were you blown?"

"Barely clear. I was sucked down again this time on the 'Fidley' grating."

"Did any one else have a similar experience?"

"Yes; Col. Gracie."

"How did you get loose?"

"I don't know; maybe another explosion. All I know is we came up by a boat."

"Were there any water tight compartments on that ship?" the senator asked.

"Certainly, forty or fifty."

"Do you know whether any of the crew or passengers took to these watertight compartments as a last resort?"

"It is impossible for me to say, sir."

"Are the watertight compartments intended as a refuge for passengers?"

"O, dear, no, sir—not at any time. They were designed to prevent the ship from sinking."

"What other officers besides yourself survived?"

"The third, fourth, and fifth officers, sir."

At this point the hearing was halted to be resumed at 8:30 tonight.

Testimony by Relief Man.

Thomas Cottam, aged 21, of Liverpool, the Marconi operator on the Carpathia, was the first witness at the evening session.

He said he had no regular hours for labor on the Carpathia. Previous witnesses had testified he was not "on duty" when he received the Titanic's signal for help. He was uncertain whether he was required to work at night.

"What were you doing last Sunday evening about 10 o'clock?" asked Senator Smith.

"Receiving news from Cape Cod," said Cottam. He said he also had been "sending a lot of messages for the Titanic."

"Had you closed your station for the night?"

"No."

"What do you do when you close your station?"

"Switch the storage battery out," said Cottam.

"Does that prevent receiving or sending messages?" the senator continued.

"No."

"How did you happen to catch the Titanic's message of distress?"

"I was looking out for a confirmation by the steamer Parisian of a previous message from the Parisian—a message that came some time in the afternoon."

Caught Message by Chance.

"Did you hear the captain of the Carpathia testify here today?"

"No."

"He said you were about to retire and caught this Titanic distress message rather providentially?"

"Yes, sir."

"Did you have any instruments then?"

"Yes, the telephones were on my head—I was waiting for the Parisian's answer—I had just called it."

"How long would you have waited?"

"Several minutes."

"Well, what did you hear?"

"I didn't hear anything from the Parisian just then, but first picked up Cape Cod, then sending Marconi news," Cottam said. "The Cape Cod relay service kept up for several minutes. There were messages for the Titanic, which I hoped to transfer the next morning."

"How far was the Titanic's position from yours then?"

"I don't know, sir."

Called for the Titanic.

"Well, when you got the distress message from the Titanic Sunday night, how did you get it?"

"I called the Titanic myself, sir."

"Who told you to call the Titanic?"

"No one, sir; I did it of my own free will. I asked the Titanic operator if he was aware that Cape Cod had been sending messages for the Titanic."

"What was the answer?"

"Come at once," was the message, sir," said Cottam.

"What did you do then?"

"I confirmed the distress message by asking the Titanic if I should report the distress message to the captain of the Carpathia."

"What prompted you to confirm the message before delivering it to the captain?"

"Because it is always wise to confirm a message of that description."

"What would you have done if the Titanic had not confirmed its message?"

"I would have reported the message to the commander."

Said Rescuer Would Hasten.

When word of the Titanic's distress was received Cottam said he immediately sent them the position of the Carpathia and added that they would hurry to the rescue.

The witness said the next communication with the Titanic was four minutes later, when he confirmed the positions of both vessels.

Immediately after telling the Titanic of the Olympic's attempt to get in communication with it, the former, the witness said, sought the Olympic's aid, reporting that it was "head down" and giving its position.

"I was in communication with the Titanic at regular intervals until the final message," said Cottam. "This was 'come quick; our engine room is filling up to the boilers.'"

Senator Smith subjected the witness to a close questioning as to how he reported these messages. He asked whether Cottam answered them at his own discretion.

"No, sir," said the witness, "I always reported them personally to the captain."

Cottam said that after the Titanic's survivors were picked up he worked practically continuously until Tuesday, when he fell asleep at his desk post. He could not tell when he dropped from exhaustion nor when he awoke.

Tells Mrs. Straus' Sacrifice.

How Mrs. Isador Straus refused to leave her husband and live was told the committee by Alfred Crawford of Southampton, bedroom steward on the Titanic.

He said Mrs. Straus told her maid to get into a lifeboat, which Crawford was assigned to help man.

"Mrs. Straus put one foot into the boat and then changed her mind. Mr. Straus was standing away back from her. She said to him: 'We have been living together a number of years; we are not going to separate now.'"

Crawford said he saw J. Bruce Ismay on the boat deck with First Officer Murdoch lowering a lifeboat.

"I think it was the third boat on the starboard side," said Crawford. "I saw Mr. Ismay helping ladies into that boat, and then saw him and First Officer Murdoch lowering the boat into the sea."

"Did you see Director Ismay get into any of the lifeboats?" Senator Smith asked.

"I did not, sir," Crawford answered.

The committee adjourned at 10:20 o'clock to meet at 10 o'clock tomorrow morning.