

BAND PLAYS AS SHIP GOES DOWN

(Continued from page 1) save them we might have perished. The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible I ever spent.

CONGRESS TO MAKE PROBE

Sinking Of Ship To Be Given Thorough Investigation WASHINGTON, April 18.—After a conference at the White House today between Secretary Nagel, of the Department of Commerce and Labor; Mr. Hilles, the secretary to President Taft, and Miss Mabel Boardman, active head of the American Red Cross, it was announced that an appeal to the people of the United States probably would be sent broadcast today by the Red Cross for funds to aid the destitute rescued from the Titanic.

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den. Ismay is censoring the Carpathia's wireless for the reason, it is believed that the real story will show that criminal carelessness was responsible for the deaths of the thousand and more who went down when the Titanic struck.

It is evident that the Carpathia's story of the horror will eclipse anything in history. Arrangements were completed today to expedite the landing of the survivors when the Carpathia docks at her pier.

As the day advanced the apprehension here increased because of reports that many of the survivors are in a critical condition. It is known that Colonel John Jacob Astor, who is believed to have perished in the wreck, and his bride, who was Miss Madeline Force of Philadelphia, were returning so that an expected heir could be born in America. The Astor mansion has been put in readiness for their arrival. It is rumored that Astor's widow is among the survivors reported seriously ill.

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the catastrophe prevented it." Although he came on a "voluntary trip," Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon.

"There were no passengers to take on," said Ismay. "There would have been no advantage in arriving earlier," he said. "We saw there was no attempt to lower the boats of the Carpathia to take on passengers after you went aboard her?" asked Senator Smith.

"I do not know of my own knowledge," Ismay said. "I have been suggested," Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?" "I do not. I never heard of it, and I think all the lifeboats were accounted for."

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tastrophe was due to criminal carelessness. The captain had been warned of the ice fields, but still he kept the ship going at twenty-two knots an hour. Immediately after the crash the front end sank and the bow end rose high in the air. Women and children rushed from their berths and were thrown into the life boats by the trained crew. There were not even enough skilled men to man the boats and many of the women were put to work aiding in rowing away from the sinking ship.

Miss Elizabeth Zonnell, another survivor, says the bottom of the ship was ripped off by the impact. The band summoned to the deck played "Nearer My God To Thee" as the boat, its human freight, and the players themselves, went to their doom.

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STEAMER IN SIGHT AS TITANIC SINKS

SHIP FAILS TO ANSWER SIGNALS AND CONTINUES ON ITS COURSE

CALLS PROBABLY NOT OBSERVED

Wireless Message From Managing Director Asking That Vessel Be Held For Him Read At Probe

WASHINGTON, April 22.—With a succor only five miles away the Titanic slid into its watery grave, carrying with it more than 1600 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to answer frantic signals of those on board. This tragic feature of the disaster was brought out today before the Senate investigating committee, when J. Boxhall fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention.

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be the pride of the sea and her hundreds of passengers in their homes instead of sunk in the deep.

"I could easily have spotted the iceberg with marine glasses in plenty of time to have had the vessel steered out of the way," said Fleet, and gave in detail the request he made of the White Star line in Southampton for the marine glasses. Although all other liners are so provided, Fleet avers, his request was flatly refused and he was told there were no glasses for him.

Because of confusion at yesterday's session of the senatorial subcommittee which is investigating the Titanic disaster, the scene of the committee inquiry was shifted today from the commodious caucus room in the senate office building to a smaller room.

Here 500 farrowed, frilled women, many carrying lunches so as not to lose their positions of advantage during the noon recess of the committee, fought for admittance. Less than 100 of their number succeeded in passing the doors. Only diplomats, senators with their wives or other relatives and reporters were admitted.

"Mrs. Lucien Smith, daughter of Congressman Hughes of West Virginia, a bride of a few months who was made a widow by the Titanic wreck, was among the first of the rescued passengers to be examined. Major Peuchen, a Canadian army officer arrived today to testify.

The survivors of the Titanic crew who are awaiting summons to the subcommittee's hearing, are putting in their time in sight seeing expeditions about Washington.

Chairman Smith announced at the opening of the session that the condition of Mrs. John Jacob Astor is such as to necessitate a postponement of her testimony. Physicians sent a note saying that J. Boxhall, fourth officer of the Titanic, was unable to appear today.

Herbert Pittman, third officer of the Titanic, recited the final trials of the great liner at Belfast Loch before the vessel made her first and fatal trip across the Atlantic.

Third officer Pittman admitted that the Titanic had been warned that icebergs were prevalent, but said that he did not see any on the Sunday of the disaster. He declared that in his 14 years of experience as a ship's officer he had only seen one iceberg until the Titanic disaster. Then Pittman went on to describe the difficulty in ascertaining the presence of the icebergs, explained the difference between the northerly and southerly routes.

"I saw no ice until Monday," Pittman said, "when I was in one of the lifeboats, and again when we were taken aboard the Carpathia. There probably were half a dozen icebergs around, most of them being about 150 feet high."

Pittman was certain that at the time of the collision First Officer Murdoch was on the bridge watching for ice. Pittman started his testimony in a laconic and brusque manner. Comments on his stolidness were audible in every part of the chamber. The committee began questioning him on the scenes on the Titanic when it was found that there was no hope of saving the vessel. Pittman's demeanor underwent a complete change, and in a choking voice he begged the committee not to press him regarding the death cries of the trapped victims.

"The prayers and moans of the passengers arose in a mighty chorus of woe when they learned that hope had vanished," Pittman said. "It was a continual moan for an hour, and it died away gradually. I wish you had not referred to this."

Women spectators wept, and the senators composing the committee shaded their eyes as Pittman described the scenes attendant upon the sinking of the "unsinkable" Titanic.

J. Bruce Ismay, Pittman said, was standing near a lifeboat and heard him ask about a boat loaded with women. Captain Smith, Pittman said, followed out Ismay's suggestions in issuing orders.

Pittman declared that his boat saved 40 passengers in addition to six members of the Titanic's crew. He heard four explosions, he said, and then the Titanic pitched perpendicularly into the depths.

Pittman said that when he retired at 10 p. m. the vessel was making about 21 1/2 knots. He said that he reached the deck about 11:30 o'clock. The collision awakened me, it sounded as if the ship was coming to anchor. I was half asleep and wondered where and why we were casting the anchors. I rushed to the deck undressed, saw nothing and returned to my bunk. In the belief that I had suffered a nightmare, I then Fourth Officer Boxhall came to my room and said the Titanic had struck an iceberg.

"When I got to the deck I found that the lifeboats were being lowered I saw the firemen coming up from the engine room.

Women were crawling over the hatch and I rushed out to help load the lifeboats. I helped to lower boat No. 5, which was assigned to my care before we sailed. A man in a dressing gown said: "You had better get those women and children over there and load them in that boat."

"I learned later that this man was Mr. Ismay. I got the boat almost filled and shouted: 'Are there any more women?' There did not seem to be, so I let some men get in. I put 40 on my boat, including six men. There would not have been so many men in the boat but there were no women aboard. First Officer Murdoch told me to take charge of that boat and pull out. He shook hands with me, saying: "Good-bye old man, and good luck!" "I never saw Murdoch after that. I believed only two or three of the compartments had filled and never had the faintest idea that the Titanic was sinking. All the passengers in my boat behaved admirably. None tried to get on after we struck water, and none tried to get out.

"Women in my boat were not permitted to row, although some of them wanted to do so that they could keep warm. It was about 35 degrees above zero and very chilly."

Asked to describe the Titanic's foundering he said: "The Titanic was submerged to the forecastle and afterwards turned over and went down perpendicularly. I heard four reports—like big guns in the distance. This was probably caused by the bulkheads bursting. I do not think the boilers exploded. I saw no people on the afterdeck when the boat sank. Every one whom I saw on the ship wore a lifebelt except a few members of the crew. I did not see Captain Smith when the Titanic sank."

ISMAY'S PLEA TO GO NOT ALLOWED

MANAGING DIRECTOR GIVEN LITTLE CONSIDERATION BY SENATE

WIFE SERIOUSLY ILL, HE ASSERTS

White Star Employee Tells How He Ordered Owner To Get Out Of Lifeboat In Hurry

WASHINGTON, April 24.—Openly charging that an attempt had been made to shape the course of the inquiry of the United States senate subcommittee into the wreck of the liner Titanic and declaring that such "interference" would be no longer tolerated, Chairman Smith issued a caustic statement today, believed to be aimed at J. Bruce Ismay, managing director of the White Star line, when the investigation into the disaster was resumed here today.

Senator Smith expostulated the officers and crew of the Titanic from being implicated in the alleged attempt to block a full expose of the shipwreck and velledly hinted that he had reference to Ismay.

Ismay had appeared early in the committee room. He requested that his testimony be taken immediately, explaining that his wife is ill in London, and he wished to return home immediately. Ismay promised to return to the United States whenever summoned.

After making his statement Smith declined to call Ismay to the stand, calling instead the Fifth Officer Fleet of the Titanic.

Fleet told the committee that Quartermaster Hitchens was in charge of the lifeboats on the Titanic. The women in the boat he said, urged Hitchens to return to the Titanic and rescue some of the shrieking passengers left on the vessel to drown, but that the quartermaster refused. The women, he said, took their turn at the oars.

At this stage in his testimony Fleet was interrupted by Chairman Smith, who, in making his veiled attack at J. Bruce Ismay, manager of the White Star Line said:

"From the very beginning of the investigation there has been a meddlesome attempt by certain persons to influence the course of this committee and to stop its procedure. I also have heard that misrepresentations have been made. I do not wish to subpoena witnesses whose only story is based on bias and prejudice.

"I wish it distinctly understood that this committee will not tolerate the attempts of anyone to shape its course."

Harold Lowe, fifth officer of the Titanic, said he is 29 years and stated that he had followed the sea since he was 14 years old.

Lowe declared that the temperature was 48 degrees when the Titanic sailed. He described the fire and life drills of the crew, asserting that no drills occurred after the Titanic left Southampton. He said that he never crossed the Atlantic before.

"I never took a drink in my life," declared the young officer hotly when asked if he drank.

Lowe continued that he went to bed at 8 o'clock Sunday night before the disaster and was awakened by voices on deck.

"I went out and found the passengers wearing lifeboats and preparing to get into the lifeboats," said Lowe. "The vessel was then tipping at an angle of from 12 to 15 degrees. Officer Boxhall said that we had struck an iceberg."

"I got my revolver—you never know what is needed. I helped load lifeboat No. 5 and lowered it away. First Officer Murdoch was in charge of everything and gave active help.

"I ordered Mr. Ismay away from the boat. I was on the starboard side. When we got on the Carpathia, the steward of the rescue ship asked me if I knew what I had said to Mr. Ismay. I replied that I had used pretty strong language.

"Ismay was over anxious and a trifle excited, saying constantly, 'Lower away; lower away.'"

At this juncture Lowe paused in his narrative and glanced at Ismay, who appeared visibly nervous. "Shall I say what I said?" the witness asked.

Advertisement for 'A New Water System' by Straight & Salisbury. Includes a diagram of the automatic water supply system and testimonials from customers in Oregon City and Molalla. The system is described as providing water for domestic purposes like bathing, washing, and laundry, and is praised for its convenience and safety.

Advertisement for 'COMPANY BLAMED FOR SHIP DISASTER'. A collection of testimonies and news snippets related to the Titanic disaster, including accounts from survivors and officials, and a description of the scenes attending the sinking. The text discusses the role of various parties and the impact of the disaster.