

STARTLING TESTIMONY BEFORE SENATE COMMITTEE PROBING TITANIC DISASTER

Quartermaster Ordered to Take Boat Load of Passengers to "Light On Port Bow" and Return for More.

OFFICER WAITED TILL MANY DIED ERE ROWING BACK

Washington.—Testimony was adduced at the hearing before the Senatorial committee in Washington to show that Herbert G. Lowe, fifth officer of the Titanic, had to use violent language to J. Bruce Ismay when the latter was interfering with the loading of the lifeboats under Lowe's charge.

HAROLD COTTAM



Wireless Operator on the Carpathia.

Lowe declared that he did not row back to do rescue work till the dying had thinned out, fearing the drowning would swamp the boat.

J. Bruce Ismay was very much perturbed when he found himself safe on the Carpathia, and told Second Officer Lightoller that he, Ismay, should have gone down with the ship as long as any woman remained on board the Titanic. Lightoller said Officer Wolfe threw Ismay into a boat.

Officer Lightoller testified that the maritime value of a lookout depends upon his extreme range of vision and that marine glasses are only useful to determine the form and appearance of something already perceived by the naked eye. A lookout with glasses, Mr. Lightoller indicated, would not have that great sweep of vision necessary to make him useful as a lookout.

The sentiment rather grows that dies that the Titanic was started from Southampton with nothing but a scratch crew to manage this, the latest work in transatlantic travel. Some of the crew, it seems, had been on the ship's trial from Belfast to Southampton, but the great majority knew little or nothing of her equipment. There were no fire or collision drills on the Titanic during the three days she was at sea on her maiden voyage, before being sunk.

The average speed of the Titanic, Lightoller testified, was about 21 3/4 knots. She could have made, he thought, between 23 and 24 without difficulty, if pushed to the utmost.

Lightoller assumed full responsibility for the messages sent by Ismay to the International Mercantile Marine Company urging and commanding that the Cedric be held till after the Carpathia had arrived, so the survivors of the Titanic's crew might be put aboard and shipped straight back to England.

The testimony so far adduced by the Senate Committee investigating the sinking of the Titanic has brought out these points:—

That she hit the iceberg on a clear, starry night, although there was no moon.

That several steamships heard her calls for assistance and turned toward her, the Carpathia being the only one to reach her in time. The German steamship Frankfurt was told by the wireless operator on board the Titanic, when it answered the "C Q D" signal, to "shut up."

That the first boats were ordered away somewhat more than an hour after the Titanic struck.

That while the lifeboats were insufficient in number to care for more than a third of the Titanic's passengers, that many of them were sent away with less than half the number of passengers they could carry.

That the Titanic, warned less than an hour before she struck the ice, was

going at a speed of twenty-one and a half knots an hour.

That it was wished that the Titanic make a good speed record on her maiden voyage.

That Captain Arthur Rostron of the Carpathia, put a double watch out on board the Carpathia and rushed his vessel to the aid of the Titanic, disregarding the danger.

That the news that the Titanic had sunk with great loss of life had been sent out from the Carpathia an hour after it occurred. That it was not given out in this city until late in the evening of the day she went down.

That the Baltic received the news by wireless at about half-past nine o'clock the Monday morning the Titanic went down.

That Representative Hughes received a telegram from the White Star Line Monday evening saying that the Titanic was in tow of the Virginian, bound for Halifax.

That the wireless operator of the Carpathia denied ever sending out such a message.

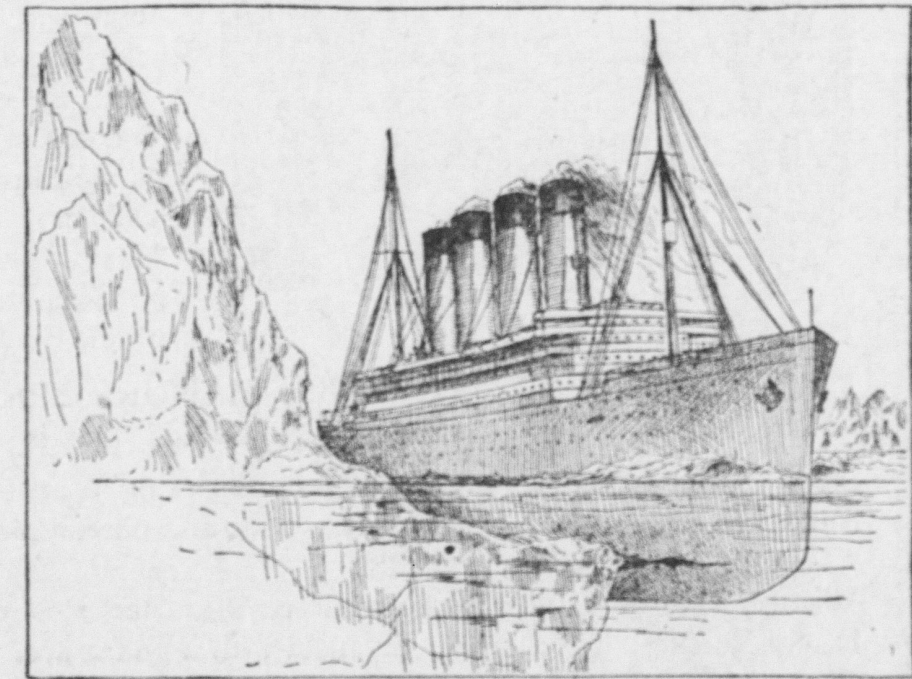
That Joseph G. Boxhall, fourth officer of the Titanic, and others saw the lights of a steamship within five miles, which refused to answer the distress signals of the Titanic.

That J. Bruce Ismay sent several urgent wireless messages to P. A. S. Franklin, vice president of the White Star Line, to hold the Cedric, so that he and the crew of the Titanic could be heard in the boats a great distance away, and that only one boat returned to the scene of the wreck after the Titanic sank.

That the Titanic had a list to starboard of five degrees within five minutes after striking.

That Mr. Lowe fired several shots to keep Italian immigrants from jumping in and swamping his boat.

That many of the men saved were those who went down with the Titanic but managed to reach the surface again.



—From the Scientific American.

In all probability a massive, projecting, underwater shelf of the iceberg with which she collided tore open several compartments of the "Titanic," the rent extending from near the bow to amidships. The energy of the blow, 1,161,000 foot-tons, was equal to that of the combined broadsides of the "Delaware" and "North Dakota."

COLD-BLOODED STORY OF LOWE CHILLS SPECTATORS

Fifth Officer Fired Revolver Shots to Drive Steerage Passengers Away from His Boat—Didn't Return Until "Dying Had Thinned Out."

Washington.—Harold Godfrey Lowe, fifth officer of the Titanic, gave a new and complete version of the disaster. He personally assisted in launching five lifeboats, and was the only officer to return and examine the wreckage after the ship went down. He also fired the revolver shots, of which so much has been said, doing so to terrify steerage men.

His testimony was so cold-blooded that it chilled all those present, but he was given with every indication that he had performed his duty as he saw it.

Lowe had never before sailed the Atlantic, and all on the ship were strangers to him. His recital of the tragedy adds the most interesting and dramatic chapter to its history yet developed.

Lowe said he did not return to the wreckage until the yells and cries had subsided and the dying had "thinned out." He testified there were 600 in the water, and his boat would surely have been swamped and all in it lost had he returned to rescue any.

Lowe Savagely Replies to Ismay. In telling how he had ordered Ismay, the supreme head of his employers, away when he was preparing a lifeboat for lowering, Lowe looked straight at the managing director when he interrupted him, saying savagely that he was being examined by the committee. Like all previous foreign witnesses, Mr. Lowe was on his mettle, and ready for a controversy at the snap of a finger.

The rescue of the collapsed lifeboat, use as a raft, to which 35 people clung, the rescue of 24 from another collapsible boat on the verge of the sinking, and the picking up of four drowning in the sea were the features of his testimony.

Saw Two Women on Bridge as Ship Sank.

Second Officer Lightoller added much to his testimony given in New York. He said searchlights might prove detrimental or beneficial. He did not approve of them. He said only two women remained on the entire boat deck when the ship went down. They stood on the bridge amidships, and made no effort to go aside in either direction.

All responsibility for the attempt by J. Bruce Ismay to hold the Cedric was assumed by Mr. Lightoller. He implored Mr. Ismay to do so, he said, in order that the crew might be protected and held together, explaining that there was no thought of evading the Senate investigation.

Defends Ismay.

A warm defense of Mr. Ismay was volunteered by the second officer. He had on authority that Chief Officer Wilde forcibly placed the managing director in the last boat to leave the sinking ship. This was done against the protest of Mr. Ismay. He told of Mr. Ismay's collapse upon arriving on the Carpathia. He was suffering mental trouble, regretting that he had left the ship, after knowing that women were still on board.

Mr. Lightoller maintained stoutly that the boilers of the Titanic exploded. He declared that the seamen of the Titanic all did their duty and the boats were all launched promptly. No passengers were eager to get in them, as none looked upon the matter as serious.

It was admitted by Mr. Lightoller that he worked up the position of the ship after wireless messages had been received warning that icebergs were approaching. He figured that they should reach the ice by 11 o'clock Sunday night, admonishing the men on the lookout and told all the officers.

avoid the possibility of disturbing and mangling the bodies, which, he had been informed, the Mackay-Bennett was seeking.

Like appropriate, if ghastly and terrible, monuments marking the transient acres of the dead, floated tall and ungainly icebergs to the right and the left.

Soon every passenger and every sailor off watch, summoned by the whispered word of curiosity and morbid interest, passed from mouth to mouth, was on deck.

As far as human eye could carry in either direction, starboard or port, the reminders of the ocean disaster could be seen. Sometimes it was necessary to peep over the rail to discern them. Others were ten, twenty, thirty yards distant, while the plainly visible, but unmistakable shrouds of the corpses, the tattered life-preservers, could be seen in all directions.

A gruesome description was that of Miss Johanne Steinke of No. 238 East Fiftieth street, a passenger.

C. M. HAYS



Mr. Hays, who was president of the Grand Trunk railway, lost his life in the Titanic disaster. His wife and daughter, Margaret, were saved.

"I saw," said Miss Steinke, "a middle-aged woman, well dressed, showing she had been a cabin passenger, clasping in her arms a large St. Bernard dog. I suppose that while the ship was sinking she went to the butcher's shop and fetched her dog. I should have done the same."

"Then there was the body of a woman with her baby clasped to her breast. The mother wore only one garment, while the baby was fully dressed. Both were enclosed within the same lifebelt. To the right was an iceberg about half a mile away. To the left were two icebergs, standing guard over the dead. As we made out the small dots floating around, and realized what they meant, feelings of awe and sadness crept over every one, and we proceeded in absolute silence as if to show reverence for the dead. We passed so near that we could make out whether the victims were men or women and what they were wearing."

Women Screamed and Fainted. "When they caught sight of the mother with her baby in her arms some of the women on the ship screamed and left the rail fainting."

"Nearly floated the bodies of three men, all clinging to a steamer chair. "This berg to starboard, the officers thought, was the very monster that had hit the Titanic. Its side appeared to be split off as if cleaved by some instrument of mighty power and sharpness."

"A number of the passengers demanded that the captain stop and rescue the bodies, but the officers assured us that the Mackay-Bennett was on that mournful mission, only two hours away. The scene moved every one to tears and even the navigators of Bremen could not hide their emotion."

TITANIC BODIES PICKED UP ON THE OCEAN.

New York.—Two hundred and five bodies of the victims of the Titanic disaster were picked up at sea by the cable steamer Mackay-Bennett and brought to Halifax, N. S. Capt. Larder of the Mackay-Bennett confirms the identification of one body as that of George D. Widener, son of P. A. B. Widener of Philadelphia, in a wireless despatch to the White Star Line.

Another despatch from the Mackay-Bennett state: "Bodies are in latitude 41.35 north, longitude 48.37 west, extending many miles east and west. Mail ships should give this a wide berth. Medical opinion is death has been instantaneous in all cases, owing to pressure when bodies were drawn down in vortex."

"The bodies of John Jacob Astor, Isador Straus and resident Hays were recovered."

ASSAILS BOARD OF TRADE.

Lord Muskerry Says Marine Department Opposed Ship Reforms. London.—Lord Muskerry, late of the navy, severely criticized the marine department of the Board of Trade. Measures which had been urged by the guild, he said, had met with bitter opposition from the head of the marine department. He expressed the hope that the commission under Lord Mersey which had been appointed to investigate the wreck of the Titanic would insist upon reform.

OHIO COMPROMISE RECALL.

Legislature Authorized to Provide for Impeachment Commission. Columbus, Ohio.—The Constitutional Convention compromised on the recall when by an almost unanimous vote the members passed a proposal authorizing the Legislature to enact a law providing for an impeachment commission with power to remove any offending public official. The law will not interfere with the present plan of impeachment by legislative procedure.

FEARS FOR SISTER AT SEA, DIES.

Woman Commits Suicide After Worry About Titanic Disaster. Newark, N. J.—Mrs. Beatrice Barwell, 29 years old, was found dead from gas in her home after having bade goodby to her sister, who sailed for Europe in the Celtic. She committed suicide. Her husband and relatives say the woman became despondent at the parting from her sister and the worry that the steamship would meet the same fate as the Titanic.

"HELLO" GIRL GOES BLIND.

Flickering Signal Lights Said to Have Impaired Her Sight. Atlantic City, N. J.—Ethel Hiltner, 17 years old, an operator at the Bell Telephone central here, was stricken blind while at her switchboard. Specialists fear the affliction is permanent. She had been under treatment for impairment of her sight. The flickering lights which signal calls, are said to have blinded her.

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