

## TITANIC SURVIVORS ON DECK OF CARPATHIA



This photograph, taken by one of the Carpathia's passengers, shows a group of the rescued passengers of the Titanic.

## ISMAY GRILLED BY SENATORS

Warned of Ice, White Star Line Head Said: "We Will Go Faster"

### ARROGANTLY DEFIED DANGER

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

New York City.—Without wasting a minute the sub-committee of the U. S. Senate Committee on Commerce got down to business in its investigation into the Titanic disaster. President over by Senator William Alden Smith, a lawyer of note of Michigan, the inquiry began at the Waldorf-Astoria.

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.

J. Bruce Ismay, William Marconi and Second Officer Lightoller of the Titanic were witnesses before the Senate committee investigating the disaster. From Ismay and Lightoller was drawn, reluctantly the admission that the Titanic was going at almost her maximum speed when she hit the iceberg, that Captain Smith had been warned of the presence of bergs, but that the speed was not slackened in the least.

Ismay seemed to feel the antagonistic atmosphere. He sat in the extreme corner surrounded by his business associates. With him were two private detectives, who have been assigned as his bodyguard since the Carpathia got in and who are never away from his side.

### J. BRUCE ISMAY



Lightoller, second officer of Titanic, admitted that he knew of the ship receiving a message on Sunday warning Captain Smith of ice.

Two of the sailors of the Titanic confirmed the report that men who tried to rush the lifeboats were shot. Revised reckoning of the Titanic disaster statistics resulted in the official announcement that only 705 persons were rescued, and that 1,635 met death. The new figures were given out by W. W. Jeffries, passenger traffic manager of the White Star line.

The 705 survivors, as announced by Jeffries, consist of 202 first cabin passengers, 115 second cabin, 178 steerage, 4 officers and 206 of the crew. Of those saved almost a third were members of the ship's company.

## TALES OF SURVIVORS OF TITANIC

### Dr. Frauenthal's Narrative.

Dr. Henry J. Frauenthal, one of the survivors of the Titanic, gave the following account of the catastrophe:

"The boat struck the iceberg at 11.40 p. m. I was in bed and asleep and did not hear the crash. My room was on the other side of the boat from the iceberg side. I did not know anything until my brother, who was reading, came and aroused me.

"We rushed to the deck, I dressed as I was for bed. As I came on deck I saw the Captain and heard him telling Colonel Astor that the boat had been injured by an iceberg. The deck was already well crowded and the passengers were rushing to the deck.

"I saw that the crew was lowering a boat, and understand that it was the second boat that was lowered. The crew rushed in the boat a lot of women who were nearby. My brother got in the boat to protect the women. My wife threatened to jump out of the boat if I did not join her there, so then I got in the boat, too.

"We rowed away in the lifeboat, I should think, for about a mile. It was black night. There was no light on the Titanic, as the light there had gone out, I am told, five minutes before she sank.

"I could not, of course, see the ship go down at the distance we were, but I heard the cries and screams of those who were on the ship, and, perhaps, too, of those who were in the water trying to save themselves by clinging to life-preservers. We heard these cries for fully two hours, while we were riding the waves a mile away. Then the cries died down and finally all was still, except the noise of the oars in our boat and the swish of the waters.

"So far as I know, none of the passengers saved anything."

### Ismay Got Into First Lifeboat, Woman and Stoker Insist.

William Jones, a stoker on the Titanic, who was one of the crew of three that manned lifeboat No. 6, gave a story of the wreck from the moment that the Titanic struck the iceberg. He insisted Ismay went into the first lifeboat.

"I am certain I saw Ismay leave by the first boat that went over the side," Jones said. "We all knew at the time that she was a goner. The first boat off was in charge of the second officer and Ismay went with him. Of the 300 members of the crew that were in the quarters forward but forty-seven that I know of managed to get away. They were crushed when she struck. The same death came to the first cabin passengers that were quartered forward."

Mrs. Julian Smith of West Virginia, who lost her husband, was bitter in her denunciation of Ismay.

"I saw Ismay leave in the first boat," she said, "and I thought then it was done probably because he was ill. But I learned afterward that he was in perfect health and had been banqueting with the captain when the crash came. When we were taken off on the Carpathia he was put in the best stateroom, in infinitely more comfort than the twenty-six widows aboard.

In Bed When the Crash Came. Mrs. Dickinson Bishop of Detroit, Mich., in an interview said:

"There was little or no panic. The behavior of the crew of the Titanic was perfect. My husband was also saved, thank God!"

### FOR CONGRESS INQUIRY.

#### Resolution on Titanic Referred to Committee—Sympathy is Voted.

Washington.—Representative Mott of New York introduced a resolution directing the House Committee on Merchant Marine and Fisheries to inquire into the facts relating to the Titanic disaster. The resolution was referred to the Rules Committee. The House passed unanimously a resolution extending the sympathy to the families of the persons lost on the Titanic.

## SAD PHASES OF TITANIC WRECK

### Pathetic Partings of Wives and Children from Husbands.

### LOSS MAY TOTAL \$35,000,000

### Greatest Marine Loss in the History of Navigation—Many Insurance Companies Hard Hit and Rates Will Be Materially Advanced.

New York.—Of all the sad phases of the loss of the Titanic none was more pathetic than the final parting of the wives and children on board the ill-fated steamship from husbands and fathers as they bade them a last farewell. All realized that the number of lifeboats was inadequate to provide for half of the passengers and before they were launched all hope had been abandoned for the arrival of aid before the Titanic went beneath the waves.

Force had to be used by the officers of the steamship to tear wives from husbands when it came time for the women to take their place in the lifeboats that swung from the davits. The women begged to be allowed to remain and share the fate of the men who were left on board, but no heed was paid to their plea.

The last glimpse the women and children got of their dear ones was as the full complement of passengers were placed in the lifeboats and they swung out and dropped from view to the waves below.

Equally tragic is the separation of families, both in this country and Europe. Wives returning to America after a winter's stay in Europe and men hurrying to their homes after business trips abroad are among those who went down with the steamship.

Marine headquarters say the loss of the Titanic is the greatest of marine disasters. The estimated insurance loss for hull, cargo, baggage and life insurance is placed all the way from \$20,000,000 to \$35,000,000.

British underwriters will have to bear the greatest part of the loss, though much reinsurance was placed in Germany, and American underwriters probably will have to pay most of the loss on cargo. One Wall street authority says the Titanic carried \$3,000,000 in diamonds and \$25,000,000 in rubber, besides securities and specie.

The vessel herself was insured for \$5,000,000, divided among the large marine insurance companies of the world. She was valued at \$10,000,000. William A. Prime, Vice President of Wilcox, Peck & Hughes, said: "This loss, coming so close on the recent loss of \$5,000,000 in bullion which went down on the Ocean means a serious matter for many of the insurance companies and is likely to affect the prosperity of most of them."

A representative of the United States Lloyd's said: "I regard the sinking of the Titanic as the greatest loss in the history of marine insurance. Still, the loss need not cripple anyone. Single members of Lloyd's of London who took risks too large for them to bear may have to suffer, but in the general run the risks have been very widely distributed."

It is generally predicted that the rate of marine insurance risks will be materially advanced on account of the Titanic's experience.

### OHIO REJECTS THE RECALL.

#### Constitutional Convention Decides Against Proposal.

Columbus, Ohio.—By a vote of 50 to 48 the Ohio Constitutional Convention expressed disapproval of the recall proposal, which has been pending before it. The vote is taken to mean the retirement of the proposal in committee. Convention officials say the proposal now rests with the committee and will probably stay there. The proposal provides for the recall of State and local officials and Judges.

## COURT UPHOLDS FULL CREW LAW

Declares Act is Within Exercise of State's Police Power.

### IT IS NOT CONFISCATORY

Measure of 1911 Found Constitutional in Opinion by Dauphin Co. Judges—Objections Urged by Railroads Overruled.

(Special Harrisburg Correspondence.)

Harrisburg.—The full crew act of 1911 is constitutional, according to a decision announced by the Dauphin County Court, being a proper exercise of the police power. The Court follows the decisions given by the Indiana and Arkansas Courts, which were upheld by the Supreme Court. The Court holds that the full crew law is not confiscatory and that the Legislature, in providing for equipment of solid mail or express trains, which it had been contended was not set forth in the title, was clearly within its powers, as it provided for facilities for men to get on and off trains and to handle them.

"The allegation of the bill that the penalties, if enforced, would be oppressive and result in a multiplicity of suits does not conclusively suggest a right to equitable relief," says the Court. "Accumulated penalties could only result from numerous violations, and those to whom the legislative mandate is addressed could be oppressed duly by their own persistent disobedience."

Relative to the police power the decision says:

"The subject is one admittedly proper for legislative consideration and action, and the conclusion of the Legislature thereon must be sustained and enforced. It must be conceded that the number of trainmen necessary to insure safety on any particular train depends upon the character and length of the train, the grades and curves of the road over which it must pass, the tonnage or weight to be moved, the schedule speed, the number of stops and various other matters. To have attempted to specify the number of trainmen required to insure safety under all the locations and varying conditions connected with the movement of trains would have been manifestly impracticable. The Legislature, therefore, seems to have sought for general rules which would tend to promote safety under all ordinary circumstances."

### Interstate Commerce Decision.

The State Railroad Commission has been upheld by the Interstate Commerce Commission in a decision governing the use of mileage, excursion or commutation tickets for through passenger travel in connection with the checking of baggage over connecting lines. In February, 1910, complaint was filed with the State Commission by James Todd, of Pittsburgh, to the effect that the Pennsylvania lines west of Pittsburgh refused to check baggage from Sewickley to Philadelphia on a combination of two tickets. Substantially this position of the railroad company meant that a passenger between these points would be compelled to get off the train at Pittsburgh or get out of the sleeping berth in order to have his baggage rechecked to any point east of Pittsburgh. The railroad company contended that there was precedent for its action in an Interstate Commerce decision. The State Railroad Commission decided that:

"Any tickets which entitle the passenger to first-class passage and the transportation of baggage, when presented in such combination as to form a through route, shall entitle the passenger to have his baggage checked through to destination, if the baggage would be so checked on a joint through ticket."

The railroad company refused to comply and the commission certified the case to the Attorney-General for action.

Information now comes from Washington, D. C., that the Interstate Commerce Commission has practically adopted the Pennsylvania commission's view on this subject.

### The Lumber Trade.

The Susquehanna during the past few days has been filled with large rafts of lumber, quietly and slowly floating to market. The "run" has been very large and unless prevented by high water we may expect its continuance for several days. The city now contains at least a half regiment of raftsmen, who are known at once by their rough and rugged appearance. They have money to spend, and are leaving a considerable portion of it in the clothing stores of that city. No drunkenness or disorder occurred and if they leave without kicking up a fuss, they will exhibit quite an improvement in morals.

### Gets Father's Office.

Lockwood B. Worden, son of the late Prothonotary James F. Worden, was appointed by the Governor to fill the unexpired term of his father, who died a few months ago with almost two years of his term to serve.

The appointment was made from a list of names urged upon the Governor by local politicians, prominent lawyers petitioning for the naming for Worden as a compliment to his father.

Lockwood B. Worden is very popular throughout the State, where he is well known.

## FIRE PANIC IN WATERBURY

Twelve Outbreaks of Mysterious Origin in Connecticut City.

### CITY HALL IS DESTROYED

A Church House in Ruins—Audience in Theatre Driven Out by Smoke—Most of the Fires Insignificant.

Waterbury, Conn.—Thirteen fires of seemingly incendiary origin during one day destroyed the City Hall, swept through St. Patrick's Church parish buildings and badly damaged several other structures. The entire community was aroused, fearing a repetition of the disastrous blaze that in February, 1902, destroyed \$2,000,000 of property in the centre of town.

The excitement was so intense that shortly before 9 p. m. Mayor Reeves ordered out Company A, Connecticut National Guard. The militiamen patrolled the streets and forced the people to return to their homes. A number of false alarms added to the confusion and alarmed the people.

The fire in the City Hall was set in the basement directly beneath the police station. A quantity of paint and varnish, left by workmen recently engaged in repairing the building, quickly caught fire, spreading the flames so rapidly that the firemen were unable to stop the blaze until the structure was in ruins. The building was valued at \$200,000 and was insured for but a small part of that sum.

The most serious loss was the Assessor's records. The police saved the rogues' gallery and records of criminals. The building had sheltered the Mayor, the Town and City Clerk, tax collectors, auditors, the Assessor and the Board of Charity, besides the Police Department.

The old bell in the cupola, that for the last forty years had warned the people of all fires, clanged into the ruins, sounding its own doom.

The several fires started in basements. In some instances oil-soaked rags were found. One man was arrested on suspicion, but was released when he proved an alibi.

A cry of "Fire!" raised by a woman in the Jacques Theatre during a moving picture exhibition caused a small panic. Several hundred persons rushed for the exits. The crush at the doors caused several women to faint, but they were saved from injury by employees of the place.

Two undertaking establishments, conducted by J. S. Mulvihill and Martin Bergen's Sons, were burned down. The blaze spread from Mulvihill's to the St. Patrick's Church parish building.

A fire was discovered in a closet in the Chelsea Hotel. A blaze started in Bausers market, in Meadow street. A pile of papers in the cellar of the building at No 87 Bank street, adjacent to the Warner Building, was set on fire. The firemen prevented the flames spreading to the Warner Building, in which the Knights of Pythias have all their regalia stored. At 10 p. m. all the fires had been extinguished.

### GEORGIA CYCLONE KILLS 25.

#### Storm in South Injures Scores; Kills Young Cotton.

Atlanta, Ga.—Probably 25 persons were killed and more than 100 injured as the result of cyclonic storms which swept portions of west and middle Georgia and east Alabama. The wires are down in the stricken sections, but meager details indicate a long casualty list and great damage to property.

In eastern Alabama the storm struck Adamsville, Pinckney City, Brookside and several other villages. In Brookside it is reported that 30 houses were destroyed. Hail followed the storm and destroyed young cotton and corn.

In western and middle Georgia, Newborn, Hampton, Bowden, Cedar-town and Fayetteville were the chief towns in the path of the storm. At Newborn, six people are reported dead and more than a score injured. Many houses were wrecked and the occupants caught in the ruins. There was heavy damage at Hampton and two women are reported killed.

### ENGINEERS' STRIKE HALTED.

#### Stone Accepts Proposal of Knapp and Neill to Arbitrate.

New York.—Orders which were to call out locomotive engineers of the 50 railroads east of Chicago and north of the Ohio River, were postponed by the prompt action of Martin A. Knapp, presiding judge of the Commerce Court, and Charles P. Neill.

Three hours after Warren S. Stone, chief of the Brotherhood of Locomotive Engineers, had announced that the strike would be on mediation was agreed to.

### LOWELL STRIKERS GO BACK.

#### About 12,000 Textile Mill Workers Resume After 28 Days' Idleness.

Lowell, Mass.—For the first time in four weeks the great mill gongs announcing the opening of the mills, which have been shut down since 15,000 textile operatives struck, were sounded.

With the exception of 1,200 or 1,500 operatives who left Lowell to work in other mill towns, every employee who has been idle for 28 days, went back as it had been voted.

## ALIENS ATTACK MINE REPAIRER

They Spring from Ambush and Shoot Him in Arm.

### WONT PERMIT HIM TO LABOR

State Police Called on to Prevent Further Violence at Working Collieries at Jessup, Scene of Recent Riots.

Scranton.—Trouble has again broken out in the vicinity of Jessup, where the railroad tracks were dynamited, presumably by members of the Industrial Workers of the World, who have a strong branch among the foreign-speaking element employed about the mines thereabouts, and from now on the locality will be constantly patrolled by members of the State police.

Frank Leinhart, a repairman, employed at the Moosic Mountain Coal Company Colliery, was on his way to work at the mine when he was ambushed about half a mile from the mine. Leinhart was walking along the narrow-gauge railway track leading to the mine, when three men appeared in the woods at one side and commenced firing at him. One bullet passed through his right arm and another cut a hole through his hat, and barely scared the scalp. Leinhart then took to his heels and ran toward the colliery the men pursuing him part of the way. At the mine his wounds were given rough dressing and he was taken to his home in Jessup. Leinhart was unable to give an accurate description of the two men who shot him, but said that they were foreigners. Sheriff Connor was notified and spent the entire day in Jessup and vicinity trying to locate the men who had fired the shots, but admitted that he could learn nothing. The Sheriff also announced that owing to the frequency of trouble in this vicinity that he would call on the commanding officer of Troop B, State police, to have a patrol visit Jessup regularly every morning for a week or so, in order, if possible, to capture some of the hot-blooded trouble-makers who have stirred up things in that locality.

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