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STATEMENT OF MEMBERS OF TITANIC'S CREW HELD

Senate Investigating Committee Forbids Departure of Four Officers and Twelve Men For England

WERE TO SAIL ON THE LAPLAND TODAY

Managing Director Ismay Also Detained For Further Interrogation—Testimony at Inquiry Shows That Doomed Vessel Was Being Run at Top Speed, Despite Warnings of Icebergs—Only 20 Boats Carried Because Vessel Was Believed to Be Unsinkable—White Star Line Office Places Death Toll at 1,635—Chinamen Saved Their Lives by Hiding Under Seats of Lifeboats—Ismay Blamed and Captain Smith Held Blameless.

New York, April 19.—The living carcases of the Titanic disaster were held for the first time today to see in camera retrospect Monday's tragedy on the North Atlantic, and from their more normal utterances there is slowly unfolding the full story of how the great White Star liner, her band playing to the last, sank on the Grand Banks with more than 1,500 souls aboard. From the Council Room, now quartered luxuriously in a New York hotel, to the six Chinese coolies who escaped by hiding under the lifeboats, all of the Titanic's crew were present at the inquiry. Some of these the hospital's shelter scores, still remain in New York, where the Cunard liner Carpathia brought them last night.

Death Toll Placed at 1,635. Even after all that has now been told of the disaster, the death list remains approximate. Last night's total estimate was 1,635; today the White Star line issues a statement placing the toll at 1,628. Exactly how many died will never be known. It has been established officially, however, that the Titanic was traveling 11 knots an hour when she struck the iceberg. Notwithstanding this, however, none of the survivors, from stateroom to saloon, have condemned Captain Smith, who was down with his ship. The Titanic's rate of speed, which was approximately 24 1/2 land miles, was attested today by J. Bruce Ismay, president of the International Mercantile Marine company, managing director of the White Star line, who appeared as a witness at the Waldorf-Astoria before the United States senate committee which is investigating the disaster.

Ismay Nervous Under Examination. Nervous, but not in tears, as was the case with the Carpathia, Captain Smith followed him on the stand. Mr. Ismay 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 she struck. He added, however, that before he entered a lifeboat he was told there were no more women on the deck; and he denied there was any censoring of messages from the Carpathia. The witnesses, including Captain Rostron, bore him out in this, with the explanation that the lone wireless operator on the rescue ship, swamped with messages, was unable to send matter for the press.

Ismay Attacked by Raynor. Interest second only to that in the tales of survivors centered upon Mr. Ismay's recital. In Washington Senator Raynor of Maryland bitterly criticized him, saying that he had hoped that this country might rally upon British justice to "bring to bay the guilty directors of this company."

No Blame Attached to Captain. From Washington also came the news that the navy hydrographers do not blame should attach to Captain Smith, because, as they contend, analysis of each chart shows that the commander, instead of the presence of icebergs, steered the Titanic fully sixty miles off the regular course. Despite this caution, the mass of ice was struck, and as a preventive of similar disasters the navy's hydrographic office in New York issued tonight an order shifting the lines of trans-Atlantic lines 180 miles southward of the sea lanes which the Titanic followed.

Carpathia Sails for Mediterranean. After giving his testimony before the senate committee, Captain Rostron of the Carpathia took charge of his ship which departed late today for the Mediterranean. The vessel had been hurriedly renovated and cleared of the disaster caused by the added presence of the Titanic's survivors, and she left 1200 staterooms full. It is commented upon as a curious fact that notwithstanding the Titanic disaster, there has been little or no falling off in the volume of business. The captain went as he told her, the Carpathia picked up the unfortunates and left from the Titanic, and before he left on his ship admiring passengers presented him with a loving cup.

Still Rumors of Suicides. Although several consistent accounts of what happened on the Titanic have been obtained from survivors, it was manifestly impossible for anyone to take account of all that occurred on her great decks, four city blocks in length. Thus there are those who maintain that there were one or more suicides among the officers. Captain Smith, it would appear from the consensus of narratives, went down with his ship, but several passengers say that first Officer Murdoch shot himself through the head before she sank. Among others who held this view is Mrs. George D. Widener of Philadelphia, whose husband and son were drowned.

SENATE INQUIRY

Four Officers and Twelve Men of Titanic Crew Held for Examination. New York, April 19.—The serious-

first day I think we made about 467 miles. The next day we increased the speed to 72 revolutions, and I think we ran 519 miles. The next day we increased to 75 revolutions, and ran about 545 to 549 miles.

"The accident took place on Sunday night. The exact time I do not know, because I was asleep. The ship sank, I am told, at 11:40 p. m."

Never Ran at Full Speed.

"I understand you have been told that the Titanic was running at full speed. It never had run at full speed. She was built to go 80 revolutions, and never had been sped up to that. Mr. Ismay said he had told me that it was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Although he came on a "voluntary trip" for Mr. Ismay, the captain was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay said.

"Did he survive?" asked Mr. Smith. "Unfortunately, no."

Intended to Arrive at 5 a. m. Wednesday.

Mr. Ismay said it was arranged between him and Captain Smith of the Titanic to arrive at New York City lightship before 5 a. m. Wednesday. "There would be no advantage in arriving earlier," he added.

"During your voyage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

He said the ship was not in proximity to the icebergs Saturday or Sunday, although he knew the ship would be in the proximity of ice on Sunday night. The witness said he knew nothing of the Carpathia and the Titanic talking by wireless about icebergs.

Senator Smith asked if he sought to send wireless messages from the Titanic after she struck. He said not.

Fifty in His Boat.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.

"I then left the bridge," added the official. Three boats, he said, he saw lowered and filled. In his own boat were four members of the crew and 45 passengers.

"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw nothing of the kind," he replied.

Knew Nothing of Women Rowing Boats.

"How were the women selected?"

"We picked the women and children as they stood nearest the rail."

Representative Hughes handed Senator Smith a note, and then the chairman told Mr. Ismay that it was reported that the second lifeboat left without its full complement of oarsmen, and from 11:30 until 7:30 women were forced to row the boat.

"I do not know about it," he said.

Representative Hughes' daughter was in this boat, and was assigned to watch the cork in the boat, and if it came out to use her finger as a stopper.

No More Women, So He Got Into Boat.

Mr. Ismay was asked how long he remained on the injured ship.

"That would be hard to estimate," he responded. "I don't know how long I was on the boat, but I know I was there until the Carpathia came."

Then Senator Smith asked the circumstances under which he left the boat.

"The boat was being filled," began Mr. Ismay. "The officers called out to know if there were any more women to go. There were none. Passengers were on the deck. So as the boat was being lowered I got into it."

"The ship was sinking," asked Senator Smith.

"The boat was sinking," almost whispered Mr. Ismay.

In Lifeboat Four Hours.

"Was there any attempt to lower the boats of the Carpathia to take on passengers after you went aboard her?" asked Senator Smith.

"There were no passengers there to take on," said Mr. Ismay.

"In your lifeboat what course did you take?" the senator asked.

"We saw a light and headed for it," Mr. Ismay said.

"How long were you in this lifeboat?"

"About four hours."

All Lifeboats Accounted For.

"Were there any other lifeboats that you saw?"

"Yes, we hailed one," he said. "He said he saw no lifeboats in the sea."

"How many lifeboats were there on the Titanic?"

"I am not sure, I think," said Mr. Ismay, "sixteen collapsible and four wooden boats."

Whether the boats were taken on board the Carpathia or not he did not know.

"Were all the lifeboats that left the Titanic accounted for?"

"I think so. I've been told so, but I do not know of my own knowledge."

Did Not Want to See Titanic Sink.

"It has been suggested," Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"

"I do not," he said. "I heard of it and I think all the lifeboats were accounted for," Mr. Ismay said.

"Did you see the Titanic sink?" Mr. Smith asked.

"I did not see the Titanic go down," Mr. Ismay said, shaking his head mournfully. "I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up."

Did Not Select His Crew.

Senator Smith, asking another question at the suggestion of Representative Hughes, asked the witness if he had anything to do with selecting the crew for his lifeboat.

"I did not," was the snappy response.

"No rats were on board because I presume they are not regarded as suitable," the witness said.

"Can you tell us," Senator Smith asked, "anything about the inspection certificate that was issued for the Titanic before she sailed?"

"Sure Titanic Had Twenty Lifeboats."

"I know that the government inspection was thorough, or the boat never could have sailed."

"Do you know whether the Titanic could have sailed?"

"Yes, she had. I think there were twenty boats altogether."

"Do you know whether the boat you were in was a Titanic lifeboat or one that had been taken from some other White Star ship?"

"I did not notice the name on the oar or the boat, but I am sure it was a lifeboat."

Did Not Interfere With Wireless.

Turning to the construction of the ship, Mr. Ismay declared that the ship was specially constructed so that with

Cabled Paragraphs

London, April 19.—The relief funds which have been opened for the assistance of those thrown into distress by the disaster to the Titanic now amount to \$250,000.

Rome, April 19.—The official account of the reported attack by Italian warships in the Dardanelles says particularly stress on the statement that it was purely a naval demonstration, and that it was never intended to attack or to force the Dardanelles or land troops.

any two of the larger compartments in the ship full of water the boat would still float.

"The ship had struck head-on she would not have probably been afloat today," he added.

"Did any of the collapsible boats sink?"

"No, sir."

"Did you attempt to interfere with the working of the wireless on the Carpathia?" he was asked.

"The captain will probably tell you I was not out of my room from the time I got into it until last night," was the reply.

Will Be Called Again.

As a final question to his examination, Mr. Ismay was asked what he had on when he got into the lifeboat.

"A pair of slippers, a pair of pajamas, a suit of clothes and an overcoat," he replied.

Mr. Ismay was asked to hold himself in readiness during the day for another call before the committee. Senator Smith announced it was desired to hear the captain of the Carpathia in the meantime.

CAPTAIN ROSTRON.

Commander of Carpathia Tells of Holding Service of Prayer.

Captain 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 27 years. He said he sailed from New York with the Carpathia on April 14, bound for Gibraltar.

"How many passengers did you have?"

"I think 120 first class, 50 second

class and about 565 third-class passengers."

"Tell the committee all that happened after you left New York."

"I got Distress Signal from Operator."

"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine weather. At 12:55 Monday morning I was informed of the urgent distress signal from the Titanic."

"By whom?"

"By 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 her position. I set a course to pick up the Titanic which was 65 miles west of my position."

Preparations for Rescue.

"I sent for the chief engineer; told him to put on another watch of stokers and to get the engine going."

"I told the first officer to stop all deck work, get out the lifeboats and be ready for any emergency. The chief engineer and doctor of the Carpathia I called to my office and instructed them to their duties. The English doctor was assigned to the first class dining room, the Italian doctor the second class dining room, the Hungarian doctor the third class dining room. They were instructed to be ready with all supplies necessary for any emergency."

Only One Seaman on Lifeboat.

"The captain told in detail of the arrangements made to prepare the lifeboats and the ship for the receipt of the survivors."

Arriving on the scene of the accident Captain Rostron testified he saw an iceberg straight ahead of him and stopping at 3 a. m., ten minutes later he picked up the first lifeboat. The officer sang out he had only one remaining on board and he having difficulty in manning his boat.

Saw Icebergs on All Sides.

"By the time I got the boat aboard I was breaking," said the captain.

"In a radius of four miles I saw all the other lifeboats. In all sides of us were icebergs; some twenty were 150 to 200 feet high and numerous small icebergs or 'growlers.' Wreckage was everywhere. An Extraordinary clerkman was found among the passengers and he conducted the survivors."

Held Service of Prayer.

Then, with tears filling his eyes and falling down his roddy cheeks, Captain Rostron said he called the purser, first officer and second officer, and wanted to hold a service of prayer, thanksgiving for the living and a funeral service for the dead. I went to the foremast and to take full charge. An Extraordinary clerkman was found among the passengers and he conducted the survivors."

Saw Ismay Standing on Boat Deck.

"Did you see Mr. Ismay then?"

"No."

"When did you see him?"

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

"What was he doing?"

"Standing still."

"Talking with anyone?"

"No."

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Condensed Telegrams

The Excessive Heat Spells in Panama are continuing. A scarcity of water is feared.

Scientists Are Experimenting with an apparatus called the micro-thermostat, which, it is said, can "feel" an iceberg six miles away.

Indications Are that Roosevelt will carry Nebraska at the presidential primary, with La Follette second and Taft third.

Rome Reports that Nathan Straus is not ill. It is only weak from his recent attack and is recovering rapidly.

President Taft Will Attend the ceremonies for the late Major General Frederick D. Grant at Governor's Island, N. Y., April 24.

Georges Clemenceau, former prime minister of France, is ill in Paris, and physicians have decided that a delicate surgical operation is necessary.

While Pursuing a Cat in her apartment, Mrs. Julia Henry of New York slipped and fell headlong down a flight of stone steps and died immediately.

William Jennings Bryan, during a brief visit at Pittsburg, declared he is not a candidate for the presidency. He favors either Governor Woodrow Wilson or Speaker Champ Clark.

Patrick Maxwell, an Engineer, poured kerosene oil on a fire to help along the blaze. The oil helped more than he had intended. Maxwell is in a serious condition in the New York hospital.

If Oscar Underwood Withdraws from the race for the democratic nomination for president, Alabama's 48 delegates will be unattached and 35 of them will vote for Governor Woodrow Wilson.

In a Speech Before the Parliament at Constantinople the editor of The Key said: "We desire peace, but it must be on the condition of effective and integral maintenance of our sovereign rights."

When the order came to take to the boats he became as one in surprise, and as I stood by my husband I thought he was at a White House reception, so cool and calm was he. When the time came he was a man to be feared. In one of the earlier lifeboats, it seemed, were about to be lowered, when a man, suddenly panic-stricken, ran to the stern of it. Major Butt caught him by the neck, his head crashed against a rail and he was stunned.

"Sorry," said Major Butt, "women will be attended to first, or I'll break every damned bone in your body!"

"Thank God for Archie Butt!"

"The boats were lowered away, one by one, and as I stood by my husband he said to me, 'Thank God for Archie Butt!' Perhaps Major Butt heard it, for he turned his face toward us for a second. Just at that time a young man, his head crushed against a rail and he was stunned.

"Remember Me to All the Folks Back Home."

"When he had carefully wrapped me up, he stepped upon the gunwale of the boat, and, lifting his hat, smiled down at me.

"Good-bye, Miss Young," he said, bravely and smilingly. "Luck is with you. Will you kindly remember me to all the folks back home."

"Then he stepped to the deck of the steamer and the boat I was in was lowered to the water. It was the last boat to go down the side of the Titanic. I was the last of those who were saved to whom Archie Butt spoke.

Picture She Will Never Forget.

"As our boat was lowered and left the side of the steamer, Archie was still standing at the rail, looking down. His hat was raised and the same old, genial, brave smile was on his face. The picture he made as he stood there, that will always linger in my memory."

An Honor to American Army.

Mrs. Henry B. Harris of Washington, in an interview in the Washington Star today, also described the heroism of Major Butt. She said: "Archie Butt was a man to the last. God never made a finer nobleman than he. The sight of that man, calm, genial and yet as firm as a rock, will never be lost from my mind. He was honored by him and the way he showed some of the other men to behave when women and children were suffering that awful mental fear that came upon the Titanic. Major Butt was near me and I know very nearly everything he did."

Roosevelt's Tribute to Major Butt.

Lindsberg, Kan., April 19.—Col. Theodore Roosevelt paid a tribute today to the heroism of Major Archibald W. Butt, who yesterday in the British courts, testified that others might be saved.

"Major Butt was the highest type of officer and gentleman," said Colonel Roosevelt. "The mark his end as an officer of the general public will be a memorial for Major Butt, hope to have Henry Watterson as a speaker."

Memorial Services at Augusta.

The White house was informed today that citizens of Augusta, Ga., expect to hold memorial services in honor of Major Butt about the time of Mr. Taft's visit to Savannah, Ga., May 1 and 2. The president promised today to stop in Augusta on the schedule of his trip could be arranged to permit him to do so.

Can Be Punished in British Courts.

Senator Raynor pointed out that while no civil or criminal remedies were available in the American courts, criminal and civil suits could be brought in the British courts, and congressional committee would have absolute authority to subpoena everyone connected with the disaster, and if anyone refused to answer questions he could be indicted and imprisoned for contempt.

Cowardly for Him to Take Lifeboat.

"Mr. Ismay claims, according to reports, that he took the last lifeboat," ordered Senator Raynor. "I do not believe it, and I fully warrant, he risked his life to take any lifeboat for the managing director of the line with his board is criminally responsible for this appalling tragedy."

Under Ismay's Direct Orders.

"I have not the slightest doubt that the northern route was taken in obedience to Mr. Ismay's direct orders and that, with full warning, he risked the life of the entire ship to make a speed passage. I do not know what the rules of the English admiralty are. Here you have the spectacle of the head of the line falling to use the ship was properly equipped with life saving apparatus, headless of the warnings that he was sailing in a dangerous sea, forming his vessel and permitting 1,500 of her passengers and crew to be swallowed up by the sea."

We Can Fix the Responsibility.

"The marryform and agonies of separation that took place on board the sinking ship are too fearful for the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed. No legislation can bring back to earth a single life lost upon that fatal night. What we can do is to help fix the responsibility, if possible, and rely upon British justice to bring to bay the guilty directors of this company. All civilized nations will applaud the criminal prosecution of the management of the Titanic."

Ship Making 21 to 21 1/2 Knots.

"So you say that that Sunday you were advised by the captain by word of mouth of icebergs in near proximity and when you were relieved at 1 p. m. as officer of the ship by First Officer Murdoch you passed the information to him and he said 'All right'?"

"Yes, sir."

"Did you have an ambition to see what the ship could make?" the witness was asked.

"Naturally, at some time."

Again, from 6 to 10 p. m., Lightholder said, he was on duty on deck.

No Additional Lookout on Duty.

"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."

(Continued on Page 5)

Steamship Arrivals.

At Creberough: April 18, Prinz Friedrich Wilhelm, from New York.

At Plymouth: April 19, Ivernia, from New York.

At Genoa: April 17, America, from New York.

WOMEN TELL OF HEROISM OF BUTTS

President's Military Aide Was Calm But Firm in the Face of Death

TOOK COMMAND OF THE SITUATION