# TITANIC OFFICER ADMITS SPEED OF 21 KNOTS

## SENATE COMMITTEE HEARING CAPT. ROSTROM'S STORY OF RESCUE OF TITANIC SURVIVORS

sinking liner. He clambored aboard a capsized lifeboat and was eventually picked up by the Carpathia.

Lightoller saw Ismay but once after the impact with the iceberg. That was on the boat deck when the officers and crew were clearing the lifeboats for lowering. He knew that ice was thick in the course of the vessel and warned First Officer Murdock, who took command of the vessel at 11 o'clock, just forty-five minutes before the collision.

Lightoller explained that the first lifeboats were sent off partially filled because there were not enough passengers around to fill them and it was imperative they should be launched quickly. He declared that the order "women and children first" was enforced as long as women and children were in sight. He did not see Ismay leave the ship. The Titanic had been running at from twenty-one to twenty-two knots an hour all day Sunday.

The investigators transferred their quarters to-day from the crowded East Room of the Waldorf-Astoria to the more commodious Myrtle Room. The news of the remarkable stories told yesterday attracted a considerable number of guests from the hotel to the inquiry room. Ample seating arrangements prevented a repetition of the uncomfortable crowding of the previous day.

Beside Senator William Alden Smith and Senator Frank Newlands, the investigators, at the inquisitorial table was Congressman Hughes of West Virginia, whose daughter, Mrs. Lucien P. Smith, was widowed on her return from her bridal trip by the sinking of the Titanic.

### WANTS HIS DAUGHTER TO TELL ABOUT ISMAY.

Though Congressman Hughes would not discuss the part he intended to play in the investigation, it is known that he intends to insist that his daughter shall tell what she knows about the events of the terrible Sunday night in the ice field and of what subsequently occurred aboard the Carpathia. Mrs. Smith told reporters on Thursday night that J. Bruce Ismay had enjoyed a stateroom on the Carpathia to himself with a sign on his door, "Please don't disturb," while many women, recently widowed, slept on the floor of the saloon outside.

Former Gov. J. H. Griggs of New Jersey, representing the Marconi Wireless Company, was also present. J. Carter Kirlin, the attorney for the White Star line, sat by the side of Mr. Ismay when the inquiry opened.

Just before Senator Smith opened the inquiry an invalid's chair was wheeled into the room by hotel attendants. In it was a pale youth with crutches by his side. It was Harold Bride, the nineteen-year-old second wireless man aboard the Titanic, who had crushed both his feet in escaping from the ship after it sank. Bride was the man who in the final moments of agony aboard the sinking Titanic had shot and killed a sailor who had slunk behind operator Phillips in the wireless "coop" with a knife in his hand, intent on killing Phillips for the precious life preserver he wore.

Bride was lifted into a chair back of the witness stand and both of his bandaged feet, one wearing a slipper and the other covered only by a gray sock, were propped on another chair.

The young man appeared to be overwhelmed and shifted uneasily in his chair.

### MODESTLY SAYS HE IS NOT A HERO.

"I don't know what I'll be asked to tell," he said, "but I surely will tell all I can to help your Senators. But don't write any hero business about me"—this with a wry smile—"I am not in the hero class."

Bride looked as if he would like to hid his face with his pillow when photographers insisted on taking snaps at short range.

Guglielmo Marconi came in quietly before the session opened and took his place by the side of P. A. S. Franklin, first vice-president of the International Mercantile Marine Company. Mrs. Benjamin Guggenheim and her brother, Dewitt Seligman, were also present.

### WIRELESS OPERATOR FIRST WITNESS OF THE DAY.

Harold T. Cottam, the wireless operator on the Carpathia, was the first witness.

"You detailed yesterday," said Senator Smith, "the work that you did on the Carpathia up to the time of the last message received from the Titanic. To that message you replied by direction of the captain. Please state the captain's message to the Titanic."

"The captain," replied the witness, "sent a message to the effect that they should have their lifeboats ready. We had ours ready and were steaming to the Titanic. We received no answer."

"Did you receive any communication from either the Marconi coast station or any other station from any officer of the White Star Line?" asked Senator Smith.

"We were in communication with some boat all the time," said the witness. "We had communication with the Baltic. Some were official messages, but what they contained I can't recall."

Q. Were they from the Baltic or transmitted through the Baltic from a coast station? A. I can't recall.

### QUESTIONED ABOUT KEEPING IT QUIET.

Q. Did you receive any message indicating a desire or suggestion that the true state of things be kept confidential? A. At 10.30 o'clock A. M. on Monday following the loss I communicated the fact to the Baltic.

Q. How far off was the Baltic then? A. I couldn't say.

Q. Can you recall what was said in the message at 10.30 Monday morning to the Baltic? A. It said that we had been to the scene of the wreck, had picked up as many passengers as we could find and were returning to New York.

Q. Did you say anything in the message about Halifax? A. I believe I did, for the captain was bound for Halifax first and then changed his mind.

Q. How do you know he changed his mind about Halifax? A. I asked him about noon and he said he had changed his course.

Q. Did you at any time on Monday send a message saying that all the passengers were saved and that the Titanic was being towed into Halifax? A. No, sir.

Q. Did any message reach you on Monday night or Tuesday from any source indicating a rumor of that kind? A. No, sir.

### SENT NO MESSAGE TITANIC WAS AFLOAT.

Q. You did not send from the Carpathia any report that the passengers or crew were saved, and that the Titanic, badly damaged, was being towed to Halifax? A. No, sir.

Q. Did any one ask you to send such a message? A. No, sir.

Q. Did you pick up on your instrument any such statement from any other source? No, sir.

Q. You sent out no communication that was indefinite enough to have been so construed? A. I am positive I did not.

Q. It would have been false, would it not? A. Yes.

**"If the White Star line sent the following telegram dated Monday, April 15, 'J. A. Hughes, Huntington, W. Va.—Titanic Proceeding Halifax, passengers will land there Wednesday all safe.—White Star line.' If that message was sent did you give any information that would warrant it?"**

**"No," replied the witness.**

Q. Nor in your knowledge from any other operator on the Carpathia. A. No sir.

Q. Were you on duty Monday all day? Give hour of your duty. A. I don't remember. I never was off duty all Monday.

Q. So you were at the instrument all Monday—all of Monday and Tuesday all day? A. Yes, I got two or three hours sleep on Wednesday morning before dawn.

Q. You were exhausted? A. Yes.

Q. When did Mr. Bride, the Carpathia operator, relieve you? A. Wednesday afternoon.

Q. You slept till dawn on Wednesday? A. Yes.

### STUCK TO HIS POST FOR THREE DAYS.

Q. You're positive you were in charge Sunday, Sunday night, Monday and Monday night, Tuesday and Tuesday night? Yes, I had about three hours sleep Tuesday morning before dawn.

Q. You got no relief until Mr. Bride relieved you Wednesday? A. No.

Q. What time did he relieve you? A. Late Wednesday afternoon.

Q. How long were you absent from your instrument? A. I was never absent. I lay down in the room. Mr. Bride was at the instrument when I lay down.

Senator Smith had difficulty in learning just how long Bride was at the instrument.

Q. Were you at the instrument when a message from the Chester was received? A. Yes. I took it.

Q. You didn't have authority to designate Mr. Bride for service? A. No, his services were voluntary.

Q. What was his physical condition? A. He couldn't walk or stand.

Q. What was his mental condition, was he lucid? A. He seemed to be all right. He sent a message to the Chester. He sent another, but I can's recollect it.

### SAYS BRIDE DIDN'T SEND THE MESSAGE.

Q. If he sent a message such as I have indicated about the Titanic being towed to Halifax you would have known it would you not? A. Yes. He didn't send such a message.

Q. How long was Bride at the instrument? A. He took a watch occasionally.

Q. Did you stand watch alone all the time except this short time when you slept from Monday evening until your arrival in New York? A. Yes.

Q. And had the responsibility for the wireless on the Carpathia? A. Yes.

Q. Did any one talk to you on the boat or in New York with reference to messages received? A. I had heard there was a rumor that a message had been sent saying that the Titanic was being towed into Halifax.

Q. Who told you this? A. I didn't know. I didn't take notice of the man who asked me. It was not Mr. Ismay.

Q. How soon after you reached the dock were you asked about it? A. Soon after I reached the dock I was asked if I sent the message ashore saying the Titanic was being towed into Halifax. I said I had not. Perhaps the man who asked me was a reporter.

### NO REGULAR HOURS FOR WIRELESS OPERATORS.

The witness said the wireless on the Carpathia was of the old fashioned type. He thought he could communicate about two hundred and fifty miles with it. He could meet all the regulations with the apparatus he had. Cottam said he had been an operator for three years and that his wages were four pounds ten shillings a month with board. Senator Smith asked whether regular office hours were prescribed for wireless operators. Cottam said there was no such regulation and added that he was responsible for whatever might happen if he were away from the key.

Q. When you caught the Titanic message, it was accidentally? A. Yes.

Q. You had the telephone receiver on your ear when you were disrobing and getting into bed? A. Yes; I was waiting for a reply from the Parisian.

**Q. And if you had received that reply you would have gone to bed and missed any other possible messages? A. Yes; that is so.**

**Q. So you caught the Titanic's communication while you were preparing to go to bed? A. Yes; five minutes after I telegraphed the Parisian.**

Senator Smith wanted to know if there was anything in the wireless board to warn or signal that a message was coming when the receivers were off his head. He said there was none.

Q. What was the exact message from the Titanic? A. "C Q D—Come at once, old man."

Q. What did the "Old Man" mean? A. Oh, I guess it was just complimentary.

At 11.55 o'clock another message came from the Titanic. Cottam said this read:

**"Come at once—the water is making as far as the boiler room."**

"I repeated the message to Capt. Rostrom," Cottam said, "and the Carpathia wheeled and went at a fifteen-knot gait toward the Titanic. Rostrom ordered boats ready.

### *INJURED OPERATOR OF THE TITANIC TAKES THE STAND.*

After saying he had tried to get into further touch with the Olympic and failed, Cottam was excused. Then Bride was lifted to the table and held his right hand up to be sworn. The youth took the oath with a clear enunciation. There was a cockney blur in his speech.

Bride said that his home was in London. He had been a wireless operator since last July, crossing to America three times and going to Brazil once. He learned the business at a training college in London, where he spent six months. As second operator on the Titanic he got $30 a month and board. His chief was Phillips, who was about twenty-four years old. As assistant operator he kept a watch every six hours. There was always some one at the instrument.

Bride told of the test of the wireless apparatus of the Titanic made during the trial trips of the new steamship. The apparatus was thoroughly up to date and was the last word of the Marconi people. It would carry from Glasgow to Port Said.

Q. Did you use the wireless frequently after leaving Southampton? A. Yes, with coast stations and ships at sea. From Southampton to Cape Race we transmitted 250 telegrams. That was up to the time of the collision.

Q. Was the weather favorable? A. Yes.

Q. Did you see Mr. Ismay on the Titanic after leaving Southampton or send messages from him? A. We had too many messages to remember them all.

### DID NOT SEE ISMAY AFTER COLLISION.

Q. Did he come to the wireless office during the time after the collision? A. Not to my knowledge.

Q. Did he send any word to you between Southampton and time of the collision? A. No.

Senator Smith wanted to know if Ismay sent or received any messages while Operator Phillips was at the key, whether Ismay had been to the wireless cabin after the collision. The witness could not recall such a cirumstane.

Then Senator Smith wanted to know if the captain of the Titanic had received any messages on Sunday preceding the disaster regarding the speed of the ship or its course. Bride was sure that no such messages were received on Sunday. No other officer of the ship, so far as he knew, received such a message. Nor did Phillips even say to him that such a message had been received.

"Communication was established with the Baltic on Sunday afternoon," the witness then continued, "and compliments were passed between the captains."

"Were you on duty," Senator Smith asked, "when a wireless regarding the ice conditions was received from the Amerika?"

"No, but I knew there was such a message received that afternoon. I received from a ship whose code name was W. L. U.—I think it was the California—a message saying that there was ice ahead."

Mr. Sammis, engineer of the American Marconi Company, told the committee the "U W L" referred to was the official code signal of the Leyland line ship California.

"What did that message say?" Senator Smith resumed.

"The California had called me with an ice report—that is, it was the Baltic she called, but I heard it and took it down. I took it to the captain, but it wasn't official."

Bride said he did not answer the California's first call because he was making up an account at the table. Between 20 and 30 minutes thereafter, or at about 5 o'clock on Sunday afternoon, he did respond and got the ice report.

Q. Had you any other wireless information about bergs? A. No, sir.

Q. This information from the California was your first information about icebergs? A. Yes.

### WHEN WORD ABOUT BERGS WAS RECEIVED.

**Q. And that was between 4.30 and 5 o'clock? A. Yes, I knew the ice report to me would be the same as to the Baltic, so confirmed the receipt of the report with the code word "R. D." The message stated the California had passed very close to three large icebergs and reported their latitude and longitude.**

Bride said that he communicated the message to the officer of the watch who was First Officer Murdock.

Q. Did you receive any other communication regarding icebergs from any other ship that afternoon? A. No.

Q. Did Mr. Phillips receive a message from the Amerika? A. No, to my knowledge.

Q. The only iceberg message you received was from the California? Y. Yes.

Q. Who was on duty at the wireless station from 6 o'clock Sunday evening until the collision? A. I was on duty a half hour while Phillips got his dinner. After that I went to bed in the room back of the apparatus. There was a door between the apparatus room and the bedroom.

Bride did not know whether it was the collision or not that had awakened him.

"I felt a shock," he said, "but did not know anything serious had happened. I still remained in bed. About fifteen minutes later I got up and talked to Phillips. He said that he was trying to get off some messages to Cape Race. Phillips was just going to bed—this was about 12 o'clock—when the captain came in and said that there had been an accident and told Phillips to send out a signal. 'Shall I send a distress signal?' Phillips asked. The captain said: 'Yes; at once.'"

Q. Then the distress call was sent out? A. Yes.

### DISTRESS CALL THAT THE TITANIC SENT.

**Q. What was it? A. D. H. A. Y. This is the distress call. I could hear Phillips send it out immediately after he was ordered to do so. I could not hear what answer he got.**

Mr. Marconi, who sat near his wireless operator, then explained the origin of the C Q D.

"Mr. Phillips told me within four minutes," said the witness, "to go to the captain and report that he had heard from the Frankfort. I found the captain on the boat deck, not on the bridge, and told him. Capt. Smith asked me to get the latitude and longitude of the Frankfort. I told Mr. Phillips to get it."

Q. What was the next message? A. The Carpathia's reply to our C Q D. She told us she had reversed her course and was steaming full speed for the Titanic.

Bride said he took the message to Capt. Smith in the wheel house. Capt. Smith came to the wireless coop and interrupted Operator Phillips just as he was hearing from the Olympic. Then Capt. Smith worked out the distance between the Carpathia and Titanic.

"Then there were no messages," Bride continued. "I relieved Mr. Phillips and he went outside."

Q. Did you receive any other message except the acknowledgement of your C Q D call from the Frankfort? A. No, except the Frankfort told us to "Stand by," which meant, "Wait, I'm coming back again."

### DIED.

JAEGLE—April 18, 1912. ROSINA JAEGLE, beloved wife of Joseph Jaegle, aged 42 years.

Relatives and friends invited to attend the funeral on Sunday, 21st inst., at 1.30 P. M. Interment in Woodlawn Cemetery. Residence, No. 1361 Beach ave., Westchester, N. Y.

**SUNDAY WORLD WANTS WORK MONDAY WONDERS**

# $35,000 PLUNDER FOUND AS THREE MEN ARE NABBED

## Mystery of Long Series of Brooklyn Burglaries Is Solved by Detectives.

Plunder worth $35,000, consisting mainly of jewelry, was displayed in Brooklyn Police Headquarters to-day while scores of persons filed past identifying property stolen from their homes in the past month.

The arrest of three men by Detectives Connors, Shea, Byrnes and Carberry in the jewelry store of Henry J. Shutte, No. 309 Atlantic avenue, last night cleared up the mystery of a long series of daylight burglaries.

Shutte's store, where the collected loot of fifty breaks was hidden, was unsuspected until yesterday afternoon, when detectives saw two ex-convicts, Edward Dolan and George Melville, sneak in and whisper to the proprietor. The detectives arrested these two men and Shutte, who was armed with two heavy calibre loaded revolvers. Dolan and Melville had $1,500 in jewelry in their pockets.

A quick search of the store uncovered heaps of jewelry and bric-a-brac valued at $35,000.

Capt. Coughlin of the Brooklyn Detective Bureau, in whose office the identification of stolen goods took place to-day, also had the three prisoners placed on exhibition to see if any of those whose homes had been robbed could identify them. Several did, particularly one woman who made Dolan admit climbing on a hat box to reach a hidden jewel case.

The three prisoners were arraigned before Magistrate McGuire in the Gates Avenue Court to-day. Dolan, who said his right name was Ruddy, and Melville, were charged with carrying concealed weapons and burglary in two counts. They waived examination and were held. Two well dressed women, who refused to give their names, were waiting the result of the arraignment. After Melville entered his plea, one of them threw up her hands and dropped fainting to the floor. She was revived outside.

The jewelry store owner, Shutte, was charged with receiving stolen goods and held without bail for examination.

The following persons recovered most of their stolen property:

Walter P. Nichols, No. 261 Garfield place, robbed April 15 of $500; recovered $300 worth of jewelry.

William P. Gondie, No. 291 Stuyvesant avenue, robbed April 17 of $700; recovered $500.

James L. McGill, No. 850 Eastern Parkway, robbed April 12 of jewelry valued at $1,000; recovered $400.

Mrs. M. L'Hommedieu, No. 250 New York avenue, robbed April 12 of $500 jewelry; recovered $300.

Thomas Stephenson, No. 850 Eastern Parkway, robbed April 12 of $500 jewelry; recovered all.

Severin D. Sprang, No. 267 Garfield place, robbed April 15 of $600; recovered $450.

District-Attorney Arthur H. Folwell, No. 305 Decatur street, robbed of $500 yesterday morning; recovered $400.

Gustave Loesch, No. 1496 Pacific street, robbed April 15 of $600; recovered $500.

# FANS' VOTES WON'T BE COUNTED TILL EARLY NEXT WEEK

## Total of Entire Brooklyn Series Will Guide Early Game Subject.

Early next week baseball fans will know at what hour games at the Polo Grounds will start the present season. The patrons now attending games are voting on the question, but until the poll is complete the management of the Giants will not give out the result.

Agitation regarding the time to start games began long before the season opened. Just now games are started at 3.30 o'clock, but when the days grow longer and warmer the hour is 4. Wall street, which in some quarters is supposed to be the mainstay of the game, wants the games to start at 4, as heretofore, as that gives the brokers and bankers ample time to reach the Polo Grounds after the market closes. The "other bunch," the crowd that want to get home before dinner is cold, is strong for a 3 or a 3.30 game throughout the season. The size of this faction is large, and there is considerable doubt whether the Wall street crowd will be able to control the vote.

John T. Brush, owner of the Giants, is neutral, having several times expressed the desire that the decision be left to the fans attending the opening game. Accordingly, the voting system was devised, and upon this wholly, according to the Giants' management, the decision will be made.

### BIG GUNS KILL 2,000 WOMEN AND CHILDREN DURING CHINESE REVOLT.

LONDON, April 20.—The Central News correspondent at Calcutta cables that Chinese troops killed 2,000 women and children, mowing them down with Maxim guns in quelling an uprising at Lhassa.


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### RELIGIOUS NOTICES.

THE BEDFORD PARK CONGREGATIONAL CHURCH, E. 201st st. Rev. Albert E. Bailey, Minister, weeks at 10.30 and eight.


THE Tale Figures Tell

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