

YOUNG THAYER'S STORY OF ESCAPE IN WRECK

It Was He and Not His Father Who Was in Boat With Lightoller.

SAW SHIP BREAK IN TWO Swam Clear of Wreckage and Was Helped to Safety by Titanic Sailor.

PHILADELPHIA, April 20. The following statement was dictated this afternoon by J. B. Thayer, Jr., the seventeen-year-old son of Mr. J. B. Thayer of Haverford, Pa., who was saved in the wreck of the Titanic, and whose father, a vice-president of the Pennsylvania Railroad, was lost. It is the only statement that the boy has made.

Father was in bed and mother and myself were about to get into bed. There was no great shock. I was on my feet at the time and I do not think it was enough to throw any one down. I put on an overcoat and rushed up to A deck on the port side. I saw nothing there. I then went ahead to the bow to see if I could see any signs of ice. The only ice I saw was on the well deck. The only ice I saw was on the well deck.

Father and I said "good-by" to mother at the top of the stairs on A deck. She and the maid went right out on A deck on the port side and we went to the starboard side. As at this time we had no idea the boat would sink, we went to B deck. Then we thought we would go back to see if mother had gotten off safely and went to the port side of A deck. We met the chief steward of the main dining saloon and he told us that mother had not yet taken a boat and he took us to her.

Father and mother went ahead and I followed. All went down to B deck and a crowd got in front of me and I was not able to catch them and lost sight of them. As soon as I could get through the crowd I tried to find them on B deck, but without success. That is the last time I saw my father. This was about half an hour before she sank. I then went to the starboard side thinking that father and mother must have gotten off in a boat. All of this time I was with a fellow named Milton Long of New York, whom I had just met that evening.

On the starboard side the boats were getting away quickly. Some boats were already off in the distance. We thought of getting into one of the boats, the last to jump out on the port side of the starboard side. But there seemed to be such a crowd around I thought it unwise to make any attempt to get into it. He and I stood by the davits of one of the boats, that had left. I did not notice anybody that I knew except Mr. Lindley, whom I had just met that evening. I lost sight of him in a few minutes. Long and I then stood by the rail just a little aft of the captain's bridge.

The list to port had been growing greater all the time. About this time the people began jumping from the side. I thought of jumping myself, but was afraid of being stunned on hitting the water. Three times I made up my mind to jump out and make the boats that were slipping on the side of the ship. I never saw him again. About five seconds after he jumped I jumped out feet first. It was clear of the ship and I jumped up as I came up. I was pushed away from the ship and one of the funnels seemed to be right over me. I fell toward the water yards away, with a mass of sparks and steam coming out of it. I saw the funnel as it fell and it seemed to me that she broke in two just in front of the third funnel. At this time I was pushed down and as I came up I was pushed down again and twisted around by a great deal of small wreckage.

I pushed it from around my head and hands touched the cork fender of the lifeboat. I looked up and saw some men on the top and asked them to come a hand. One of them, who was a steward, was covered with about twenty wounds. When I got on this boat I was facing the ship. The stern then began to rise in the air and stopped at an angle of sixty degrees. It began to hold, then with a hissing sound it shot down out of sight, with people falling from the stern. The stern then began to rise again and toward us. We were streaked toward it, and as we were half on our way we could not keep away. There did not seem to be very much water and most of us managed to stay on the bottom of our boat.

We were then right in the midst of a large wreckage, with people swimming all around us. The water was very dark and we kept the boat pretty steady. Every now and then a wave would come over us. The assistant wireless operator was the first to us, holding on to me and floating in the water. We all sang a hymn and said the Lord's Prayer and then I went down to the water. As often as we could we kept the boat steady. Ship but they could not distinguish our faces from any of the others, so we all gave up thinking it useless. It was very dark and cold. We were all very tired and we kept warm, the water washing over us almost all the time.

see them, as I was sitting down, with a man kneeling on my leg. He finally got up and I stood up. I saw the second officer, Mr. Lightoller, on board. He had an officer's whistle and whistled for the boat in the distance to come up and take us off. It took about an hour and a half for the boats to draw near. Two boats came up. The first took half and the other took the balance, including myself. We had great difficulty with her for she was leaning too far, but we were all taken aboard the already crowded boat and about half or three-quarters of an hour later we were picked up by the Carpathia.

"I have noticed Second Officer Lightoller's statement that J. B. Thayer was on our overturned boat, which would give the impression that it was father, when he really meant it was I, and he only learned my name in a subsequent conversation on the Carpathia and did not know it was Junior."

TITANIC'S CREW GO HOME.

All Not Wanted by Congressional Committee Sail Away.

All the surviving members of the crew of the Titanic except those who are being held here at the request of the inquiry committee of the Senate left yesterday for their homes on board the Red Star liner Lapland. There were more than 100 of them, including besides stewards, sailors and firemen, all the stewardesses and women clerks. Just before the liner sailed these women presented to some of the women of this city who have been looking to their welfare the following letter signed by a score of English women:

"We, the undersigned women clerks and stewardesses of the Titanic wish most sincerely to thank Mrs. Walter Arthur Bastedo and those ladies working with her for the kind and generous manner in which they have come to our assistance with gifts of clothing, etc."

The women who assisted Mrs. Bastedo included Mrs. E. H. Van Ingen, Mrs. McLane Van Ingen, Mrs. J. P. Kellogg, Mrs. H. L. Ferrell, Mrs. F. E. Hamilton, Mrs. Lawrence, Mrs. Hardenberg, Mrs. George S. Franklin, Mrs. William Grier, Mrs. A. W. Francis, Mrs. Fred Bull, Mrs. W. W. Metcalf, Mrs. W. S. Thomas, Mrs. A. K. Jensen, Mrs. George Massey, and Mrs. S. J. Hoyt.

The following physicians also gave their aid: Dr. E. Finch, Dr. Henry Norris, Dr. Martin Tracy, Dr. William Tracy, Dr. Walter Green, Dr. S. Stork, and Dr. Harold Wilkins.

The men of the crew had been ordered not to leave the ship when they were put aboard her immediately after landing from the Carpathia, but they apparently considered the order not binding and in the early morning some of them were seen refreshing themselves at places on the North River front and retelling to interested patrons the yarn of their experience. Most of them were eager to return to their homes in England and all wanted to get the pay that is coming to them for the uncompleted trip of the Titanic. They attended the chapel of the American Seamen's Friend Society's institute before the Lapland sailed at 10 A. M., and after service received tobacco enough to last them long after they are scheduled to land.

The most pressing needs of the men among the crew had been met by the Seamen's Relief Committee, but Mrs. Bastedo and her aids provided all the smaller accessories for 175 of the sailors and firemen. One old salt expressed greater satisfaction with the tobacco that was furnished him than was elicited by the gift of a badly needed shirt. Shaving utensils and toilet articles were provided for every man. Rogers, Peet & Co. contributed all the collars, handkerchiefs and neckties that were needed, and the coats and suits for men and women were donated by J. W. Bell, Son & Co., John Patterson & Co., M. Rock, Rice & Duval, Parsons & Wallander, Tappan & Pierson, R. E. Wiesner, Sandford & Sandford, W. J. Coleman Company, E. Twyfeler and E. H. Van Ingen & Co.

Mrs. Bastedo's committee in the work of distribution consisted of Mrs. James Newcomb, president of the Stony Wold Sanitorium, Miss Noel, Mrs. Nathan Green and Sylvan Bier.

Edmund Baylies, speaking in behalf of the Seamen's Christian Association and the Seamen's Church Institute, said last night that the White Star Line had been credited for the work it did in helping the surviving members of the Titanic crew. The officials of the White Star Line had asked those two associations to provide relief for the crew at the company's expense. The men were taken to a White Star dock early Friday morning and their measurements were taken and they were provided with new outfits and whatever else was needed.

WEDDING FOLLOWS WRECK.

The Bride a Survivor of the Titanic, Bridegroom Waiting Here.

MEYER BEGINS INQUIRY INTO WIRELESS DELAY

Secretary of Navy Orders Salem and Chester Commanders to Investigate.

ASKS COPIES OF MESSAGES

Department Seeks Investigation of Charges That Its Men Are Incompetent.

WASHINGTON, April 20.—In order to determine the facts concerning the fruitless efforts of the scout cruisers Chester and Salem to obtain definite information from the Carpathia following the Titanic disaster, Secretary of the Navy Meyer today directed an inquiry into the incident. Orders were sent to the commanders of the Salem and Chester to make complete investigation of the efforts of their wireless operators to communicate with the Carpathia.

Under naval regulations wireless operators keep a complete file of all messages sent and received and also have all of these messages copied. No matter whether a message is received or not by the ship to which it is sent, a copy is placed on file with a record as to whether or not an O. K. of receipt was obtained. Furthermore the operators are required to copy all messages received and to place on file with a record as to whether or not an O. K. of receipt was obtained.

The operators also are required to pick up all messages possible sent from an ship or station outside the naval service in the vicinity of the disaster or menace to navigation.

The captains of these two ships were directed to forward a complete set of the original messages received and a copy of all efforts made by the wireless operators to despatch messages to the Carpathia or to pick up messages that were being sent from the Carpathia, whether to naval stations at sea or on shore to the Marconi or other commercial stations.

This information is desired by the Navy Department in order to determine the charges made by the surviving operator of the Titanic that the navy operators were unable to obtain news through the original messages received and a copy of all efforts made by the wireless operators to despatch messages to the Carpathia or to pick up messages that were being sent from the Carpathia, whether to naval stations at sea or on shore to the Marconi or other commercial stations.

Reports on file in the Department show that for some time it has appeared to the authorities that the commercial companies have either declined to work with the navy operators in instances where important messages were being sent, or has actually interfered with the transmission of these messages. These reports also allege that the company in question has practiced various means to settle the naval service and obtain a contract for the supply of all messages used by the navy. It is freely stated by naval authorities that the company has endeavored to obtain a monopoly of the wireless business.

The reports called for by Secretary Meyer probably will provide material for a communication from the Secretary to the committee of Congress having in charge the matter of legislation for Federal control of wireless telegraphy. This material also will be available in case the Senate investigating committee should decide to go into the subject of the lack of information coming from the Carpathia on Wednesday and Thursday, when that vessel radiated a radius of communication with the Chester.

ROCK AS WELL AS ICE?

Suggestion That Both the Naronic and the Titanic May Have Hit It.

The Nautical Gazette makes the suggestion that possibly there is a submerged ledge of rock where the Titanic struck, although the charts do not show it. It says: "A strange possibility arises from the coincidence in proximity of position of the Titanic and the Naronic disasters. The missing Naronic left Liverpool on February 11, 1893, and the only trace of her was the sighting of two of her boats by the steamer Coventry on March 4, in latitude 42 N., longitude 46 W. One was floating keel up and the other riding to an improvised sea anchor made of oars and spars. With the prevalence of westerly winds at that time of year it is conceivable that both boats may have drifted from the same position where the Titanic met her doom, latitude 41.46, longitude 50.14. This position is south of the Grand Banks, but in just about the same longitude as the dangerous semi-submerged Virgin Rocks to the north of the Banks. While the Banks of Newfoundland are supposed to be caused by the sands from the Gulf of St. Lawrence and the action of the Gulf Stream, the existence of the Virgin Rocks and even the proximity to the surface of the Georges Shoals, nearer the coast, show that even in this distant part of the Atlantic there may be submerged ledges of rock never hitherto discovered. The Titanic was the deepest ship to traverse that ocean and where other ships might pass in safety she could not. There would be at least no harm in sweeping that section for a depth equal to the draft of the Titanic to see if any permanent obstacle to navigation does exist. The Nautical Gazette ventures the suggestion that it may be that a submerged ledge of rock instead of an iceberg upon which the great ship came to grief. Will the hydrographer make a survey? Because ice was on the spot it does not necessarily follow that there may not be a ledge of rock beneath."

There is practically no danger from ice in the region in February when the Naronic foundered.

SALES BY AUCTION.

Fifth Auction Avenue Rooms 333-341 Fourth av., S. E. cor. 25th st. HENRY A. HARTMAN, Auctioneer. On view Monday, April 22, from 9 A. M. to 6 P. M.

Attractive Sale by Auction Choice Household Appointments INCLUDING The Entire Home Furnishings of Miss Mae de Sousa Now residing in Europe. Also to close The Estate of the Late William J. Keyes, and numerous consignments from Private Sources.

COMPRISING IN PART Parlor, Dining and Bedroom Furniture, many pieces of which are from high class makers. Weber and Chickering Baby Grand and Knabe upright Pianos. A small consignment of Jewelry. OIL PAINTINGS, Solid Silver, Cut Glass, Bronzes. A large number of Carpets and Rugs, and many other objects of value suitable for adornment of City and Country Homes.

To be sold on Tuesday, Wednesday, Thursday, Friday and Saturday, April 23, 24, 25, 26 and 27, at Two o'clock each day.

REASONS FOR THE INQUIRY.

Senator Smith Tells Why Quick Action Was Taken by Committee.

Senator Smith dictated this statement at the close of yesterday's hearing:

The object of the committee in coming to New York coincident with the arrival of the Carpathia was prompted by its desire to avail itself of first hand information from the actual participants in the sad affair, officers, passengers and members of the crew, and our course has been guided solely by this purpose to obtain accurate information without delay. We were told that some of the officers of the Titanic, who are British subjects and reside in England, desired and intended to return to their homes immediately upon arrival at this port. We concluded that it would be most unfortunate if we were to be deprived of their testimony for any indefinite period, and their removal beyond the jurisdiction of our committee might complicate and partially defeat our purpose.

We were directed to the Carpathia upon her arrival, were received courteously by the captain and officers of that ship, were accorded a prompt interview with the managing director of the White Star Line and the vice-president of the company. We satisfied ourselves that their promise to appear insured their presence at the hearing, and we have not been called upon to use more drastic measures to accomplish this result. Mr. Ismay intended to return to England forthwith, but at our request has remained here, as have the officers and members of the crew.

It was found necessary to take the testimony of the captain of the Carpathia immediately, that he might not be further inconvenienced in the departure of his ship, and after his most creditable conduct, worthy of the highest praise, we felt it would not be an evidence of our appreciation to detain him and the ship and passengers after he had brought the survivors of the Titanic voluntarily to this port.

We examined the second officer because he was in command during the hours immediately preceding the collision and we thought it wise to take his testimony immediately. Mr. Bride, the wireless operator on the Titanic who survived, had been injured and was unable to be conveniently moved from New York. As his testimony and the testimony of the wireless operator of the Carpathia were so intimately related we concluded to take the testimony of both forthwith.

In order that we might beyond peradventure have the statement of Mr. Ismay formally of record we thought it best to take his testimony immediately. All were notified of the fact that we were not through with them and we requested them to remain. After a conference with my associates we concluded that it was necessary to exercise our authority, formally subpoena these officers, together with twenty men of the crew, and conduct the further hearing, at least for the time being, at Washington, where the entire sub-committee could also be present.

In summoning the passengers, many of whom were distressed, some quite ill and others injured, we have thought it wise to proceed with care and consideration for their physical and mental condition. Many of them have already been subpoenaed, but the return has not been made and I am unable to give the list.

I want to acknowledge a debt of gratitude to the representatives of the press for the time being, of Washington, where he has transpired has been in their presence, and this, of course, will be pursued in future hearings before the committee.

Memorial Services on Warships.

Special Cable Despatch to THE SUN.

LONDON, April 20.—The Admiralty today ordered that memorial services for the victims of the Titanic disaster be held on all His Majesty's ships in home ports to-morrow.

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In summoning the passengers, many of whom were distressed, some quite ill and others injured, we have thought it wise to proceed with care and consideration for their physical and mental condition. Many of them have already been subpoenaed, but the return has not been made and I am unable to give the list.

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Stern Brothers

have prepared for Monday a Very Exceptional Sale of Women's and Misses' Suits, Dresses and Coats

in a wide range of the most desirable styles and fabrics, Greatly Below Prevailing Prices

Women's Tailored Suits, Two new Norfolk Models, of Serges, Checks and Bedford Cords, with belts of same material or of leather. at \$21.50, 26.50

of Foreign Whipcords and Hairline Stripes, long cutaway effect, bound with silk braid, handsomely tailored. at 27.50

Copies of Imported Models, of black and white stripe and solid black or navy fabrics; also silks of superior quality. at 32.50, 45.00

Women's Dresses, of White Sheer Cotton Voiles, embroidered jacket effect, underwaist of allover Valenciennes lace, entirely new. 19.75

Two entirely new models of plain and changeable chiffon taffeta, with coat effects, elaborately embroidered and trimmed with shadow lace. at 22.50, 29.75

Misses' Tailored Suits, of Mannish Serges and Whipcords, in all desirable street colors, strictly tailored and lace-trimmed models, sizes 14, 16 and 18 years. at 19.75

Three New Models of Chiffon Taffeta, very dressy, elaborately corded and lace-trimmed, 14, 16 and 18 yrs. 23.50

Paquin Model, reproduced in superior quality Whipcords, in navy, black, white and stripes, hand embroidered, with the new Robespierre collar, sizes 14, 16 and 18 years. at 37.50

Misses' Dresses, of Striped Cotton Voile, new Russian coat effect, trimmed with taffeta silk, sizes 14, 16 and 18 years. 16.50

Two Models, of Foulard Silk, some with bordered effects, trimmed with lace and batiste or chiffon and net, sizes 14, 16 and 18 years. at 19.75

Women's and Misses' Coats Large assortments are being shown of the season's most authoritative Foreign and American styles, including many distinctive and exclusive creations.

Women's Coats, in new and effective models, for Afternoon and Evening Wear, of Silk Moire and Radium, lined throughout. at \$29.75, 39.50

Misses' Coats, in Plain and Demi-Tailored Models, of Serges, Shepherd Checks and Imported Novelty Cloths, full and half lined, sizes 14, 16 and 18 years. at \$11.50, 14.75

Demi-Tailored Models of Whipcords and Serges, with fancy collar and cuffs, half lined with peau de cygne, sizes 14, 16 and 18 years. at 21.50

And in addition a large collection of Imported Rain and Storm Coats just received, including many novelties in single and double texture Rubberized Cashmere, Gloria, Shot Merveilleux, Black Satin and White Rubber; Zambarine and Harris Tweeds, also for Monday.

Women's Raincoats, of Single and Double Texture Materials, including Rubberized Serge, Cashmere and Satins in desirable colors, with mannish and raglan sleeves. at 5.00, 8.75, 12.50

Women's and Misses' Handmade French Lingerie Blouses including the very latest and most fashionable styles from the leading Paris makers, in high or low neck models, of marisettes, voiles, batiste, handkerchief linen, fancy crepons and English eyelet embroideries, trimmed with combinations of real laces and hand embroidery.

Also for Monday 1800 Par's Blouses, Entirely New Models of Batiste and Handkerchief Linen, trimmed with lace and hand embroidered. at \$3.95, 4.85, 7.50, 8.75

Actual Values \$5.75, 7.50, 11.50 and 13.75

Lace Departments Exceptionally large assortments of very desirable Maline, Shadow, Fancy Net, Macrame, Point Venise, Ratine and Filet Edges and Bandings; also Demi and Full Width Flouncings are now in stock.

For To-morrow at Decided Reductions Linen Cluny and Filet Laces and Bandings, from 2 to 9 ins. wide, from 25c to \$5.50

Heretofore 38c to \$6.75 Yard

Real Irish Crochet Laces and Insertions, from 1/2 to 5 inches wide, from 15c to 5.95

Heretofore 25c to \$7.25 Yard

Fancy Embroidered Net and Shadow Flouncings, in white and ecru, from 24 to 45 inches wide, from \$1.25 to 4.95

Heretofore \$1.75 to \$6.50 Yard

Point Milan, Shadow and Fancy Cotton Lace Bandings, from 2 1/2 to 10 inches wide, from 25c to 1.58

Heretofore 45c to \$2.10 Yard

West 23d and 22d Streets

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night and final editions of THE EVENING SUN.—Adv.