tramp. He was a little ahead of me to the eastward.

Field of Ice Ahead.

"I saw a large iceberg a little ahead of him to the eastward. I also saw a large ice body just ahead of me, five or six miles wide, as far as the eye could reach, extending probably twenty miles. It was field ice and bergs both, between forty and fifty bergs. Some were long and low in the water. Others were from 100 to 200 feet high. Some had long spurs running under the water. In the daytime you can see those spurs, they show quite green under the water.

"I can solemnly swear that I saw no signal lights from the Titanic, neither did my officers. When I arrived at the scene of the Titanic's wreck I saw nothing whatever; no wreckage, lifeboats, bodies—nothing.

"I steered away to the south and east. The ice appeared much thinner down there. I had a man pulled up to the masthead but he could not see any open passage. I stopped."

"Some passengers on your vessel claimed to have seen some rockets at midnight Sunday," said Senator Smith.

"They are mistaken," replied the captain. "There were no passengers on deck at that time. I was on the bridge myself. Neither I nor any officer saw any passengers anywhere on deck.

Heard Only by Accident.

"We have the Marconi equipment with one operator, who has no special hours. I don't know how he happened to be on duty at 12:30. He was just going off when he happened to pick up the instrument and got the Titanic's message. It was just an accident."

Moore said he thought the Temple had been in communication with the Birmingham.

Capt. Moore read several telegrams interrupted by the Mount Temple sent out by the Titanic while she was calling frantically for assistance.

"We received one message," he said, "that was sent by the Carpathia to the distressed vessel. It read:

"'Do you want any special ship to stand by?'

"The Titanic replied:

"'We want all we can get.'"

Senator Smith questioned Moore minutely to ascertain whether or not the Frankfurt made any effort to go to the Titanic's assistance.

"I deem it imperative to get some detail about the Frankfurt's conduct after receiving the Titanic's 'C. Q. D.'" he explained.

Moore said he thought the Titanic was five miles further east than she gave her position when she called "C Q D"

"I got two observations," said Moore, "and the Titanic must have been on the other side of the field. If that is so her position was not given correctly. The drift would not account for it. She could not have got through this packed ice and her position must have been further east."

"As I recollect the captain of the Californian, who went to the position given by the Titanic in the 'C Q D' found nothing," Senator Smith said.

Reads Operator's Log.

Capt. Moore then read the following "log" of the Mount Temple's operator of Sunday night (New York time):

10:25—Titanic sending C Q D: "Can't read you, old man, come at once. Have struck iceberg. Inform captain."

10:35—Carpathia answers. Titanic says: "Struck iceberg. Come at once to our assistance. Send position."

10:40—Titanic still calling, "C Q D."

10:48—Frankfurt answers Titanic, who asks, "Are you coming to our assistance?"

Frankfurt asks: "What is the matter?"

Titanic answers: "Have struck iceberg and sinking. Please tell captain to come."

Frankfurt answers: "O K. Will tell bridge right away."

Titanic says: "Yes. Come quick."

10:55 and 10:57—Titanic calling, "S O S."

10:59—Titanic working Carpathia.

11:00—Titanic calling, "C Q D."

11:20—Titanic gets Olympic and says: "Captain says get your boats ready. Ship going down by head."

11:27—Titanic calling "C Q D" to Baltic.

11:35—Frankfurt says: "Our captain will go for you."

11:41—Titanic says: "C Q D. Our engine rooms flooded."

11:43—Titanic tells Olympic, "Sea calm."

11:47—Titanic acknowledges receipt "S O S" message from Olympic.

11:55—Frankfurt and Birma calling. No reply.

12:10—Olympic, Frankfurt and Baltic calling Titanic. No reply.

12:25—Birma says she is fifty miles from Titanic.

12:50—All quiet now.

12:57—Titanic has not spoken since 11:47.

1:25—Carpathia sends to Titanic: "If you are there, we are firing rockets."

1:50—Carpathia calling Titanic.

1:58—Birma thinks he hears Titanic and says: "We only fifty miles off. Hope you are safe."

2:00—Carpathia calling Titanic.

3 A. M.—Quiet. We are stopped.

3:05—Birma and Frankfurt working.

3:25—We back out of ice and cruise around.

3:28—Californian calls. I advise him of Titanic and Titanic's position.

4:00—Californian working Virginian.

4:25—Californian working Birma.

5:27—Signal from Californian. Wants my position. Sent it. We are very close.

6:00—Much jamming (operators).

6:45—Carpathia reports twenty boat loads.

7:15—More jamming.

7:40—Baltic tells Californian to: "Take off. You have been instructed to do so frequently."

7:40—Carpathia says: "No use standing by. Nothing more can be done."

8:00—Carpathia and Olympic very busy."

Only Two Ships in Sight.

Capt. Moore said there were no vessels in sight at the point where the Titanic was supposed to go down except the tramp steamer spoken of and the Birma, whose smoke was all that could be seen at first. She came up rapidly.

Senator Smith asked Moore if he thought it feasible to have ships carry buoys with chains attached so that when a vessel sank its resting place would be marked on the surface—like a floating grave stone.

Capt. Moore said that he thought it practical, but advised the committee that in the case of the Titanic the chain would have had to be two miles long and that the buoy would not have reached the surface until the ice cover had drifted off.

He said he had explicit instructions from his company never to enter field ice, no matter how thin it was, and he always obeyed instructions.

"The usual thing to do when field ice is encountered at night," he said, "is to stop until daylight."

He declared vessels frequently had run at high speed where the Titanic was. He had never known the field ice to be so far south.

That he also received an ice warning by wireless was declared by Capt. Moore. He then steered toward the south.

The witness said he was blocked by ice only fourteen miles from the Titanic and would have had to travel 100 miles around through the floe to reach the sinking vessel.

MORE OF THE CREW HEARD.

The afternoon session of the Senate committee was taken up principally with hearing the testimony of members of the crew. These contributed no new facts of vital importance. They did, however, bring out interesting facts regarding well known Americans who were lost and gave thrilling accounts of their personal experiences.

The first called was Andrew Cunningham, stateroom steward, in charge of nine rooms on the C deck aft. The people under his care included Mr. and Mrs. Bradley Cummings of New York, Mr. and Mrs. Clark of New York, William T. Stead, the English journalist; Mr. and Mrs. Graham of New York and Miss Shute, a governess.

Cunningham told how he was asleep when the ship struck but was called a few minutes after the accident.

"Was any signal or order given for you to arouse the passengers?" asked Senator Smith.

"At 12:30 o'clock," answered Cunningham, "a general order was sent around to call all the passengers. Each stateroom steward was ordered to go down and tell his own people."

"Had the Titanic any emergency alarm for such situations?"

"No, I don't think so."

"Then it was left to the vigilance of each stateroom steward entirely?" asked the Senator.

"Yes," replied Cunningham.

Helped Mr. Stead.

Cunningham recounted how, when he went down to call his people, he found them all up but three, including Mr. Stead. He helped put a life belt on Mr. Stead, he said.

"I waited on the ship," said Cunningham, "until all the boats had gone and then I jumped into the water. I was in the water about half an hour before the Titanic sank. With my mate I swam about a mile. The water was bitter cold and I suffered a good deal. After we saw the Titanic sink we heard a lifeboat and sung out to it. Then we swam towward it."

Cunningham declared he knew nothing of the story told by another member of the crew who said he had been told a few minutes after the accident that the ship was going to sink in an hour and that this statement was made on the authority of Mr. Andrews, one of the builders of the Titanic.

Frederick Gray, saloon steward and waiter, said he waited on Major Butt, Frank Millet, the artist; Clarence Moore and Mr. and Mrs. Clark. Mr. Moore and Mr. Willet had dinner about 7:30 on Sunday night. Major Butt did not have dinner at his table because he was dining in the restaurant.

"I have heard since the accident that Major Butt dined with the Wideners," said Gray.

Wideners Gave Dinner.

"Do you know," asked Senator Smith, "that Mr. and Mrs. Widener gave a dinner in the café that night to the captain, Mr. and Mrs. Karger, Mr. and Mrs. Thayer, Harry Widener, Jr., and Major Butt?"

"No," replied the witness. "I did hear though after going to see Mrs. Moore here that Major But had dinner with the Wideners."

"When did you last see Major Butt and the other people upon whom you attended in the saloon?"

"I saw Major Butt for the last time at lunch. I saw Mr. Moore and Millet at dinner, and then I saw Mr. Moore again coming out of the smokeroom as I was going to my lifeboat station.

"The impact woke me up and I sat up in my bunk. Nothing seemed to be the matter and I was going to sleep again when two stewards called me and told me to go to the lifeboats. We all got up then.

"I met Mr. Rothschild on C deck and asked him where his wife was. He said she had gone off in a boat. I told him I thought it seemed rather serious. I went up to the boat deck again and found No. 9 just being filled with women and children. I assisted, went along to No. 11, saw that one away, then to No. 13 and saw that about half filled with women.

"Just then, one of the officers said for some of us men to get in, so about a dozen men, passengers and crew, got in. I saw Washington Dodge there. He said his wife and child had gone in a boat. I told him he'd better get in too.

Woman Didn't Want to Go.

"Then I helped a woman get in. She was crying: 'Don't put me in that boat. I don't want to get in that boat. I've never been in an open boat in my life. Don't let me stay in that boat.' I told her she had to get in and that was all there was to it, and she might as well make the best of it.

"Just then, some one tossed a bundle in a blanket to me. I caught it and opened the blanket and found a little baby about six or seven months old. A woman followed it in and took charge of the baby.

"After we got on the water nobody seemed to take charge so we elected a fireman captain. He ordered us to take the oars and pull away. We did so."

"Did you return at all?" asked Senator Smith.

"No, sir," replied Gray. "I was not in charge of the boat. I objected to pulling away at all; I wanted to stand by the Titanic."

Gray said three boats with the loading of which he assisted took place on C deck instead of the boat deck, and that there was no difficulty experienced by any one in stepping from the deck into the lifeboats. He said his boat was crowded and about two-thirds filled with women, the rest being male passengers and crew.

"There wasn't room to work the oars," said Gray. "No woman touched the tiller or an oar. One woman offered to take mine, but I told her I was good for another two hours."

Attended Mr. Andrews.

Henry S. Edges, stateroom steward, said he was in attendance upon Mr. Andrews, the builder of the Titanic. The shipbuilder spent all his time going about the ship and taking notes on possible improvements. After the accident, said Edges, he met Andrews, who asked him if he had called all his passengers.

"He told me to make sure the passengers opened their doors and to tell them where to find the lifebelts," he said.

Edges also said he passed the purser's office and saw women crowding around there. The purser was telling them not to be frightened and to go back to their room, but to put on their life belts.

He said the only names he remembered of the people he had charge of as steward were Mr. and Mrs. Carter and Benjamin Guggenheim. He told of going to call Mr. Guggenheim in his room and finding him awake. Edges said he told Mr. Guggenheim there was plenty of time for him to put on his clothes, which he did, he said, and followed him along.

"When I went on the boat deck," said Edges, "I found Mr. Murdock, the first officer, in charge of lowering the boats, and Mr. Pittman, the third officer, and Mr. Ismay assisting. Mr. Ismay was asking the people to keep back, crying out that it was 'ladies first.'"

Mr. Ismay Helped at Boats.

"Then we all went to another boat and Mr. Ismay assisted there too. After Mr. Murdock had called several times if there were any more women, they started to put the men in. Just then a woman came up. Mr. Ismay told her to hurry into the boat. She said she was only a stewardess and hung back. Then Mr. Ismay and Mr. Murdock told her to get into the boat."

Edges graphically described the sinking of the Titanic.

"Her bow was down and well under water. She seemed to rise once, as though for a great dive, and then checked herself as though she had scooped up some water which steadied her. I think it was then when she broke in two. The forward part disappeared and the after part floated level. Then she plunged again and the after part stuck up straight for almost twenty seconds, and then she sank straight down with an awful grating noise like a small boat being run down a pebbly beach."

Edges said his lifeboat was pulled toward a light that was believed to be the masthead light of a ship. Opinion in his lifeboat differed, he said, as to whether it was a star or a ship's light. They never seemed to get any nearer to it.

Edges was followed by William Burke, a dining room steward, who waited on Mr. and Mrs. Isidor Straus. He did not see Mr. and Mrs. Straus after dinner, however, and his testimony was devoted principally to an account of his personal experiences.

Saw Last of Strauses.

Alfred Crawford, a stateroom steward who lives in New York, told of seeing Mr. and Mrs. Straus just as he was leaving the side of the Titanic.

Mrs. Straus had just put her maid into the lifeboat," said Crawford, "and stepped in herself. She staid in only a second, though, and got back on the deck, saying to her husband: 'We've been together all these years. Where you go I go.'"

Crawford said he saw two lights after leaving the Titanic. He said they appeared to be the masthead lights of a steamer not more than ten miles off. He could not see any side lights, he said. The two lights disappeared at daybreak and none of those in the lifeboat with him nor he himself was able to see a ship.

Arthur J. Bright, quartermaster, gave a different interpretation of the lights seen from the lifeboats. He said that in his opinion the lights were not more than four or five miles away and that they were on a sailing ship, probably a fishing schooner, because he could see no lights where the hull would be.

FRANKLIN RECALLED AGAIN

P. A. S. Franklin, American vice-president of the International Mercantile Marine Company, was recalled by Senator Smith and again grilled about the exact hour at which the White Star officials in New York received definite news of the fate of the Titanic. Examination of Mr. Franklin by Senator Smith failed to develop any additional facts on this point.

"Mr. Franklin," said Senator Smith, "between the time you received the telephone message from Montreal about 3 o'clock Monday morning confirming the rumors you had heard from the newspapers in New York and the time you made public the information you received from Montreal did your company reinsure the Titanic or the cargo of the Titanic anywhere?"

"Absolutely no, sir," replied Franklin.

"Did you make any attempt to do so at Lloyds or elsewhere?"

Mr. Franklin denied this with equal emphasis and said that all the insurance for the White Star Line ships was handled in New York, that there was no one in London or Liverpool who would take up an insurance matter without advising him and that he was sure nothing had been done about the Titanic insurance.

As the sergeant at arms reported that neither Mr. Sammis nor Mr. Bottomley of the Marconi company had arrived, Senator Smith declared the hearing adjourned until 10 o'clock Monday morning, when the Marconi officials are expected to go on the stand. The testimony of all the members of the Titanic crew in Washington was completed this afternoon, but Senator Smith stated that all would be held in Washington for the present. J. Bruce Ismay, president of the International Mercantile Marine Company, who has been here a week without going on the stand, said he too would remain in the city over Sunday, though Senator Smith said he and his associates were at liberty to go where they pleased, with the understanding they be in the committee room Monday.

HUSH ON OUTGOING SHIPS.

Voyagers Peer at the Lifeboats and Find Them Many and Right.

Ships went down to the sea yesterday with full passenger cabin lists and left their piers with less demonstration than they used to do before April 15. Whether bound for a port of Europe or for the West Indies and the South they sailed with few demonstrative farewells.

An officer of the Rochambeau advanced a theory about this just before the French liner cast off to carry 350 cabin passengers and a large steerage to Havre. The shock of the Titanic disaster still lay heavy on the minds of all, he thought, but by unanimous but unspoken agreement all had determined not to speak about it. All were afraid if one gave way to imagination all would.

On all ships like the Red Star Kroonland for Antwerp, the Anchor liner Caledonia for Glasgow, the Royal Mail steamship Arcadian for Southampton by way of the West Indies there were few demonstrations, but somehow or other the eyes of many passengers wandered to the lifeboats, the liferafts and the lifebelts. There was reassurance in this, for every one could see that the buttoned canvas tops of the boats had recently been removed; oars and other provisions for emergency were all prominently displayed and in all cabins the lifebelts were ready for use.

Travel by sea on big boats and the little boats is safer to-day than it has ever been before. Companies as well as commanders have lost their taste for speed and record. If the southern course for European travel has been set at several hundred miles south of the iceberg zones a captain now will err on the safe side and hold off a little more to prevent any trouble. An iceberg, which used to share ship interest with the whale, will not be popular at all. Voyages across now will not be so joyous and carefree as they have been, but there will not be one thing overlooked in the pursuit of absolute safety.

CARPATHIA GOT BALL SCORES.

Salem and Chester Reports Show Nature of Land Messages.

WASHINGTON, April 27.—The records of the wireless stations on the scout cruisers Salem and Chester for the two days those vessels were trying to communicate with the Cunard liner Carpathia, according to acting Secretary of the Navy Winthrop, show that reports of ball games were among the interfering land messages. This, Mr. Winthrop states, is one proof of the necessity for Federal control of all wireless and the compulsory use of a universal code.

A complete copy of the wireless log of each ship is before the Navy Department and is held to await the pleasure of the Senate committee investigating the wreck of the Titanic. In the meantime the naval authorities are carefully perusing the records for their own information.

These reports verify former statements from the captains of the cruisers that they were unable to obtain any answer whatever from the Carpathia. The operators picked up everything they could hear and copies were made of everything. These memoranda show that scores of shore stations and other vessels were continually interfering with the Government ships and the high power shore stations in efforts to obtain news from the Carpathia for themselves.

Mayor's Fund Now $108,057.

Contributions to the Mayor's Titanic relief fund yesterday were $1,650, bringing the total to $108,657. Some of yesterday's contributors were

New York City Mothers Club	$12.00
Schulz & Buckgaber	100.00
Merck & Co.	100.00
Hill Publishing Company	100.00
Berwind-White Coal Mining Company	1,000.00
Checks from the Mayor of Chicago	179.00

POSLAM SOAP
makes complexions clear, hands soft, skin beautiful. Superior because it contains Poslam, the greatest healing remedy. Its use for every toilet purpose a revelation of goodness hitherto unknown in soaps.
Large cake, price 25 cents
AT ALL DRUGGISTS
For free sample, write Emergency Laboratories, 32 W. 25th St., New York

SHIP WITH 189 BODIES AT HALIFAX TO-MORROW

Apparently 30 Were Buried at Sea—80 More Are Identified.

ARTIST F. D. MILLET IS ONE

The Minia Relieves the Mackay-Bennett—Survivors Here Scatter.

The same wireless despatch which brought word to the White Star Line yesterday that the cable ship Mackay-Bennett had identified eighty more bodies picked up from the sea also gave reasonable ground for the assumption that her commander has buried at sea thirty of the bodies. The message gives the names of the eighty and says that the cable ship is steaming to Halifax with 189 bodies. It also says that fourteen bodies have been found in addition to the 205 already reported.

Altogether the Mackay-Bennett has picked up 219 bodies and 171 have been identified. The news that she will come to Halifax with only 189 makes it evident that her commander has seen fit to bury at sea the remainder, unless the other cable ship Minia has them.

Yesterday's despatch, which was wirelessed to Cape Race, says that the Mackay-Bennett cannot reach Halifax until Monday. It reads:

S. S. MACKAY-BENNET, via Cape Race. Noon, April 26.

Ismay, care Commercial Cable Company, New York:

Picked up fourteen more bodies. Now heading for Halifax. Will arrive Monday. Minia now working on position.

MACKAY-BENNET.

The last sentence in the message means that the Minia, which set out from Halifax has taken up the search for the bodies.

Following this message came another from the Mackay-Bennett giving the eighty new identifications. The names include that of Frank D. Millet, the artist. The eighty under their probable classification are:

FIRST CABIN.

ALFRED ROWE, perhaps ARTHUR ROWE.
TIMOTHY M'CARTHY, perhaps T. M'CAFFRY.
WALTER C. PORTER.
T. F. BAXTER, perhaps QUIGG BAXTER.
FRANK D. MILLET.
EDWARD A. KENT.
A. S. NICHOLSON.
E. G. CROSBY.
ARTHUR D. GEE.
EMIL BRANDEIS.

SECOND CABIN.

R. W. LAYSON, perhaps R. W. N. LARSON.
W. WATSON, perhaps EMESS WATSON.
E. GILBERT BANBOM, perhaps HERBERT DANBRONY.
—CLARKE, perhaps CHARLES CLARKE
ROBERT J. BATEMAN.
ARTHUR G. M'CRAE.
STANLEY H. FOX, probably STANLEY W. FOX.
LEONARD HICKMAN.
C. MILLING, perhaps JACOB MILLING.
J. CROSBY, perhaps DAVID CROSBY.
S. KANTOR, perhaps SELNA KANTAR.

STEERAGE OR CREW.

Amers Gustafson, C. G. Hicks, Pedro Ale, Adolf Humblin, F. Tomlyn, Alfred Fellows, Edward Lockyer, F. Woodford, Thomas Teobald, H. Mayo, Monssor Novel, W. McQuillan, M. Saunders, E. Prikee, Thomas J. Everett, Mercia Haussa, Rossmore Abbott, C. Shillabeere, Petri Sempenapolis, J. J. Davies, Alphonso Neejff, G. Ingram, J. Ackerman, Alman Paulshon, George Lefevre, Berrardi Batiste, S. Cove, Allonia B. Antonia, Wallace H. Hartley, John S. Marsh (Mason), T. Tawton, J. Dawson (Dauson), Dr. W. E. Minehan, P. Roberts, R. Saute, Engelhart C. Ostbe (Ostby), Alfred King, R. Hengood, E. Freeman, Maurice E. Debreucq, W. Vanderhoof, R. A. Waresam, J. Hutchinson, William Cartey, Austin Van Billard, Owen C. Allum, Karvin Anderson, J. Story, H. Lyon, Pompio Piazzo, J. Brown, F. Marsh, A. Doeble, J. H. Cob, J. White Shelloway, C. Gradiago, H. Jaillett, Edward J. Rogers, Frederick Sawyer.

At the White Star offices yesterday it was said that no word had come officially that George D. Widener's body had been identified, although a report to this effect came from Philadelphia on Friday.

It is the plan of the White Star officials to have all the unidentified and unclaimed bodies brought in either by the Mackay-Bennett or the Minia buried in Halifax. They also say they will provide headstones for the graves of those whose names are known, but which are not claimed.

Vice-President P. A. S. Franklin telegraphed yesterday from Washington that J. C. G. Mitchell, the White Star representative at Montreal, and G. D. Jones, the representative at Halifax, will be in complete charge of the situation following the arrival of the morgue ships. They will oversee the identification of bodies by the relatives and friends who have gone to Halifax. They will also be armed with the descriptions sent by relatives unable to proceed to Halifax. In case identifications are made by the officials from these descriptions the White Star will see to the forwarding of the bodies.

The survivors of the Titanic, particularly those of the steerage, have not ceased to go to the White Star offices for assistance. In almost every case help has been given. The White Star representatives say that they have provided more than 100 with free transportation to their destinations. One survivor has departed for Montana, several for the Dakotas and Minnesota and one is about to set out for California. In each case a sleeping car berth or the money to buy it was provided. All those who were helped had been passed upon by the relief fund committee. Some received as much as $25.

Several survivors are waiting to go back to their homes in Europe on the Adriatic, which sails Thursday. Mrs. Ettie Dean and her children, Bertram and Gladys, will return to their home in England. They came over in the steerage. Carla Anderson, a Danish girl now in St. Vincent's Hospital, will return to Copenhagen. All will get free transportation.

MANY WAIT AT HALIFAX.

Few Names in the Wireless List Are Recognized by Friends.

HALIFAX, N. S., April 27.—Arrangements are now practically complete for the reception of the bodies which the Mackay-Bennett is bringing as fast as she can through fog and rain. The time for her arrival is fixed for noon on Monday, but no one can say within six hours when she will make her way into port.

Among the Americans who are here awaiting bodies were few who recognized any of the names in the additional list wirelessed from the ship to-day. The list, as posted at the White Star offices in Halifax and at the information bureau at the Halifax Hotel, left only twenty-one still unidentified among the 189 dead on board ship.

The White Star Line has arranged that all the identified bodies should be sent to the Snow undertaking room, and the Mayflower curling rink has been secured for the bodies of the unidentified.

The White Star Line has issued a circular bordered with black to relatives or friends who wish to take charge of bodies. It says in part:

Only those who establish their right to do so will be permitted to view the bodies. Identified bodies will, so far as possible be sent to Snow's undertaking establishment and friends may take charge of them just as soon as the undertakers complete the necessary preparations.

The Mackay-Bennett will probably arrive some time Monday and will be tied up at the Government docks, but as it will serve no good purpose to be present, friends are earnestly urged in their own interest not to visit the dock. It will probably interfere with the prompt accomplishment of the very purpose they are here for.

When bodies are ready for shipment friends may take them on the same train in the baggage car on payment of the regular first class fare therefor, and the local offices of the Intercolonial will assist all inquirers in this. Bodies may also be sent by express on payment of two first class fares.

Through the courtesy of the American Consul here arrangements have been made to suspend the usual regulations governing the transfer of bodies to the United States, but friends must be careful to advise how they are going so that officers at the port of entry may be suitably advised.

The rule which excluded the press from the dockyard when the Mackay-Bennett arrives has been cancelled on account of pressure brought on the White Star company and the Government, which controls the dockyard. No photographs may be taken.

The undertaking rooms and the Mayflower Rink are both nearly two miles from the dockyard and in different parts of the city. Police and military will be on the scene to prevent any interruption or disorder.

American Consul Ragsdale, who is one of the committee of four volunterring to assist the White Star Line and the authorities, has received a telegram from Mrs. H. R. Rood of Seattle that she would be in Halifax to-morrow in the hope of finding the body of her husband. Among recent arrivals for a similar purpose are: E. Alsford, who seeks the body of Miss Edith Cross Evans; R. H. McElevry and E. E. Wwarlswalther, for G. D. Weck; C. W. Benjamin, for Chalmer Moore Harrington; Frank Smith, for Percival White; E. L. Camp and G. C. Douglas for W. D. Douglas; J. S. Chaffee, for H. N. Chaffee; G. Gippes, for Mr. Houchlin; H. Crosby, for W. Station; J. H. Anderson, for S. H. A. Clark; Mr. Rodney, for J. B. Cummings; S. L. Walls, for R. Hale.

Justice Davidson of the Quebec Superior Court, father of Thornton Davidson of Montreal, a son-in-law of the late C. M. Hays; Mr. Warren of Portland, Ore., Mr. Roblin of Philadelphia and Rodney T. Thayer are here. So also are H. Mandelbaum, father-in-law of Emil Taussig; Laurence Millet, son of the noted artist; Thomas Barbour of Boston, Mr. and Mrs. Alidorf and Mr. Rosenshine of New York in search of the body of his brother.

There was some dissatisfaction yesterday with what the friends of victims considered laxity on the part of the White Star Line and the authorities in Halifax, but this has largely disappeared to-day. The visitors did not realize the difficulties that had to be met. A complete system for handling the dead has been worked out and all possible information is being given out.

The bodies of the unidentified will be kept at the Mayflower rink for two weeks if necessary, in order that no opportunity for identification may be lost. All the bodies will be embalmed. A full description will be made of all bodies that are unidentified and in addition, where the features are distinguishable they will be photographed. The burial place of the bodies that may have to be interred here will be put on record.

The unclaimed bodies of Roman Catholics will be buried in Mount Olivet Cemetery, the Hebrews in the Jewish cemetery and all others in the Protestant cemetery at Fairview.

In order that there may be no delay when the bodies come the Coroner will be on hand and without the formality of an inquest will give certificates of death. With him will be the Deputy Registrar of Deaths, who will at once make out burial permits.

G. H. Murray, Premier of Nova Scotia, sent A. S. Barnstead as a representative of the Nova Scotia Government to the White Star Line agents to-day offering to do anything possible to expedite the work of looking after the bodies. The offer was accepted.

A private car that was sent here to-day by the Grand Trunk Railway to convey to Montreal the body of C. M. Hays, the president of the Grand Trunk system, was draped to-day.

It is not certain whether C. M. Hays's body is on the Mackay-Bennett or the Minia. His friends have been seeking to reach the Mackay-Bennett by wireless but at 10 o'clock to-night had not succeeded. George D. Widener's friends also were unsuccessful in their attempt to verify the report that Mr. Widener's body had been buried at sea.

A third wireless message was from a woman at the Plaza Hotel, New York, who is critically ill. The ship was asked to say if her husband's body was aboard. If she could know that it was, the wireless message said, there might be a change for the better. Her relatives are coming to Halifax to meet the Mackay-Bennett.

Albert Rosenshine of New York, who is here looking for the body of his brother George, called on the White Star agents to-night asking them to send a steamship out to meet the Mackay-Bennett with embalmers to begin the work before her arrival. He says five or six hours could be saved by this means. A wireless message was sent by the agents to the Mackay-Bennett asking them if the scheme would be practicable.

ASTOR EAGER FOR NEWS

He Sends Many Telegrams of Inquiry on His Journey to Halifax

VANCEBORO, Me., April 27.—Vincent Astor hurried through this town to-night on his special train bound for Halifax to get the body of his father. He had sent telegrams from many stations and when he left the train he always inquired: "Have you heard any news?"

Nicholas Biddle, who is with him, said to-night: "We have no news. We can get nothing definite from anywhere. Are you sure the Mackay-Bennett will not dock until Monday? We have not heard from Capt. Roberts, who is acting for the Astor family at Halifax. We are exceedingly anxious for any news. We have heard nothing since we left New York."

SEAMEN TO INSPECT BOATS.

Will Insist on Right of Examination Before Every Voyage.

Special Cable Despatch to THE SUN.

LIVERPOOL, April 27.—The branch here of the Seamen's and Firemen's Union has decided that seamen and firemen of every ship leaving Liverpool shall insist on the right of inspection of lifeboats by representatives of the union.

The union has decided also to demand an increase of the wages of seamen to $22.50 and in that of firemen to $25 a month.

Want White Star's Charter Revoked.

TRENTON, N. J., April 27.—Gov. Wilson has been asked to call a special session of the Legislature for the purpose of revoking the charter of the White Star Steamship Company. The request comes from the relatives of some of the Philadelphia victims of the Titanic. It is said, however, that the Legislature cannot legally revoke any individual charter.

Titanic Victim's Will Filed.

EAST ORANGE, N. J., April 27.—The will of W. Anderson Walker, which was filed today by his widow, Mrs. Frances Moorehouse Walker, is believed to be the first will of a Titanic victim filed for probate. Mr Walker was a passenger on that vessel. He was a native of England. His only surviving relative besides Mrs. Walker is a sister, Mrs. Elizabeth L. Allen of Cambridge, England. All his estate is left to Mrs. Walker.

GAMBLERS JUMPED IN AS BOAT DROPPED PAST

Another Story of Card Men's Escape Told by a Pal as He Got It.

SHOTS MADE THEM AFRAID

But Learning From Stokers the Ship's True Plight They Leaped to Safety.

The "mob," a police name for a gang of crooks or grafters, are laughing up their sleeves at various stories of how the card men on the Titanic escaped.

"One would think Broadway had been sitting up long after our early spring dawns listening to these yarns, but they haven't," said one of the esoteric yesterday. Kid Homer and two other men whose names may be Keefe and Kelly or any other they care to adopt were on the boat. They are known as good card men who go about their business in the prescribed manner, which is to make the loser feel that he has had a fair shake for his money. One of the three, celebrating the other night in the sitting room of a hotel just off Broadway, announced that he would tell the real story of how the three survived the disaster. Here is his story cut short.

"'We were playing bridge when the ship seemed to stop quickly, like a ferry boat going into a slip. Every one felt that something was wrong and the game stopped without any settlement being made. No one showed the alarm he felt, however.

"'We walked out on the decks. The night was clear. More stars than I have ever seen lighted the sky. Men and women were scrambling into the lifeboats. The ship had not as yet listed and we felt it was safer aboard her. In the first few boats launched men were permitted to stay with their wives or friends, but that rule was soon changed.

"'I asked every one who I thought might know what damage had been done and the answer was never satisfactory, so we decided, inasmuch as we were not allowed to get into the boats, that we would go down and ask the firemen and stokers. They would surely know what was up with the ship."

"'Here we got the right information. We were told that the boat had about an hour to say on top of the water. We hurried on deck, but there seemed to be no escape. There was no chance to get into the lifeboats from the upper decks, where they were were launched.

"'We knew better than most of those on the decks what was soon to happen. Again we went below to talk with the crew as to a means of being saved. Now we were told that she was foundering. We rushed once more to the decks to see sights that made us feel brave. The notable case was that of Mr. and Mrs. Straus. I doubt if either of them feared the inevitable. Their heroism few of us understand, but it tended to calm us. It gave us fortitude.

"'We put our heads together in a final effort to solve the problem of how we were to save ourselves. We saw a man pulled out of a boat for the third time. The officer threatened to shoot if he got in again. The man went below and soon appeared with a gun and began shooting. We decided it was a dangerous place to be in as we could hear other shots. Here is where the idea arose that led to our escape.

"'We went down to the lower deck and as we arrivde a lifeboat was being launched from the top deck. It swung out about three feet from the ship on the davits. It was our only chance and we took it. Seven stokers also jumped with us. That is the truth. I don't know whether it was manly or not. But we escaped, and so did all who were in the lifeboat.

"'While we were in the boat waiting for the Carpathia to arrive a man swam up to the boat with a child. Somebody said it was Capt. Smith. The child was taken aboard and the man swam back to the Titanic.'"

New Study of Sea Regulations.

Special Cable Despatch to THE SUN.

BRUSSELS, April 27.—The International Maritime Committee's executive bureau voted to-day to study anew the international regulations for the protection of life at sea. The bureau pointed out that the desired reforms were not possible of realization unless all countries with shipping interests cooperated.

PUBLIC MAY VISIT NEW LINER.

The COMPAGNIE GENERALE TRANSATLANTIQUE announce that their new quadruple screw steamship FRANCE will be open for inspection on Sunday, April 28, from 1 to 6 P. M., at Pier 57, North River and 15th Street. Twenty-five cents will be charged each person desiring to inspect the new steamer on that date, and the money will be devoted to charitable purposes.

MAHAN ON ISMAY'S DUTY.

His the Fault, in Part at Least, That Boats Were Lacking

Rear Admiral A. T. Mahan, retired, in a letter which the *Evening Post* publishes has this to say of J. Bruce Ismay's duty:

In the *Evening Post* of April 24 Admiral Chadwick passes a distinct approval upon the conduct of Mr. Ismay in the wreck of the Titanic by characterizing the criticisms passed upon it as "the acme of emotionalism."

Both censure and approval had best wait upon the result of the investigations being made here and to be made in Great Britain. Tongues will wag, but if men like Admiral Chadwick see fit to publish anticipatory opinions those opinions must receive anticipatory comment.

Certain facts are so notorious that they need no inquiry to ascertain. These are (1) that before the collision the captain of the Titanic was solely responsible for the management of the ship; (2) after the collision there were not boats enough to embark more than one-third of those on board, and (3) for that circumstance the White Star company is solely responsible, not legally, for the legal requirements were met, but morally. Of this company Mr. Ismay is a prominent if not the most prominent member.

For all the loss of life the company is responsible, individually and collectively, Mr. Ismay personally, not only as one of the members. He believed the Titanic unsinkable; the belief relieves of moral guilt, but not of responsibility. Men bear the consequences of their mistakes as well as of their faults. He—and Admiral Chadwick—justify his leaving over fifteen hundred persons, the death of each of whom lay on the company, on the ground that it was the last boat half filled; and, Mr. Ismay has said, no one else to be seen.

No one to be seen; but was there none to be reached? Mr. Ismay knew there must be many, because he knew the boats could take only a third. The Titanic was 882 feet long, 92 broad; the length, say, from Thirty-fourth street to a little north of Thirty-seventh. Within this space were congregated over 1,500 souls, on several decks. True, to find any one person at such a moment in the intricacies of a vessel were a vain hope; but to encounter some stragglers would not seem to be. Read in THE SUN and *Times* of April 25 Col. Gracie's account of the "mass of humanity, men and women" that suddenly appeared before him after the boats were launched.

In an interview reported in the New York *Times* April 25 Admiral Sir Cyprian Bridge, a very distinguished officer, holds that Mr. Ismay was but a passenger, as other passengers. True, up to a certain point. He is in no sense responsible for the collision; but when the collision had occurred he confronted a wholly new condition, for which he was responsible and not the captain; viz.: a sinking vessel without adequate provision for saving life. Did no obligation to particularity of conduct rest upon him under such a condition?

I hold that under the condition, so long as there was a soul that could be saved, the obligation lay upon Mr. Ismay that that one person and not he should have been in the boat. More than 1,500 perished. Circumstances yet to be developed may justify Mr. Ismay's action completely, but such justification is imperatively required. If this be "the acme of emotionalism" I must be content to bear the imputation.

Admiral Chadwick urges the "preserving a life so valuable to the great organization to which Mr. Ismay belongs." This bestows on Mr. Ismay's escape a kind of halo of self-sacrifice. No man is indispensable. There is surely brains enough and business capacity enough in the White Star company to run without him. The reports say that of the rescued women thirty-seven were widowed by the accident and the lack of boats. Their husbands were quite as indispensable to them as Mr. Ismay to the company. His duty to the ship's company was clear and primary; that to the company so secondary as to be at the moment inoperative.

We should be careful not to pervert standards. Witness the talk that the result is due to the system. What is a system, except that which individuals have made it and keep it? Whatever thus weakens the sense of individual responsibility is harmful, and so likewise is all condonation of failure of the individual to meet his responsibility.

A. T. MAHAN.

UNIVERSITY CLUB, New York, April 26.

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