

# Captain of Mount Temple Tells Story of Titanic Tragedy That Grips Hearers

## SKIPPER'S LOG DRAMATIC TALE OF SHIP'S LOSS

### Capt. Moore, of the Mount Temple, Gives "Wireless" Story of Tragedy.

(Continued from First Page.)

she was a foregrip ship. "She wasn't English," he added. "She didn't show an ensign."

Later, he said the funnel of this tramp steamer was black with some device in a band at the top.

According to Captain Moore, his vessel, which is a Canadian Pacific railway steamer, got the C. Q. D. call at once started for the scene of the wreck.

But when he got within about fourteen miles of the Titanic, at 3:25 Monday morning, he was compelled to stop the engines on account of the ice. When he finally did get to the scene of the wreck, as it had been given him, it was too late. He found not even wreckage, and nothing but vast fields of ice stretching away for at least twenty miles. In this field of ice was both floating ice and large bergs, the largest 300 feet high.

#### Caught in Ice.

He had difficulty getting out of this nest of ice with his own vessel.

Captain Moore denied emphatically that he had seen the signals of the Titanic; said all his officers and crew were on deck called up by himself after the C. Q. D. came, and furthermore declared that no passengers, so far as he knew, were on deck after midnight and after the news of the collision had been received. His testimony, instead of bearing out the statements of some of the passengers of the Mount Temple, that they saw distress signals, was a flat contradiction of such statements. He said the Carpathia sent up rockets, but these could not be seen from his vessel.

#### Story a Thrilling One.

In all respects, the story of Captain Moore was a thrilling one and was calculated to impress all who listened to its graphic recital with a clearer notion of the difficulties and horrors of that fearful night when the Titanic, plunging into a field of ice, as if careless of peril, went down to the bottom, though vessels within an easy radius were doing their utmost to give relief. Only by good fortune and good management did these other vessels themselves escape the icebergs, the terrors of the North Atlantic.

It appeared that Captain Moore himself had taken the most precaution that night to prevent his own vessel from collision with icebergs. The fourth officer of the Mount Temple that the forecastle head to keep a lookout.

Captain Moore talked with more intelligence, perhaps, on the subject of icebergs than any witness who has thus far appeared.

The committee plainly set much store by the statements of Captain Moore. At the close of his testimony, shortly before 1 o'clock, he was excused.

Among other things, he told the committee that on the way to the Titanic he made every preparation to give aid. The lifeboats were got ready, the lifebelts were taken out, the boats were swung out on the davits, and everything possible in the way of preliminaries for the work of rescue was looked after. The vessel had twenty lifeboats. It was purely by chance, he said, that the Mt. Temple learned of the accident. It was 12:30 Monday when the chief steward awakened him and gave him a Marconi message saying the Titanic was sending out the C. Q. D. and had been struck by an iceberg.

#### Ship Forty-nine Miles Away.

He was about forty-nine miles away when he got the call, and went as rapidly as he could toward the location. He made about eleven and one-half knots, but about 3 o'clock began to meet ice.

A crowd that occupied all of the available room in the committee chamber was present through the morning hearing.

It is the plan of the committee to call as many as possible of the employees of the White Star line before calling on the surviving passengers for information. This was made clear when Col. Archibald Grant, chief engineer of the Titanic, was called before Senator Smith this noon. Colonel Grant is anxious to return to New York to see his physician. He will not go on the stand before Monday, unless present plans are changed. Before going to lunch Senator Smith had not decided upon the first witness of the afternoon.

#### Important Witnesses Summoned.

Four more important witnesses were today subpoenaed by the committee to appear here next week. They are Fred M. Sarnis, chief engineer, and Manager Bottomley, of the New York Marconi wireless office; Harold Bride, operator of the Titanic; and J. A. Hovey, a wireless operator of the Mount Temple. Hovey is supposed to have intercepted wireless flashes from the Titanic and Carpathia. A mysterious conference was held by Senator Smith today before the committee convened, with Samuel Golden-

berg, of 109 1/2th avenue, New York, and Mr. Seward, of New York. Both are Titanic survivors and represent the committee, which those who lived through the sea disaster, appointed to appear for them here.

It is understood these two witnesses will tell where Captain Smith and J. Ismay were Sunday evening before the collision.

Both, today, refused flatly to tell what they expected to testify before the committee. It was understood, however, that the committee is particularly anxious to examine them with reference to the alleged "millionaire's dinner party," said to have been held on the Titanic Sunday night. Major Peuchen, of Toronto, declared in interviews that several of the officials of the ship attended this dinner, which, he said, was a hilarious affair.

Second Officer Lightoller, of the Titanic, was recalled today when the committee opened for examination regarding the identity of a Louis Klein, one of the witnesses who disappeared after being Lightoller said that the Klein on the Titanic was a barber, who drowned.

#### Discredits Louis Klein.

Klein was brought to Washington on the strength of allegations he made to a Cleveland newspaper, that the Titanic's crew were drinking on the night the ocean giant struck. It developed during Lightoller's examination that he had seen Klein in Senator Smith's office, and denounced him as an impostor.

"I never saw him before," was the office statement at that time.

Capt. James H. Moore, of the Canadian Pacific steamer Mount Temple, was called. The committee summoned him because of the report that his vessel was within sight of the Titanic's lifeboats.

Capt. Moore said he has had thirty-two years sea experience, twenty-seven spent in the north Atlantic.

"I can solemnly swear that I saw no signal lights from the Titanic," continued Captain Moore, "neither did my officers. When I arrived at the scene of the Titanic wreck I saw nothing whatever—no wreckage, lifeboats, bodies—nothing. I was on the bridge when I steered away to the south and east. The ice appeared much thinner than it is. I had a searchlight pulled up to the mast head, 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.

#### No Passengers on Deck.

"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."

Captain Moore said his vessel had twenty lifeboats, which could accommodate 1,000 passengers. "We had more than the requirements of the British board of trade for lifeboats. In such an accident as that which happened to the Titanic, we would have had enough lifeboat accommodations for all. We could carry 2,200 passengers, and the Titanic could carry 2,200. We had 200 more lifeboats than we left on board. These would have accommodated only 1,000 persons."

"We have the Marconi equipment with one operator, and one special operator. I know how he was justified to be on duty at 12:30. He was just going off when he happened to pick up the instrument and get the message. It was just an accident."

#### Thought Talked to Berma.

Captain Moore said he thought the Mt. Temple had been in communication with the Birma.

The witness then read the Marconi log. It contained a message stating the Titanic had gotten the Carpathia and had transmitted the message from the Titanic had struck an iceberg. This message to the Mt. Temple operator had received in transit between the Titanic and the Carpathia.

#### Read Several Telegrams.

Moore read several telegrams, interrupted by the Mount Temple, sent out by the Titanic frantically calling 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?" Moore said the Titanic replied: "We want all we can get."

The Titanic asked the Frankfort: "Are you coming to our assistance?" "The Frankfort asked: "What was the matter?" and the Titanic replied, "We have struck an iceberg and are sinking. Tell the captain to come. Smith questioned Moore minutely to ascertain whether or not the Frankfort made any endeavor to go to the Titanic's assistance. Moore said that he did not know until 5:30 a. m. that the Titanic had sunk.

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

Moore said he had explicit instructions from his company never to enter field ice, no matter how thin it was, and he always obeyed that instruction. "The usual thing to do when field ice is encountered at night," he said, "is to stop until daylight."

#### Doubled the Lookout.

"At 3 o'clock we began to meet the ice and I doubled the lookout. At 3:25 we were stopped by the ice, when about fourteen miles from the Titanic. It was dark then.

"Before that I met a schooner, a small craft, and had to get out of her way. The schooner's lights seemed to go out later on. It was between me and the Titanic on our port bow, in our course. I was going due east and the schooner was coming from the direction of Cape Race."

Senator Smith said he had been informed a derelict schooner was in the sea that night. "I don't know," replied Captain Moore, "but I was positive the schooner he saw had a light."

"I heard the fog horn on this schooner, and suddenly her lights went out," said Moore.

"It was shortly after 3 o'clock when I saw her. I didn't stop altogether, simply stopped engines and then put my ship on her course again," he continued.

"The schooner couldn't have been moving very fast, sir—I should say about two knots an hour."

Captain Moore said the "ghost ship," seen by the Titanic's survivors may have been a tramp steamer he saw that night, westbound. He said the tramp had no wireless and was a foreign ship of 5,000 tons.

"I saw the tramp after 9 o'clock that morning. She followed me after I turned around because of the heavy ice. I first saw her about 6 o'clock in the morning. I had no communication with the vessel. It had a black funnel with some device in the band.

"After stopping my engines at 8:25, I went ahead slowly, arriving very close to the Titanic's position at 8:30 in the morning. I saw no other vessel but the tramp. He was a little ahead of me, to the eastward.

"I 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 a field of ice and bergs both, between forty and fifty bergs. Some were very long and very very low in the water. Others were from 100 to 200 feet high, sir. Some had long spurs running under the water. In the day time you can see those spurs they show quite green under the water."

Captain Moore said he never used appliances in the "crow's nest"—only on the captain's bridge.

#### No Searchlight.

"Were you ever in the north Atlantic with a vessel equipped with searchlights?" asked Senator Smith.

"No, sir," Captain Moore replied.

"I'd like your judgment whether or not searchlights in darkness would be of assistance," asked Senator Smith.

"In fog they're useless, but in clear weather with powerful projector they might be useful," Captain Moore replied.

"I've never had any experience with them."

"I can solemnly swear that I saw no signal lights from the Titanic," continued Captain Moore, "neither did my officers. When I arrived at the scene of the Titanic wreck I saw nothing whatever—no wreckage, lifeboats, bodies—nothing. I was on the bridge when I steered away to the south and east. The ice appeared much thinner than it is. I had a searchlight pulled up to the mast head, but he could not see any open passage—I stopped.

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Moore said he had explicit instructions from his company never to enter field ice, no matter how thin it was, and he always obeyed that instruction. "The usual thing to do when field ice is encountered at night," he said, "is to stop until daylight."

Moore declared that frequently vessels had run at high speed where the Titanic was. He had never known the field ice to be so far south. If he had been warned as the Titanic was, he would have considered it imprudent and unwise to continue at a speed of twenty-one and one-half knots.

#### Captain Lord on Stand.

Late yesterday afternoon the Senate subcommittee on the investigation of the Titanic disaster, heard Capt. Stanley Lord, of the Californian, of the Leyland line, and Wireless Operator Cyril Evans, of that vessel.

Their testimony did not bear out the statements of Ernest Gill, operator of the donkey engines of the Californian, that the distress signals of the Titanic had been seen from the Californian, and that the latter was ten miles from the Titanic, yet Captain Lord said no attention to her.

The testimony of Captain Lord and Evans showed the Californian was about nineteen miles from the Titanic, that the Californian was stopped by the Titanic, that the Californian did not get the Titanic's C. Q. D. call, that it would have been received had not the wireless operator, Evans, gone to bed after sixteen hours on duty, and that the Californian was discouraged from trying to communicate with the Titanic Sunday night by the curt reply "shut up."

Had there been two wireless men on the Californian and had the Titanic operator been more courteous than Evans, the Californian would have reached her about the time she was down or a little before.

The committee was impressed with the apparent truthfulness of the testimony of Captain Lord who read from a log. He said he saw a tramp steamer within about four miles sending up white rockets, but not distress signals.

#### Stopped by Ice.

Stopped by the ice about 11 o'clock, the Californian lay quiet until morning and then, hearing of the loss of the Titanic, hurried as best she could through ice to where she sank.

Senator Smith asked Captain Lord if his ship had communicated with the Titanic Sunday night.

"Yes, sir," came the answer, "at 10:50 p. m. I saw a light before we were stopped by ice."

"What was that communication?" We told her we were stopped and were surrounded by ice.

Was that message acknowledged? Yes, I believe the Titanic operator told our operator he had read the message and told our operator to shut up, or stand by, or something, as he was busy.

"Do you know the position of the Titanic when she sank? Yes, sir, it was given me by the Virginian."

Did you see the same position most of the night, stopped on account of the ice? Yes, sir.

How far apart were the two ships on Sunday night? Nineteen and a half or nineteen and three-quarter miles.

Did the Californian receive the C. Q. D. sent from the Titanic? No, sir. We first heard of her trouble at 5 a. m. Monday from the Virginian.

Did you see the progress of the Californian interfered with by the ice Sunday evening?

"Did you see the Titanic on Sunday or receive any signals from her, or do you know of your own knowledge, anything about her sinking?"

"No, sir; I saw no signal from her and know nothing except what I was told."

Captain Lord then read entries from his log from the time he started for the scene of the Titanic disaster until he reached the spot.

#### Proceeded Slowly in Ice.

"5 a. m.—Proceeded slowly through thick ice."

"6:30 a. m.—Cleared thickest of the ice. Proceeding full speed, pushing the ice ahead."

"7:30 a. m.—Pulled alongside the Carpathia at scene of Titanic."

"Would glasses be of assistance to the lookout in perceiving ice?" asked Senator Smith.

"No," replied the captain. "My experience is that glasses are of no use to a lookout until he has picked up some specific object to be examined. The officers have glasses on the bridge for that purpose."

"Do you know whether your operator was on duty Sunday night after you sent that warning to the Titanic?"

"I went to his room about 11:45 and there was no light, indicating that he was asleep. He had just heard the message from the Frankfort and it was the same as the Frankfort had given me. I sent it to the captain."

"Yes, certainly."

"Do you not think it better to have two operators on every ship?"

"Of course it would be better. You would be sure not to miss anything following the disaster, and will also aid the movement, now under way, to force some sort of control over wireless telegraphy."

"Suppose Morse signals and rockets had been displayed on the Titanic continuously during the three-quarters of an hour after she struck the iceberg, would you in the position of your ship on that night have been able to see those signals?"

"From our position we certainly could not have seen the Morse, and I don't think we could have seen any rockets. Nineteen and a half miles is a pretty long way."

"Did you talk with the Frankfort at any time?"

"Yes, we were in communication with Frankfort at about 5:30 Monday. She first told us that a ship had sunk, and then a few minutes later said that it was the Titanic which had sunk, after hitting an iceberg. I had the chief officer tell our wireless man to get her position, and that was the first I had of the sinking of the Titanic, as we were trying to get the official position from the Frankfort, the Virginian came in with this:

"Titanic sinking. Struck an iceberg. Wants assistance. Passengers in boats."

"Have you and ideas as to the identity of the steamer that lay alongside you in the ice that Sunday night?" the captain was asked.

"No," was the answer, "we all thought it an ordinary cargo steamer. At daylight we saw a yellow funnel steamer—an ice report. The Titanic answered, 'No.'"

#### Evans on Stand.

Captain Lord was followed by Cyril Evans, wireless operator on the Californian.

Evans told how he was on watch in the wireless room from early Sunday morning until about 11:30, when after sending the ice warning to the Titanic, he went to bed.

Asked if he had any other communication with the Titanic besides the message sent Sunday night, Evans said:

"On Sunday afternoon, after sending an ice report to the Antilles the Titanic called up and we exchanged signals. I said: 'Here a message—an ice report.' The Titanic answered, 'All right, old man, I heard you send it to the Antilles.'"

"Yes," to recount the circumstances under which he sent the last ice warning to the Titanic at 10:50 Sunday night, Evans said:

"Just before that I stepped out on the deck and met the captain and told him I was in communication with the Titanic. A little while before we had passed on a report of ice that we had sighted and were then, the captain informed me, stopped in the midst of an ice pack. The captain suggested that I long as I was in communication with the Titanic, better tell them how we were situated in regard to the ice, so we went back and sent the Titanic this message:

"Yes, old man, we're stopped, surrounded by ice."

"He replied: 'Shut up. Shut up. I'm working Cape Race, and I'm jammed.' (Evans explained that the Titanic operator meant by the word 'jammed' that he was situated in regard to the ice, so interfering with his communication with Cape Race.)"

"Just before 6 o'clock I was awakened by the chief officer. He said there was a ship that had been firing rockets, and asked me to please try and find out of anything was the matter. I got up, partly dressed, and started the key, calling all stations. I was answered by the Frankfort. He said: 'Do you know the Titanic has sunk during the night, after colliding with an iceberg?'"

"No," I replied. "Please give me her position."

"Just as he gave it to me the Virginian came in, asking the same question, and I replied that I had just heard about the sinking of the Titanic, and asked him to give me officially the Titanic's position. He gave it to me, and it was the same as the Frankfort had given me. I sent it to the captain."

#### Wireless Log of Scout Cruiser to Be Before Board

The wireless log of the scout cruiser Chester, which was detailed to meet the Carpathia following the sinking of the Titanic, will probably be sent to the

## MOTHER AND CHILD ITCHED AND BURNED

### Troubled About 2 Years, Often Could Not Sleep, Used Cuticura Soap and Ointment. In 2 or 3 Weeks Well.

Doekery, N. C. — "About three years ago my little girl was taken with a breaking out. It began on her arm and shoulder and in a few days I was taken with what seemed to be the same thing. It started on my chest and finally got all over me. We were troubled with it for about two years. Often we could not sleep. It would itch and burn worse at night, and we just wanted to scratch, which made sores. I finally used the Cuticura Soap and Ointment. We bathed with the Cuticura Soap and water, and then applied the Cuticura Ointment freely all over the affected parts. I used this treatment two or three times a week, and in two or three weeks I was well and my little girl too, and we have had no symptoms of the skin disease since." (Signed) Mrs. Emma Alexander, Nov. 27, 1911.

## DANDRUFF AND FALLING HAIR

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## Small Arms Practice.

Small arms target practice by the engineers and other troops stationed at Washington Barracks will be held during May and June. The range for the cavalry and artillery men, at Fort Myer, will be opened July 1, and continued through September. Through small arms practice by all the commands in the Department of the East have been sent out from Governor's Island.

## Lieut. Arwine Coming.

Lieut. J. N. Arwine has been detailed to the Bureau of Ordnance, of the Navy Department, here for a temporary course of instruction. Later Lieutenant Arwine will go to Jersey City to serve as powder inspector for the Government.

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