Ismay Ordered "Speed", Knowing That Danger Lurked Ahead

SENATE PAVES WAY FOR CO-OPERATION

Advises President It Will Favor Treaties With Maritime Nations.

REGULATE OCEAN TRAFFIC

Rayner's Attack on Ismay Is Not Approved by Senator McCumber.

Washington, April 20.—The Senate paved the way to-day for international co-operation in more complete regulation of ocean traffic. By unanimous vote the Senate agreed to the Martine resolution, advising the President that the Senate would favor treaties with other maritime governments to regulate lanes of ocean traffic, the speed, lifeboats, wireless, searchlight and other equipment of passenger craft.

In the House a number of bills designed to accomplish the same end were introduced.

Senator McCumber, of North Dakota, a member of the Foreign Relations Committee, condemned the speech made yesterday by Senator Rayner censuring J. Bruce Ismay, managing director of the White Star Line.

Approving the Martine resolution, Mr. McCumber said:

"Yesterday one man connected with the Titanic disaster was tried, convicted, sentenced and executed here in the Senate of the United States, and as a Senator and a citizen, I desire to register my protest against the trial of any one connected with the running of the boat without fair, honest and full consideration. The Lord knows that the habit of condemning public men without a hearing is bad enough, but it is not fraught with so much danger as our condemnation in a crisis when public feeling is wrought up and demands a victim. At such a time we certainly should suspend judgment."

Mr. McCumber declared the American people to be more to blame than any one else for the Titanic catastrophe. "We conduct every enterprise in the spirit of sport, and constantly demand an increase of size and speed in our boats," he said. "When the Lusitania made her record we applauded regardless of the fact that her course may have been the same as that of the Titanic and her equipment no better."

Senator Lodge said that the law had been largely responsible for the Titanic accident, and that the proposed treaties would encourage better laws.

Senator Martine, of New Jersey, author of the resolution characterized as barbarous the practice of supplying oceangoing vessels with only one-fourth of the lifeboats necessary to accommodate the people aboard.

The Alexander resolution calling upon the President to invite the maritime nations of the world to an international conference to establish ship lanes in the North Atlantic Ocean was favorably reported by the House Committee on Merchant Marine to-day.

"That the danger from fog and ice to vessels has been known, and that it is desirable to lay down routes by international agreement and make them compulsory for swift steamers, has long been regarded as necessary to the safety of life and property at sea," the report says.

The report of the committee on ship lanes of this conference urged uniformity of travel and pointed out the necessity harmonious action by the ship lines of the various countries.

WAIFS OF THE SEA WELL CARED FOR

Two Little French Boys Have Found Good Home in New York.

[Special to The Times-Dispatch.]

New York, April 20.—Tucked in two little white beds in the home of Miss Margaret Hays, and all unmindful of the strange fate that placed them there, two curly-headed little French boys, believed to have been made orphans by the Titanic disaster, are resting to-night. All efforts to ascertain the identity of the two "waifs of the sea," one of which is four, and the other two, have failed.

Although their pretty nineteen-year-old foster-mother speaks French fluently, she has been unable to learn their names. To-day the French consul in New York was asked to aid in the search for the children's relatives.

As the last lifeboat was pushing away from the ill-fated Titanic Sunday night, a white-faced man rushed to the rail, tossing the youngsters into the boat. His eyes brightened as he saw the children were being hugged to the breasts of two women passengers.

The children were taken aboard the Carpathia, and although the seas were combed in the vicinity of the scene of the disaster by the crew of the rescue ship, no trace of their "papa" was found. Passengers furnished clothing to the little fellows, who had boarded the lifeboat almost naked.

A little black "Pom" dog, which Miss Hays was bringing home from Paris, attracted the children's attention. They played with it, and Miss Hays took a fancy to them. When the Carpathia docked Thursday night and the Titanic's survivors landed, Miss Hays, with both children, came ashore. She took them to her home. Toys were bought for them and they are apparently happy. The older has been christened Louis, and the chubby, younger one "Lump." He is all that his name implies, for he weighs almost as much as his brother.

Their pretty new "mama" has provided them with new suits and white shoes, and their real mama could not kiss them more. Miss Hays has grown to love them. It is believed the children boarded the Titanic at Cherbourg, and that the father, perhaps a widower, was bringing them to friends or relatives in America.

Unless the children's relatives are found, they will be adopted by a man and his wife who live in Canada, and who were passengers on the Titanic. The couple saw the children on the Carpathia and wanted to take them with them, but it was thought best to allow the children to remain here for a while in the hope that their relatives might appear.

CARPATHIA'S DECK STREWN WITH LIFEBOATS

This photograph was made on the morning of the disaster which ended in the death of more than 1,600 passengers and crew of the liner Titanic. The survivors who reached the side of the Carpathia in these boats are shown lining the rail in a vain effort to detect signs of more persons who escaped death as the leviathan sank to the bottom of the Atlantic.

THE TITANIC

Sunk April 15, 1912

(Chicago Post.)

Now this was the work of the hand of man, the dream of a prideful brain,
That the wrath that sleeps in the rolling deeps might waken to strength in vain,
We builded a ship that was one of might, we builded it stanch and strong;
We forged its keel to its ribs of steel, we fashioned it wide and long;
We said there was naught that might humble it, no power in sea or sky—
And it broke as a crumb 'twixt finger and thumb when the ocean made reply.

There were long, long decks where the gay folk strolled; the wake was a white, white foam;
And the jewels gleamed and the people dreamed of the strength that bore them home.
There were billows high that the bow cleft fair and as scornfully tossed aside—
For the ship was great and it hastened straight with no halting for wind or tide.
We said there was naught that might bid it pause, no power in wind or wave—
But an echoing surge is the only dirge that is murmured above its grave.

Now the sea is deep and the sea is strange, and is jealous of all men do;
And it takes its toll as its billows roll, and it answers with wreck and rue;
It has been unchained since the birth of time, and it pulses the hand of man,
Though he work in pride and with faith beside, in his cunning toil and plan.
We said of the ship it would keep its course, and mock at the sky and sea—
Then a swift-caught breath, and the call of death in a mocking and strident key.

Now this was the work of the hand of man—a mighty and wondrous thing.
And we told the sea it no more might be over man and his works the king.
We made it as strong as a hundred ships that threaded the seas of yore—
And it lies to-day where the long swells play through the wrecks on the ocean's floor.
We said there was naught that might humble it, no power in sea or sky—
And it broke as a crumb 'twixt finger and thumb when the ocean made reply.

SECRETARY MEYER TO INVESTIGATE

Commanders of Cruisers Are Told to Produce Their Log Books.

[Special to The Times-Dispatch.]

Washington, April 20.—The log books of the scout cruisers Salem and Chester, the ships dispatched by President Taft to get the official report of the sinking of the Titanic from the Carpathia, and which failed in their mission, to-night were ordered sent here for examination by Secretary of Navy Meyer. Operators of the Cunard Line have stated that there was failure because the navy operators were inefficient.

Commander Decker, of the Chester, reported to Washington that the Carpathia refused him the information wanted by President Taft, and would not acknowledge his calls, although he was within easy speaking distance. Officials of the Carpathia declared that the naval wireless men were unfamiliar with the European Marconi code, were slow and seriously interfered with the sending of important messages from the survivors to their anxious relatives and friends ashore.

Secretary Meyer denied that the naval operators were inefficient, and declared that he would sift the matter to the bottom. A complete investigation was ordered. Commanders Decker and Chandler have been asked for complete reports, and their log books will be examined in an effort to find the discrepancy.

Who Said Corns? I Use "GETS-IT!"

It Works on a Sure, New Plan.

"Glory! Come and See How GETS-IT Works!"

"GETS-IT," the new corn cure on a new principle, works like the touch of a fairy's wand. No more knives, razors, files or other instruments of torture for corn-sufferers. No more salves, plasters and bandages that hurt the rest of the toe more than they relieve the corn.

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"GETS-IT" is guaranteed to give satisfaction or your money is refunded.

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If you want a Beer of Quality, call for Home Brewing Co.'s

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MURDER MOST FOUL, CRUEL AND TERRIBLE

Mrs. Harris, Widow of Lost Theatrical Producer, Declares She Will Tell Titanic Story, as Perhaps No One Else Knows.

[Special to The Times-Dispatch.]

New York, April 20.—"Fifteen hundred people were not drowned on the Titanic; 1,500 people were murdered, cruelly and foully murdered! That's the story, the true story, of this awful wreck, which I shall tell the world the second I am able!"

These are the words of Mrs. Henry B. Harris, widow of the millionaire theatre producer. Mrs. Harris spoke them to-night between sobs, as she lay on her bed of grief and pain, surrounded by her relatives, in her flower-filled apartments that look out over Central Park and into the very windows where Mrs. John Jacob Astor, another freshly-made widow, is also living over and over again those wild hours in the ice-strewn Atlantic.

"No one has begun to tell the whole truth about the wreck of the Titanic," Mrs. Harris sobbed. "I shall appear before the Senate investigating committee in Washington and tell what I know. It will wake the world at last to the real horror of this disaster.

"I was the last woman to leave the deck of that ship. I was put into a collapsible boat, along with two other women and scores of the crew. Women and children—and our husbands were torn from us so the men of the crew could go along!

"But I am glad that I waited. I had a few extra minutes with my husband, and I learned why that boat went to her grave. I learned of the carelessness with which she was handled, which amounts to murder—plain, cold-blooded murder.

"I want to tell the community my story. I want the blame to be fixed where it belongs. The men who are responsible for this crime must pay for it. And I shall do all in my power to see that they do."

But it will be a long time before Mrs. Harris is able to testify, according to her attorney, Max D. Steuer, who has charge of her affairs. She is in a most serious condition, he says, as a result of her terrible exposure and a fall she received while still on board the Titanic.

"I had watched the women get into the boats," Mrs. Harris said, "and finally I had to go, too. They said it was my only chance of being saved. I asked my husband the time, and he took out his watch. It was exactly twenty minutes past 2.

"We were standing alongside of Major Butt. We had been helping him to put people into the boats. Major Butt was the real leader in all that rescue work. He made the men stand back and helped the women and children in. He was never rough, as has been said. He was simply authoritative, in the most courteous manner I have ever seen. He was surely one of God's noblemen.

"As I was lowered in the boat, after I had kissed my husband that last terrible good-by, I watched the major as he stood by Mr. Harris. He was motionless, without a trace of fear in his eyes.

"Just ten minutes later I watched the waves wash over them—my husband and the major—as they stood at attention like the heroes that they were.

"Major Butt never fired a shot, as has been said; he acted the part of the greatest hero, the real hero, whose heart is as tender as his soul is brave."

Mrs. Harris's declaration that she knows the truth about the sinking of the Titanic, as perhaps no one else knows, comes as a complete surprise.

It had not been generally known that she was the last woman to be lifted from the death-ridden decks of the Titanic. This was because, until late Saturday, she has been too ill to talk, and even now she can go but little into detail.

"It was just plain murder—downright and terrible," she repeats to her sisters over and over again. "And I will prove it to the world the minute I can gather the strength to tell of it all."

COURT OF INQUIRY FOR NOTTINGHAM

Parker Resignation and Its Causes to Be Examined in Norfolk.

MUCH WRITTEN EVIDENCE

Military Tribunal, Which Meets Tuesday, to Be of Short Duration.

Many witnesses have been summoned to give evidence before the court of inquiry, which will meet in Norfolk on Tuesday to examine into the reasons for the resignation from the service of Captain Walter G. Parker, chaplain of the Fourth Virginia Infantry. The inquiry is to be directed toward the official acts of Colonel Thomas J. Nottingham, commander of the Fourth Regiment.

The court is composed of Colonel Robert F. Leedy, Second Infantry; Lieutenant-Colonel R. E. Craighill, First Infantry; and Major T. M. Wortham, First Battalion, Field Artillery. Major Thomas W. Shelton, acting judge advocate-general, is to be the recorder of the court.

It will be the function of this body to inquire into the causes of whatever trouble may exist in the regiment. It may make any recommendations looking to the good of the service which it may see fit, reporting to the Adjutant-General.

Minister Resigned.

Captain Parker, who is pastor of Park Place Methodist Church, of Richmond, resigned last autumn, after serving in the militia for many years. He noted on his resignation that he was dissatisfied with conditions at the head of the command. Colonel Nottingham requested an explanation of this statement, and Captain Parker replied to the effect that he did not wish to serve with a commander, who had used vile and profane language in public toward his superior officers and other officers of the service.

In response, Colonel Nottingham said that such an accusation was false and without foundation. Captain Parker did not like this, and he reported conversations of Colonel Nottingham, in which he had made unprintable remarks concerning General C. C. Vaughan, Jr., the brigade commander; Lieutenant-Colonel Jo Lane Stern, assistant inspector-general; Major Allen Potts, quartermaster-general, and Captain Charles F. Baltzell, United States Army. These offenses, according to Captain Parker, were committed at the encampment at Culpeper last July, and so disgusted the chaplain that he could no longer serve with such an officer.

Then Colonel Nottingham admitted, in writing, much of what had been charged, but said it was uttered in the presence of his staff in what is regarded as a confidential relation, and should not have been repeated. It is understood that Captain Parker will try to show that the conversations were public, made in the presence of many officers.

But the chaplain, whose resignation has been held up pending settlement of this matter, has refused to discuss it, and has called attention to the fact that the complications have not been of his seeking—had he been permitted to resign without protest, there would have been no aftermath.

In reply to suggestions that efforts will be made to make things unpleasant for him in the inquiry, Mr. Parker has invited any one who knows anything against him to produce it.

It is thought improbable that the inquiry will last longer than a day. The session will probably be secret.

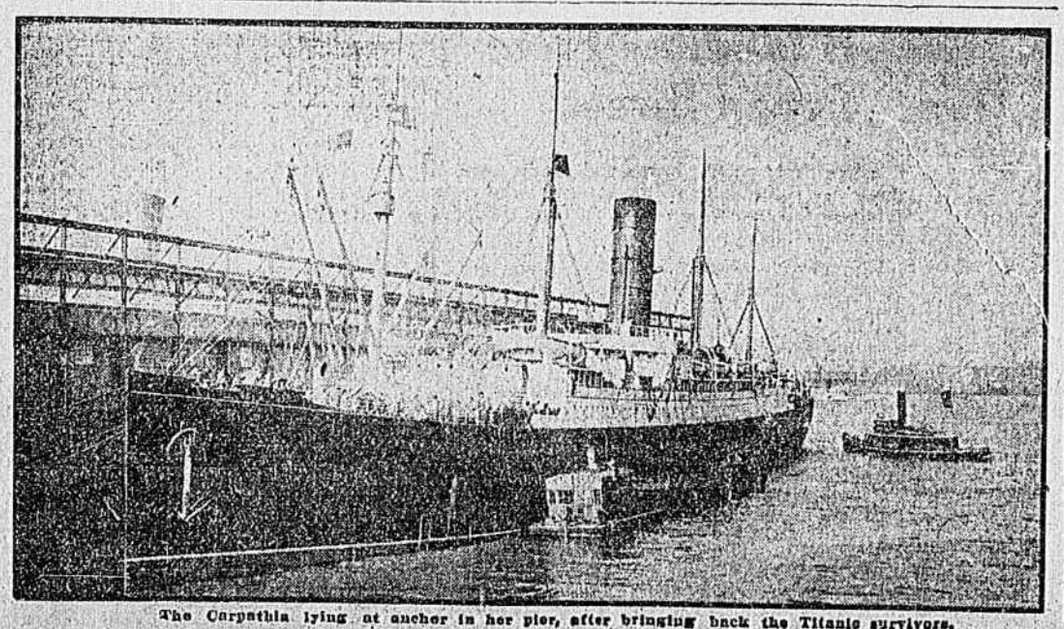
FIFTY BELL BOYS LITTLE HEROES

[Special to The Times-Dispatch.]

New York, April 20.—Fifty happy-go-lucky youngsters, bell boys on the Titanic, went to their death smiling and joking, taking great delight in breaking the rules against smoking on duty.

James Humphreys, a quartermaster, who commanded one of the lifeboats, to-day told how the fifty lads died. They were called to their quarters when the fate of the ship became apparent, and for an hour sat quietly at their posts while the struggle to get the women into the lifeboats went on. Just before the ship sank they were told to endeavor to save themselves. Not one of them attempted to approach the lifeboats.

"I saw them standing around various parts of the ship, smoking cigarettes and joking with the passengers," said Humphreys. "Not one of the boys was saved."



The Carpathia lying at anchor in her pier, after bringing back the Titanic survivors.

Isaac giving his testimony

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