

Sea Which Claimed Liner Titanic Is Giving Up Its Dead, Searchers Finding Sixty-Four Bodies at Scene of Wreck

ISMAY TELLS WHAT PART HE PLAYED IN TITANIC DISASTER

Denies That He Was Consulted by Captain Smith or Any Officer, or That He Gave Orders or Made Suggestions About Navigation of the Vessel.

DECLARES MANY STORIES OF HIS CONDUCT ARE FALSE

He Did Not Say That He Wished Ship to Make Speed Record—Was Merely a Passenger, Saw Captain Only Casually, Did Not Dine at His Table, nor Was He With Him When Berg Was Struck—Defends Himself From Charge of Cowardice in Taking Place in Lifeboat.

New York, April 21.—In a statement given out here to-night, J. Bruce Ismay replies to various published statements regarding the Titanic disaster, particularly those in which his name has prominently figured.

Mr. Ismay denies that he had anything to do with the navigation of the Titanic; declares among other things that he exercised no privileges that did not belong to any other first-cabin passenger; that he was in bed when the accident occurred, and that he had no idea of returning to Europe quickly to avoid appearing at a senatorial investigation. His statement in part follows:

"When I appeared before the Senate committee Sunday morning, I supposed the purpose of the inquiry was to ascertain the cause of the sinking of the Titanic, with a view to determining whether additional legislation was required to prevent the recurrence of so horrible a disaster.

He Welcomes the Inquiry.

"I welcomed such an inquiry and appeared voluntarily, without subpoena and answered all questions put to me by the members of the committee to the best of my ability, with complete frankness and without reserve. I did not suppose the question of my personal conduct was the subject of the inquiry, although I was ready to tell everything I did on the night of the collision.

"When I went on board the Titanic at Southampton, on April 10, it was my intention to return by her. I had no intention of remaining in the United States at that time. I came merely to observe the new vessel, as I had done in the case of other vessels of our lines.

"During the voyage I was a passenger, and exercised no greater rights or privileges than any other passenger. I was not consulted by the commander about the speed per hour, navigation or her conduct at sea. All these matters were under the executive control of the captain. I saw Captain Smith only casually, as other passengers did; I was never in his room; I was never on the bridge until after the accident; I did not sit at his table in the saloon; I had not visited the engine room, nor gone through the ship, and did not go, or attempt to go, to any part of the ship to which any first-cabin passenger did not have access.

"It is absolutely and unquestionably false that I said that I wished that the Titanic should make a speed record, or should increase her daily runs. I deny absolutely having said to any person that we would increase our speed in order to get out of the ice zone, or any words to that effect.

"As I have already testified, at no time did the Titanic, during the voyage, attain her full speed. It was not expected that she would reach New York before Wednesday morning. If she had been pressed she could probably have arrived Tuesday evening.

"The statement that the White Star Line would receive an additional sum by way of bounty, or otherwise, for attaining a certain speed, is absolutely untrue.

Made No Suggestions to Any One.

"I was never consulted by Captain Smith, nor by any other person, nor did I ever make any suggestions whatsoever to any human being aboard as to course of the ship. The Titanic, as I am informed, was on the southernmost westbound track of transatlantic steamships. The tracks, or lanes, were designated many years ago by agreement of all the important steamship lines, and all captains of the White Star Line are required to navigate their vessels as closely as possible on these tracks, subject to standing instructions."

The instructions, according to Mr. Ismay, require that commanders of vessels must bear in mind "that the safety of the lives and property entrusted to their care is the ruling principle that should govern them in the navigation of their vessels, and that no supposed gain in expedition, or saving of time on the voyage, is to be purchased at the risk of accident.

"The only information I ever received on the ship that other vessels had sighted ice was by a wireless message received from the Baltic, which I have already testified to. This was handed to me by Captain Smith without any remark as he was passing on the passenger deck on the afternoon of Sunday, April 14. I read the telegram casually, and put it in my pocket. At about ten minutes past 7, while I was sitting in the smoke-room, Captain Smith came in and asked me to give him the message received from the Baltic in order to post it for the information of the officers. I handed it to him, and nothing further was said by either of us. I didn't speak to any of the other officers on the subject.

Would Not Have Ventured Suggestions.

"If the information I received had aroused any apprehension in my mind—which it did not—I should not have ventured to make any suggestion to a commander of Captain Smith's experience. The responsibility for the navigation of the ship rested solely with him.

"It has been stated that Captain Smith and I were having a dinner party in one of the saloons from 7:30 to 10:30 Sunday night, and that at the time of the collision Captain Smith was sitting with me in the saloon.

"Both of these statements are absolutely false. I did not dine with the captain, nor did I see him during the evening of April 14.

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CAPITOL BECOMES SCENE OF HEARING

There Titanic Survivors Will Relate Their Stories.

MANY WITNESSES READY TO TESTIFY

Ismay, Franklin and Thirty-seven Members of Lost Liner's Crew Arrive in Washington. France Will Co-Operate in Making Sea Travel Safe.

Washington, April 21.—The Federal investigation of the sinking of the Titanic will be continued here to-morrow at the Capitol.

J. Bruce Ismay, managing director of the White Star Line, P. A. S. Franklin, vice-president, and thirty-seven members of the lost liner's crew arrived here to-night to continue the testimony before the Senate subcommittee, of which Senator William Alden Smith, of Michigan, is chairman.

Mr. Ismay denied to-night that he had made any protest to the British ambassador, Mr. Bryce, because of the holding of members of the Titanic's crew as witnesses, and added that he had come to Washington to cooperate with the investigating committee in any way he could.

France Will Co-operate. Assurances of the co-operation of the French government with the United States in the investigation of the Titanic at sea were today extended by Ambassador Jusserand to Senator Smith.

Ambassador Jusserand told the Michigan Senator that he called to express his gratification at what had been accomplished by the investigation and to make assurances of the desire of the French government to cooperate in improving conditions at sea. The ambassador asked for any suggestions looking toward immediate protection of passengers.

Two suggestions were made by Senator Smith. The first was that every ship should not only be equipped with wireless, but that every ship should have two operators, one constantly on duty. The other suggestion was that there should be additional life equipment on board ocean liners, including lifeboat accommodations for every passenger.

Major Arthur Peuchen, of New London, Canada, has notified Senator Smith that he will be in Washington to-morrow to put his story into the record. Lewis M. Klein, a Hunkarian member of the Titanic crew, has been subpoenaed at Cleveland, O. He will appear before the committee to verify a story he related in that city of his experience in the wreck.

One feature of the forthcoming hearing will be the inquiry into the wireless communication as the Titanic was sinking. An effort will be made to ascertain the exact location of the German steamer Frankfort, which responded to the Titanic's distress call, but didn't extend any aid. It is desired to ascertain if the Frankfort was actually nearer to the sinking ship than the Carpathia, as Operator Bride estimated the Frankfort to have been, judging from the strength of the electric signals in the wireless communication. Whether the Frankfort operator will be called as a witness could not be learned to-night.

Secretary Meyer, of the Navy Department, called to-day upon members of the committee and gave assurances that the wireless operator of the Chester, who endeavored to get details of the disaster from the Carpathia on the latter's way to New York from the wreck, would be held subject to the committee's orders.

Will Publish Norse Laws. Senator Nelson, chairman of the Commerce Committee, expects to have published to-morrow a translation of Norwegian navigation laws, which the committee will consider in framing its recommendations to the Senate.

"If any such laws as the strict Norse requirements had been in force in Great Britain," said Senator Nelson to-day, "there would have been no such disaster as that in which this large number of people went to their graves. They provide that lifeboats and other life saving apparatus shall be sufficient to take care of every passenger and member of the crew. They also provide that the saving apparatus is based upon the number of passengers, while here and in Great Britain it is based upon the tonnage."

Georgians Among the Dead.

Atlanta, April 21.—Churches in this city and throughout the State to-day held memorial services over the victims of the Titanic. The singing of the hymn, "Nearer, My God, to Thee," to the music of which the ill-fated ship plunged to the bottom of the ocean, featured the services. Special mention was made by many speakers of Major Archie Butt, and Jacques Futelle, noted Georgians who were among the dead.

In Honor of Florida's Victim. Jacksonville, Fla., April 21.—Memorial services were held in the auditorium of the First Baptist Church in this city to-night in honor of Robert J. Bateman, D. D., Florida's only victim of the Titanic disaster. A subscription was started, which ran into the thousands, for the purpose of erecting a building to be known as the Bateman Memorial Home, this to cost \$30,000.

OCEAN STEAMERS ARE IN COLLISION

Morgan Liner El Sud Damaged by Mallory Liner Denver.

CREW QUICKLY ABANDONS SHIP

Some Take to Boats and Others Jump Overboard, While Passengers Are Panic Stricken. Operator Ordered to Wireless No Details of Accident.

Galveston, April 21.—With the arrival in port this afternoon of the steamships Denver and El Sud, which figured in the collision off Galveston bar at 12:35 Saturday night, details of the accident were learned. The Mallory Line vessel, the Denver, is not badly damaged, but the Morgan liner, El Sud, has a hole rammed in her port side, just forward of the forward hatch, reaching more than half way through the vessel from deck to keel. Though badly crippled, with her fore-peak full of water, she was still afloat, and with the help of two tugs and the pilot boat Texas was able to make her way to the Southern Pacific docks. No lives were lost, and no one was injured.

When the two vessels came together much confusion reigned on both. The passengers aboard the Mallory liner were almost panic-stricken, but they were soon assured by Captain Staples that there was no danger. On the El Sud the crew of about fifty men were more excited. Several jumped overboard and were rescued. Several boats were lowered by the crew and they took to the sea. All went back to the vessel, however, when they saw that she was still afloat, and with the help of two tugs and the pilot boat Texas was able to make her way to the Southern Pacific docks. No lives were lost, and no one was injured.

Strike at Right Angles.

According to the statements of the masters of both vessels, the collision occurred at right angles. The Denver was bound south and the El Sud was bound north. There was a dense fog in which it was impossible to see more than a half ship's length. Neither captain signaled to the other which side he would pass, and each, thinking the other vessel would pass on the opposite side, steered his vessel to the collision.

"We were coming in under half speed and sounding our fog horn at short intervals," said Captain Staples, who navigated the Denver. "I knew this vessel on our starboard side was an outward bound vessel from Galveston. I had no fear of a collision, for I expected we would pass on the starboard. However, to avoid danger, as I thought, I slowed down and altered the vessel a point further starboard. In a few minutes the lights of the El Sud loomed up immediately in our path, and I saw through the dense fog that she was swinging across our bow. I ran full speed ahead, but it was too late, and the collision was half through her forecastle.

"After I had seen what had been done, I came to anchor that I might give assistance if needed. I remained at anchor until daylight. About an hour or more after the collision we picked up a boat with eighteen men from the El Sud."

In regard to the refusal of the Denver's wireless operator to send any details of the collision last night, Captain Staples said he had ordered the operator not to give out any details.

"We would prefer coming into port to-day and giving the first-hand story," he said.

Seasonal Weather in Southern States

Washington, April 21.—Temperatures this week will average above the normal in the Southern and Eastern States, and near or below normal in the Middle West, Rocky Mountain and plateau regions, according to the weekly bulletin of the Weather Bureau.

"The weather during the week," continues the bulletin, "will be unseasonable, with well distributed precipitation over the greater part of the country. A disturbance that is now over the Plains States will move eastward and pass down the St. Lawrence Valley Tuesday; it will cause general rains the first part of the week in the region east of the Mississippi River. Another disturbance will develop over the Western plateau Tuesday or Wednesday, cross the Middle West about Thursday, and the Eastern States Friday; this disturbance will be attended by general rains and be followed by considerably cooler weather."

LOST EVERYTHING EXCEPT HIS WATCH

Robert Daniel Entirely Nude When Picked Up by Carpathia.

JOINS OTHERS IN ROASTING ISMAY

No Truth in Report That He Lost \$3,000,000 in Titanic Disaster. Thrown in Steerage as He Reached Cunard Liner Without Clothing.

Thoroughly worn out by the distressing experience of the past week, Mrs. J. R. V. Daniel returned to the city yesterday from New York, where she greeted her son, Robert Williams Daniel, one of the few passengers rescued when the White Star liner Titanic went to the bottom off the Banks of Newfoundland. Mrs. Daniel brought back a thrilling story of the disaster as related by her son, Channing Daniel, another son, who is a student at the University of Virginia, also returned from New York, and left the city in the afternoon for Charlottesville.

"Robert had expected to come with me to Richmond," said Mrs. Daniel last night, "but he had to go to Philadelphia on business, and if he is not called again to New York he will join me here to-day or to-morrow."

Heart-Breaking Experience.

"In this distress our friends have been most beautiful. I shall never forget their great kindness, nor shall I ever forget the terrible ordeal under which I labored since the first rescue came by wireless that the Titanic had run into an iceberg."

Mrs. Daniel, Channing Daniel and John Skilton Williams were on the Cunard pier in New York Thursday night when the Carpathia bearing in the survivors. The pier was roped off, and the Richmond party was in the section marked D. For a long time Mrs. Daniel did not see her son, and while it was known that he was aboard she became uneasy, fearing that he was too ill to come ashore. But in the adjoining section, marked C, Mrs. Daniel inquired of a woman who was weeping, if she had seen Mr. Daniel on the Carpathia. "This lady," said Mrs. Daniel, "was Mrs. Clarke, and she screamed almost hysterically when she found that my boy was in the wreck. 'Yes, indeed, he is saved,' said Mrs. Clarke, and he was such a comfort to everybody."

How Robert Escaped.

"Robert was in his stateroom when the Titanic struck the ice, but there was no serious jar, and he thought nothing of the incident at the moment. But later he realized the danger. He hurriedly tied his father's watch, which he had saved from the Carpathia Hotel fire in London, around his neck, slipped a bathrobe around him, and went upon the deck. He had just prepared to retire, and this bathrobe was the only garment he wore. In the excitement Robert got a life belt, which he put on, but no man near him had none so he took off his coat, and to her and subsequently found another for his own use. He stayed on the Titanic until the vessel sunk to the deck below the hurricane deck, and then escaped in a collapsible boat. He thinks he was in the water for at least an hour, when he was helped into a lifeboat. There were thirty-four women and children in his boat, together with one man and a boy. In the water Robert lost his robe, so that he was clad in a blanket. He immediately asked who was in command of the boat, and the woman screamed that as one was in command, so Robert took command, sat in the stern and picked up the tiller. I think he was the first person in that little group, although there was room for twenty more—to see the lights of the Carpathia as she came steaming ahead.

Put Him in Steerage.

"After all of the women had been taken aboard the Carpathia, Robert became unconscious. Somehow he was hauled up, but the officers of the Carpathia thought he was a steerage passenger, so they put him in the steerage in a bunk with a sailor. Several hours later, as he recovered from the shock he explained that he was a first cabin passenger, and he was removed to the cabin quarters for medical attention. He was in there for a while with J. Bruce Ismay. Robert says that the feeling toward Ismay was very severe. Ismay sent for Robert to ask if he had been criticized, and finding the true sentiment, the managing director remained in his stateroom. After the Robert slept on the floor."

Mrs. Daniel said that she hardly recognized her son as he came tottering upon the pier, his face terribly drawn. For some moments she could not talk with him, for he was flanked by reporters. He wore a pair of trousers that were enough for a pair, a blue shirt he had bought from the Carpathia's barber, but he had no coat, only an old shawl.

"Every minute," she said, "some poor, heartbroken person would race up to Robert, show him a photograph, and ask if he had seen so and so aboard."

Robert Daniel may be called before the Senate committee which is investigating the Titanic disaster. New York reports show that he was most severe in denouncing Bruce Ismay's conduct in rescuing on the first life-

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REPORT RECEIVED FROM SHIP WHICH IS COMBING OCEAN

All Bodies Found Are Regarded as Identifiable, but Some Are Returned to Water Which Took Them for Its Own When Vessel Went Down.

IT IS NOT KNOWN YET WHOSE REMAINS HAVE BEEN FOUND

Two Wireless Messages Come From Cable Steamer Mackay-Bennett, Which Is Conducting Search. Steamer Rhein Reports Having Passed Bodies and Wreckage Eight Miles West of Three Big Icebergs—Ismay Says That Every Effort Will Be Made by White Star Line to Recover and Identify Victims.

St. Johns, N. F., April 21.—Sixty-four bodies have been found by the cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster, according to a report that reached the city to-night. It is said a number of bodies which were recovered were sunk again. The names of those identified could not be obtained through the Cape Race wireless station.

The sixty-four bodies recovered are regarded as identifiable, according to the report. Those that were sunk were presumably in a condition making their preservation impossible.

Reports of Bodies Seen Confirmed.

Halifax, April 21.—Confirmation of reports that numerous bodies of victims of the Titanic were afloat in the vicinity of the disaster was received to-night in a wireless dispatch from the steamship Bremen, via the Sable Island and Camperdown wireless stations. The message reads:

"The steamer Bremen, bound for New York, and the steamer Rhein passed on Saturday afternoon in 42.0 north latitude and 42.20 west longitude in the neighborhood of three large icebergs. Sighted numerous pieces of wreckage and a great number of human bodies with life preservers on floating in sea. Sighted and spoke the cable steamer Mackay-Bennett on the way to recover the floating bodies. (Signed) CAPTAIN PRAGER."

No direct word had been received here up to a late hour to-night from St. Johns, N. F., that sixty-four or more bodies had been recovered, but from the fact that a large number were seen last night and that the Mackay-Bennett is now in the vicinity, it is believed here that the searchers probably have met with success.

The cable steamer probably is unable to communicate directly with Cape Race, which is about 300 miles away, because its wireless range is only about 200 miles. The steamer Empress of Ireland, which sailed last night for Liverpool, early in the morning should be near enough to speak to the Mackay-Bennett, and probably to relay ashore any news she may have.

Wreckage and Bodies Near Icebergs.

New York, April 21.—Two wireless messages addressed to J. Bruce Ismay, president of the International Mercantile Marine Company, were received to-day at the offices of the White Star Line from the cable ship Mackay-Bennett, via Cape Race, one of which reported that the steamship Rhein had sighted bodies near the scene of the Titanic wreck. The first message, which was dated April 20, reads:

"Steamer Rhein reports passing wreckage and bodies 42.1 north, 49.13 west; eight miles west of three big icebergs. Now making for that position. Expect to arrive at 8 o'clock to-night. (Signed) MACKAY-BENNETT."

The second reads:

"Received further information from Bremen (presumably steamship Bremen), and arrived on ground at 8 o'clock P. M. Start on operations to-morrow. Have been considerably delayed on passage by dense fog. (Signed) MACKAY-BENNETT."

Before his departure for Washington, Mr. Ismay, after reading the two messages, said:

"The cable ship Mackay-Bennett has been chartered by the White Star Line and ordered to proceed to the scene of the disaster, and to do all she could to recover bodies and glean all information possible.

"Every effort will be made to identify bodies recovered, and any news will be sent through immediately by wireless. In addition to any such messages as these, the Mackay-Bennett will make a report of its activities each morning by wireless, and such reports will be made public by the officers of the White Star Line.

"The cable ship has been ordered to remain on the scene of the wreck for at least a week, but should a large number of bodies be recovered by that time, she will return to Halifax with them. The search for bodies will not be abandoned until not a vestige of hope remains for any more recoveries.

"The Mackay-Bennett will not make any soundings, as they would not serve any useful purpose, because the depth where the Titanic sank is more than 2,000 fathoms."

Mr. Ismay and P. A. S. Franklin, managing director and vice-

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