

Lack of Boats is blamed for Terrible Loss of Lives

TITANIC'S CREW SHORT, ASSERTS UNION LEADER

Andrew Furuseth Declares All Liner's Passengers Could Have Been Saved

[Special Dispatch to The Call]

WASHINGTON, April 16.—Not a man, woman or child would have been lost on board the Titanic had the steamship company provided a sufficient number of boats and men to handle them, is the declaration of Andrew Furuseth, president of the International Seamen's Union of America.

"They had four hours in which to clear away the boats," says Furuseth, "and put the passengers in two hours. The trouble was the Titanic followed the usual routine of Atlantic liners of having boats sufficient to carry a fourth of the number of those it is entitled to carry."

BOATS LACKING, HE SAYS

"The Titanic may have had a sufficient number of boats to handle the passengers, but that is a very serious question. However, with the smooth water and the appearance of a mass of ice that none of the boats were lost, it appears that in this case it was not a question of insufficient number of men, but insufficient number of boats. There evidently was a sufficient number of men for the boats it did have."

"Testifying before the committee on merchant marine and fisheries last December I stated that as a matter of fact there was not a passenger vessel afloat that had a sufficient number of skilled men to handle those boats."

REFUTES THE EXCUSE

"Much has been said of the difficulty of keeping a sufficient number of boats on the big liners. There is nothing in that excuse. The real cause back of the lack of boats and men is in the law which provides limited liability in case of wrecks. This law takes from ship owners the old time responsibility to the passenger and to the relatives of the passengers."

"Another reason is in the present insurance laws, which permit vessels to be insured to their full value, thus taking away from the ship owner the old incentive to give close attention to safety at sea."

OWNERS TAKE CHARGE

"The public is told about vessels that will not sink nor burn. Seamen know that this is romance. But seamen do not determine the number of boats or the manning of a vessel. Those things are determined by the ship owner, who in competition with others is driven to take chances that ought not to be taken and that end as in the case of the Titanic."

"Laws compelling the steamship companies to have a sufficient number of boats and men to handle each boat would do much to prevent these frequently recurring disasters, and in the case of the Titanic it would have saved all the lives on the ship."

ORDER PERFECT AFTER DISASTER

Shipping Men Pay Tribute to Conduct of Captain of the Titanic

Business in the assembly hall of the Chamber of Commerce practically was suspended yesterday in the shadow of the tragedy on the north Atlantic, which was the sole topic of discussion. The news of the great loss of life after assurances had been received that all was well with the passengers made the blow fall with greater weight. Among those on the floor were many who have faced the perils of the deep, and from their own experiences they tried to fill in the gaps in the story of the Titanic tragedy. On one point they were all agreed, and that was that the discipline on the leviathan liner after the accident must have been perfect.

To demonstrate this, they agreed, nothing further was necessary than the list of survivors. They pointed to the fact that all the lifeboats were safely launched as testimony to the efficiency of the officers and men of the Titanic, and the fact that the majority of those saved were women and children, as evidence that the heads of those in charge were cool to the last and that the traditions of the cloth proved stronger than love of life. Some of the speakers were paying tribute to Captain E. J. Smith as a man who had done his duty and had added glory to the profession in which he had grown gray.

The impression went forth yesterday that the commander of the Titanic was the Captain Smith who once commanded the White Star liner Doric before that ship was bought by the Pacific Mail company. That was Captain Harry Smith and he is now in command of the Baltic.

Captain Smith of the Titanic, however, was not here, but it was a long time ago. He joined the Capt. and Hon. on the ship between here and Hongkong in the early eighties as third officer, and was in this service only a short time when he was transferred to the Atlantic side.

TITANIC CARRIED SCORE OF BOATS

Number Exceeded Requirements; Olympic's Life-Saving Apparatus

NEW YORK, April 16.—In response to a telegram of inquiry as to the number of boats carried by the Titanic and how many persons they would accommodate, the White Star company at Liverpool sends the following message: "The Titanic had 20 boats, which is in excess of the requirements."

Statistical information of the life saving apparatus of the Olympic sister ship of the Titanic was given yesterday by the bureau of inspection of steam vessels.

Further than the message from Liverpool stating that the Titanic had 20 boats, the figures on the life-saving equipment of the ill fated liner were not available. But as the Titanic and Olympic were almost identical in size,

GAINT LINERS SALES

Lewis Nixon Discusses Tragedy

NEW YORK, April 16.—Lewis Nixon, designer of the battleship Oregon and builder of ships of all kinds, leading expert on naval architecture and subjects having to do with the modern type of vessel in this country, gave The Call the following statement:

It is next to impossible for the information now at hand to tell exactly why the Titanic sank so quickly after it smashed into the iceberg. The bulk of the Titanic is enormous. The mass of the iceberg struck was so great as to make the impact similar to that of running into a reef. The most any speed the vessel might have struck enormous harm would have resulted. The momentum was so great that the ship would continue to force ahead long enough to do much damage.

The bulkheads, of course, must have been closed immediately upon impact. The forward bulkheads would probably have no door in them, anyway.

BACKWARD THRUST POSSIBLE

It is conceivable that in developing longitudinal strength in a boat of such great dimensions as the Titanic the longitudinal girders might be of such great strength and rigidity that instead of buckling under as an ordinary ship, when it crashed into the berg it might deliver a thrust backward to the transverse bulkheads that would cause the pressure to increase and cause these bulkheads to leak.

Such leakage is progressive in that the water comes in and rises up in the bulkhead until the pressure is so great that once the forward bulkheads were damaged sufficiently to allow water to enter it would be only a question of time when the vessel would sink.

EFFECT OF COLLISION

Of course, we might reason that the bottom of the iceberg could extend well out and that the Titanic's bottom might have been ripped out by the ice for a considerable distance from the bow, in this way hastening the end.

There would be no general springing of bulkheads from the shock of collision at all. With reciprocating engines it is not so with turbines. There is with the turbine engines, when the greater part of the power is only exerted in driving the vessel forward.

As to whether it is possible to make steamships unsinkable, it might be possible to make unsinkable steamships, but they would be of little use for any purpose. You also ask with respect to the equipment of vessels with life boats, life rafts, etc., so that the loss of life might be minimized. The question of outfitting our modern passenger vessels has used careful study, but only those who manage ships of the governments whose flags they fly. We have on this side the rigid requirements of the steamboat inspection service covering the number and disposition of equipment of boats, and the same is true of Europe.

HANDLING LIFEBOATS

So we may be very sure that the Titanic was equipped fully according to legal requirements. Modern vessels of the sort that face across the Atlantic carry a sufficient number of boats. There are problems in connection with storage, general disposition, ease of launching lifeboats and getting passengers into them, which are very difficult to solve. The number of deck hands in these modern vessels who are capable of handling the boats after they are in the water affixed, if they don't control the number of boats carried.

Every one who has seen a lifeboat launched from davits high up in the air against the sheer side of a modern vessel, and as the lifeboat is lowered into the water, will realize how essential calm water is to safety with regard to lifeboats.

PLANS FOR EMERGENCY

I advocated a number of years ago a plan to build part of the after structure of passenger boats in such a way that it could be raised or lowered away from the boats in time of emergency. With this naturally there would be proper equipment and some provision for water and food.

The old time seaman as we know him is not likely that their equipment materially differed.

The Olympic has 16 lifeboats and four rafts, calculated to accommodate 2,000 persons. This means about a third of the total number of passengers and crew together, which is 2,447, can be accommodated. It is said at least one of the ship's lifeboats had sufficient boat room to accommodate its total passenger and crew lists.

The Olympic carries 3,455 life preservers and 18 life buoys, and these equipments are made in compliance with the regulations of the British board of trade. The United States bureau has no power except to see that each steamer meets the requirements of its home government.

LOSSES MOURNED IN PARIS COLONY

PARIS, April 15.—The American colony in Paris was grief stricken today by the news of the loss of life caused by the wreck of the Titanic. Hundreds of residents and American tourists at the hotels had relatives on board.

They went to sleep last night comforted by the assurances cabled here that all had been saved and it was only when they received this morning's newspapers that they learned of the disaster.

The White Star office was besieged by weeping women, several of whom had sons on board. Among these were Mrs. William Dulles, who collapsed. Robert Bacon, United States ambassador to France, with his wife and daughter, had planned to sail on the Titanic, but the delay in the arrival of Myron T. Herrick, his successor, caused Bacon to postpone his departure.

LONGITUDINAL STRESS THEORY

CHICAGO, April 16.—Captain Charles Campbell, veteran seaman attached to the government hydrographic office here, tonight said that "longitudinal stress" on the big boat probably caused the sudden sinking when the Titanic struck the iceberg.

"There is no doubt in my mind that longitudinal stress caused the sudden plunge," the captain said. "When the impact occurred one end of the boat was turned upward naturally. The rivets of the bottom of the vessel then broke, and in my opinion the entire bottom of the boat was severed from the rest of the craft."

"It is a mistaken idea that slow boats are less perilous than fast steamers. Fast ships are much the safer. A slow boat striking the iceberg as in the case of the Titanic would meet the same fate and there would have been no difference in the results."

"The Titanic apparently struck the iceberg a mile or more away from the point that was visible. In large icebergs it is nearly always the case that a large portion of the ice is covered with water. Some of this is visible, but a portion a mile or more in length may have been under water. The steamer evidently struck the submerged portion, unaided of any impending danger."

HEARTRENDING SCENES WITNESSED AT OFFICE OF WHITE STAR LINE IN NEW YORK

By GEORGE ARNOLD

[Special Dispatch to The Call]

NEW YORK, April 16.—New York has been stirred by the disaster to the Titanic as rarely has been stirred. Great crowds gathered about bulletin boards throughout the city watching eagerly for news from the bleak seas.

Telegraph and telephone wires have been clogged with anxious questions since the news of the disaster first came, and the fact that up to tonight definite news was still lacking and has caused nervous tension which is telling on the people.

Women have fainted in the crowds as they waited for news of loved ones in peril which did not come, and the crowds in some instances became hysterical.

The offices of the White Star line in Bowling green have been besieged by armies of the relatives and friends of the passengers. Many men and women have been there since Monday evening, refusing to go home for food or rest and waiting, waiting for some word of hope from their loved ones.

VINCENT ASTOR HYSTERICAL

Vincent Astor, son of Colonel John Jacob Astor and heir to his \$600,000,000 estate, was in a hysterical condition and offered any amount of money for any news. But he could get no more information than the humblest soul craving news of his immigrant friend in the steamer.

Just before noon one of the waiting women screamed that her purse had been stolen and the police on guard caught the pickpocket after a chase through Battery park. There were mutterings in the crowd which might have led to a lynching but for the numerous policemen.

MRS. GUGGENHEIM CREATES SCENE

There were many affecting scenes at the company office. Mrs. Benjamin Guggenheim, wife of the millionaire, created a scene when she was told that her husband's name had not appeared on the list of survivors.

As to the presence of icebergs and fields in the north Atlantic, there undoubtedly will be instituted under international supervision an ocean police within the next few years. From the development in wireless, news can be given of the icebergs, storm movements and other marine dangers which will aid greatly to the safety of sea travel.

PASSENGERS FORCE RISKS

As to the masters of great liners taking risks in the making of steamships, the responsibility for this rests entirely upon the shoulders of the traveling public. A great silent force, the influence of the passengers, who are in a hurry to cross the ocean, has forced many risks.

If a lesson of this awful disaster is to be taken in the traveling public, a precaution taken by masters for their safety at sea, some good at least will come from the tragedy. Often men who have been on the sea will, upon landing, complain not only of the ship, but of the line and say they will never travel by it again.

RAPID SERVICE REQUIRED

This fear forces the steamship companies to give a rapid service, so that the responsibility for the disaster lies more upon the traveling public than upon the masters. The master who loses his ship is generally lost his livelihood for the future.

I do not believe the government should or can ever limit the speed of passenger vessels and force proper regulation in time of fog, when on soundings or in the track of icebergs, and they undoubtedly will find some way to penalize violations of the regulations, even when their violations do not lead to disasters. But in doing this they will have to have the support of the traveling public.

try to enlarge and improve upon the extensive measures of precaution which they have taken and which in their qualities and in that of the underwriters already give the highest possible security.

"It will be clear to any reasonable man that the size, speed and other qualities of the Titanic, which had nothing to do with its loss, had further firmly convinced that the vessel was fully provided with all modern safety appliances."

"Why they prove inefficient is a question that only can be answered after more extensive reports have been received and examined by experts and that each steamer meets the requirements in order to improve as much as possible the present measures of precaution."

Another woman with a child ran up to a clerk behind the counter: "Are you sure W. B. Carter and his wife and two children are safe?" she cried, and there was anger in her voice.

The clerk tried to reassure her, but she questioned over and over again, "Are you sure they are finally safe?" she turned away, tears furrowing her face.

The clerk shook his head. "This is the twelfth time she has been here in an hour," he said.

DIRECTORS IN DISTRESS

On the second floor in the offices of Vice President Franklin half a dozen gray haired directors sat. Two of them stared out of the windows with listless eyes. Another tore a wireless dispatch into tiny strips. Neither looked up nor answered when addressed.

Over on the right hand side of the building men and women of the poorer class, but equal sufferers with the richest, stood in long lines, waiting for sympathy. Bars were torn and the stroke that sank the Titanic and carried grief to several thousand homes unfolded all in the common bonds of sympathy.

"I had two boys," said a gray bearded man. "They had gone on a visit to their mother." "They had just been rescued," said another. "Oh, mother, please come back to me," she begged pitifully.

An older woman who had a husband on the Titanic unaccounted for led her to a bench and strove to comfort her, though grief welled tearfully in her own eyes.

ASTOR BRAVE TO END TOUCHING TRIBUTE BY A FRIEND

By JULIUS CHAMBERS

Astor and editor and for many years close personal friend of Colonel J. J. Astor.

[Special Dispatch to The Call]

NEW YORK, April 16.—The final act of John Jacob Astor's life in seeing that his wife and maid were safely taken off the ship while he remained to face inevitable death is characteristic of the brave, true man that he was.

I have known him for many years, and in my newspaper career there are few men that I have liked better. One of the great dreams of his life was a great ocean to ocean American boulevard. He believed that the time was coming when Americans would find in the greatest enjoyment, that in this country were far more picturesque scenery and interesting places to visit than in Europe.

Back in 1890 he wrote an article which was the first suggestion for an Atlantic to Pacific national highway. He believed the men of wealth would build the greatest enjoyment in the automobile in touring across the continent to the balmy Golden Gate.

The one feature of Mr. Astor's personality which most appealed to me was his federalism. He had several times been the result of a close and pleasant acquaintance of many years. With his study patriotism, his forebears never made one dollar during the civil war in speculation on the fate of the federal cause—never bought a dollar of gold for a rise in advance news of a confederate victory, or sold the same federal bonds at a time when Secretary Chase had difficulty in selling them elsewhere.

Of Colonel Astor himself, I need not mention what he did for the government in the recent Spanish-American war.

Love of country came first of all other impulses, and pride in New York was correlated therewith. Although born at "Fern Cliff" up the Hudson, he was a city man.

His personal sincerity was a noteworthy trait; I do not believe him to have been capable of a mean or tricky business act. It was accessible to friends at all times. I always found him ready to talk frankly on subjects with which he was familiar—never an equivocation. I wish I could say the same of some equally distinguished men I have known. Unlike many possessors of vast fortunes, Mr. Astor never gave to himself a word of the word "millionaire."

Despite enthusiasm for yachting, automobile and aviation, he never allowed sport to interfere with his labor as a director of one of the largest estates in the world. Calling on him at his office in West Twenty-sixth street I have found him literally "snowed out" by business affairs; but he had the capacity to work and to talk at the same time. If I rose to go he would stop me with more questions. When he contemplated an automobile trip to Jamaica, he sent for me to tell him where to go about the island; I laid out a fortnight's tour.

ASTOR AN AUTHOR

Astor was justly proud of "A Journey to Other Worlds," a volume, on the Jules Verne order, crowded with science and imagination. We were talking about the book, when I suggested to inquire of the author, who had telegrams of inquiry were received at the White Star offices from President Taft and many other government officials. The president was particularly anxious to get news of Major Archibald Butt.

SEARCH FOR NEWLYWEDS

A pale little man, who had bitten his lips so that the blood ran down his chin, rushed into the office of the White Star office, inquiring of the clerk of the fate of his brother, D. W. Marvin of Brooklyn, who was on his honeymoon with his bride. The newlyweds had gone aboard with another newlywed and his wife, Mr. and Mrs. George Harden.

As the clerk swept his eyes down the list he picked out the names of "Butt" and "Harden" and handed the name of Mrs. Marvin. But Marvin's name was not on the list. At this news the pale little man lifted his arms above his head and uttered a sharp cry and hurried into the street.

WOMEN ASK FOR HUSBANDS

Pushing through the crowd in Broadway, a woman struggled to reach the steps of the offices of the White Star line. A newsboy waved a paper at her. "I have heard," he cried, "fifteen hundred—"

The woman wavered and tottered. She would have fallen but somebody received and caught her. They half carried her up the steps and placed her in a chair. A list of the rescued was brought to her. The name of her husband was not on it. She stared dry eyed, she said.

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NAVAL EXPERTS GIVE THEORIES OF SHIPWRECK

Captain McAllister Believes Titanic Was Sent to Bottom by Salt Water Iceberg

WASHINGTON, April 16.—Captain Charles A. McAllister, a noted naval expert, today expressed the belief that the mass which sent the Titanic to the bottom of the ocean was a salt water iceberg and not a polar berg of glacial formation. He pointed out that the ratio of ice above water in such an iceberg was only one-ninth of its bulk.

George Thier, inspector general of the federal steamboat inspection service, said he believed the Titanic struck the iceberg with such momentum that the impact buckled the vessel to pieces. The vessel in all probability, he added, ran over a submerged end of the berg, which ripped open the bottom, that the safety compartments thus quickly filled and the vessel became a helpless mass of twisted steel wedged in a mountain of ice.

DISCUSSES WEAK POINTS

Many naval officers here consulted informally over the plans of the Titanic to develop individual theories as to the cause of its sinking, notwithstanding its numerous watertight bulkheads.

One of the engineer officers declared the weak point in the ship's design was a long central passageway running from the fire rooms forward to the collision bulkhead. At the fore end of this was a ladder whereby the firemen ascended from the fire rooms to their quarters on an upper deck.

It was this engineer's theory that the force of the collision started the plates at the end of this passage and that the great rush of water prevented the closing of the door in the bulkhead leading into the fire rooms.

With the fire rooms filled, in addition to the bow compartments smashed by the blow against the ice, the ship would not have retained sufficient floating power to insure safety.

All the naval experts were united on the necessity of promptly suppressing by law the amateur wireless operators who are believed to have been much in evidence in this fatality.

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BERLIN, April 16.—The speaker of the Reichstag, Johannes Kaas, tonight after the Easter vacation, expressed the sympathy and grief of the German people over the loss of the Titanic and a large number of lives.

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