

"Row's" Best" Folly Cost 660 Lives and Millions in Cash.

SPYGLASSES TAKEN FROM THE LOOKOUTS Witnesses Say Wreck Could Have Been Averted

to last them for a time. There was canned stuff in abundance and no restriction.

MacKenzie also thinks that many buoyant pieces of furniture were hurled over the side for use as rafts before the waters rose up to suck the Titanic down into the depths. Men in like extremity have often united in strewing the waves alongside a foundering ship with articles which would float and toward which they could swim to save themselves from drowning.

WOULD FIGHT TILL END

"No man throws away a chance for life unnecessarily," says this expert shipmaster, who knows the waters from the Gulf to Labrador as landsmen know the streets through which they pass daily from home to work and work to home.

"Following the sacred rule of the sea," says MacKenzie, "the brave skipper of the lost liner died at the post of honor and of duty. But there was no law, written or unwritten, which would urge or force the passengers or the crew to throw away their lives. They naturally would fight to the end and many of them might easily reach safety."

He points to the fact that if some were picked up by passing tramp steamers into whose course they were prevailing, many days and weeks may elapse before the fact that they are living might be known. The tramps of the sea without wireless might not be inclined to pick up the survivors, which they always avoid, fearing collision at night.

HOPE IN DEADLY ICE

It is also pointed out that Stead's prophetic dream as to the iceberg might be realized in this still unfathomed epic of the seas in other respects beyond those already known. Arctic and antarctic explorations have warned the world of the world of men who lived on the floating ice chilled to the marrow, half starved, but still strong in life after being rescued and warned and fed. There is hope even in the ice which was the cause of the terrible disaster.

There is general surprise here that efforts were not made before this to augment the patrol cruisers now going over the wide stretch of waters which must be covered. It is generally thought that rescue ships should have been dispatched to the scene of the tragedy before this. And criticism is directed at more than one point. Peaslee of Halifax is stirred by the Titanic tragedy and its trail of preplexing problems as they never have been before.

NEGLIGENCE COST HUMANITY DEAR Lookouts on Titanic Were Handicapped by Lack of Spyglasses

WASHINGTON, April 23.—Like the missing horseshoe nail that cost a monarch his kingdom, the failure to provide binoculars and spy glasses for the lookouts on the Titanic was one contributing cause of that ship's loss and with it the loss of more than 1,600 lives.

Two witnesses before the senate investigating committee today agreed on this. They were Frederick Fleet, a lookout on the liner, and Major Arthur Godfrey Peuchen, Canadian manufacturer and yachtman, who was among the rescued passengers.

Fleet acknowledged that if he had been aided in his observations by a good glass probably he could have spied the berg into which the ship crashed in time to have warned the bridge to avoid it.

YACHTSMAN SUSTAINS LOOKOUT

Major Peuchen also testified to the much greater sweep of vision afforded by binoculars, and as a yachtman said he believed the Titanic's lookouts might have been detected in time to escape the collision had the lookouts been so equipped.

It was made to appear that the blame for being without glasses did not rest with the lookouts. Fleet said they asked for the glasses at Southampton and were told there were none for them. One glass in a pinch, would have served in the crow's nest.

Major Peuchen criticized in strong terms the lack of experienced sailors on board the Titanic. He said that when the call to quarters was sounded not enough of the crew responded to undertake the work required in lowering and filling the boats.

NO DRILLS WERE HELD

Furthermore, he said, no drills had been held from the time the ship left Southampton, although it was customary to hold such drills every Sunday.

The importunities and activities of a group of photographers today so aroused Senator Smith that he indignantly ordered them all excluded from the chamber.

"This inquiry is official and solemn," he said in explanation, "and there will be no hyping or commercializing of it. I will not permit it."

An amateur photographer managed to slip past the guard later, but was ejected summarily when he sought to get a snap of the scene.

UNCLE SAM ALSO IS NEGLIGENCE

[Special Dispatch to The Call]

WASHINGTON, April 23.—Uncle Sam will set a good example to private corporations in the future in the matter of adequate protection to all human beings on warships and army transports, if activities on the part of the navy and army departments since the Titanic disaster materialize as expected. An official order has gone out from the war department for a thorough inspection of all transports relative to the adequacy of protection now afforded, detailed information about each vessel being demanded.

The order followed the summoning of David S. Stanley, head of the army transport service, to furnish the military committee of the house with information about the capacity of lifeboats on transports. It was announced officially in connection with the inspection command that the object was to obtain data on which to base remedial legislation.

While the navy department maintained that every man on its vessels virtually is protected from such disaster as overtook the Titanic, the lifeboats accommodating 65 per cent of all aboard each ship, and lumber for rafts being available for accommodating 36 per cent, the war department would not deny the utter lack of equipment to safeguard the soldiers and other passengers in the event of one of its transports sinking in midocean. Neither would the war department affirm the accusation of negligence on the part of the United States, but the figures available demonstrate that the passenger carrying crafts of the army are not provided with sufficient protection.

There may have been half a dozen of them.

"Were these bergs high above the water?"

"About 150 feet above the water."

"How many of these large icebergs?"

"Really, I could not say."

"Did you hear anything about a warning by the Californian that ice was in the vicinity?"

"No, sir."

"You heard nothing whatever neither from Second Officer Lightoller, nor the captain, when you were on the bridge that night?"

"No, sir."

The witness said the Titanic had been keeping a special lookout for ice on the fatal Sunday. He said it was done because Captain Smith had been warned of ice near.

NO GOAL FOR SPEED

"How much did you expect?"

"We thought it could reach 21."

"Were you trying to reach 24?"

"No, because we did not have the coal for that."

Asked again about the iceberg warnings, Pitman said he did not hear any of the warnings to Murdoch about ice near the ship.

"We talked about it among ourselves Sunday night. Lightoller remarked that we should be near ice about his watch."

"Were you all agreed to that?"

"I didn't say anything about it. I wasn't interested in it. I can't remember who was present. I heard the remark passed. That was all."

Senator Smith inquired on what basis the witness figured the Titanic was making 21 1/2 knots an hour.

"I remember it by the log and by the revolutions, which were about 75."

"Did the ship travel faster than that any time prior to the accident?" he was asked.

"No, sir, I think not."

"Do you not know that another officer has said that it was making up to 50 revolutions in a minute?"

"No, sir. If he did, I think he's mistaken."

SHOCK WAS SLIGHT

The witness said he left his cabin about 11:50 Sunday night, just after the collision.

"There was very little impact," he said. "I was half asleep and half awake, and I wondered sleepily where we were anchoring. I walked out on deck after three or four minutes and saw nothing. Then I returned, lit my pipe and dressed leisurely, for it was near time for my watch. Just as I finished dressing, Mr. Boxhall came up and I asked what was the matter. He said: 'We have struck an iceberg.'"

"I went on deck again and met Sixth Officer Moody. I asked him if he had seen the iceberg, and he said 'No,' but there was ice on his deck. To satisfy myself I went forward and saw ice."

"Then I walked back and saw a flock of firemen coming out. I asked what was the matter. They said, 'There's water in the hatch. I looked downward and saw water flowing over the hatch.'"

"Then I went up on deck and met a man in a dressing gown, who said to me, 'Hurry, there's no time for fooling.' Then I went to the boats."

"Do you know who that man was?"

"Not then, I do now."

"YAMIS" HELPED OFFICER

"Mr. Ismay. Later this man told me to get the women and children in the boats. I lowered one of them. Mr. Ismay came to the boat and helped me. I put in quite a number of them and a few men. Then I called for more women, but there were none to be seen."

"Then I stepped back on the ship again and Officer Murdoch told me to get in the boat and row around to the after gangway." He thought that was the thing to do, because I expected to bring all of the passengers back to the ship again.

There were five members of the crew on the lifeboats when I stepped back on the ship. He testified that he carried 40 of the passengers. He acknowledged that his boat did not have lights, although the regulations of the British Board of Trade compelled it.

Pitman said the women behaved "splendidly" and that all of them wanted to help in rowing to keep themselves warm. He said his boat was some distance from the Titanic when it went down.

"How did it sink?" asked Senator Smith.

"It settled by the head and then suddenly it got on end and dived right straight down."

Pitman was asked if he heard any cries of distress.

"Oh, yes."

"What?"

"Crying, shouting, moaning."

"In the water?"

"Yes, from the water."

"When did you last see Captain Smith?"

"When I went to the bridge and asked him to help fill No. 5 boat with women."

"What did he say?"

"'Carry on.'"

HEARD BULKHEADS GO

"Did you hear any explosion?"

"Yes, sir. I heard a loud sound like big guns in the distance."

"What were these explosions?"

"I think they were the bulkheads, sir."

"When did the bulkheads break?"

"The explosions followed the dive of the ship almost immediately."

"Do you believe the boilers exploded?"

CHIEFS OF THE HEAD

ECUO AT INQUIRY Ship's Officer Is Forced to Tell of Horror's End

he examined several lifeboats and found they had lights, hardtack and water.

"Did the women row in the boats?"

"Yes, and they were plucky about it, too. They worked with a will and helped me until they became ill from the hard work and were forced to cease."

MRS. CLARK AT OARS

Major Peuchen said Miss E. A. Norton, Acton Lane, London; Mrs. Walter Clark, Los Angeles; Mrs. Lucien M. Smith, Huntington, W. Va.; Mrs. Cavendish, New York; Mrs. Walter Douglas, Minneapolis, and Mr. and Mrs. E. Burnham, Denver, were among others in the boat, many of whom handled oars.

Major Peuchen said the impact was so slight that some of the passengers were not awakened. He said no alarm was sounded. Two young women, he said, whose stateroom was close to that where the disaster occurred, were awakened by Mrs. Astor, who led them on deck.

"Did you see Mr. Ismay that night?" asked Senator Smith.

"I think I did. He was standing on the port side on the boat deck about an hour after we struck. I did not see him again until he came aboard the Carpathia."

The major said there was still room in some boats that left from the port side and he could not understand why more men were not taken aboard.

"The Carpathia steamed all around the scene of the wreck and we did not see a single body," the major said.

"It seems strange to me, as I should think the life belts would have held up the bodies, dead or alive, for four or five hours."

He said he was certain none could have lived in the icy water more than an hour.

FEET WERE FROZEN

"Several who were on the upturned boat and were rescued and who had their feet in the water," he said, "kept themselves from freezing by clutching each other. Their feet were frozen."

Several senators asked if the fact that there was no general alarm sounded after the collision might account for the failure of many women to appear on the decks in time for the lifeboats.

Major Peuchen told the committee he never alerted a female calamity. "I did not talk with you in the lifeboat," he said.

"Did you talk with your lifeboat?" asked Senator Smith.

"Yes, I asked him what occurred. He said he rang three bells and then signalled to the engine room. The Carpathia hurried toward the spot, but had to take a roundabout course owing to the presence of enormous icebergs. As the Birma reached the scene of the disaster, the Carpathia's boats had been picked up, but that the liner had sunk."

The Birma was in wireless touch with the Titanic from 12:32 until 2 o'clock Monday morning.

WIRELESS WAS A MOCKERY

BOSTON, April 23.—The Leyland steamer Californian was less than 20 miles from the Titanic when the latter foundered. Captain Lord said tonight that had he known of the Titanic's plight all the liner's passengers could have been saved.

That his ship was the steamer reported to have passed within five miles of the sinking of the Titanic, he has disregarded signals for help, Captain Lord denied positively.

"I figure that we were from 17 to 19 miles distant from the Titanic that night," he said. "About 10:30 o'clock that Sunday night we steamed into an immense ice field and immediately our engines were shut down to wait for daylight. With the engines stopped the wireless was, of course, not working, so we heard nothing of the Titanic's plight until the next morning."

WRECK POSTERS ARE FORBIDDEN

[Special Dispatch to The Call]

NEW YORK, April 23.—The board of aldermen today adopted a resolution prohibiting the exploitation of the Titanic disaster by the display of lurid wreck posters advertising moving picture shows.

The resolution asks the mayor to instruct the police commissioner to use his best endeavors to the end that the people of the city be not misled by such sights these flaming symbols and posters are so repulsive may see them discontinued.

The resolution objects to the posters because they incite latent morbidities and permit show proprietors to profit from a world disaster.

WIRELESS LACK KEPT AID AWAY

PORTLAND, Me., April 23.—Had the freight steamer Lena been equipped with a wireless outfit it could have reached the scene of the wreck of the Titanic in time to have saved many lives. The Lena, which arrived here from England today, was within 20 miles of the Titanic when the latter foundered. Chief Officer Elias said that those on the Lena did not know of the wreck until they took a pilot on board off Portland.

BY AN EXPERIENCED MAN

A position as head of property caretaker, or something similar, is desired. Can furnish reference in San Francisco and Berkeley. Wages \$6 a month. Col. G. W. Turner, 2542 Bancroft way, Berkeley.

MELLEN THROWS LIGHT ON WRECK

Special Train Ordered for Titanic's Passengers Cancelled Late Monday

NEW HAVEN, Conn., April 23.—President C. S. Mellen of the New York, New Haven and Hartford Railroad company today authorized the state company to Monday, April 23, at 11:33 a. m. he received by long distance telephone from New York city notice from J. Pierpont Morgan Jr., of the International Mercantile Marine corporation to provide special trains to meet at Halifax the Titanic passengers, then headed for that port. This announcement was made in connection with the question as to when the White Star line received information of the seriousness of the disaster.

President Mellen says he immediately