TITANIC RELIEF FUND $600,000

New York Raises $150,000; London Has $450,000 for Titanic Sufferers.

NEW YORK. Special.—By Tuesday it is expected that the relief fund of the indigent among the Titanic survivors will have reached $150,000.

The women's relief committee has turned over $25,000, while the balance was contributed either to Mayor Gaynor, who is acting as treasurer of the Red Cross fund, or to other relief funds.

Distribution is already under way.

Heavy Fund in England.

LONDON.— Special.— The Titanic survivors' fund being raised by Lord Mayor Crosby reached $450,000 today, and contributions continue to pour in.

Many churches turned over their Sunday contributions to the fund.

Memorial in London.

LONDON.— Special.—Solemn memorial services for the Titanic dead were conducted in Westminster Cathedral today before a congregation that crowded the great edifice.

Cardinal Bourne said a requiem for the victims and pronounced absolution.

HUSBANDS GONE; HOMES BURNED

BALTIMORE, MD.— Special.— Their home in Virginia wiped out by fire and separated by circumstances from their husbands, Mrs. J. L. Shinett and her four children and her sister, Mrs. Francis Hickman, with her two children, are at the Southern Police Station awaiting news from their husbands.

According to their story they came to Baltimore in answer to an advertisement for farm help, after their home in Clifton Forge had been totally destroyed by fire. On arriving here they went to a farm near Hawkins' Point, but found there was work only for the men. They remained there for one week and were given a part of the earnings of their husbands, amounting to $2, on which they lived until Saturday, when the money gave out.

Saturday the husbands left the women, telling them they were coming to Baltimore to look for more profitable work. Nothing has been heard from them since. The women were brought here by Ira Eminizer, engineer of the tug Hanson Keyes, who lives at 521 Gittings Street, and given food and shelter for the night. The Supervisor of Charities will give the women temporary relief and the children will be taken care of by Captain Parker, of the Society for the Protection of Children from Cruelty and Immorality.

RAILROAD STRIKE NOW IMMINENT

NEW YORK.— Special.— Railroad officials and leaders of the locomotive engineers admitted that a crisis had been reached in their negotiations and that a strike of 25,000 enginemen was imminent. Such action would tie up fifty railroads east of the Mississippi River and north of the Ohio, shutting off food supplies and bringing famine to the country's largest cities, if the struggle were long continued.

The railroads have been actively preparing for a strike.

According to advices received by Warren S. Stone, of the Brotherhood of Locomotive Engineers, the railroads have sent agents among the pensioned engineers, asking them to report for duty forthwith and have used means to influence the members of the brotherhood now on duty.

The engineers consider this action a violation of the forty-eight-hour armistice, declared Sunday.

"Now we're through," said Chief Stone. "We will wait no longer." We have kept the truce in good faith; our adversaries have not. The engineers are furious at the trick and we stand as a man on the question of issuing a strike order. The men have given us the power by a great majority and I would be a fool to permit this great organization to be played with any longer.

"I shall wait until about 3:30 Monday afternoon, and if at that time the conference committee does not notify us that they have granted our demands, or if no word at all from the committee, I shall release the strike order and the representatives will take it to their headquarters, where the engineers will be given official notification, when they are to step from their cabs."

Chief Stone was asked whether the engineers would leave their locomotive wherever they happened to be when the time limit expired.

"We do not wish to inconvenience the public more than necessary, and for that reason the engineers will undoubtedly proceed to their destination," he replied. "Neither do we wish to delay the mails. But let me tell you that when they reach the destination the wheels of their locomotives will cease to turn."

RECOVER BODIES OF TITANIC VICTIMS

HALIFAX. Special.—Exactly seven days ago the long arm of the wireless reported out over the Atlantic in an attempt to learn the fate of the Titanic.

Monday the Marconi sparks were sent flashing over the waters again, but this time the effort was to learn results of the grewsome search of the cable ship Mackay-Bennett among the floating wreckage of the White Star liner for bodies.

As far as could be learned from the steamer had found about 160 bodies. Nearly 70 of these could be identified, but the rest were so badly mangled that identification was impossible.

These were immediately placed in weighted coffins and buried at sea by a chaplain taken by the vessel for that purpose when she left port.

The others were placed in coffins and stowed away for the return journey to this port. The Mackay-Bennett was reported today to be following the course of the gulf stream, seeking the victims swept away by that current.

Many of the bodies recovered had been carried at least thirty miles from the scene of the disaster when they were picked up, according to reports from St. Johns, N. F.

The reports that many of the bodies were too mangled for identification bears out the stories of survivors that the giant Titanic was shattered in her last moments by an explosion of the boiler. The bodies capable of identification are believed to be those of victims who leaped from the vessel before that time.

It was thought probable here that the bodies of Major Archibald Butts and Colonel J. J. Astor will never be identified, as survivors say that shortly before the vessel went down they were standing calmly on the deck.

The Mackay-Bennett, when she left here, carried only 150 coffins, and it is believed that she will return soon, probably arriving by Wednesday.

IRELAND GRIEVES FOR BROKEN HOMES

DUBLIN.— Special.—A resolution approving Premier Asquith's home rule bill, was adopted, with enthusiasm, in the national convention of the Irish party here today.

The motion to approve the bill in its entirety was made by John Redmond, M. P.

The convention adopted a resolution expressing Ireland's sorrow for those who were thrown into mourning by the Titanic disaster.

Mr. Redmond also moved this resolution, and when the delegates passed it unanimously all rose to their feet with bowed heads.

OPERATIVES START ON SECOND STRIKE

WEBSTER, MASS.— Special.— Eight hundred operatives of the North Village cotton mill, of S. Slater & Sons, Inc., went on a strike today, following the refusal of the trustees to grant a further increase in wages of 5 per cent.

A month ago the operatives demanded a 10 per cent. wage increase. They were granted 5 per cent. They now demand 5 per cent. more.

AUGUSTA SENDS DELEGATES TO WILSON

Delegates to the State Democratic convention were elected in a number of counties Tuesday, but Augusta alone will send her men to Norfolk with specific instructions to favor one particular candidate. The Augusta delegation—twenty-eight, with half a vote each—is instructed to vote for Woodrow Wilson as long as his name is before the convention. Harry St. George Tucker was present at the mass-meeting, which was held in Staunton, and addressed the body. Staunton already has instructed her five delegates for Wilson.

The Democrats of Brunswick, in mass-meeting at Lawrenceville, named the following as delegates to Norfolk:

Totaro District, I. E. Spatig; Redoak District, Captain C. T. Allen; Sturgeon District, J. H. Poarch; Meherrin District, J. D. Elam; Powellton District, J. W. Palmer.

A resolution was offered and unanimously adopted endorsing the efforts of Hon. Robert Turnbull as a member of Congress from the Fourth District, and endorsing him for re-nomination at the coming primary. A strong effort was put forth at the meeting to instruct the delegates for Champ Clark, but they were sent without instructions.

The Democrats of Fredericksburg, at a mass-meeting last night, elected the following delegates and alternates to the State convention at Norfolk, each delegate to have half a vote:

Delegates—Colonel E. D. Cole, C. O'Connor Goolrick, E. J. Smith, F. M. Aldrich, W. S. Embrey, E. M. Young, F. M. Chichester, Captain T. M. Larkin. Alternates—J. R. Rawlings, Dr. J. Garnett King, H. F. Crismond, W. A. Bell, George Freeman, A. M. Garner, J. Wilmore Cox, Andrew J. Bowling.

The delegates go uninstructed, and the unit rule was adopted. Colonel E. D. Cole was indorsed for re-election as member of the State Committee.

The county Democratic Committee of Halifax, at a meeting held at Houston yesterday elected R. Holt Easley chairman and elected thirty-nine delegates to the State convention. The delegation will vote as a unit.

James City county's delegation of two, with half a vote each, will go uninstructed to the Norfolk convention. This was decided yesterday at a meeting held at Toano. The meeting endorsed Lieutenant-Governor J. Taylor Ellyson for State chairman and M. H. Barnes for district committeeman. The two delegates are instructed to vote for an uninstructed delegation to Baltimore.

GENERAL DIES OF GANGRENE

ROME.— Special.— General Enver Bey, commander-in-chief of the Turkish army, in Tripoli, is dead from gangrene poisoning at the Turkish headquarters in Tripoli, according to a dispatch received from the Italian commander-in-chief in Tripoli.

Enver Bey was recently wounded in a fight, and gangrene set in. He was the most brilliant of the Young Turk soldiers, and was formerly Turkish military attache at the German court.

SURGEON'S KNIFE SAVES CHILD'S LIFE

EXCESSIVE THYROID GLAND OF ONE REMOVED AND GRAFTED ON THAT OF ANOTHER.

NEW YORK.— Special.—An unusual operation which promises to be successful was performed in Bellevue Hospital. Part of a woman's enlarged thyroid gland was cut from her neck and grafted into the neck of an undersized, ailing child. Both patients were reported to be gaining strength late Tuesday night.

Marie Martin, four years old, of 625 West Fifty-first Street, was admitted to the hospital February 13th, afflicted with cretinism. It was decided that new thyroid gland tissue would have to be grafted upon the child's own gland. That of a sheep was useless, and no human being could be prevailed on to make the sacrifice until on April 10th Mrs. Hannah Kirschoff, thirty, of Bethel, Conn., came to the hospital with the thyroid gland in her neck greatly enlarged.

The swollen gland pressed against the woman's windpipe, causing difficulty in swallowing, rapid pulsation of the heart, bulging of the eyes and excessive nervousness. It was necessary to remove part of this gland to lessen her trouble.

Mrs. Kirschoff and little Marie were placed on the operating table Sunday morning by Dr. Harrison Betts. An incision in the child's neck, baring her undersized thyroid gland, was made first. Then Mrs. Kirschoff's thyroid gland was cut into and a large piece removed. An inch square part of the woman's bland was then grafted onto that of the little girl, which, it is hoped, will grow now to its natural proportions.

Dr. Betts and Dr. R. Werne and Dr. J. B. Wood, who assisted him, are jubilant over the apparent success of this operation.

Hobson's Choice.

Model Suitor—I am going to marry your sister, Willie, but I know I am not good enough for her.

Candid Little Brother—That's what sis says, but ma's been telling her she can't do any better.—Brooklyn Life.

The manager of one of the big department stores was chuckling the other day over an incident which had just occurred in his establishment.

"A well-dressed lady," he said, "rushed hysterically up to a clerk in the household goods department, and, without giving the girl a chance to ask what she wanted, exclaimed:

"'Give me a mouse trap, quickly, please, because I want to catch a train!'"—New York Sun.

...ARRIAGES.

...—PHELPS.

...edding was sol-
...ersonage of the
... church on
...Hazel

These two little French children, passengers on the Titanic with their father, a widower, were being brought to this country (to be cared for no doubt by relatives) and were thrown into the lifeboat that left the side of the sinking Titanic by their father, who stood at the rail gazing intently at the boat that was rapidly drawing away into the darkness. The youngsters, one four and the other two, have been adopted by Miss Margaret Hays, a wealthy New Yorker, also a survivor, who first took notice of the children as they played and pranced about the deck of the Carpathia. Neither of the boys can speak a word of English, and they showed a marked affection for their new mamma when she spoke to them in their own French.

THINKS RESCUED CHILDREN ARE HERS

NEW YORK.— Special.—The mystery of the identity of two pretty little waifs of the sea, who were saved from the Titanic when the liner plunged to the bottom of the ocean, may be solved by a photograph sent to Mme. Navratil, of Nice, France, who believes that she is the mother of the two children.

The picture of the two little boys, who are temporarily in the custody of Miss Margaret Hays, of West Seventy-fourth Street, another Titanic survivor, was sent in answer to a cablegram from Nice.

According to cable advices, the correspondent of the Paris Journal at Nice unraveled that end of the mystery. He learned that Mme. Navratil, who is separated from her husband, had two children, who disappeared with her husband a month ago. From a description the woman identified the two little Titanic waifs as her own children, Louis and Lolo.

She said that the man Hoffman, with whom the children were sailing on the Titanic, was a friend of her husband.

M. Navratil, who is a tailor, left a month ago, telling his friends he was going to America.

Since the children have been in the Hays' household many persons, attracted by their childish beauty, as revealed in newspaper pictures, have offered to adopt them.

The children are so young that they can give no account of themselves. That they are French was evident from their childish prattle.

COLORED BAPTISTS TO OUST PREACHER

PETERSBURG, VA.— Special.— With the election of officers and committeemen to succeed those now serving with Rev. Eli Tartt, the troubles of the congregation of the First Baptist (colored) Church came to an end Monday night, provided the election is honored by the Tartt faction of the church. The election will go to the court which ordered Monday night's meeting to be confirmed.

The meeting was presided over by Judge J. B. Prince, who was named commissioner to prepare a correct church roll, and was attended by male members only of the church, twenty-three members of the police force, two police commissioners, Mayor George Cameron, Jr., and others who saw that peace was preserved. The election ends a church war which has been on in the courts for the last five years, during which the followers of Avery, an influential member of the church, have tried to oust the pastor, Rev. Eli Tartt. The membership has been ordered, and has attempted, to have elections several times during the last five years, but each effort failed, breaking up in a fight, as a rule. At one of these meetings things got so rough the fire department was called to the aid of the police, and it was not until water was turned into the negroes that peace was restored. Prayer by Bartlett Roper, Sr., of the First Baptist Church, and singing by the men of the colored church, men of both factions together, marked last night's meeting. Only a mutter when the vote, 154 to 139 against Tartt, was announced was heard last night, but it is said the Tarttites will carry their case to the higher court.

MAY CALL OUT MEN ON WESTERN ROADS

WILL INSIST ON TERMINATION OF ILLINOIS CENTRAL AND HARRIMAN DISCORD.

KANSAS CITY.— MO.— Special.— Threatening to call a general strike of 300,000 shopmen and car repairers on Western lines, unless the strike on the Illinois Central and the Harriman lines, which has been going on for nearly six months, is mediated, officers of the newly-formed "Federation of Railway Men's Unions" have sent a telegram to President Taft, advising him of their intentions.

Presidents of twelve unions signed the message. The new federation has just been formed here, and is an extension of the plan of system federations adopted on the Illinois Central and Harriman lines.

Officers of the new federation pointed out that the general shopmen's strike would mean eventually a tie-up of all Western lines, and would result in great delay in handling freight, express passenger traffic and the mails. Forty railroads will be involved.

Unless a reply is received from the President, indicating a desire on the part of the government for mediation in the present strike, plans for the strike will be formed at once.

GAVE HER FURS THAT HE HAD STOLEN

MISS DOYLE AND HER MOTHER GREATLY SURPRISED ON HEARING HISTORY.

CHICAGO, ILL.— Special.— Earl E. Jordan, escaped convict, followed his trade of burglar and safeblower one night, and the next, in the role of a well-to-do business man seeking relaxation from his cares, made himself a welcome guest in the home of unsuspecting acquaintances.

Mrs. Mary Doyle is the mother of Miss Tessie Doyle, seventeen years old. Jordan met Miss Doyle, according to her mother, less than two weeks after he had escaped from the Columbus (Ohio) prison by scaling the walls. The Doyles were charmed with the manners of the stranger, who represented himself as a prosperous advertising man. He often sent candy to Miss Doyle and took her to theaters.

When Herbert Van Zandt, an alleged safeblower, was arrested several weeks ago after the safe in the Chicago Box Company's office had been rifled, Jordan, his reputed accomplice, escaped. A few hours later he appeared at the Doyle home.

There he heard the story of Van Zandt's arrest read aloud by a member of the family. Jordan remarked that he knew Van Zandt well, but the fact did not arouse suspicion.

On Christmas day Jordan gave Miss Doyle a set of furs as a present. Later she was required by the police to tell where she got them. Her description of "E. F. Jordan, advertising man," and that of "Stephen Palos, escaped convict," whom the police were seeking as Van Zandt's accomplice, tallied. Miss Doyle then aided the police in capturing Jordan.

"Jordan traveled a great deal and said he represented an advertising firm in St. Louis," said Mrs. Doyle. "He appeared to be a man of means. My daughter accepted the furs from him, not knowing they were stolen, of course."

VIRGINIA GIRL MISSING IN N. Y.

NEW YORK.— Special.— At the request of United States Senator James A. O'Gorman, the police of the entire city are searching for Miss Elise Nicholas, of Winchester, Va., a cousin of the late United States Senator John W. Daniel, of that State, who disappeared from the home of her aunt, 78 West One Hundred and Fifth Street, several weeks ago.

Miss Nicholas, who is seventeen years old, is the daughter of J. Ambler Nicholas, of Winchester.

She had desired to become a nurse, and, after some experience in the Winchester Memorial Hospital, came to New York six weeks ago to study at Roosevelt Hospital. On March 26th last she left her aunt's home, saying that she was going to Roosevelt Hospital, promising to return in time for dinner.

That was the last seen of her.

The police were notified, but little, if anything, was done until the girl's uncle, James C. Warwick, of South Orange, N. J., secured the aid of Senator O'Gorman.

Senator O'Gorman wrote a letter to Commissioner Waldo and a confidential alarm was sent out.

The girl's disappearance is a complete mystery. Her aunt can find absolutely no explanation. It was declared that she had no love affairs and was of neither a romantic nor morbid turn of mind.

ITALIAN FORCE LANDS ON ISLAND OF STAMPALIA

ROME.—Special.—A force of Italian troops has been landed on the Island of Stampalia, a Turkish possession in the Grecian Archipelago, it was announced by the war department today.

Stampalia is a small island containing fifty square miles and has a population of 1,500.

The authorities of Columbus, Ohio, announce that they are going to make war on bad eggs. Everybody who can do so will probably leave town before hostilities begin.—Bristol Herald-Courier.

CRIES OF TITANIC'S VICTIMS HORRIBLE

Would Have Gone Back, and Started So to Do, but Those in Lifeboat Feared They Would Be Swamped.

WASHINGTON, D. C.— Special.— Admitting that the lifeboat he commanded could have held twenty-five or thirty more persons than the forty-five who had been ordered into it on board the doomed ship, Third Officer H. J. Pittman, of the Titanic, told the Senate committee which is investigating the disaster at the hearing here that he held the boat off while the shrieks of struggling survivors rang in his ears and was dissuaded by his passengers from going to their aid "for fear they would swamp the boat."

Women wept as this testimony was given, and the witness himself bowed his head and lowered his voice as he answered the questions put to him by Senator Smith, chairman of the committee.

Overcome by the nervous strain of his examination, J. H. Boxhall fourth officer of the Titanic, was unable to resume the witness stand when the committee resumed its inquiry, and Third Officer Pittman was called in his stead.

WASHINGTON, D. C.— Special.— What ship lay by within five miles of where the Titanic was settling into her ocean grave with more than 1,500 souls, calmly watched her frantic distress signals, ignored the rockets that she sent up imploring aid, and then sailed away on her course without an attempt at rescue or even an answer?

This was one of the many mysteries surrounding the loss of the giant White Star liner that confronted the United States Senate committee probing the Grand Banks disaster, when it met here again today.

The startling news that the vessel stood up while the Titanic was flashing out calls for help and offered no assistance was given to the committee by J. B. Boxhall, fourth officer of the Titanic.

He swore under oath that both he and Captain E. J. Smith, of the White Star ship, and other officers distinctly saw the red lights of the ship in the distance.

The passing vessel, after going by, steamed off into the darkness, leaving the Titanic to her fate.

Fourth Officer Boxhall was told by the committee to present himself again before the committee today to supplement his story.

The story of Boxhall bears out accounts of a number of survivors, who declared from their lifeboats they could easily make out the mast lights of a ship and tried to row towards her, but the vessel drew away and disappeared.

In anticipation of a continuation of the thrilling testimony of the foundering of the great liner, bigger crowds than jammed the Senate office building yesterday were on hand long before the doors of the marble caucus room, where the sittings are held, were thrown open.

A notable feature today was the great number of women in the throng. In the crush were many distinguished society people—wives and daughters of congressmen, Cabinet members and members of the diplomatic corps.

Boxhall Is Ill.

When the committee session began today Senator Smith, chairman of the investigating committee, announced that it had been the intention to resume with the testimony of Fourth Officer J. G. Boxhall, of the Titanic. That officer, however, is ill and unable to appear, as was indicated by the certificate of his physician, Dr. Charles C. Marbury.

Herbert J. Pittman, third officer of the Titanic, then was called as the first witness.

Pittman has been a mariner for seventeen years, five of which were spent with the White Star liners Delphic, Majestic and Oceanic before he was berthed on the Titanic.

He said he was on the bridge of the ill-fated ship during her trials in Belfast lock and on the open sea before she was accepted by the White Star officials.

In answer to questions by Senator Smith he said the tests consisted of evolutions—performing circles, steaming and adjusting compasses. The tests lasted about eight hours.

Q. Were there any speed tests?

A. I don't think so. I understand the White Star Line didn't have any speed tests.

Witness told further of the tests at the time and then of the trip to Southampton. He did not know the general officers of the White Star Line and so could not say whether or not they were present at the tests. He described the departure of the Titanic from Southampton, including the "breaking" of the New York from her moorings by the backwater of the Titanic. That was nothing serious, he said. The weather was perfect from the time of leaving Southampton, no heavy seas, and the sky was starlit he declared. Only three officers beside himself survived the Titanic disaster.

Test of Boats.

"What were your duties aboard the ship," asked Senator Smith.

A. Working out observations, supervising around the decks and looking out fore and aft.

Q. Was it part of your duties to drill the men?

A. No, not exactly. I gave them their work.

Pittman testified there was no specified time for boat drills, but the British Board of Trade regulations required boat drills on leaving Southampton, and that usually a boat drill was held on leaving Queenstown. He continued:

"The tests consisted of lowering two or three boats and rowing off to satisfy the board of trade that the boats were all right."

Q. How many boats were lowered at Southampton?

A. Two, from the starboard side.

Q. What was done at the drill?

A. Nothing more than lowering boats and rowing around the harbor.

The witness said there were approximately eight men in each boat.

Q. Were there any other drills at any time during the voyage?

A. No, sir. The drill at Queenstown was omitted. On every voyage it is customary to hold boat drills every Sunday, if the weather permits.

Witness said there was no test made of the collapsibles.

At the Southampton tests the fifth and sixth officers were in charge of the boat.

Every man in the crew had his particular station on the Titanic. Witness was assigned to No. 5 lifeboat on the Titanic when on watch, both for boat and fire drill. It was not necessary that he enter that boat; he had simply supervision over it.

There was no fire drill on the Titanic on the trip.

Pittman was on watch on Saturday and Sunday, but saw no icebergs.

Q. Did you have any talk with Boxhall, Lowe or Murdock regarding the proximity of ice?

A. No.

Q. With the captain?

A. No. It was not my place to discuss that with the captain.

Q. Did you see any ice on Sunday?

A. No.

Q. Did you notice any change in the temperature?

A. Yes, but that did not indicate anything. The weather was changeable.

Q. Have you ever seen any ice in that part of the Atlantic?

A. Once; one small berg.

Q. Isn't it a fact that an iceberg becomes known by the reason of the reflection of the light of the sun or moon?

A. That may be true in the Arctic but not in the North Atlantic, because there is not ice enough.

Senator Smith asked a series of questions regarding evidence of the presence of icebergs.

Half a mile away in a light boat witness said it might be possible to hear the wash of an iceberg.

The temperature of the water, witness did not think, would indicate anything. Nothing could be told by that, he said.

Q. Has anybody ever told you that, noting the time between the blast of a whistle at sea and the reflected sound, the distance in feet can be found by multiplying by 550?

A. No, sir.

Q. And none of these signs I have mentioned are familiar to you?

A. No, sir.

Q. How about the explosion of icebergs? Did you know that they explode when they come down from the Arctic regions and strike the Gulf stream?

A. Some people say that, but we have no proof.

Q. Do you regard the presence of seal herds and flocks of birds in any way indicating the presence of icebergs?

A. Certainly not. We see flocks of birds in the South Seas.

Q. Did you ever see ice in the South Seas?

A. Yes; once off Falkland Islands. I saw a berg seven miles long, six miles wide and 500 feet high. We were about a mile away.

Pittman said on Saturday Fourth Officer Boxhall noted ice on the chart. It was to the north of the course of the ship.

Q. Was this ship on its proper course?

A. Yes.

Q. Was she on the course commonly taken by ships coming from Southampton to New York, or of ships going from New York to Southampton?

A. On the course commonly followed by ships sailing from the English channel to New York.

Q. Do you know the position of the Titanic when she struck?

A. Yes, sir.

Q. Does that indicate that she was on her right course?

A. Yes, sir; she was.

Saw Icebergs Monday.

Witness said he saw no icebergs until Monday morning. Then he was in a lifeboat on the way to the Carpathia. At that time he saw five or six of them. Some were 150 feet high above the water. Between 6 and 8 o'clock on Sunday night, he said, he was working out observations in the chart room and that Second Officer Lightoller was on the bridge.

Pittman declared he did not know at that time of the ice warning sent out by the Californian, but has since learned that Lightoller knew and passed the work along when he went off the watch. He said the officers were keeping a special lookout for ice.

The officer alluded to was the special officer of the watch, whom, he said, was warned.

Witness said that between 7:30 and 7:40 Sunday night, he and Second Officer Lightoller took stellar observations to determine the course of the ship, and that these observations located the ship on her proper course. He could not say what the location of the ship was at 8 o'clock, but, he said, its speed was about twenty-one and a half knots, and they were not trying to make twenty-four knots, as they did not have the coal.

Witness added that the ship was making about seventy-five revolutions.

The movements of J. Bruce Ismay on the boat deck of the Titanic the night she took her final plunge were described by Pittman.

Ismay, in Pittman's narrative, appears as a man whose identity was not known, but who, appearing on the boat deck in a dressing gown, urged that time was precious and that lifeboats should be lowered.

Ismay Turns Up.

Pittman said he turned out of his berth at ten minutes to twelve, being awakened by the collision. He said there was no special impact, and he thought the ship had dropped its "mudhooks."

"Then I got up and went out on deck," he said. "I thought it was a dream, went back to my cabin and lighted my pipe."

Pittman said Boxhall told him they had struck icebergs. He met Moody, the sixth officer, who said he had seen no berg, but there was ice on the forward well deck.

"I went back to the boat deck," he continued, "and while I was standing at number five boat, my post, in the act of clearing away this boat, a man in a dressing gown and slippers stepped up.

"'There is no time to be lost,' he said to me. But I did not think he knew anything about it."

Q. Did you know who this man was?

A. Not then. I do now.

Q. Who was he?

A. Mr. Ismay. I was struck with the easy way in which the boats left the davits and the man in the dressing gown said I had better fill it with women and children. I told him I was awaiting orders from the captain. The man in the dressing gown then left. It then struck me that it might be Ismay, and I told the captain, and he said, "Go ahead with the boats." I shouted to the women to come along, and with forty in the boat, shoved it off.

Witness said Murdock ordered him into the boat, and said: "You go away in this boat, old man."

"I did not like the idea," continued the witness. "I thought we were better off on the ship."

Q. Were the passengers reluctant to get into the boat?

A. No; I filled my boat easily. I had about forty passengers, including half a dozen men. There were no women around. Murdock said: "You get into the boat, but hang around." He shook hands with me, and said: "Goodbye, old man; good luck," and I never saw him again.

Pittman said his boat was the second lowered on the starboard side from the boat deck.

Q. Who were the men in your boat?

A. Five members of the crew and five or six were male passengers. The balance were women.

Q. Do you know them?

A. I don't know their names.

No Steam in Boilers.

Witness said that all of his passengers survived. He knew his boat was equipped with bread and water. It did not have lights, but some of the boats had lights. He thought only two or three compartments of the Titanic would fill with water, and that she would float.

Q. Did any passenger attempt to get on your boat after she struck the water?

A. No, and there was no attempt to get out. They all behaved admirably.

Q. Any of the women row or use the tiller?

A. No, but some of them wanted to row to keep warm.

Q. Was it cold?

A. Thirty-five or forty degrees.

Q. Did you return to the side of the ship?

A. No, sir.

Q. Did you see the Titanic go down?

A. Yes.

Q. Describe it.

A. Her head was sumberged first, then she turned on end and went down perpendicular.

Q. Did she seem to break in two?

A. No.

Q. Did you hear any explosion?

A. Yes. There were four reports like a big gun in the distance. I thought it was some of the bulkheads. I do not think it was the boilers. You may, but I don't. There was no steam. It had been off two hours.

Q. When did you hear the explosions?

A. After she was submerged.

Witness said when he bade Murdock goodbye he expected to see him again, but apparently Murdock did not expect to see him. He did not take leave of any other of his fellow officers.

Q. Did you see any one in the water?

A. No.

Q. Did you hear any cries?

A. Yes, after the ship disappeared there were cries and moanings, but not before she sank.

Q. Immediately following?

A. Yes.

Q. How close?

Many Left to Die.

A. Four or five hundred yards. I don't like to talk about that, said the witness. I would prefer not to say anything about that.

"But I think you ought to," persisted Senator Smith. "We want to know."

"Well, after the ship went down I said, 'Now we will return and see if we can pick anyone up,' but the passengers protested—they said it was a mad idea and would simply mean that forty more would be drowned. He ordered his men to turn to the Titanic and they obeyed, but the passengers dissuaded me. They said it was madness."

Q. Did any of the women appeal to you to return to the ship or go in the direction of the cries?

A. Not one.

Q. Who protested?

A. I don't know who they were.

Q. You really turned to go back to the ship and were dissuaded by the passengers?

A. Yes, sir.

Q. How many cries were there? Were they spasmodic or general?

A. It was a continual moan for an hour; moans of a thousand drowning men, hung over the waters where the Titanic took her final plunge as the passengers and crew, sustained by lifebelts, floated in the water and called for aid. There was a continual moan, he said, paling under his sea-bronzed face at the mention of the dirge of the drowning.

"And you remained in that vicinity for an hour, laying on your oars?" Smith asked.

"We did," he replied.

Again and again Senator Smith pressed him for details as to why his boat ignored the calls for help.

Senator Smith then questioned Pittman as to the four reports he heard when the Titanic sank.

Q. Do you know whether a failure of the water tight doors to work had anything to do with the boat's filling so promptly?

A. No. The doors worked all right. I saw them tested in Belfast. The doors, Pittman said, were closed by a lever from the bridge next to the wheel house.

Should Have Met Iceberg.

Q. What if the collision had occurred head-on?

A. The boat would be afloat today.

Q. Then it was an error to strike the berg sidewise if it could not have been avoided? The ship was built for the purpose of meeting her hardest impact at the bow?

A. I don't think that if two or three steamers had run into her at the bow she would have sunk. It would have required about six steamers to have affected the Titanic like that iceberg did, irrespective of size or tonnage.

Senator Smith obtained an admission from Pittman that at least boats five and seven, from the portside of the boat deck, did not carry their full capacity. He claimed, however, that he transferred two men, a woman and a child from his boat—number five, to number seven, before the Titanic sunk.

He also said that although lifeboats were supposed to carry about sity people he would hate to lower a lifeboat, swinging only from the ends, with that number of passengers on it. He said that sometime before the Carpathia arrived he saw a white light stationary on the horizon to the west, but did not row toward it.

"The Titanic," he said, "went down at 2:20 A. M. ship's time, or 5:47 London time."

Witness added that he did not hear anything on the Titanic of the Frankfurt.

Senator Perkins drew from the witness the fact that there were 2,000 persons aboard the Titanic and only lifeboats enough to accommodate 1,200.

In answer to a question by Senator Burton witness said he was sure he saw a white light about 1 or 1:30 o'clock but that it may have been a light on one of the other lifeboats.

The light was about three miles distant.

Witness added, in answer to question by Senator Newlands, that the Titanic was the fastest boat he was ever on.

Senator Fletcher asked the position of officers on the Titanic at the time of the collision and subsequently, also the question of lifeboats and equipment. Photographs were introduced to illustrate the answers of the witness.

Had No Searchlights.

He said that the Titanic was not equipped with searchlights, and if it had been it was possible the icebergs could probably have been seen. He heard nothing of the fire in the hold until he reached New York. He said that if a lookout had been kept for icebergs such an order would have been entered in the commander's order book. He admitted that he did not see the order book until Sunday night. He saw it the night before, but the ship was not then in the ice region.

Pittman was excused and Frederick Fleet, of Southampton, the lookout on the Titanic, was called to the stand.

Fleet, twenty-five years old, admitted that when he and the other lookout, Lee, relieved Simmons and Jewell, he had been cautioned to keep a sharp lookout for small ice.

Q. What did you do?

A. I did keep a sharp lookout. I reported a small black berg at seven bells. When I saw the mass dead ahead I struck three bells from the nest; that was to caution them. Then I turned to the telephone and called the bridge. Somebody asked me what I saw and I told him an iceberg was dead ahead. He said: "Thank you."

Q. How long after you gave the alarm before the ship struck the berg?

A. I can't tell.

Q. How large was the berg?

A. Well, when I first saw it it looked amout as large as those two tables put together, indicating the committee's tables.

Q. How large was it when you struck?

A. About fifty or sixty feet above the water.

Witness said that all six of the lookout men were saved. None of those men, he said, had reported any ice on Sunday. They used only their eyes, not glasses. Fleet testified that on the Oceanic he had a pair of glasses, but very poor ones.

Q. Did you ask for glasses?

A. Yes, we asked for them in Southampton and they told us there were none intended for us. We were told so by Mr. Lightoller. We had glasses going from Belfast to Southampton, but not afterwards. I don't know what became of them.

Q. Suppose you had had glasses such as you had on Thursday on the Oceanic, do you think you could have seen this black object a greater distance off?

A. We could have seen it much sooner, soon enough to have got out of the way.

"AUNT DELIA" MOURNS MAJOR BUTT'S DEATH

BOSTON, MASS.— Special.— Miss Delia C. Torrey, the aunt of President Taft, Sunday at her home in Millbury, this State, paid a tribute to Major Butt, the President's aide, who died on the Titanic. "Aunt Delia," as she is lovingly called by her friends, said:

"I am sure that all others who knew Major Butt feel as I do. I met him many times, and I shall never forget his unfailing kindness to me. The major met me at the train in February, the last time I went to see Will (President Taft) at Washington. He took care of me then, as he always did on my trips to see Will and his family.

"When he was promoted from captain to major he was greatly pleased. When I last saw him he told me that he was very tired and that he was going abroad to take a rest.

"He did what I expected he would do—he faced death calmly and bravely, doing what he could to save the women and children. I knew he would do that, because he was that kind of a man."