

ISMAY TELLS SENATE COMMITTEE TITANIC WAS NOT SEEKING SPEED RECORD, AND TESTIFIES TO GENERAL IGNORANCE OF DETAILS OF DISASTER



SEN. FRANCIS NEWLANDS SEN. DUNCAN U. FLETCHER SEN. JONATHAN BOURNE SEN. WILLIAM ALDEN SMITH SEN. F. M. SIMMONS SEN. GEORGE C. PERKINS SEN. THEODORE BURTON

RADICAL CHANGE IN EXCISE LAWS HERE IMMINENT

Senate District Committee Reports Favorably on Measure.

NUMBER OF SALOONS TO BE GREATLY CUT

Bill Proposes To Almost Double the Cost of Liquor Licenses.

Strong indications that radical changes in the excise laws of the District are near at hand, were given today when the Senate District Committee met, and after considering the excise measure recently framed by the excise subcommittee ordered a favorable report upon it.

While changed in some particulars from the bill as prepared by the subcommittee, the essential features of the subcommittee bill are preserved.

The measure, it is asserted, will pass the Senate and the friends of excise legislation declare that it will be impossible to prevent important changes in the excise laws much longer. They say the House will pass a bill if one is passed by the Senate.

Committee Favorable.

The general sentiment in the District Committee this morning was favorable to the proposed legislation.

The effect of the bill as it stands would be to reduce the number of saloons from over 600 to 300. The excise board is reorganized and is to consist of three members, who may be appointed by the President from any part of the country.

After November 1, 1914, the wholesale license fee is to be \$300, and for a retail license \$1,500. They are now \$200 and \$500, respectively.

The essential features of the new bill were recently set forth in a statement by Senator Jones, chairman of the excise subcommittee.

When the main committee took the measure up today it made some modifications, but they were chiefly of a minor character. The committee took the view that the bill as drawn does not prohibit the bar at the Union Station.

Section 3 of the Commissioners' bill with reference to detailed procedure of the excise board was adopted in place of a like section in the subcommittee bill.

Increase of the dry limits about schools and churches, stringent restrictions against sales to minors, restriction of liquor selling in small hotels having less than fifty guest rooms are among the features of the bill.

WEATHER REPORT.

FORECAST FOR THE DISTRICT. Fair tonight, probably frost; Saturday fair, with slowly rising temperature.

TEMPERATURES.	
U. S. BUREAU	APFLECK'S.
8 a. m. 46	8 a. m. 52
9 a. m. 46	9 a. m. 51
10 a. m. 47	10 a. m. 50
11 a. m. 48	11 a. m. 49
12 noon 49	12 noon 49
1 p. m. 50	1 p. m. 50
2 p. m. 49	2 p. m. 49

DISASTER DUE TO NEGLIGENCE OF SMITH, HE SAYS

Major Peuchen, Canadian, Declares Captain Was Not At His Post.

ASSERTS COMMANDER WAS AT DINNER PARTY

Night Clear, And Berg Should Have Been Seen, He Thinks.

NEW YORK, April 19.—That Captain Smith, of the lost Titanic, was at a dinner party last Sunday night in the big restaurant on the liner, despite the fact that he had received numerous warnings by wireless of ice ahead, was the direct charge made today by Major Arthur Peuchen, of Toronto.

Peuchen is an officer in the Queen's Own Rifles of Canada, and president of a big chemical company. He has directly charged that the loss of the Titanic was due to carelessness in going at full speed through the ice with a new crew, and insisted that if the captain had been on the bridge the Titanic would not have hit the berg.

"Why, even if the lookout had been on the job in the crow's nest he should have seen that berg," said Peuchen. "It was a monster, and the night was beautifully clear and the stars were shining brightly."

Blames Captain.

"The captain was at dinner with Bruce Ismay and a number of millionaires for more than three hours that night, instead of being on the bridge where he belonged, knowing that we were going into the ice fields. Not a single extra lookout was posted, and the speed was never reduced a particle. We were running very fast when we struck."

"Sunday it was very cold, and we knew we were in the ice zone. But there was no checking of speed. When we struck that berg we were running twenty-five miles an hour. "I know that the wireless warned of danger from the ice. Ismay told Miss Ryan we would pass bergs. She asked him if he would slow down, and he is reported to have told her that he 'guessed not.'"

Major Peuchen proudly exhibited what he termed his "reason for being alive honorably." It was a small piece of paper, on which was scrawled: "Major Arthur Peuchen was ordered into the boat by me owing to the fact that I required a seaman, which he proved to be, as well as a brave man, and asked him if he would slow down, and he is reported to have told her that he 'guessed not.'"

Lynolla drafted the major for service in his boat because he knew that he was noted as an expert yachtsman and amateur sailor.



J. BRUCE ISMAY.

DESIGNER OF TITANIC FAINTS IN CATHEDRAL

LONDON, April 19.—St. Paul's Cathedral was filled to the utmost capacity today when the national memorial services were held for the victims of the Titanic disaster. Thousands jammed the streets in the vicinity, unable to get inside of the walls. Most of the people, both in church and the street, were in tears. Many wore heavy mourning.

NEW YORK CLUBS WILL HELP FUND

NEW YORK, April 19.—The barriers against Sunday baseball will be let down in New York for the benefit of the destitute survivors of the Titanic horror. President John T. Brush, of the Giants, announced today that he had arranged for his club to play the Yankees Sunday afternoon at the Polo Grounds, the receipts to go to the stranded passengers. Sunday baseball is not permitted in New York, but the authorities are understood to have given permission for the game.

AMERICAN COLONY BESIEGED IN MEXICO

An unofficial report reached the State Department today that 200 Americans are being besieged by rebels at Los Mochis, in the state of Sinaloa, Mexico. According to his report, Henry Lane Wilson, the American ambassador to Mexico, had warned President Madero that he must give these Americans protection. The State Department declares it has received no official information of his action by Ambassador Wilson.

SAYS NO WOMAN IN SIGHT WHEN HE ENTERED LIFEBOAT

Testifies That There Were Only Twenty-five Boats in Titanic's Equipment—Thinks There Were Plenty of Life Preservers.

NEW YORK, April 19.—J. Bruce Ismay, managing director of the Mercantile Marine Company, owners of the ill-fated Titanic, took the stand as the first witness before the Senate investigating committee probing the Titanic disaster today. After Ismay had been sworn by Chairman Smith he was questioned at length.

Important points in his testimony follow: He saw no passengers in sight when he entered the lifeboat. He did not see what happened to the lifeboats. He did not look to see after leaving the Titanic whether she broke in two. He did not look to see if there was a panic. "After I left the bridge, I did not see the captain." "I saw nothing of any explosion." He saw no struggle, no confusion. He did not recognize any passengers on the Titanic as she sank. He saw no women waiting when he entered the lifeboat.

TEXT OF TESTIMONY.

When he took the stand he said: "My name is Bruce Ismay; am fifty years old; am an officer of the White Star line in the capacity of managing director. I was not officially designated by the directors to go with the Titanic on her maiden voyage." "Tell in your own way what you consider the cause of the accident to the Titanic," said Senator Smith. "First of all, I want to express my great grief," began Ismay; "secondly, I wish to say that we welcomed investigation; we court the fullest inquiry in that we have nothing to conceal or hide." "The ship was built in Belfast, and was the latest thing in shipbuilding. No money was spared in her construction. She was not built by contracts, but by commission." Ismay then reviewed the early history of the Titanic. When she was laid down, when she was launched, and the details leading up to the start of her maiden voyage. He said the weather had been fine every day after she left Southampton until the mid-ocean crash, with the exception of about ten minutes, when a dense fog encompassed the vessel. He said: "The accident took place the Sunday night following the Wednesday of her departure. I was asleep in my stateroom at the time. The ship sank at 2:20 o'clock Monday morning. I understand it has been stated the ship was going at full speed when she crashed into the big berg. She never went at full speed. If the weather of Monday and Tuesday had been good it was our intention to go at full speed." "In Bed at Time." Senator Smith then asked Ismay to describe what took place after the collision. Ismay said: "I lay in my bed a few minutes not knowing what had happened. I went out on the deck and asked an officer what he thought the trouble was. He said he did not know. I returned to my stateroom, dressed myself, and went to the bridge, where I met Captain Smith. I asked him what had happened. He said the ship had struck ice and he feared it was seriously damaged. I rushed down to the office of the chief engineer and he told me he feared the ship had been seriously damaged. I went back to the bridge and heard the order given to get out the lifeboats. I assisted in getting them out. I went to the starboard side of the ship and I stayed until the fourth boat had been lowered, which, I understand, was the last boat which left the Titanic. I do not know whether the captain stayed on the bridge." "Did the other officers seem to know the serious condition of the ship?" asked Smith. "I couldn't say. I had no conversation with them." Dapper and neatly dressed in a black frock coat, with white piping in his vest, the managing director twirled the ends of his military moustache nervously as Senator Smith endeavored to get specific details. His memory was bad in spots. He turned to Vice President Franklin, who sat nearby, several times during his testimony as if expecting support or prompting. Ismay said he had a choice suite of rooms on the third deck from the top, near the captain's quarters. "Did you consult with the captain regarding the ship's movement?" asked Smith. "Not after record." "No," replied Ismay emphatically. "I want to say this right here. We were not attempting to make any speed records. We did not plan to arrive in New York until Wednesday at 5 o'clock." "Did you know you were near icebergs?" demanded Smith. "I knew ice had been reported," admitted Ismay. "I had never seen an iceberg in my life before. We were traveling the extreme southern route for westward bound ships. I was not cognizant of the proximity of icebergs on Saturday. I did not know that the wireless reported warnings Saturday, but I knew we would be in ice region Sunday night some time." "Did you have any conversation with the captain or other officers regarding ice?" "Absolutely none," replied Ismay. Ismay said the wireless operator sent the S. O. S. call for help, but that he sent no message himself. "Were you on deck when the order to lower lifeboats was given?" asked Smith. "I heard Captain Smith give the order in a loud voice," said Ismay, "that I left the bridge. I saw three boats lowered. I got in the fourth. I felt (Continued on Eighth Page.)"