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# The Toronto World

EIGHTEEN PAGES—SATURDAY MORNING APRIL 20 1912—EIGHTEEN PAGES

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VOL. XXXII—No. 11,584

## OFFICIAL PROBE OF ACCIDENT HAS COMMENCED

### Ismay With Officers and Men Are Held By Investigators of Titanic Wreck After Long Hours Spent in Probing

**Evidence Given by Ismay and Second Officer Lightholder Showed That Steamer Was Going Close to Maximum Speed—Were Aware of Proximity of Bergs—First Officer Murdoch Was on Bridge When There Was a "Slight Jar Followed by a Grinding Noise."**

**Major Peuchen of Toronto Was First Male Passenger to Leave, Says Lightholder—When Ship Sank, Those Aboard Were "Quiet As If In Church"—Providential That "Carpathia" Got Message, Declares Marconi.**

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equipment. Its average reach is about 100 miles.

"Does the distance depend upon the weather?"

**Could Cover 1000 Miles.**

"Yes, I think it could. The greatest speed also depends on the skill of the operator. The maximum efficiency of the Carpathia wireless, I should say, was 200 miles. The wireless equipment of the Titanic was available 300 miles during the day time, and 100 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireless apparatus?"

"Yes, I should say that it had the latest."

Senator Smith asked if amateur or commercial concern interfered with the wireless communication of the Carpathia.

"I am unable to say. Near New York I have an impression there was some slight interference, but when the Carpathia was farther out in touch with Nova Scotia there was practically no interference."

**Caught Message Providentially.**

"Did you hear the captain of the Carpathia say that they caught this distress message from the Titanic almost providentially?" asked Senator Smith.

"Yes, I did. It was absolutely pro-

videntially."

"Is there any signal for the operator if he is not at his post?"

"I think there is none," said Mr. Marconi.

"Ought it not to be incumbent upon ships to have an operator always at the key?"

"Yes, but ship owners don't like to carry two operators when they can get along with one. The smaller boat owners do not like the expense of two operators."

**Carried Message 5000 Miles.**

"The longest wireless communication we know of is from Buenos Ayres, Argentina Republic, a distance of 6000 miles, in October, 1910. Only thru the newspapers, we said, had he information about the Carpathia refusing to reply to a request of President Taft for help."

"I asked the operator last night and he told me he never dreamed of such a thing," said Mr. Marconi.

That finished Mr. Marconi's testimony.

**Maximum Speed 23 Knots.**

Charles Herbert Lightholder, second officer of the Lightholder, followed Mr. Marconi on the stand. Mr. Lightholder said he understood the maximum speed of the Titanic as shown by its trial tests to have been 22 1/2 to 23 knots.

Senator Smith asked if the rule re-

quired life preservers appropriate to the each room for each passenger was complied with.

"Everything was complete," said the witness. "Sixteen lifeboats, of which four were collapsible, were on the Ti-

tanic," he added.

"How far are the captains of the board of trade inspecting ships?" asked Senator Smith.

"Capt. Clark is so thor that we call him a nuisance," said Lightholder.

Lightholder said he was in the sea with a lifeboat on for one hour and a half.

**Stayed With Ship.**

"What time did you leave the ship?"

"I didn't leave it."

"Did it leave you?"

"Yes, sir."

"Did you suction a dentrent in making progress from the scene?"

"It was hardly noticeable."

"Where were you when the Titanic sank?"

"In the office quarters."

"Were all the lifeboats gone then?"

"All but one," said Lightholder.

"I was about fifteen feet from the bridge when I saw it. The first officer, Mr. Murdoch, who lost his life, was managing the tackle."

"Capt. Clark is so thor that we call him a nuisance," said Lightholder.

Lightholder said he was in the sea with a lifeboat on for one hour and a half.

**Turned In After Impact.**

After the impact, a few minutes later, Lightholder said he went back to his berth.

"Why?" asked Senator Smith in astonishment.

"Because there seemed no call for me on deck."

"Call or cause?"

"Neither call nor cause."

The witness described the impact as

"a slight jar followed by a grinding sound."

"What time did you last see Captain Smith?" the senator asked.

"Last sight of Captain Smith,

"Under these instructions must the operator take his instructions from the captain of the ship?" Senator Smith asked.

"Yes."

"Do the regulations prescribe whether one or two operators should be aboard the ocean vessel?"

"Yes; on ships like the late Titanic and the Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller boat, carries one. The Carpathia wireless apparatus is a short distance

from the bridge."

"Neither call nor cause."

The witness described the impact as

"a slight jar followed by a grinding noise."

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