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VOL. XXXII—No. 11,584

OFFICIAL PROBE OF AN 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"—Provisional That "Carpathia" Got Message, Declares Marconi.

NEW YORK, April 19.—(Can. Press.)—The seriousness of the enquiry by the senate investigating committee into the Titanic disaster was disclosed to-night when Senator Smith of Michigan, chairman of the committee, at first flatly refused to let any of the officers or the 200 odd members of the crew of the sunken steamer get beyond the jurisdiction of the U. S. Government. The men were all to have sailed to-morrow on the Red Star liner Lapland. Later it was settled that the greater part of the crew would be permitted to sail, but that twelve men and four officers among the survivors now under subpoena, together with Mr. Ismay, would not be permitted to depart.

The intention of the committee was made clear at adjournment, when, with Alfred Crawford, a bedroom steward on the stand, Senator Smith, pleaded weariness. "We have been at this all day and into the night," he said, "and I believe we had better cease until to-morrow. I am not thru with Mr. Crawford yet and would like to question him further to-morrow, together with other members of the crew and the officers."

Company's Counsel Objects.
C. C. Cunningham, counsel for the White Star Line, interposed. "There are 200 men who are to sail to-morrow," he said, "surely the committee does not intend to hold them. We are perfectly willing to pledge the presence of the four officers and the twelve men desired by the committee, but these men are entitled to return to their homes."

Senator Smith declined to recede from his position and at that time, The committee then adjourned until 10 o'clock to-morrow morning. At a conference the decision to let all the men go, except those under subpoena was reached.

Ismay's Memory Not Clear.
The Titanic's rate of speed, which was approximately 26 1/2 miles, was brought out today from the lips of J. Bruce Ismay, president of the International Mercantile Marine, and managing director of the White Star Line, a witness before the U. S. senate committee, which is investigating the disaster.

Nervous, but not in tears, as was Capt. Rooster of the Carpathia, who followed him on the stand, Mr. Ismay told in whispers of his escape from the sinking liner, from the time he pushed away in a boat with the women, until he found himself, clad in his pajamas, aboard the Carpathia. He was not sure in just what boat he left the Titanic, nor was he sure how long he remained on the liner after she struck.

equipment. Its average reach is about 100 miles. "Does the distance depend upon the weather?" "Yes, somewhat, and a great deal also depends on the skill of the operator. The maximum efficiency of the Carpathia wireless, I should say, was 200 miles. The wireless equipment on the Titanic was available 300 miles during the daytime and 100 miles at night."

Could Cover 1000 Miles.
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Carried Word 6000 Miles.
The longest wireless communication in the world, Mr. Marconi said, was from Clifton, Ireland, to Buenos Ayres, Argentine Republic, a distance of 6000 miles. In October, 1910, only thru the newspapers, he said, had he information about the Carpathia refusing to reply to a request of President Taft for news.

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

Stayed With Ship.
"What time did you leave the ship?" "I didn't leave it."

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

Isbergers Close at Hand.
"So, you say that Sunday you were advised by the captain by word of mouth of icebergs in near proximity and when you were relieved at 1 p.m. as officer of the ship by First Officer Murdoch you passed the information to him and he said, 'All right.'"

Did Not See Captain.
"When I came out of the officers' quarters after the impact," Lightholder replied.

Two Men in First Boat.
Lightholder said that when the first lifeboats were lowered he did not believe the danger was so great. On the first boat he put 24 persons and two men of the crew.

How Maj. Peuchen Escaped.
Second Officer Lightholder, who had charge of the lifeboats: "In the fourth lifeboat I was running short of seamen. I put two seamen in and one of them jumped out. That was the first boat I had to put a man passenger in. He was standing near by and said he would go if I needed him."

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LONDON BURIED IN GLOOM THE GLORYING IN HEROISM

Congregation of 10,000 at St. Paul's Cathedral Memorial Service Where "Titanic's" Designer Falls in Faint—Places of Amusement Forsaken—Criticism of Over-speeding.

NEW YORK, April 19.—The World has received the following from London: "The tragic story of the Titanic holds the British public in its terrible grip as none has ever done before. The only relief from the all-pervading gloom is the glory in the magnificent heroism that emerges from the ghastly horrors of that last scene."

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GALILEY SMOKED AND WAITED DEATH

Col. J. J. Astor Kissed His Delicate Wife Good-by, Stood Aside to Let Others Get Into the Boats, and Then Calmly Smoked as He Waited for the End.

(By a Staff Reporter.)
NEW YORK, April 19.—It is hoped the following may explain the "man in woman's clothes" story: B. B. Stetson of the Swedish embassy in Washington tells how he came with Col. Astor from loading the women of the steerage into the lifeboats. They met Mrs. Astor on the deck, and when both men told her she must get into a lifeboat, she began screaming.

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