

TO HEAR STORY THAT STR. MOUNT TEMPLE PASSE TITANIC

Senate Committee Will Have Toronto Man, Who Says He Was Aboard C. P. R. Steamer and Saw Liner Sink, Give Evidence—Captain and Officers of Boat Now in St. John, Wire Denials—Fifth Officer Lowe Tells of Terrible Life and Death Struggle in the Water After the Big Ship Went Down.

WILL TAKE EVIDENCE OF MOUNT TEMPLE'S OFFICERS IN ST. JOHN

Ottawa, April 24.—Hon. George E. Foster, acting premier, will comply with the request of Senator Smith, from Washington, to have the evidence taken of the men and officers of the Mount Temple at St. John as to the steamer's position when the Titanic sank.

Washington, April 24.—Harold G. Lowe, fifth officer of the sunken Titanic, told the senate investigating committee of the struggle of the survivors for life following the catastrophe. His testimony developed that, with a volunteer crew, he rescued four men from the water, saved a sinking collapsible lifeboat and towing it astern of his and took off twenty men and one woman from the bottom of an overturned boat. Every one of those under his charge he landed safely on the Carpathia.

Want Depositions Taken.

Sensor Smith has requested that the depositions of the officers and crew of the Mount Temple be taken at St. John. In addition, he accepted the offer of F. C. Quinman, of Toronto, to appear before the committee. Dr. Quinman was one of the passengers who said they saw the Titanic sink.

Acting Premier Foster's telegram, dated today, gave the version of Capt. Moore, of the Mount Temple, and added: "Under these circumstances it does not seem necessary to detain the boat due to sail Friday evening. If considered necessary, a commission will be appointed to take captain's evidence. Will do so." The latter part of the telegram was examined later by British commission.

In reply, Senator Smith despatched the following: "Telegram received. I will greatly appreciate it if deposition of captain of the Mount Temple, which is scheduled to sail from St. John (N. B.), Friday could be taken by commissioners, as suggested by you, and forwarded to me at Washington, relative to the movements of his ship Sunday evening, April 14, stating her relative position to the Titanic and Carpathia, together with a detailed report of all wireless messages sent and received."

The committee also received a telegram signed by J. H. Moore, master of the Mount Temple; A. H. Sargent, chief officer; H. Head, second officer; and J. D. Durant, the Marconi operator, dated at West St. John (N. B.), today, practically repeating the information contained in the premier's message and adding that the Mount Temple did not see the Titanic's lights. The names of the passengers who claimed they saw the lights of the Titanic, the message said, were not known.

J. Bruce Ismay, the chief official of the steamship line which owned the ill-fated Titanic, was ordered away from one of the ship's life boats while it was being lowered because in his excitement, he was interfering with the ship's officers.

Language too objectionable to be repeated aloud in the senate inquiry into the Titanic disaster was used by Harold G. Lowe, the fifth officer of the ship.

Lowe dramatically recited to the senate investigating committee how he, not knowing that he was talking to the head of the company which employed him, had told Ismay to "Get to H— out of here, so that I can work," while Lowe and other sailors were trying to lower the first life boat on the starboard side of the Titanic.

Lowe declared that Ismay was not trying to get into the boat, but that he was very much excited and was interfering with the proper lowering of the boat.

"This man (Imsay), said Lowe, was greatly excited. He was hollering: Lower away, lower away, lower away, and I swore at him to order him back."

Lowe said that Ismay went back and made no reply to him.

Lowe also testified that he never would have known the man was Ismay if he (Lowe) had not seen a steward on board the Carpathia who told him what he had

done, and asked him why he "swore at Ismay."

Sensor Smith asked Lowe if in his opinion the lifeboat before it was lowered was loaded to its proper capacity.

Lowe tried to avoid making a direct answer. He complained that the chairman was "pulling him up."

Sensor Smith insisted upon an answer. "Yes, sir," said Lowe, finally, "I think it was properly loaded for lowering."

Could Carry Sixty-five. "What is the official quota for such a lifeboat?" "It is 65."

"That it can carry 65 adults and say a boy or girl."

"Then you wish the committee to understand that a lifeboat under British regulations could not be lowered with safety with new tackle and equipment containing more than 50 people?"

"The dangers are if you overcrowded the boat, it will buckle up from the two ends," said Lowe. "The 65 is floating capacity. If you load from the deck to lower, I should not like to put more than 50 in a lifeboat."

"If Officer Lightoller said that boats on the port side were not loaded with more than 35 people because of safety, those boats were not loaded to their full capacity were they?"

"Well," answered Lowe, "that is a matter of personal judgment—some men might think differently about what would be safe."

Sensor Smith then referred to Third Officer Pittman's testimony of yesterday, in which he said there was 35 persons in lifeboat No. 5. That being the case, he asked why Pittman could not have gone to the rescue of the drowning, whose cries he heard plainly, but did not heed.

"Wouldn't he have been able to accommodate thirty more people safely in that life boat?" demanded Senator Smith.

Would Have Endangered Others. "No, sir," said Lowe. "Had he attempted to rescue those in the water he would have endangered the lives of those with him. I want to say a word about that danger." Lowe continued, "I heard Major Peuchen say on the stand that the sailors could not row. Sailors and boatmen were different. Many sailors may be at sea for years and never go in a row boat. They are different callings. That is the reason for a great many of the sailors could not row."

Lowe said he was not in a position to order who should go into the boats.

But you were in a position to tell Mr. Ismay to go to H—

"Yes, because he was interfering. He was interfering with me personally and I wanted him to get away so I could do something."

"And he did."

"Yes, and I did something."

"What was the drill for at Southampton?" asked the chairman.

"It was for the board of trade."

"There were eight men to a boat then. Where were these men when the emergency arose?"

"They were all on deck."

"Where were they when you were loading lifeboat No. 17?"

"You must remember sir, we were in a harbor and had the pick of the men. At the time of the collision, the men went down with the 'boon' to clear away the gangway doors to make way for the loading."

"And that took skilled men?"

"Anyone could have done that and yet skilled men were sent below when they were needed for the loading and lowering of the lifeboats. Is that the impression you want to leave with this committee?"

Discipline Excellent. The witness protested against that interpretation of his statement. He said the discipline was excellent. Only one boat, a collapsible one, overturned. The remainder of the nineteen boats, he said, were scientifically handled.

"It takes from eight to ten men to make a life boat ready," said Lowe. "I don't know how many men were at the other boats. You must remember there was a crowd down at the gangway doors."

Sensor Smith asked the number of the crew and the witness said so far as he knew there were 803 of them.

"And with 933 men aboard," said the senator, "you did not have enough to man twenty life boats properly?"

The witness demurred and the chairman showed his disapproval, going to the extent of criticizing the officer's refusal to make direct replies.

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