

TITANIC WRECK INVESTIGATORS HEAR STORY OF OPERATOR

Bride, Badly Crippled, Tells of Flying Messages For Help, of
Thrilling Escape and of Commander's Gallant Death—
Probe Shifts to Washington.

New York, April 20.—With dramatic suddenness the State investigation of the Titanic disaster came to an end today, so far as the New York hearing was concerned. It will be resumed, however, in Washington on Monday, when J. Bruce Ismay and P. A. S. Franklin, the chief officers of the White Star Line, and more than a score of the officers and crew of the sunken vessel will appear before the committee. The hearing here was the close of the hearing here, was the story of Harold S. Bride, the second and only surviving wireless operator of the Titanic. His tale was one of suffering and death, and of the final plunge of the vessel to its ocean burial. Its captain's end was also revealed. He leaped from the bridge when the waters were closing over his ship.

Bride Crippled.
Throughout the hearing this morning, Operator Bride, crippled as a result of his experience, and seated in an invalid chair, told his story of the last moments of the ship. His narrative, drawn from him piecemeal by the shrewd questioning of Senator Smith, of Michigan, chairman of the committee, and the testimony of the committee and the hearing, was a story of ordeal ended by his almost on the verge of collapse.

Bride was wheeled to the end of the long table, at which the committee sat. He was hunched over, and his hands were never quiet, and he looked and interlocked his fingers incessantly.

Bride is merely a boy, 22 years of age. He had no telegraphic experience previous to taking up wireless telegraphy, and told a tale of long hours at low wages, and days and nights spent without sleep.

Long Hours of Work.
This inexperience, and mental condition of the young operator were the two points on which Senator Smith bore persistently. On Friday, he had put Operator Cottam, of the Carpathia, through a grilling examination, in which the youth testified that he had not slept more than eight or ten hours between Sunday night, when the Titanic called for help, and Thursday night, when he was rescued here with his load of unwept and hysterical women. Bride's story was one that bore out virtually all that Cottam had established, except that his was one of nervous strain and worry and high-keel suspense.

The First Call.
Bride was closely questioned as to the first call for aid sent out by the Titanic. He testified that the first answer was the "Frankfurt" of the "North German Lloyd Line." The operator on the Frankfurt, according to the witness, apparently considered the call more or less a joke, for half an hour after the imperative appeal of the ship he called the Titanic to inquire specifically what was wrong.

"Mr. Phillips said he was a fool," Bride testified, referring to the chief operator on the Titanic, who lost his life, "and told him to keep out."

"Keep Out." Bride declared, Phillips meant that the Frankfurt should not keep its wireless going, but should leave the trackless realm of the air free for the Titanic's call. No effort was made to re-establish communication with the Frankfurt, although Phillips felt certain that the vessel was much nearer than the Carpathia, with which communication had been established. This, Bride said, Phillips judged by the greater power of the Hertzian waves.

Senator Smith expressed astonishment at the statement. He repeatedly pressed the witness to answer why the aid of a vessel manned by a trained sinking ship was not invoked. Bride evaded a direct answer by saying he did not know, that probably the Frankfurt's operator could not understand, and that Phillips, his superior, had used his own judgment.

California's Warning.
Another phase of the laxity of the wireless, so far as man is concerned, was developed by the chairman. He drew from Bride an acknowledgment that on the evening of the tragic Sunday Bride was sitting, the telephonic apparatus strapped to his ears, awaiting the call of the Californian, seeking to warn the Titanic that icebergs were invading the path of ocean travel, called incessantly. Bride said he heard the call, but did not answer because he was "busy." It was not until a half hour later that the Californian, reaching also the Titanic, whereupon the warning that three huge icebergs had been sighted was noted by Bride and then verbally communicated to the liner's captain.

Senator Smith established by Guglielmo Marconi, the inventor of the wireless system bearing his name, that both the Titanic and the Frankfurt operated virtually the same type of instruments. In the opinion of the inventor there was no reason why communication between the two vessels should not have been perfect provided the weather conditions were favorable.

The Final Scenes.
Under insistent questioning Bride began to show signs that he might collapse, so Senator Smith ended the wireless inquiry and questioned him about the final scenes aboard the Titanic.

Bride and his superior, Phillips, were among the last to leave, and were witnesses of the closing scenes on the boat deck. The most parade deck of the lost ship. Bride's memory was fragmentary because it was drawn from memory that had not ceased to see the actual living horror of it. Without Senator Smith's interrogations it ran about as follows:

"We did not feel the shock when the ship struck. In fact I was asleep at the time, and was not even awakened by the ship's lurch. When the engines stopped Mr. Phillips called me and I put on the telephone apparatus while he went out to see what was the trouble. A little later he came back. He said that the ship was 'queer.' By 'queer,' I suppose he meant that everything was not as it should be."

"At this time, however, neither of us worried a bit. When we heard confusion on the deck I went out to investigate, and when I returned I found Mr. Phillips sending out a 'C.Q.D.' call giving our position. We raised the Frankfurt first and then the Carpathia and the Baltic. As I have said we did not try for the Frankfurt for any length of time, but concentrated

she had been pressed she could have probably arrived Tuesday evening.

"The statement that the White Star Line would receive an additional sum by way of bounty or otherwise, for attaining a certain speed, is absolutely untrue."

"The White Star Line receives from the British Government a fixed compensation of £70,000 per annum, for carrying the mails, without regard to the speed of any of its vessels, and no additional sum is paid on account of any increase in speed."

"I was never consulted by Capt. Smith, nor by any other person, nor did I ever make any suggestion whatsoever to any human being about the course of the ship. The Titanic, as I am informed, was on the southernmost westbound track of the trans-Atlantic steamers. The tracks or lanes were designated many years ago by agreement of all the steamship lines, and all captains of the White Star are required to navigate their vessels as closely as possible on these tracks, subject to the following standing instructions:

"Commanders must distinctly understand that the issue of these regulations does not in any way relieve them from responsibility for the safe and efficient navigation of their respective vessels. They are also enjoined to remember that they must run no risk which might by any possibility result in accident to their ships. It is to be hoped that they will bear in mind the safety of the lives and property entrusted to their care is the ruling principle that should govern them in the navigation of their vessels, and that no supposed gain in expedition or saving of time on the voyage is to be purchased on the risk of accident. The company desires to maintain for its vessels a reputation for safety, and only looks for such speed as is consistent with safe and prudent navigation."

"Commanders are reminded that the steamers are to a great extent uninsured, and that their own livelihood, as well as the company's success, depends upon immunity from accident. No precaution which insures safe navigation is to be considered excess."

"The only information I ever received on the ship that other vessels had sighted ice was by a wireless message received from the Baltic, which I have already testified to. It was handed to me by Captain Smith without any remark as he was passing me on the passenger deck on the afternoon of Sunday, April 14. I read the telegram casually, and put it in my pocket. At about ten minutes past seven, while I was sitting in the smoking-room, Captain Smith came in and asked me to give him the message received from the Baltic. I handed it to him, and he said it was for the information of the officers. I handed it to him, and nothing further was said by either of us. I did not see the ship, and I did not see the iceberg."

"If the information I received had aroused any apprehension in my mind—which it did not—I should not have ventured to make any suggestion to a commander of a ship. I am a wireless operator, and my duty is to transmit messages. The responsibility for the navigation of the ship rested solely with Smith."

"I have been stated that Captain Smith and I were having a party in one of the saloons from 7:30 to 10:30 on Sunday night, and that at the time of the collision Captain Smith was sitting with me in the saloon."

"Both of these statements are absolutely false. I did not dine with him, nor did I see him during the evening of April 14. I was in the saloon with him in the restaurant at 7:30, and I went directly to my stateroom, and went to bed about 10:30. I was asleep when the collision occurred. I felt a jerk, went out into the passageway without dressing, met a steward, asked him what was the matter, and he said he did not know."

"I returned to my room. I felt the ship slow down, and went on an overcoat over my pajamas, and went up to the bridge deck and on the bridge. I asked Captain Smith what was the matter, and he said he did not know. I asked him whether he thought it was serious, and he said he did not know. I returned to my room. I met the chief engineer, and asked him whether he thought it was serious, and he said he did not know."

"I then returned to my room and put on a suit of clothes. I had been in my overcoat and pajamas up to this time. I then went back to the boat deck and heard Captain Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. I worked at the starboard boats, helping women and children into the boats and lowering them over the side. I did nothing with regard to the boats on the port side. By that time every wooden lifeboat on the starboard side had been lowered away and I found that they were engaged in getting out the forward collapsible boat on the starboard side. I assisted in this work, and all the women that were on this deck were helped into the boat. They were all, I think, third-class passengers."

Was Not Coward.
"As the boat was going over the side Mr. Carter, a passenger, and myself got in. At the time the boat was going over the side, there was a woman on the boat deck, not a passenger of any class, so far as we could see or hear. The boat had between 35 and 40 in it. I should think most of them were women. There were perhaps four or five men, and I was afterwards discovered that there were four Chinese men concealed under the thwart in the bottom of the boat. The distance that the boat had to be lowered into the water was not great, and I did not get into the boat until after they had begun to lower it away. When the boat reached the water I helped pull it, pushing the oar from me as I sat. This is the explanation of the fact that my back was to the sinking steamer. The boat would have accommodated certainly six or more passengers in addition if there had been any on the boat deck to go. These facts can be substantiated by Mr. V. E. Carter, of Philadelphia, who got in at the time that I did and was rowing the boat with me. I hope I need not say that neither Mr. Carter nor myself would for one moment have thought of getting into the boat if there had been any women there to go in it, nor should I have done so if I thought that by remaining on the ship I could have been of the slightest further assistance."

"It is impossible for me to answer every false statement, rumor or invention that has appeared in the newspapers. I am prepared to answer any questions that may be asked by the committee of the Senate or any other responsible person. I shall, therefore, make no further statement of this kind, except to explain the messages I received from the Carpathia. These messages have been completely misunderstood. An inference has been drawn from them that I was anxious to avoid the Senate committee's inquiry which it was intended to hold in New York. As a matter of fact, when I dispatched these messages I had not the slightest idea that any inquiry was

"SALT RHEUM"

Had It On Hands For Two Years.

ITCHED SO DID NOT KNOW WHAT TO DO.

Tried Three Doctors and Went to Hospital.

All skin diseases are more or less occasioned by a bad state of the blood, and no one can expect to be free from some form of skin trouble unless the blood is kept in good shape. All skin diseases can be very easily cured by the wonderful blood cleansing properties of Burdock Blood Bitters.

This is due to the unrivaled purifying action of Burdock Blood Bitters on the blood, coupled with the thorough manner in which it cleanses and expels the impurities from the body.

Mrs. Richard Coutine, White Head, Que., writes: "I have been bothered with salt rheum, on my hands, for two years, and it itched so I did not know what to do. I tried three doctors, and even went to Montreal to the hospital without getting any relief. I was advised to try Burdock Blood Bitters, so I got three bottles, and before I had the second used I found a big change, and now to-day I am cured."

Burdock Blood Bitters has been on the market about 35 years and is manufactured only by T. M. Mearns & Co., Limited, Toronto, Ont.

contemplated, and I had no information regarding it until the arrival of the Carpathia at the Cunard dock in New York on Thursday night, when I was informed by Senators Smith and Newlands of the appointment of the special committee to hold the inquiry.

"The only purpose I had in sending these messages was to send the Titanic to their homes in England for their own benefit at the earliest possible moment, and I was naturally anxious to return to my family, and I left the matter of my return entirely to our representatives in New York."

"I deeply regret that I am compelled to make any personal statement when my only thought is on the horror of the disaster. In building the Titanic it was the hope of my associates and myself that we had built a vessel which could not be destroyed by the sea or the dangers of navigation. The extent has proved the facility of that hope. The present legal requirements have proved inadequate. They must be changed, but whether they are changed or not, this awful experience has taught the steamship owners of the world that too much reliance has been placed on watertight compartments and on wireless telegraphy, and that they must equip every vessel with lifeboats and rafts sufficient to provide for every soul on board, and sufficient men to handle them."

Story Corroborated.

Philadelphia, Pa., April 21.—William E. Carter, of this city, tonight said that he was surprised at the attitude which had been taken by the American people against J. Bruce Ismay, as captain of the International Mercantile Marine Company, charged with neglect of the passengers entrusted to the care of the company of which he was the directing head. Mr. Carter declares that the testimony given by Mr. Ismay before the committee was absolutely true. He said that he was ready to go to Washington and testify if Mr. Ismay needed him. Mr. Carter said:

"I return my statement is absolutely correct. There were no women on the deck when that boat was launched. We were the very last to leave the deck, and we entered the lifeboat because there were no women to enter it. The deck was launched when the boat was launched, and Mr. Ismay and myself decided that we might as well enter the boat and pull away from the wreck."

LONDON RELIEF FUND CLOSE TO \$400,000

Lord Strathcona Has Contributed Five Thousand Dollars.

[Canadian Press.]

London, April 22.—Mrs. Ava Willing Astor, the mother of Vincent Astor, has decided to proceed to New York to be with her son. She will sail at the earliest possible moment.

The various relief funds for the assistance of sufferers by the Titanic disaster now amount to upwards of \$400,000. The fund at the Mansion House alone today amounted to \$300,000. Among today's subscriptions to this fund is \$5,000 from Lord Strathcona.

PERKS IS READY TO BUILD CANAL

The Georgian Bay Ditch Would Cost \$115,000,000, Says British Capitalist.

[Canadian Press.]

Ottawa, April 22.—Declaring that he is ready to go ahead and build the Georgian Bay canal, Mr. Robert Perks, the millionaire British contractor, is in Ottawa today.

The cost of the great waterway, he stated, would now figure up to about \$115,000,000, instead of the \$110,000,000 first estimated.

When the Food Ferments

Chronic dyspepsia is essentially a disease of the intestines rather than of the stomach. The trouble is caused by the food passing too slowly along the alimentary canal and fermenting instead of being digested. It will be found that the liver is sluggish and the bowels constipated. The fermenting food gives rise to gas, which crowds the lungs and heart, gives rise to belching wind and to stomachic sensations. The stomach gets sour, the food repeats and leaves a taste in the mouth, you feel out of sorts and are unfit for work or pleasure.

By using Dr. Chase's Kidney-Liver Pills you get rid of this congested condition of the digestive organs in quick time. The liver is awakened at once, the bowels are regulated and the system is thoroughly rid of the poisonous waste matter which has been causing so much trouble.

Many Are Thinking of New Floor Coverings Now Luxury in Carpets and Rugs Need Not Mean Great Expense

This we can demonstrate if you will favor us with a few minutes of your time to look through the immense assortments now on this floor of the best assorted stocks ever shown here. A good portion of which has just arrived from the makers.

In our Carpet and Rug Departments no effort has been spared to give our customers the best value possible for their investments, and to give them an opportunity to make their Carpet and Rug selections from the looms of the best carpet weavers in the world. We are sole agents in London for such makes as Crossley's, Bond, Worth and Humphreys, and also carry a full line of Templeton's and Frith's Carpets and Rugs. We prepay all express charges on Carpets and Linoleums bought from us to your nearest station, and our liberal guarantee entirely relieves you from any anxiety. Goods not satisfactory can be returned to us at our expense.

S. & I. Royal Wilton Carpets—New designs in browns, French gray, blue, rose and pink, rich, luxurious pile, suitable for reception and drawing-room, at yard, \$2.25. Also other qualities, at, \$2.00, \$1.75, \$1.60, \$1.50.

S. & I. Imported Axminster Carpets—In Persian, Oriental, conventional and floral effects, specially adapted for living-rooms, dining-rooms, and some very fine reception-room designs, per yard, \$1.60. Also other qualities, per yard, \$3.50, \$2.25 and \$1.25.

S. & I. Full Five-Frame Body Brussels—These Brussels are made to resist wear, and are the highest grade Brussels on the market today. We have just received in to stock some handsome new designs, suitable for parlor, dining-room, hall, stairs and bedrooms, yard, \$1.50. Also other qualities at yard, \$1.45, \$1.35, \$1.25, \$1.10, \$1.00 and 85c.

S. & I. Tapestry Carpets—Special designs and colorings. Our Tapestry Carpets are guaranteed pure wool and are very serviceable; stairs and borders to match. Prices, per yard, \$1.00 to \$6.00.

Cres Rugs—Their restful green color suggests a perfect treatment where simplicity of design is desired. An ideal rug for the summer home. Special size Rugs and Runners for verandah use.

Plain Cres Carpets, 1 yard wide, 50c; 1 1/4 yards wide, 80c. Figured Runners, any length cut: 3/4 yard, 50c; 1 yard, 70c; 1 1/4 yards, \$1.00.

Plain Cres Rugs, 36x72, \$1.50; 54x90, \$2.75; 6x9, \$4.50; 8x10, \$6.50; 9x12, \$8.75.

Figured Cres Rugs—36x72, \$1.50; 54x90, \$3.00; 6x9, \$5.00; 8x10, \$7.50; 9x12, \$10.00.

Third Floor.

THIS PATTERN

Post 15c Paid

Ladies' Pretty Summer Dress

—Cut out coupon and fill in your name and address and inclose 15c and you will receive pattern by return mail. Sizes 32 to 42.

Name.....

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SUMMER will soon be here and far-sighted women are planning their Summer Dresses.

The STANDARD FASHION SHEET FOR MAY

shows the newest effects.

Get a FREE copy before our supply becomes exhausted.

New Black Dress Goods, French Serges, \$1 to \$2.

Bordered Marquisettes, \$1.75.

Prepare for April Showers

If you are depending on one Umbrella, you will find it at the other end when it rains. It is advisable to have one at the office at all times, as April showers come frequently and suddenly, and always create a demand. Don't wait for a rainy day, but come and supply yourself now. We have still a good assortment of men's and women's—two selling for the price of one.

MEN'S AND WOMEN'S, 95c—Fine quality English silk mixed taffeta, made on best steel rods and paragon frames, handles in ebony, boxwood, horn and mission finish, assorted shapes.....95c

MEN'S AND WOMEN'S, \$1.75—Extra fine quality, English tape edge, silk mixed taffeta, made on paragon frames with steel rods, handles all real ebony, mission finish, director style, plain assorted shapes and fancy trimmed. Splendid umbrellas.....\$1.75

MEN'S AND WOMEN'S, \$2.49—Coverings of tape edge, English silk, levant on close-rolling paragon frames with neat silk cases, handles in 25 different director styles with roll gold and sterling silver trimmings, also mission finish, in assorted shapes. Extraordinary value.....\$2.49

Main Floor.

French Flannels and English Flannelettes

New Stocks Have Been Received

STRIPED ENGLISH FLANNELETES, in colors of blue, fawn, pink and gray, 32 inches wide.....12 1/2c. Also 36-inch, at yard.....15c, 17c and 20c

HORROCKSES' ENGLISH FLANNELETES—In colors of blue, fawn and pink (guaranteed fast washing); extra fine quality, light weight, specially suited for summer wear, 36-inch, at per yard.....22c

CREAM FRENCH FLANNELS—Guaranteed unshrinkable, all wool, fine French twills, beautiful quality.....27-inch, 45c; also 32-inch at 55c and 65c

ALL WOOL CREAM FLANNELS—24 and 27 inch, at yard.....25c and 35c

UNION FLANNELS (UNSHRINKABLE), yard.....27-inch, 25c and 35c; also 30-inch, at 50c

EMBROIDERED FLANNELS—Hemstitched and scalloped edges, for children's wear. Price, yard.....75c, 90c, 95c and \$1.00

Main Floor—West Aisle.

SMALLMAN & INGRAM LIMITED

IN RESTAURANT: Strawberries and Ice Cream, 10c. Salmon Salad, Bread and Butter and Cup or Tea, 30 to 50c.