

TITANIC SANK WITH STEAMER NEAR HER

The Californian Only 19 1-2 Miles Away, According to Her Captain

Says He Didn't Know That White Star Boat Had Struck—Was Drifting to Escape Ice Floes at the Time—Sailor, on Same Steamer, Swears He Saw Signals of Distress from Doomed Boat and So Did Others on Board, and No Attention Was Paid to Them—Operator Backs Up Captain's Statement.

Washington, April 26—A blaze with light from her saloons and cabins, the Titanic dashed at full speed ahead to her destruction, according to Ernest Gill, a donkey man on the steamship Californian, who testified today before the senate committee investigating the disaster. He said that Captain Stanley Lord of the Californian refused later to go to the aid of the Titanic, the rockets from which could be plainly seen.

Gill submitted an affidavit to the committee, and when sworn and put on the stand, stuck to his charges against the captain of the Californian.

Captain Lord entered a sweeping denial of Gill's accusations and read from the Californian's log to support his contention. Cyril Evans, the Californian's wireless operator, told of hearing much talk among the crew who were critical of the captain's course. Gill, he said, told him he expected to get \$500 for his story when the ship reached Boston.

Evans told of having warned the Titanic only a brief time before the great vessel crashed into the berg, that the sea was crowded with ice. The Titanic's operators, he said, at the time were working with the wireless station at Cape Race and they told him to "shut up" and "keep out." Within a half hour the pride of the sea was crumpled and sinking.

It developed today that one reform that is certain to spring from the present investigation will be enforced in the wireless rooms of ships entering or leaving American ports. This concerns lack of authority over the operators, pay, hours and freedom from responsibility, as brought out by the testimony to date.

Sailors' Stories.
Out of a mass of testimony taken from members of the crew of the ill-fated steamship Titanic by individual members of the senate committee who worked nearly all of last night, came several conflicting statements as to the judgment of officers and sailors on the gravity of the iceberg Sunday night, April 14.

The declaration that he was warned fifteen minutes after the crash that he did not have half an hour to live, and kept the information quiet, and this warning came indirectly from Manager Andrews, of the firm of Harland & Wolff, builders of the Titanic, who went down with the ship, was made by Samuel Hemming, a seaman. Hemming declared that he had been awakened from his sleep by the light shock of the collision and had gone back to bed but was soon alarmed by one of the ship's joiners, who rushed in and ordered him and others to turn out.

Then the boatswain came and said: "You fellows have not half an hour to live." Hemming said he was told that this information came from Mr. Andrews. Other witnesses from among the crew declared they did not get such a warning and that many of them were "skylarking and joking" after the accident. Several sailors told of seeing J. Bruce Ismay, the managing director of the International Mercantile Marine, after the accident, and of his escape from the ship. One of them said Ismay aided women and children into the boats.

Ismay Waited for Women.
George Rowe, a quartermaster, in charge of the lifeboat in which Mr. Ismay left

the Californian's bridge, officer and lookout, could not have helped seeing her. Gill's affidavit was listened to with intense interest by the committee.

Captain Lord, of the Californian, prepared to enter a sweeping denial of the statements by Gill, took the witness stand at 8:10 p. m.

At midnight, Gill continued, he went to his cabin, where he remarked to his mate, William Thomas, that he had seen a big vessel, apparently German, going along at full speed. He could not sleep and went back to the deck to smoke a cigarette. Ten minutes later he saw a rocket ten miles off to starboard, which he first thought was a shooting star. A second rocket in the same place, seven or eight minutes later, he saw distinctly and he remarked to himself: "That must be a vessel in distress."

Didn't Notify Anyone.
He did not notify the bridge or lookout because, he said, it was not his business and they could not have helped but see the rockets and he supposed they would pay attention.

Gill swore that he then turned in and at 8:40 a. m. was awakened with orders to turn out to render assistance to the Titanic had gone down. The Californian then was proceeding at full speed, clear of the ice field, but with plenty of icebergs about. He heard Second Officer J. C. Evans telling Fourth Officer Wootton that the third officer had reported rockets during his watch and Gill said he knew then it must have been the Titanic he had seen.

Evans, according to the affidavit, said that the captain had been notified of the rockets by the apprentice officer, thought to have been named Gibson. The skipper ordered Moore to signal to the distressed vessel sent up. Gibson again reported the rockets to the captain, who told Gibson to continue to move the distressed vessel until he got a reply. No reply was received.

Gill said the next remark he heard Evans make was: "Why in the devil they did not wake up the wireless man?" The entire crew, according to Gill, talked among themselves about the disregard of the rockets. Mr. Stone, the second navigating officer, was on the Californian's bridge at the time of the rocket signals.

Captain Lord.
Captain Stanley Lord, of the Californian, said he had followed the sea for twenty years. He had the log of the Californian with him and read from the record. The entries included several references to icebergs.

"Did you try to get into communication with the Titanic on Sunday night?" asked Senator Smith.
"Yes, sir, about 10:15 that night, ship's time. We told him we were surrounded by the ice and had no message."

"Did the Titanic acknowledge that message?"
"Yes, sir. It told us to 'shut up' or 'keep out,' or something like that."

"How far were the Californian and the Titanic apart when you sent your message to the Titanic telling her you were blocked in the ice?"
"In the evening the Titanic called me up and we exchanged signals," said Evans. "I said: 'Here's a message for you about ice' and he said he had heard me send it to other ships."

Evans read the message as follows: "April 14, 10:35 p. m., Californian to captain Titanic 423 N-49 W—passed three large bergs five miles to southward of us. Regards."
He next communicated with the Titanic at 6:08 New York time that same evening, Evans said. "The captain said we were going to stop on account of the ice. He told me to advise the Titanic. I did, and said: 'Say, old man, we're surrounded by ice,' and he said: 'Shut up, I am working with the ice.'"

"After that I heard him sending private messages to Cape Race."
Evans said he was awakened at 3:40 in the morning by the chief officer, who said he had seen rockets and wanted to get some information.

"I made ready and called, and the Frankfort answered with the news of the sinking of the Titanic. The Virginian called before I left the key and furnished more information."
Evans said the Frankfort operator had not told him of the receipt of a Q. Q. D. message from the Titanic. The Virginian called before I left the key and furnished more information.

"Did you see any of her signals or anything of the ship herself?"
"Yes, the Titanic beyond your range of vision."
"Was the Titanic beyond your range of vision?"
"Yes, nineteen and a half or twenty miles away."

"The temperature of the water was no indication of the proximity of ice, Captain Lord said. He added he had had very little experience with ice.
"Would glasses in the crew's nest have aided in sighting the ice?" asked the senator.
"I think not. I tried it once and I don't believe I shall try it again. It was when I was on a coal bucket to the masthead to see if we could discover the Titanic."

"If you had received the Titanic's distress call Sunday evening, after your communication with the Titanic how long would it have taken you to reach her?"
"At the very least two hours under the ice conditions."
Captain Lord said that if the operator had been on duty he would have caught the Titanic's signal, asked the operator in the day, he said, was of more service than to remain on duty at night, because there were so many one-operator ships that one got more information in the day than at night, when the other operators were asleep.
"Wouldn't it be better to have your operator awake when other eyes are closed?"
"It probably would."
"When I came on the bridge at 10:30 Sunday night," Captain Lord said. "The officer there said he thought he saw a light. It was a peculiar night and we had been having trouble with the stars, mistaking them for lights. Finally a ship did come up, and I asked the operator if he had heard anything and he said he had had the Titanic and given the ice message. Then this ship came up and lay within four to seven miles of us. She lay there all night nearby but we could not hear from her. It was not the Titanic. I told the operator to call this ship again. We sent up several rockets, but she would not answer. I told him to ask her who she was. I heard him calling her when I went to bed, but she did not answer. I have a faint recollection of hearing the cabin boy about 4 o'clock saying something about the ship still standing by. Soon after that she steamed away. This boat sent up several white rockets, but they were not distress signals."
Captain Lord said that at the Californian's position, nineteen and a half miles from the Titanic it would have been impossible to see the Morse signals or the distress signals.
"The first news that reached me of the disaster," said the officer, "was shortly

THE RESCUED WAIFS OF THE TITANIC

Two little Titanic waifs known as Louis and Lolo, who are being taken care of by Miss Margaret Hayes, another Titanic survivor. The children are dressed in their little pyjamas, just preparatory to going

to bed. The little fellow standing up, who can only say that his name is Louis, says his little prayers in French before going to bed. An effort is now being made by Miss Hayes to discover the relatives of the two little waifs.

after 5 o'clock Monday morning, when the Frankfort reported that the Titanic had sunk after hitting an iceberg."
At 4:30 that morning the Virginian sent word of the collision, Captain Lord said, following it by a second message asking that word of the extent of the damage be sent her.
Captain Lord was excused.

Operator's Story.
Cyril Evans wireless operator of the Californian testified that he turned in at 11:25 Sunday night and never heard any distress signals from the Titanic.
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after the British members of the Titanic's crew or officers, though all now have given testimony. Some of them will be recalled next week. Officer Boxhall is still ill here, but probably will be recovered sufficiently to take the stand again next week.

Senator Smith asked pointedly whether the witness thought it was "wise and discreet" to run a ship at 21 knots through the night. Captain Moore said it was frequently done and that he had no recollection of meeting with that time of the year where the Titanic went down.
"Suppose you had been advised that there was ice ahead, would you consider it wise to drive your ship at that speed through the night?"
"It would be most unwise."

Thinks Her Side Was Ripped Out.
Asked his opinion of how the Titanic met her end, Captain Moore said he felt that the vessel struck the submerged spur of an iceberg which ripped her side as far back as the engine room.
Captain Moore was then excused and the committee took luncheon recess.

P. A. S. Franklin, vice-president of the International Mercantile Marine, said the first authentic information they got was from their agent at Montreal, though their first official news was from Captain Haddock of the Olympic. He added, however, that previous to either he had been informed by the Associated Press of the accident, which had been reported by the Canadian Press.
"The information from Montreal, then, was correct," queried Senator Smith.
"Marvelously correct," replied Mr. Franklin.

Mr. Franklin denied that any attempts had been made by the company to reimburse the Titanic after news of the accident had been received. She was insured for \$5,000,000 and the company carried \$3,000,000 as her insurance in its own fund. He added that the company did not insure the cargo, but only the freight money.

Put Lifebelt on Stead.
Andrew Cunningham, a state room steward on the Titanic, said the order to call the passengers had been given at 12:30, fifty minutes after the ship struck. "I don't think there was any emergency alarm to call passengers," he said.
"How are passengers alarmed in case of disaster then?" he asked.
"Each stateroom steward calls his passengers."

By 12:30 a. m. his passengers had gone on deck, said Cunningham, except Mr. Cummings who was getting on an overcoat. "After that William T. Stead asked me to show him how to put on a life belt. That was the last one I put on. I never saw him again."
After all the boats had gone, Cunningham said he and a mate had jumped clear of the ship as he was afraid of the suction and after swimming around was finally taken aboard a lifeboat. Those on the lifeboat were largely members of the crew who had been picked out of the water.

Frederick Ray, another steward, said the boat he left on, No. 9, was loaded from A deck and not from B deck. It was very easy to step from the deck to the lifeboat. One woman fought to get out of the boat as she said she had never been in an open boat and was afraid to venture. Ray said he wanted to remain near the ship to try to help others, but the other people in his boat insisted on getting away.
Told Women There Was No Danger.
Henry Etches, the bedroom steward, said the Titanic's officers, among his charges, Mr. Andrews, he said, asked him at 12:30 whether all his passengers had got up. They went together to where the pump room was surrounded by a lot of excited women. The official was assuring them that there was no danger, and advised the women to go back to their staterooms.

"I'm only a stewardess," she said. "Just as they were about to lower a woman came along and said: 'I've got to get it.' "I'm only a stewardess," she said. "It makes no difference, you are a woman. Take your place," Ismay replied. When they were leaving Murdoch shook hands with Pittman and said: "Good bye, old man, good luck." Pittman wanted to go back and try to rescue some of those in the water but his passengers objected. The women said: "Why should you risk our lives in a hopeless effort to save them?"

Refused to Leave Husband.
Alfred Crawford, another steward, brought tears to the eyes of those in attendance when he told Mrs. Isador Straus, after placing her maid in a boat, stepped back and instead of going into the boat turned to where her husband stood and putting her arms about his neck, said: "We have been all these years together, where you go I will go." She refused to get in, concluded Crawford, while sobbing broke out among those who heard him.

Got Three Years for Drowning an Infant.
St. Stephen, N. B., April 28—The trial of Mrs. Ada Mercer and Leola Marshall for causing the death of an infant by drowning in the St. Croix river recently was concluded yesterday at the session of the court at Calais. They were convicted of manslaughter and sentenced to three years in Thomaston penitentiary.

The strike in the St. Croix cotton mill, which has been on for some weeks, has been amicably settled and the men will return to work.
A sprinkler head in Ganong Bros' factory blew out Saturday morning, causing about \$5,000 damage by water.

After the session was over, the corridor in the senate office building near the committee room was crowded with anxious sailors of the Titanic who had been at the call of the committee since the rescue ship, Carpathia, brought them to New York. They were a nervous lot. In fact, they were "broke." Not being permitted to leave, they faced the prospect of a Saturday night and Sunday without funds. Most of them are men of families desirous of sending word home.
Mr. Ismay knew of their circumstances and asked Senator Smith if something could be done for them. They are entitled to \$4 a day in witness fees and expenses, but no preparation had been made to pay them until they are released.
"I'll try to get money for the sailor men," Mr. Ismay said. "I can see that it is advanced." Finally assistant Sergeant-at-Arms Cornelius found a way to clear the hearts of the sailors and they were escorted to the capital in a body and advanced money. This made them a happy lot.
P. A. S. Franklin, vice-president of the International Mercantile Marine, said in the afternoon, to return Monday. Mr. Ismay did not leave, though Senator Smith told him he was free to go anywhere he

HOPE TO SHIP GRAIN VIA PORTLAND, ME.

Government to Rush G. T. P. Work

Expect to Haul Western Wheat Over Branch This Fall

Will Complete Line from Superior Junction to T. & N. O. Railway—Cabinet Officials Going to Quebec to Settle About Site for Dry Dock and N. T. R. Terminals.

Ottawa, April 26—Construction work to be pushed this summer on the extension of the Transcontinental north of the lake. It is hoped to have the line from Superior Junction to the end of the Ontario government line in condition to haul grain by autumn. This will mean an additional outlet next winter for western wheat.

The line from Winnipeg to Superior Junction has been running for some time. If the section to Quebec is completed next fall, as expected, when completed the Quebec terminals and the Quebec dry dock location are to be considered on the spot by the minister of railways, the postmaster-general and Major Leonard, who has taken the place of the Transcontinental engineer. They will make a careful study into the various plan for terminals at Quebec and to settle the big dispute as to whether the proposed dry dock shall be located upon the Lewis or the Quebec side. The location is to be brought out from England to make a report.

G. M. HAYS CARRIED \$50,000 INSURANCE AGAINST ACCIDENT
An Insurance Weekly, The Spectator, Estimates Titanic Loss at \$12,000,000.

New York, April 27—The insurance loss on the Titanic, including marine, life and accident, is estimated at \$12,000,000 by The Spectator, the insurance weekly, which will publish today its figures based on information supplied by practically all the companies that suffered. The Spectator puts life insurance at \$4,000,000, accident at \$2,000,000 and marine at \$6,000,000. The total estimate is nearly \$2,000,000 larger than the estimate of the Insurance Press.

The insurance loss on the vessel is \$5,000,000 on the cargo \$20,000,000 on personal effects \$600,000, according to the Spectator's figures. The same paper estimates the property loss at \$8,000,000, divided as follows: Vessel, \$5,000,000; cargo, \$2,000,000; personal effects, \$1,000,000. Thus the estimated aggregate loss, including property and insurance, was \$15,200,000.

"None of the companies has suffered losses that it cannot readily pay and many of the companies were not involved at all," the Spectator adds.
The Actina Life Insurance Company reports that its accident losses are \$200,000, with possible additions of \$30,000. The largest policies in this total were upon the lives of Frank M. Warren of Portland (Or.), \$50,000; Charles M. Hays, of New York, \$20,000; and Charles S. Chapman, of New York, \$15,000. Blackwell and Trenton (N. J.) \$10,000.

The Insurance Press got in its mail yesterday some additional information regarding life and accident insurance companies' reports to losses on account of the sinking of the Titanic. The Metropolitan Life Insurance Company reported the payment on Friday, April 19, upon twelve life policies of the arrival of the Carpathia at the dock of a policy of \$1,000 for the death of Henry Sutcliffe, Jr., registered with the Buffalo insurance district. The Mutual Life Insurance Company of Philadelphia reported known loss of \$20,000.

The Northwestern Mutual of Milwaukee estimated yesterday a total loss of \$1,000. The United States Health and Accident Company (Michigan) estimated \$5,000 accident. The Preferred Accident Insurance Company of New York said it would lose \$30,000 on policies carried by two first-class passengers on the Titanic, A. B. Nicholson and Emil Tausig.

Halifax, April 28—A wireless message was sent to the steamer Mackay-Bendish today from a source representing the company of W. T. Stead, asking that it be put on board that it be buried at sea.

WANTED
WANTED—A second class female school in District No. 10, Victoria County, State salary by W. B. Miller, Secretary, address, Nictaux, Victoria County, N. B.

WANTED—A cook by April 28th with references to Mrs. D. J. Robb, Bathurst.

WANTED—A competent male nurse and assist with work. Apply to Mrs. Manning, 35 Coburg street.

WANTED BY MAY 15th a general house work in St. John, N. B. Apply to Mrs. P. R. L. Robb, Bathurst, N. B.

AGENTS WANTED
RELIABLE representative to meet the tremendous fruit trees throughout New Brunswick. We wish to secure good men to represent us in the fruit-growing business in the fruit-growing business in Brunswick offers exceptional opportunities for men of enterprising and liberal position and liberal means. Stone & Wallington, right men, Stone & Wallington, Ont.

SALESMAN WANTED
SALESMEN wanted for our Automobile Agency, Big Denham, Term. Apply immediately, 500 Galt, Ont.

FARMS FOR SALE
FARMS FOR SALE—Along the river on the Washademois and Grand Lake. Choice island separately or with highland. 1000 acres, with stock, machinery for planting. Geo. H. V. Bell, tertiary street, St. John, N. B. 3383-5 d.w.

TO LET
TO RENT—For the season of the farm home known as "The Farm Home," about 1 mile east of bank, facing Darlings Lake. Particulars apply to Rev. A. H. Hampton Rectory. 4087-4-25

Cures Your No Doctors No
The Oxygenizer (Crown) instantly cures all ailments of the lungs, asthma, bronchitis, whooping cough, influenza, colds, etc. It is the only device that purifies the blood—the absence of sufficient oxygen in the blood is the cause of every ailment of the body—Infectious diseases, tuberculosis, etc. The Oxygenizer is a scientific device, and its use is a sure cure for all ailments of the lungs, asthma, bronchitis, whooping cough, influenza, colds, etc. It is the only device that purifies the blood—the absence of sufficient oxygen in the blood is the cause of every ailment of the body—Infectious diseases, tuberculosis, etc. The Oxygenizer is a scientific device, and its use is a sure cure for all ailments of the lungs, asthma, bronchitis, whooping cough, influenza, colds, etc. It is the only device that purifies the blood—the absence of sufficient oxygen in the blood is the cause of every ailment of the body—Infectious diseases, tuberculosis, etc. The Oxygenizer is a scientific device, 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