

SPEED R T. C.

APPOINTED

Temporary President Trunk Pacific

Given Charge of Grand Trunk
Pars--London Times Pays a
Worth of President Hays--
Foughter Reach Montreal After
al in Open Boat.

For days and that other ships were rushing to their rescue. Women were told to get into lifeboats and that the men would be safe. There was no panic nor confusion. The sea was as calm as a millpond, and the sky was clear. We were not picked up until nearly 7 o'clock in the morning, while the vessel struck at 12. In the meantime, we had seen the Titanic sink, and we had seen the lifeboats being lowered.

"Did you know that Mr. Hays was not among the survivors?" Mrs. Hays was asked.
"I knew that he was not on the Carpathia and that the Titanic had gone down," she answered.
Mrs. Thornton Davidson told one of the Grand Trunk officials that neither she nor her mother ever thought that her father or her husband would be in danger on board the Titanic when they remained on the pluck decks to give women and children preference in the boats. "We did not think of kissing them good-bye," she said. They were a considerable distance away from the Titanic when she sank and in the darkness it was not apparent from the boats what had happened.

Another Montreal Victim.
To the list of Montrealers who lost their lives in the Titanic disaster must be added Albert Mallet, a commercial traveler for Laporte, Martin & Co. Mr. Mallet was with his wife and little son boarded the ill-fated liner at Cherbourg and took accommodations in the second class. Consequently their names did not appear in the list of passengers first sent from England. Mrs. Mallet, of New York, expressed the fear that the big shipping companies were overdoing the thing.

The Water Was Almost Freezing.
"It was very cold when I was in it," he said. He estimated the water was a little above freezing, but he was unable to tell what the tests showed the temperature to be.
After a series of questions, he said he saw a message from "some ship about an iceberg ahead." He did not know the America sent the message, he testified.
"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 10 p.m. as officer of the ship by First Officer Murdoch you passed the information to him and he said 'All right'?"
"Yes, sir."

The ship was making about twenty-one to twenty-two and a half knots, Light-holder testified. He understood this was not the best the ship could do.
"Did you have an ambition to see what the ship could make," the witness was asked.
"Naturally, at some time."

"What was the weather that night?" queried Senator Smith.
"Clear and fair."

Not Worried About Icebergs.
"Were you anxious about ice?"
"No, sir."
"And you put on no additional look-out?"
"No, sir."

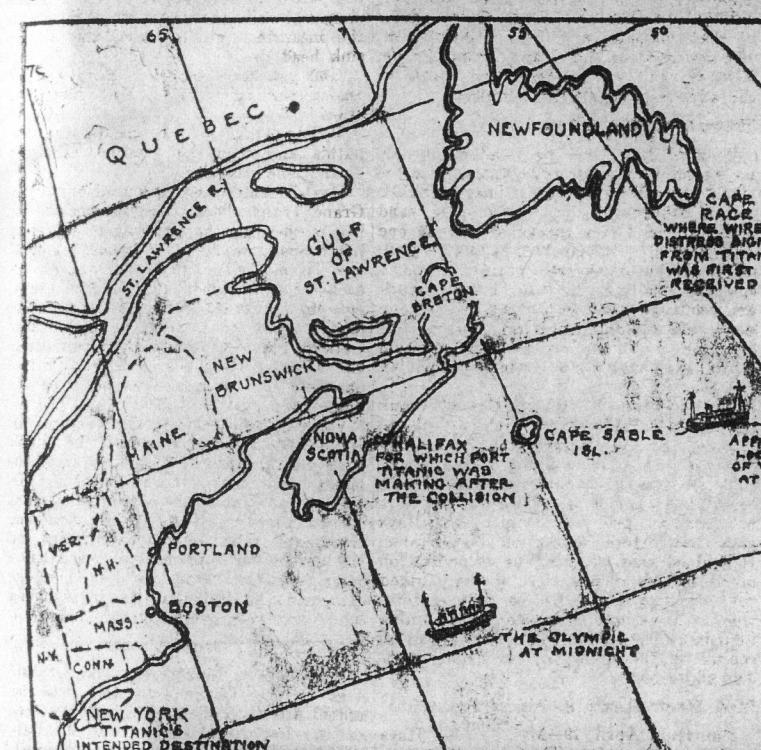
(Continued on page 8, fifth column)

ONLY ONE OF TEN CANADIAN MEN TO BE RESCUED

Major Peuchen, of Queen's Own, Toronto, Tells Graphic Story of the Awful Disaster

A Tribute to Bravery, But an Arraignment for Lack of Safeguards—No Searchlight, and Steamer at High Speed—Farewell Words of C. M. Hays—Placed in Command of a Boat—Left \$200,000 in Stateroom.

New York, April 19.—The mystery which has shrouded the last hours of the famous Canadian who went down to their doom with the ill-fated liner Titanic, was penetrated last night when Major Arthur Peuchen, of the Queen's Own Rifles of Toronto, president of the Standard Chemical Company, told of his own miraculous escape from the sea. Major Peuchen alone of ten Canadian men on the Titanic has returned to tell of the last hours of his friends who perished with the ship. It was only his training as a sailor and soldier and his own physical agility which singled him out as commander of the sixth



REVISED MAP SHOWING THE POSITION OF THE TITANIC AND THE SHIPS WHICH STEAMED TO HER RESCUE.

life boat to leave the ship and thus save his life.
Before leaving the sinking Titanic Major Peuchen spoke briefly with the late C. M. Hays, general manager of the Grand Trunk Railroad. "Good-bye Peuchen, I feel that the ship will last another eight years and by that time we shall have assistance," were the last words of the great railway magnate.

One of the most cherished objects which Major Peuchen bore with him from the wreck is a small piece of coarse paper on which is scrawled the major's sea commission. This paper stood between death and life, and it is Major Peuchen owes his life to it.

"Nearer My God, to Thee," Then the End.
Major Arthur Peuchen was ordered into a boat by his own crew. The fact that he required assistance, which he proved to be, was all but a brave man.
(Signed) D. C. H. LYNTOLLE.

This is Major Peuchen's instruction for taking over the sixth life boat instead of remaining on board to go to his fate with the other Canadians who were his associates.

Major Peuchen gained his seafaring knowledge as skipper of the yacht Vireo, which he sailed in Toronto for six years. With him also sailed the late Hugo Ross, of Winnipeg, one of the Titanic's Canadian sailors.

The major told his story last night on his arrival at the Waldorf Hotel surrounded by his two children, his wife and his brother-in-law, Thompson of Orillia, Ont. The story reads like a novel. It is given in Major Peuchen's own words, as he sat in one of the luxurious arm chairs of the Waldorf Hotel, still arrayed in the sea-faring garb in which he had escaped the terrors of the Titanic.

The least pleasant part of the narrative is the incident of the methods pursued on the Titanic which Major Peuchen is deemed to be directly responsible for the disaster. He charged that the vessel should not search light, whereas such a light would have prevented the collision. He further charged gross carelessness on the part of the captain and crew. That the boats were insufficient in number, and that when manned, they were not properly filled, are other ugly charges contained in the Peuchen narrative. Coupled with

pled to my query over this condition that the boat chains would not hold the heavy load of a full boat. The capacity of the boats could be had when the life boats were in the water.

"The woman who cared to go was taken down. There was no necessity for any woman being left behind. Finally we came to the sixth boat. The quartermaster let the boat down past way. Then he said, 'We have only one seaman in this boat, we want three or four more seamen.' I then went forward and said, 'I am a yachtsman, and can handle a boat with any man.'"

"He told me to go below and get into the lifeboat from the lower deck. But I said I would jump for it. Taking hold of a balyard I swung out into space. Luckily I caught my feet against the block and lowered myself to the boat, a distance of four and a half decks, probably sixty feet, down a rope into the darkness. I tell you it required nerve."

"Did you land on any one," asked Major Peuchen's daughter Jessie.
"I didn't. I ran forward into the boat and ordered the seamen to put the plug into the boat. They had neglected to do this. He came back and said, 'This boat is going to founder,' referring to the Titanic."

"We rowed away like good fellows. At last I saw there was no hope. The deck was disappearing and the sea was rising. He came up and said, 'Peuchen, good bye, this boat is good for eight hours yet. By that time we shall have help and the boats will be able to take care of the passengers. I have it from one of the best seamen on this ship that she cannot sink. I am with Mr. Crosby of Milwaukee, a boat builder, who says she cannot sink.' Then we left the first rockets. Elsewhere everything was quiet."

"The steamer was nowhere in evidence. It was rumored that they were looked in and under control, but I don't know. I knew the boat was doomed. When I got down on the level I saw her sailing position. She was sinking bow first. Then we

"Then we started to steam away, and another vessel had come up an hour or so before we left. She was the Californian and she cruised around to seek the survivors in hope that some were still alive."

"There were a number of Frenchmen and Americans saved. But only four Englishmen, a number of Japanese and Europeans were stowed away in the life boats. They, too, were saved."

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Like Cottam, who is 28 years old, Bride is merely a boy, a year younger than Cottam. Neither had any telegraphic experience previous to taking up wireless telegraphy, and both told tales of long hours at low wages and days and nights spent without sleep.

This inexperience and the mental condition of the young operators were the two points on which Senator Smith dwelt persistently. He had put Cottam through a grueling examination, in which the youth testified that he had not slept more than eight hours between Sunday night and Thursday night, when the vessel closed with its load of unwept men and hysterical women.

Bride's story was one that bore out virtually all that Cottam had established, except that he was one of nervous strain, and he had a high degree of nervousness. He was closely questioned as to the first call sent out by the Titanic. He said the first vessel to answer was the Carpathia, of the North German Lloyd line.

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W. T. Stead, famous English journalist who is supposed to have gone down with the Titanic. He was on the way to New York to take part in the Men and Reckless campaign, and he was to meet several Canadian cities, in the interests of the cause. Strangely enough, before sailing on the Titanic, Mr. Stead was selected to take on the big boat the Carpathia. All the Canadian cities, in the interests of the cause, he declined with a laugh, saying that he never insured himself against anything, it was too much like tempting fate. He said he had a dream some time ago that he would eventually meet death by being assaulted on the street, consequently he would never dream of sea.

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