Really Good
Crosse & Blackwell's
VINEGAR
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SALAD DRESSINGS

Daily Express

NO. 3,755. LONDON, SATURDAY, APRIL 20, 1912. ONE HALFPENNY.

BRAND'S
ESSENCE OF BEEF
AND OF CHICKEN
FOR EXHAUSTION & WEAK DIGESTION.
OF CHEMISTS AND GROCERS.

TO-DAY'S STORY.

Saturday Morning.

The weather forecast for to-day is:—Light variable breezes, between south-east and south-west; generally fair or fine; temperature moderate to mild.

Lighting-up time, 8.2 p.m.

It is feared that the Italian bombardment, which led Turkey to close the Dardanelles, may lead to serious European complications.—(Page 7.)

The facts elicited from survivors of the Titanic disaster tend to show that there was lack of organisation in getting away the lifeboats, and that they were sent from the ship only half-filled. The Titanic was travelling at twenty-one knots when she hit the iceberg.—This page.

Mr. J. Bruce Ismay, chairman of the White Star Line, was the principal witness before the Senate committee which is investigating the disaster. He explained how he came to leave the Titanic.—This page.

Major Peuchen, of Toronto, relates a thrilling story of his experiences in command of one of the lifeboats. He states that there was no panic when the Titanic struck.—This page.

The last minutes in the Titanic's wireless room while the calls for help were being sent out are described by Mr. Harold Bride, the second wireless operator, on this page.

A solemn and impressive memorial service for those who perished in the foundering of the Titanic was held at St. Paul's Cathedral.—(Page 8.)

Mr. L. Beesley, lately science master at Dulwich College, gave a thrilling account of the way in which the survivors left the sinking ship.—(Page 7.)

The tragic days of suspense are drawing to a close at the Cockspur-street offices of the White Star Line.—(Page 8.)

A committee of the Titanic's survivors issued a statement commenting on the inadequate supply of life-saving appliances provided for modern passenger steamships.—(Page 11.)

A long list of survivors among the crew of the Titanic and a further list of steerage survivors were issued by the White Star Line.—(Page 8.)

Elinor Glyn pays a tribute to the genius of Marconi, to which the lives of many of the Titanic's passengers are due.—(Page 7.)

The sitting of the House of Commons had to be suspended for a time yesterday as there were not forty members present.—(Page 7.)

Sir John Rees has retained East Nottingham for the Unionist party by 1,324—a majority that represents almost the high-water mark of Unionism in the division.—(Page 7.)

A sad sequel to a secret marriage was revealed in the Divorce Court yesterday when Mrs. Eleanor Lewis obtained a divorce from her husband.—(Page 9.)

The sketch "Just a Minute" was the subject of a lawsuit successfully brought by Mr. J. N. Raphael, who wrote it.—(Page 8.)

An appeal against the verdict by which Sir J. B. Robinson, the South African diamond magnate, was awarded £1,000 damages against Mr. Louis Cohen, author of "Reminiscences of Kimberley," was dismissed.—(Page 9.)

A private named Beeney, of the 1st Battalion of the Leicestershire Regiment, was shot in the Talavera Barracks, Aldershot, yesterday, by the accidental firing of a rifle which, it is alleged, was pointed at him by a fellow-private who thought the safety catch was down and there was no danger.—(Page 8.)

An exhibition of new appliances for the household and invalids, invented by nurses and members of the medical profession, will be opened at the Horticultural Hall next Tuesday.—(Page 2.)

The Boy Scouts of Kent will play what is probably the biggest game on record on August Bank Holiday, when over 3,000 of them will act as signallers and carry messages along the coast of Kent and into every part of the county.—(Page 5.)

Folk actors, by little touches of make-up, transform the appearance of the face is described in "For Leisure Moments" on Page 11.

A million men who are willing to work are wanted to occupy the vacant land in Manitoba.—(Page 5.)

Ex-service men who can do farm work or bush clearing are wanted in Australia.—(Page 2.)

The treatment of dahlias is dealt with in "Saturday in My Garden" on Page 9.

The need for more racing tracks, in view of the coming revival in cycle racing, is dealt with in "Cycling Notes" on Page 2.

Newmarket gained a narrow victory over the opponents in the Doveridge Handicap at Derby. Stolen Cup, Bleasdale, Gordor, Curvet, and Sanglamore won the other events.—(Page 10.)

Mr. FitzGerald won the Scottish Grand National Handicap Steeplechase at Ayr with Couvrefeu II. Valarez winner of the Hunt Cup, and Etheric walked over for the Eglinton Welter Plate.—(Page 5.)

Miss M. Gardner won the ladies' golf championship, beating Mrs. Cautley in the final at the twentieth hole.—(Pages 8 and 16.)

Barnsley and West Bromwich Albion contest the Final tie of the English Cup at the Crystal Palace this afternoon. A table giving every result, and the goal-scorers since the competition proper began will be found on Page 10.

Useful advice for people who are going to the Cup Final at the Crystal Palace this afternoon will be found in an article on Page 2.

Mr. J. J. Bentley considers that the Cup Final will be one of the best of recent years.—(Page 10.)

On the Stock Exchange there was an almost general reaction, for which the tackle in the Dardanelles was in the main responsible. Here and there prices finished a little above the lowest.—(Page 3.)

TO-DAY'S DIARY.

Covent Garden Opera season opens with "Carmen," 8.

Flying at Hendon, 3.

Opening of Summer Exhibition of Royal Society of Painters in Water Colours.

Last night of "The Crown of India," Coliseum.

Last night of "A Member of Tattersall's," Whitney Theatre, 8.15.

Political speeches: Duke of Devonshire and Lord Middleton, Cork; Lord Arthur Cecil, Brockenhurst; Mr. Charles Bathurst, M.P., Bishopstone.

Anti-Socialist Union: Meetings at Camberwell Town (Celden Statue); New Cross (Queen-road); Loughborough Junction; Wood Green (Jolly Butchers' Hill); Walham Green (Effie-road); Shepherd's Bush (Brook Green); Bermondsey (Jamaica-road).

Epsom: Cup Final, Crystal Palace, 3.30.

Hurlingham: Derby; Tooting Park; Hawthorn Hill; Point-to-point races, Slyfield, near Guildford.

FULL STORY OF THE TITANIC DISASTER.

SURVIVORS RELATE THEIR TERRIBLE EXPERIENCES.

LEAVING THE SHIP.

HOW MORE LIVES COULD HAVE BEEN SAVED.

BOATS SENT AWAY NOT FULL.

RECORDS OF HEROISM AND SACRIFICE.

The full story of the wreck of the Titanic, one of the most appalling disasters in the annals of the sea, can now be told. Two facts stand out in striking prominence—

Remarkable heroism was displayed by the great majority of the men on board the ship, most of whom went to their death with a calmness and stoicism fully in accord with the traditions of the Saxon race.

Even the meagre boat accommodation on the liner was not used to its fullest capacity, and owing to lack of organisation many valuable lives were sacrificed.

The story is one full of thrilling escapes, deeds of heroism, and heart-breaking pathos.

SIGNIFICANT FACTS.

"Express" Correspondent.

NEW YORK, Friday, April 19.

Several significant facts stand out prominently amid the mass of testimony given in the interviews with survivors of the Titanic disaster.

It seems apparent that the Titanic, although warned of ice, was speeding ahead on her course as if in absolute safety. When the iceberg was sighted ahead the Titanic's speed was too great to clear it, or the officer in charge holly misjudged the extent of its submersion, and thought he was allowing sufficient room.

The liner struck the berg a glancing blow and was "sideswiped."

Two hours and twenty-five minutes elapsed between the collision and the sinking of the Titanic. It is evident that nobody among the officers or passengers realised the danger for some time. There was no panic, but there was obvious lack of organisation to meet the catastrophe, and after the first realisation of danger set in the officers seem to have concluded that there was such necessity for haste that the boats were lowered hardly half full.

MANY WOMEN DROWNED.

The fact that many women were drowned seems accountable only on the assumption that the small boats would not wait for all the women they could hold, doubtless due to another deplorable error of organisation and judgment.

It is probable—although the fact has not yet been definitely ascertained, that many men were picked up by the uncrowded boats after they jumped into the sea from the sinking liner.

The collapsible boats were too unwieldy, and in at least one instance it was left to the passengers to launch them.

There is a fine distinction throughout what occurred after the collision between the absence of panic and the absence of organisation, but this distinction certainly seems to have existed. It is almost obvious that the officers of the Titanic were more concerned with seeing that the men did not get into the boats than they were with seeing that all the women did get in.

The story of Harold Bride, the wireless operator, regarding a stoker's attempt to steal a lifebelt from Mr. Phillips, the chief Marconi operator, in the instrument-room, as the latter was sending distress signals, is the only direct evidence of cowardice, although it seems that many men made a rush for the last boat, in which Mr. Ismay, the chairman of the White Star Line, says he escaped.

COOL, CALM HEROISM.

This rush may have been due to the heartrending sight of seeing boat after boat lowered without carrying all the passengers it could hold.

There is a conflict of testimony whether there was any shooting, but at present the weight of evidence is against this assumption. There was much heroism certainly—cool, calm heroism among the men as they bid their women good bye.

One man shouted jokingly to his wife: "Don't worry; we are safer here than you are in that cockleshell."

Mrs. John Jacob Astor clung to her husband and did not want to leave him, but he forced her into a boat. He could have found safety in the boat himself as it was being lowered, for there were no other women about and the boat could have held many more, but the officer in charge prevented him, and he waved a loud good-bye, shouting: "Good-bye, dear; see you later."

Mrs. Isidore Straus refused to leave her husband, and they were last seen standing together in a close embrace.

Some other women probably followed her example, but the terrible fact seems conclusive that with just a little quicker grasping of the situation by those in charge, a little more organisation for meeting such a crisis, and a little readier action in assembling the women and apportioning them among the boats, every women could have been saved who did not positively refuse to leave without her husband.

What happened in the steerage has yet to be told.

The doctor of the Carpathia told the reporters on arriving here that one of the boats picked up from the Titanic contained two women, and the other occupants were stokers.

PLACE SURRENDERED.

Mr. Cornell, the police magistrate, whose wife and two sisters are among the rescued, to-day related a moving story of the heroism of Miss Edith Evans, aged twenty-five, the niece of Mrs. Cornell. He said:—

"Miss Evans and Mrs. Brown, my wife's sister, were assigned to the same boat. When it was about to be lowered, it was found that the boat contained more passengers than the capacity permitted. The question arose who should leave.

"Miss Evans left the boat, saying that Mrs. Brown had children at home, while she was unmarried. She said she would take her chance with another boat, but that chance never came.

"Mrs. Cornell is of the same opinion as many other survivors, that many lifeboats left the Titanic before they were filled to their capacity. The boat in which Mrs. Cornell left had twenty-three occupants, and there was room for at least seventeen more.

"There were only three oars in my wife's boat. The crew consisted of one sailor and one petty officer. There was no food, no water, no covering of any kind in the boat when it was lowered.

"An Italian was seen struggling in the water, and he was picked up. The three men in the boat did the best they could."

LADY DUFF-GORDON.

Sir Cosmo Duff-Gordon, whom I saw to-day at the Ritz-Carlton Hotel, declared that an interview with Lady Duff-Gordon, published in a New York paper this morning, was false, as she had not seen any reporters, and did not wish to speak of the disaster for publication.

"She is ill," said Sir Cosmo, "but it must be remembered that none of us is pully normal so soon after our trying experience.

"I was asleep when the collision occurred, and it did not awaken me. Lady Duff-Gordon was awake, but did not feel the slightest alarm.

"We did not even dress, and it was not until we got word to put on lifebelts and go on deck that we left the cabin. This was about an hour after the collision. We dressed warmly and went to the starboard side forward.

"When all the lifeboats there had been launched nearly everybody, except us, went to the other side of the ship. First Officer Murdock ordered a small emergency boat to be launched and manned by stokers. He asked Lady Duff-Gordon and her secretary, Miss Franks, and myself to get in. We were joined immediately by two American men.

"There were five passengers in the boat, five stokers and two of the ship's sailors. As we were being lowered, the wire rope fouled, and Mr. Murdock, with wonderful calmness, liberated it, and as we struck the water he ordered us off. Ours was the eleventh or twelfth boat to leave the ship.

"The accuracy and care shown by the officers and men were wonderful. We did not feel the cold because we were well bundled up. We did not see any dead bodies, nor did we see the slightest panic. The stokers and sailors in our boat were splendid fellows, whom one would be proud to meet anywhere.

"We received the utmost kindness aboard the Carpathia. They made preparations to receive 3,000 people. Hot blankets, special food, and everything that could be thought of were ready, and the passengers offered us their beds and all their possessions, and were most kind.

"We lost practically everything we possessed in the Titanic."

MR. STEAD'S FATE.

(REUTER'S AGENCY.)

NEW YORK, Friday, April 19.

Some of the newspapers print a brief account of the death of Mr. W. T. Stead, whom some of the survivors think they saw on a raft with Colonel Astor after the Titanic had sunk.

Other witnesses say they saw Colonel Astor with Major Butt, President Taft's aide-de-camp, on the bridge as the ship took her final plunge.

If this is correct it is probable that both Mr. Stead and Colonel Astor, when they found themselves in the sea, swam to an overturned raft in a final effort to escape.

At any rate, the two men who were taken to be Mr. Stead and Colonel Astor finally succumbed to cold and exposure, released their hold on the raft, and disappeared into the sea.

PARLIAMENTARY INQUIRY.

Mr. Alan Burgoyne, Unionist M.P. for North Kensington, will ask the Prime Minister in the House of Commons on Monday, whether he will consider the appointment of a committee for the investigation of the Board of Trade regulations concerning the provision of life-saving apparatus, appliances, and boats in vessels of the Mercantile Marine, and, if so, whether he will consider the possibility of obtaining the co-operation of the United States Government in the conduct and progress of such an investigation.

85 IN HOSPITAL.

(REUTER'S AGENCY.)

NEW YORK, Friday, April 19.

It is now known that eighty-five of the Titanic's passengers have been taken to hospitals here.

CREW TO SAIL FOR ENGLAND.

(REUTER'S AGENCY.)

NEW YORK, Friday, April 19, 7.30. p.m.

Arrangements have been made for 182 men and twenty women survivors of the Titanic's crew to sail for England tomorrow on board the Lapland.

2,000,000 FOOT-TON CRASH.

The terrific force of the impact of the Titanic with the iceberg was given in figures to an "Express" representative yesterday by an expert engineer.

He estimated that if the weight of the Titanic was 60,000 tons, and she was travelling at twenty knots, her energy at the time of the collision would have been 2,000,000 foot tons.

That of a 12-in. shell is 60,000 tons, or nearly thirty times less than that of the Titanic.

TRAGEDY OF INEFFICIENCY.

DROWNING WOMEN IN WATERLOGGED BOATS.

ROWING IN ICE.

"Express" Correspondent.

NEW YORK, Friday, April 19.

I sat with Major Peuchen, of Toronto, one of the Titanic survivors, for nearly an hour in his bedroom at the Waldorf-Astoria this morning, and when I left him at 1.30 I had one of the most connected and coherent narratives of the disaster yet published.

With Major Peuchen were his wife and young son, who had come to New York to meet him after his miraculous escape. He emphasised the point that, while there was no panic on the Titanic, there was such a lack of organisation that he, being experienced in the handling of boats, was ordered into one of the first lifeboats to get away in order to take the place of sailors who should have been there.

Sitting stretched out in a big armchair, Major Peuchen talked to me with a frankness that rises above all cavil. His story undoubtedly should have official investigation, for none other equals it in certain essential details which tend to explain why far fewer were rescued even than the capacity of the Titanic's boats.

This is Major Peuchen's narrative:—

"On Sunday evening we had an especially good dinner on the Titanic. I was at a table with Mr. and Mrs. Allison, Miss Allison, and others, and we were talking and chatting so long that it was about ten o'clock before I left the saloon.

"I then went into the smoking-room and joined some gentlemen there, and a little after eleven I retired for the night.

LIKE A TIDAL WAVE.

"I had just entered my cabin when suddenly the Titanic quivered and staggered as though she had been hit by a tidal wave. She trembled as if she were a small boat struck by a heavy sea. I argued to myself that it could not have been a wave, because we were travelling through quiet water.

"I went on deck and found several men there, commenting in a rather jolly way about our having hit an iceberg. It was a berg apparently about seventy feet high which we had struck. It swept along our starboard side, sending ice into the port-holes and piling a lot of ice forward.

"After a time I went back into the companion hall, and met there Mr. C. M. Hays. I told him about the masses of ice on the bow, and we went together to see it. Mr. Hays said that it was nothing, but I noticed that the ship was beginning to list.

"A few minutes later many people began coming out on deck, and I heard the order being shouted, 'Everybody put on lifebelts.'

"I was in evening dress, and, realising that such clothes were not suitable in case of serious accident, I returned to my state-room and changed into an old lounge suit, with a double suit of underwear.

"Then a curious sensation came over me as I glanced around the cabin. 'Good-bye, little room,' I said to myself, 'I shan't see you any more.' It seemed as if I were suddenly deserting my home.

ORANGES BEFORE BONDS.

"I had a number of valuable presents with me for my family, but I took only this large pearl pin which you see sticking in my tie, where I placed it just before going on deck. There were bonds to the value of £40,000 and share certificates valued at £26,000 in my trunk.

"Three oranges were in the cabin, and in preference to everything else I put them in my pocket. I then put on my overcoat.

"I was going out of the door, adjusting my lifebelt, when my cabin steward happened along. He was cool and calm and assisted me in buckling it. Poor little chap! He was a brave man.

"Then I walked along the passage way and saw other people piling out of their cabins. It was a solemn procession, absolutely orderly, and quiet too, except for a woman's occasional low sob and now and then a little cry of 'Oh, oh!'

"I went on deck. Lifeboats were being swung out on the port side, but only scratch crews were working them and there was much confusion. The sailors did not seem to know how to manage the boats. I got into one boat because the crew were not there, and I took out a small sail and mast to make more room.

"Then I scrambled back to the deck and helped put women into the boats. The first boat lowered on the port side was not filled to its capacity because there were not enough women about as it was being lowered, and orders were issued that no men should be allowed to get in. It was pitiful to see wives leaving their husbands and being lowered in a boat which could have easily contained more people.

NECESSARY AID.

"The same thing happened with the second boat. The third boat had been lowered sixty feet down the Titanic's side when I noticed that there were twenty-two women in it and only two sailors. I cried out, 'Oh, they can't manage alone.'

"Captain Smith was standing near by, and he said to me, 'You go.' I replied, 'I am a sailor and can manage a boat.'

"The captain told me to go down below, break a porthole, and scramble into the boat that way. Instead of doing this, I swung off from the deck, clinging to a thin halyard, and went down on the deck line.

"I realised that it was my only chance, and it was a toss-up whether I landed in the boat or was killed.

"I got into the boat all right, and they started to lower us. When we were within three feet of the surface of the water I saw that the plug in the bottom of the other boat was not in position, and I had it inserted.

"Just before we struck the water two less fortunate boats were swamped because the plugs were not in, but all the occupants were saved by other boats.

"There was no fire drill on the Titanic, and the crew did not know their places in such an emergency.

"These things I noticed before I was compelled to slide down those sixty feet to take the place of the missing sailor who should have been in the boat before she swung down on her davits.

"Just before I started down on the rope I talked with Mr. Hays. He said, 'Peuchen, this ship is good for eight hours. I've got it from the best authority, and we will be rescued before then.' But after I got down on the surface and we moved off I saw that the Titanic was doomed.

"The skin had been torn all along the side, and water was pouring in. I was told later that it was when they found out how the sides had been ripped that orders were issued to put on lifebelts.

QUARTERMASTER'S REFUSAL.

"After we got away from the ship those aboard the Titanic saw that we were not filled to our full capacity, and they ordered us back. I refused to go back, the quartermaster in charge of our boat refused to go back.

"He made a frightful scene in front of the ladies, crying out, 'We would only get some stiffs,' meaning that we could only hope to pick up dead bodies.

"This quartermaster asked for some brandy, which one of the ladies gave him, and then he asked the ladies for some of their wraps, saying that he was cold, but this request was refused.

"He kept repeatedly mistaking the lights in the sky for ships' lights, and several times asked us to keep a sharp look-out for buoys. Think of it! The quartermaster of an ocean liner hoping to pick up buoys in mid-ocean!

"After awhile I suggested that he take one oar and let one of the ladies steer. He declined, saying that he was in charge of the boat. I do not know whether he was drunk or simply silly. I decided that if we had to remain in the boat for any considerable length of time it would be necessary for the other sailor and me to wrest the command of the boat from him, for the women were becoming terror-stricken by his conduct.

"I complained to the second officer about his conduct after we got on the Carpathia, and he said that he would be court-martialled.

"After our boat got to the water we found an Italian from the steerage with a broken arm, who had managed to conceal himself in our boat undetected. Other steerage passengers were found to have stowed themselves away in other boats in a similar manner.

"The other sailor in the boat with me told me that he had been in the crow's nest, and that no extra watch was being kept while we were moving through the icefield.

"Once we tied two boats together, but they bumped dangerously, and, as nobody in any official authority offered any suggestion to relieve the bumping, I myself was compelled to suggest the use of a cork lifebelt as a buffer, which was done.

"We rowed on amid ice, getting away from the Titanic so as not to be swept down by her when she sank, if she sank at all.

ORCHESTRA PLAYING.

"All the time the Titanic's orchestra was playing rag-time and other enlivening airs until the end, when the musicians played 'Nearer, my God, to Thee.'

"It was about an hour after we put off, and about half an hour after the last boat was launched, when the Titanic went down. I heard the dull roar of two explosions, and an awful cry went up from the doomed passengers. It was horrible!

"We rowed and rowed. It was bitterly cold.

"At 3.45 a.m. we spied the Carpathia's lights. She hove-to about five miles away. The quartermaster wanted us to remain where we were, saying that she would come right up alongside, but we overruled this as a silly suggestion, and continued rowing out to her. I rowed for about four hours and a half without resting once.

"When we got aboard the Carpathia everything was done for our comfort. The ship was necessarily crowded. I slept two nights in a chair before it was possible to secure a berth.

"We exchanged experiences during the journey to New York. I understand that when the last boat was being launched men clambered into her, and the officers had to threaten to shoot before they got out.

"I asked one of the officers whether—if the Titanic had possessed searchlights—it would have been possible to have distinguished the iceberg in time to avoid her. He said 'Yes.'

"Mrs. Walter Douglas, whose husband was drowned, told me this curious incident, which she said she saw on Sunday. One of the sailors let down a bucket to take the temperature of the ocean. The rope, however, did not reach far enough, and she says the sailor pulled up the bucket and held it under the water tap on deck. After putting the thermometer in the water he went off with it to the bridge.

THE CAPTAIN.

"Whether Captain Smith was on the bridge at the time of the collision I could not ascertain. He had received wireless warnings that he was approaching an icefield, and yet he attended a private dinner in the Titanic's restaurant that night. The ladies in his party said that he did not leave until after ten o'clock, but one of the officers told me that he was back by 9.30. I do not know which was right.

"It is certain that the collapsible boats on the Titanic could not have worked properly, although they saved about seventeen persons. They were filled with icy water, and I saw men standing in the water while afloat, rocking back and forth, trying to get them fully stretched.

"A woman would cling to some man in one of the collapsible boats, becoming more and more numbed with the cold, all the time, and then she would fall back into the ocean, completely exhausted.

"A number of dead bodies were floating about. Some of the dying seized the sides of the small boats in a death grip and clung on after they had expired.

"There was no panic as far as I know, but certainly there was deplorable lack of organisation.

"The second officer of the Titanic gave me a written document in which he says: 'I commanded you to go into boat Number Six, to take a sailor's position. You have not only proved yourself a good seaman but a brave man.'"

CAPTAIN'S LAST ACT.

SAVING A BABY WHO HAD FALLEN IN THE SEA.

HOW HE DIED.

"Express" Correspondent.

NEW YORK, Friday, April 19.

The following striking statement putting on record the supreme heroism of Captain Smith, the commander of the Titanic, was made to me this morning by Sir Cosmo Duff-Gordon, who, with his wife, was among the survivors:—

"As the Titanic was giving one of her final lurches Captain Smith was thrown from the bridge into the sea. He picked up a baby which had fallen overboard, and swam with it to a lifeboat near by. He put the child aboard, and then those in the boat urged him to come in. But he refused, saying he would swim to a piece of wreckage floating near by. He turned and swam away."

SUICIDE FICTION.

Some explanation is due of the remarkable and unfortunate statement issued by Reuter's Agency, and published in one edition of the "Express" yesterday, in common with other morning papers, declaring that Captain Smith, the commander of the Titanic, shot himself on the bridge of his ship before she went down.

The evidence that is now steadily accumulating makes it clear that there was no foundation for the story, which is but another of the extraordinary fictions which have been circulated in connection with this terrible disaster.

In order that "Express" readers may understand the position, we give the messages as they were received in this office. The first was as follows:—

3.11 a.m.—Reuter's telegram.—Suicide of the Captain.—New York, April 18.—The survivors state that the captain of the Titanic shot himself on the bridge.

The brief summary was supported by the following cable:—

4.9 a.m.—Reuter's telegram.—The Titanic Disaster.—New York, April 18, 11 p.m.—It is asserted by one passenger of the Carpathia that Captain Smith committed suicide on the bridge of the Titanic before she went down, and that the chief engineer also committed suicide.

At 4.22 a.m. the following addition to this message was received:—

The same passenger states that three Italians were shot dead in the struggle for the lifeboats. According to this circumstantial account of the captain's end, the revolver was wrested from his hands in the library, but he broke away to the bridge and shot himself through the mouth.

Some time later a further cable was received stating that the members of the crew discredited the story of the captain's suicide, and declared that—

Captain Smith was last seen on the bridge just before the ship sank, leaping into the sea only after the decks were awash.

At 6.24 a.m. the following cable was received from Reuter:—

According to sensational stories told by hysterical persons who would not give their names, Captain Smith killed himself on the bridge, the chief engineer took his own life, and three Italians were shot in the struggle for the boats. These stories could not be confirmed in the early confusion attendant upon the landing of the survivors.

Since then many personal statements, in addition to that of Sir Cosmo Duff Gordon, have been made by survivors bearing witness to the cool courage with which the captain went down with his ship.

MR. BRUCE ISMAY.

HE EXPLAINS WHY HE LEFT THE SINKING SHIP.

"Express" Correspondent.

NEW YORK, Friday, April 19.

Mr. J. Bruce Ismay, the chairman of the White Star Line, who was saved in the last boat from the Titanic, told his story to-day before the Committee of the United States Senate, which is investigating the disaster.

The Senatorial committee is sitting at the Waldorf-Asteria Hotel. Senator Smith, of Michigan, is presiding over the investigation. Mr. Ismay told his story of the wreck as follows:—

"I was asleep when the accident happened. The ship was not running at full speed. She had not been running above seventy-five revolutions during the entire voyage. Full speed was seventy-eight revolutions.

"I was awakened by the impact, and went on the bridge. The captain said, 'We have struck ice, and I fear that we are seriously injured.'

"The chief engineer said he hoped the pumps would prove adequate. It is difficult to say how long I was on the Titanic after the collision occurred, but I should say about an hour and a half.

"I did not see any man attempt to put women aside."

Asked about his departure from the ship, Mr. Ismay answered:—

"There were a certain number of women in the boat, and the officer called out, 'Are there any more women?' There was no answer, and as there were no more passengers on that deck I boarded the boat as it was being lowered.

"At no time did I see any struggle among the men to get into the boats.

"While we were drifting in our lifeboat I saw but one other boat. We hailed it, but got no answer.

"I did not see the Titanic go down. I was rowing all the time and had my back to the Titanic. I did not want to see her go down."

Mr. Ismay said that he had no knowledge of any explosion, and stated that he had been told that the point of the collision was between the breakwater and the bridge.

He was questioned further about the speed of the Titanic at the time of the collision. He replied that the speed was twenty-one knots. He also said that he did not see any ice after the collision until daybreak.

"When I entered the lifeboat," said Mr. Ismay, "I wore pyjamas, a pair of slippers, a suit of clothes, and an overcoat. I know nothing about those in the boat with me except a passenger named Carter. The rest were steerage passengers."

"We have nothing to conceal," said Mr. Ismay, when he began his evidence.

The following articles relating to the Titanic disaster will be found on Page 8:—"London Mourns the Dead," "Titanic Crew Survivors," and "Aged by Grief." On Page 11 are "£73,000 for the Sufferers" and "Survivors' Protest." On Page 6 are personal narratives by survivors.

COURAGE AND COWARDICE.

SPLENDID BRAVERY OF THE WIRELESS OPERATOR.

STOKER WHO TRIED TO STEAL HIS LIFEBELT.

"Express" Correspondent.

NEW YORK, Friday, April 19.

Mr. Harold Bride, assistant wireless operator in the Titanic, relates how the Titanic's wireless apparatus broke down on Sunday last, and he and Mr. Phillips, the chief operator, worked for seven hours before repairing the damage. Repairs were completed only a few hours before the iceberg was struck, and Mr. Bride went to bed, but later got up and went to the wireless room without dressing to relieve Mr. Phillips.

"I was standing by Phillips," he said, "telling him to go to bed, when the captain put his head into the cabin. 'We've struck an iceberg,' the captain said, 'get ready to send the call for assistance.'

"The captain went away, and ten minutes later came back. We could hear terrible confusion outside, but not the least thing to indicate what the trouble was. The wireless was working perfectly.

"'Send the call for assistance,' ordered the captain. 'What call should I send?' Phillips asked.

"'The regulation international call for help,' replied the captain, and then he was gone.

C.Q.D. OR S.O.S.

"Phillips began sending 'C.Q.D.' and we joked while he did so. After he had flashed the signals for about five minutes the captain came back.

"'What are you sending?' he asked. 'C.Q.D.,' Phillips replied.

The humour of the situation appealed to me, and I cut in with a little remark that made us all laugh, including the captain.

"'Send S.O.S.' I said. 'It is the new call and it may be your last chance to send it.' Phillips, with a laugh, changed the signal to 'S.O.S.'

"The captain told us we had been struck amidships or just back of amidships. It was ten minutes, Phillips told me, after he noticed the iceberg, that the slight jolt that was the collision's only signal to us occurred.

"We thought we were a good distance away, and we said lots of funny things to each other in the next few minutes.

"Phillips told me to tell the captain that the Carpathia had answered our call. I did so, and went through an awful mass of people to his cabin. The decks were full of scrambling men and women. I saw no fighting, but I heard tell of it.

"I came back and heard Phillips giving the Carpathia fuller directions. Phillips told me to put on my clothes. Until that moment I had forgotten that I was undressed.

MESSAGES TO THE CAPTAIN.

"I dressed and slipped an overcoat on Phillips while he worked. Every few minutes Phillips sent me to the captain with little messages, telling how the Carpathia was coming our way, and giving her speed.

"I noticed as I came back once that they were putting off the women and children in lifeboats, and I noticed that the list forward was increasing.

"Phillips told me the wireless was growing weaker, and then the captain came and told us that the engine-rooms were taking water, and the dynamos might not last much longer. We sent that word to the Carpathia.

"I went on deck and looked around. The water was pretty close to the boat deck, and there was a great scramble aft. How poor Phillips worked through it I don't know.

"He was a brave man, and I learned to love him that night, and suddenly felt for him a great reverence, seeing him standing there sticking to his work while everybody else was raging about. I shall never live to forget the work Phillips did for that last awful fifteen minutes.

"I thought it was about time to see if there was anything detached that would float. I remembered that every member of the crew had a special lifebelt. Mine was under my bunk. I got it, and then I thought how cold the water was. I remembered I had some boots, and I put those on and an extra jacket.

THE LAST BOAT.

"I saw Phillips standing out there still sending away, giving the Carpathia details of how we were doing. We told the Olympic that we were sinking and were about all down. As Phillips was sending the message I strapped his lifebelt to his back, and I wondered if I could get him into his boots.

"He suggested, with a sort of laugh, that I should see if all the people were off in the boats, or if any boats were left, or how things were. I saw a collapsible boat near the funnel, and went to it. Twelve men were trying to boost it down to the boat deck, and were having an awful time. It was the last boat left.

"I looked at it longingly for a few minutes, and then gave them a hand, and over she went on the boat deck. They all started to scramble after it and I walked back to Phillips.

"I said, 'The last raft has gone.' Then came the captain's voice—

"'Men, you have done your full duty. You can do no more.

"'Abandon your cabin. It's every man for himself now. You look out for yourselves. I release you. That's the way of it at this kind of time. Every man for himself.'

"I looked out. The boat deck was awash. Phillips clung on, sending and sending. He clung on ten or fifteen minutes after the captain released him.

"The water was then coming into our cabin. I was back in my room, getting Phillips' money for him, and as I looked out I saw a stoker or somebody from below decks leaning over Phillips from behind.

(Continued on Page SEVEN.)

ORIGINAL DEFECTIVE

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