

THAT PHANTOM SHIP SEEN NEAR TITANIC

Mount Temple's Wireless Operator Tells of Titanic's Call for Help.

House of Lords Resents the Idea of Wash- ington Investigation.

Washington despatch: The Senate committee investigating the Titanic disaster took a new tack to-day that was productive of results. Some of the most interesting and important testimony that has come out was gathered by the several Senators, acting separately and individually. It was established beyond any question that the Titanic was maintaining a speed of about 22 1/2 miles an hour when the collision occurred. Quartermaster Howe, who was among the last to leave the sinking ship, swore before one of the Senators that he had read the ship's log just before leaving the vessel, and that it registered 200 knots, indicating its run from noon of Sunday until the time the accident occurred. He also declared that the berg scraped the entire starboard side of the Titanic, and that from his position on the bridge on the stern of the boat he was apprehensive lest the bridge itself be torn away by the berg.

All of the able-bodied seamen, stewards, and stokers who were examined testified with startling unanimity to having seen the light of another ship within from three to five miles of the Titanic. It was impossible to shake them in this belief, and several declared that they knew not only the lights of the ship, but also her motion as she rode the waves. This testimony is corroborative of that given by Officer Bossell, who told of having seen the searchlight and sidelights of a vessel which he estimated to be five miles away, and which he signalled for an hour from the bridge of the Titanic, flashing calls for help in the Morse code and sending up rockets.

Captain Smith's messenger was one of the witnesses examined in this way. He told of a mysterious note that he carried from Captain Smith to the chief engineer of the Titanic after the collision, and in this connection related the interesting fact that the lights in the stokers' room were out within fifteen minutes after the ship struck the berg.

While the contents of this note will never be known, it is believed by members of the committee and others who have learned of it that it contained an order from the captain to the chief engineer to start the pumps. The inquiry thus far has developed no testimony that would indicate that the pumps of the Titanic ever were started.

Captain Smith, who was on the bridge, gave me a note which he had written hurriedly, said the messenger. "It was folded three times and the corner turned. I delivered the note to the chief engineer as instructed, and stood by, awaiting his answer. He read the note, and presently asked me why I was waiting. I told him that I was waiting for an answer. He said: 'Tell the captain that that will be attended to' and I returned to the bridge with this message."

"While in the chief engineer's room, where I had been many times, I could see the hole that led to the stokers' room in the hold of the boat. This hole was open, but there was total darkness in the stokers' room. I could see nothing. I regard this as unusual, as the room is always brilliantly lighted with electricity, that the stokers might see."

William Marconi, head of the wireless company hearing his name, and Harold G. Cottam, the wireless operator on the Carpathia, were the only two witnesses examined to-day by the sub-committee. Wireless messages were introduced in evidence showing that officers of the Marconi Company had instructed their wireless operators on the Carpathia to hold the details of the disaster for sale exclusively to a New York newspaper for a sum of four figures.

"One of these messages was signed 'Marconi,' but Mr. Marconi denied all knowledge of them, and declared that he does not know any person who could give proof of them. He contended that he had been desirous to obtain details of the disaster at the earliest possible moment for general distribution among public prints."

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other message, which the Titanic answered, saying: "We are meeting five women off in the boats." Another five minutes of anxious waiting passed, when the C. Q. D. again cut the air, accompanied by the words, "Engine-room flooded." Out of the darkness the Olympic again asked, "How is the sea around you?" to which the reply was, "The sea is calm." Another four minutes passed, when the operator on the Frankfort asked the Titanic, "Are there any boats around you already?" To this there was no reply, and two minutes afterwards the Olympic sent a message to the Titanic, which the latter barely acknowledged by the code letters "R.D." That was the last message I heard, and I presume the flooding of the engine-room had put the wireless apparatus out of commission.

RUSHED TO SCENE. "Meantime everything that was possible was done on the Mount Temple. All hands were on deck, the boats were swung clear of the davits, and the gangways and ladders were got ready to lower at a moment's notice. It was not until 4:30 that we arrived at the position of the Titanic, having been much delayed by the thick field of ice. At that time we saw no sign of the ill-fated ship, nor any wreckage. At 5:11 I had a call from the Californian, and told that boat of the disaster and gave the position in which it occurred. Shortly after five minutes later we saw the Carpathia and Californian, with the Russian steamer Birma. There was also a tramp steamer cruising about, apparently going in the same direction as we, but as she had no wireless installation and never approached very near, we could not find out what she was. As soon as I saw the Carpathia I asked for news of the Titanic, and if she had seen anything but got no reply. Other ships asked the same question, but she kept silent to all. It was not until 8:30 that the Carpathia gave out anything, and then the only information was that she had picked up twenty boats. There was not a word as to the number of survivors.

"At the time I received the first message I would judge the Mount Temple to be fifty miles from the Titanic's position, and when the ship went down there were still twenty or twenty-five miles between us."

HOUSE OF LORDS Irritated Over the Investi- gation at Washington.

London cable says: The House of Lords took its turn to-day in questioning the Government on the subject of the Senatorial enquiry at Washington into the Titanic disaster.

Earl Stanhope remarked that the enquiry seemed to have only two grounds of justification. The first was that the steamship was wholly concerned was not altogether British, but partly American. If that were so it would obviously create a very extraordinary situation, because it struck at the root of the position of the mercantile marine in time of war as to whether the vessel belonged to a neutral or a belligerent power. The other ground was based on the terrible loss of life. If that were given as a reason for the enquiry at Washington, obviously other nations whose citizens were passengers on board the Titanic would be justified in holding similar enquiries.

Earl Stanhope said that he could imagine nothing more terrible to the survivors than attendance at a series of enquiries in different countries. He was anxious to know whether the evidence given before the Senatorial Committee would be admissible at the enquiry here, and expressed the opinion that evidence given at the first investigation was of course, far more valuable and dependable than evidence given at a later occasion. He contended that unless the evidence given in the United States were admitted at the enquiry in this country Great Britain would obviously be penalized.

Earl Stanhope agreed that the American enquiry could be left to the good sense of the American people. The international relations between this country and the United States, he said, were so friendly that no international question could possibly arise. There existed, however, he said, a certain amount of feeling in this country on the subject of the American enquiry, although it was not so strong as so farly worded, as would have been the feeling in America if the Titanic had been an American ship and Great Britain were holding an enquiry concerning American citizens.

Earl Stanhope feared that there was danger of a precedent being set up, and should some other power with which Great Britain's relations were not so friendly attempt to detain British citizens under similar circumstances it might become serious.

LORD MORLEY'S VIEW. Viscount Morley of Blackburn, Lord President of the Council, on behalf of the Government, said: "There is no doubt that any State may institute an enquiry about the wreck of a foreign vessel in which the lives of its own people had been lost without any departure from international law, although we are not aware of any such case having arisen heretofore. Communications have not been addressed on the subject to the Government of the United States, nor have any been received from any other power by us."

Lord Morley pointed out that all the evidence given in the United States would be available at Lord Morley's enquiry, and continued: "As to the detention of witnesses, powers of that kind exist in most countries, but it is kind to note that where special powers exist they should be exercised with full consideration for the witnesses themselves, and the necessities of any enquiry at home. We cannot and do not suppose that the committee of the Senate will overlook that necessity."

150 MEN Died Locked in Water Tight Compartments.

New York despatch: Robert Hitchins, the quartermaster, who stood at the wheel when the great White Star liner struck the iceberg that sent her to the bottom of the Atlantic, made it clear that a very brief time must have elapsed between the warning sounded from the crow's nest by Fleet, the lookout, and the moment of the impact with the iceberg—a period which, according to Fleet's testimony yesterday, would have been materially longer if the lookout had been supplied with a pair of glasses, as he had been on every previous trip he had made in four years' service as a lookout aboard the Olympic.

Hitchins afterward told a group of newspaper reporters that of the 150 men in the engineering departments and fire-rooms at the time of the crash not one was saved, as the automatic closing of the watertight compartments from the bridge a few moments after the impact had sealed them hopelessly in a coffin from which it was impossible that they should emerge. All the engineers, stokers and coal trimmers belonging to the ships who were then on duty, he said, had shared this awful fate.

Hitchins is a frank speaking Cornishman, who impressed on all his hearers as a truthful witness. He has a wife and two children awaiting his return to his home in Southampton. He is thirty years old.

SEVEN SHIPS Answered Titanic Call, But Were Ignored.

Paris cable: The Titanic, after striking an iceberg and sending out wireless calls for distress, received replies from no less than seven ships, but refused to communicate with any of them, and finally succumbed. One of her early signals was picked up by the Frankfort, then only 150 miles away, but she refused to answer the Frankfort's calls. She would only communicate with her sister ship, the Olympic.

The foregoing facts stated out from the report of the first operator of La Provence of the French line, which was incorporated by Captain Vesco in his report to his company upon his arrival here.

The report is signed by La Provence's wireless operator and commissioned by Captain Vesco and likewise by the French Government in the person of Commissioner Bismard, without whose permission and countersignature it could not be made public.

The conclusion is drawn that the Titanic refused offers of help from ships of other lines than her own to avoid paying salvage—a payment which would of course be unnecessary in case she was rescued by her own line.

BODIES FOUND Several Have Now Been Recovered.

New York despatch: Just when the ship Mackay-Bennett, with 205 of the recovered dead of the Titanic wreck on board, will reach Halifax is a question which officials of the White Star Line were trying to answer definitely to-day. The last wireless word from the "death ship" showed that she had been drifting for hours in a dense fog, and was within the wireless zone of the Cape Race, Nfld., station.

received to-day by the White Star Line from the Mackay-Bennett via the S.S. Calcutta, and the Cape Race, Nfld.

"Further names: William A. F. Dutton, J. Stone, Phillip J. Stokes, Edwin H. Petty, William Dashwood, W. Hanton, Thomas Anderson, A. Lawrence, J. Adams, A. Boothby Ragozy, Abel J. Butterworth, A. Robbins, Charles Louch, Oscar F. Penny, Chas. Chapman, Albert Wirtz, Achille Williams, Carl Aspman, J. E. Johnson, E. Allen, W. Y. Anderson, H. P. Sedgwick, G. Talbot, J. M. Robinson, J. C. Heila, J. W. Gill, Eric Johansen, A. Lilly, E. T. Barker, G. E. Bailey, O. S. Woody, T. Hewitt, P. Connors.

"Following this have been embalmed: C. C. Jones, Isador Strauss (as stated in despatch), Heg. Butler, H. H. Harrison, T. W. Newell, John Jacob Astor, Milton Clogh, W. C. Dulles, H. J. Allison, George Graham, Jacob B. Blenheim, Austin Partner, P. F. White, Tyrrell W. Cavendish and Henrik K. Villner."

A score of relatives of those who perished are waiting in Halifax for the bodies which the Mackay-Bennett will bring in, but when the funeral ship will arrive here is a matter of conjecture. Most of her wireless messages have been going direct to New York and Halifax, but she had only second hand information concerning her movements.

A memorial service for the late W. T. Stead was held in London. Dr. D. W. Carroll, an old physician, of Ingersoll, dropped dead. The Owen Sound local option by-law is to be attacked in the courts. Prince Edward Island propose to put a \$200 tax on liquor travellers.

Mr. Ed. Grandy of Omenace, was drowned while canoeing on Emily Lake. Prof. William Lash Miller was appointed President of the American Electrochemical Society. The cornerstone of the Provincial Exhibit building at the Canadian National Exhibition was laid.

Mr. G. T. Blackstock, of Toronto, may be offered the Chairmanship of the Public Service Commission when Mr. Morine resigns. Active proceedings are being taken at Yale, B. C., against the Industrial Workers of the World, who are alleged to have organized the raid on the C. N. R. railway camp.

Immigration Officer Henry Devlin deported for Kingston, Angus McGuire, a former member of the R. C. I. A., who served a term in jail for theft. Mr. Graeme came from England. Thomas Duggan, a Gaelic pianist, was found dead near the river in St. Patrick's Ward. Deceased was son the Indian ISI, and had been missing for over a week. An inquest will be held.

With the exception of a club license granted to the University Club of Toronto, the Board of License Commissioners made no change in the list of the licenses in Toronto at their meeting. Mr. F. A. Russell and Lieut.-Col. Albert E. Gooderham were appointed by the Provincial Government to places on the Board of Governors of the University of Toronto. These gentlemen are to take the places formerly occupied by Hon. W. T. White and Hon. T. W. Cochrane. The appointments take effect at once.

That the feebleminded are increasing rapidly in Ontario is the disquieting information contained in the annual report of Dr. Helen MacCarthy to the Provincial Secretary. The report, which was issued yesterday, states that there are not less than two thousand idiots, imbeciles and feeble-minded persons in Ontario, and probably twice that number, while it is estimated that about 100 children are born of feeble-minded women every year.

MR. GOODERHAM Retires From the Presidency of the Toronto Exhibition.

Toronto despatch: There was a distinguished gathering at the banquet tendered last night at the King Edward Hotel by the Canadian National Exhibition Association to Mr. George H. Gooderham, M. P. P., on his retirement from the Presidency of that organization. In proposing the toast of "Our guest," President John G. Kent, on behalf of the directors of the association, read an address to Mr. Gooderham, expressing to him their appreciation of his large part he had played in bringing the Exhibition to its present position of prosperity and prominence. Mr. Kent presented Mr. Gooderham with a silver service.

DOCK SMASHED; STEAMER SUNK

Alaska Steamship Got Be- yond Control at Seattle.

Cut Steamer in Two and Cut Through Pier.

Mistake in Signal Causes the Accident, It is Said.

Seattle, Wash., April 29—Several persons were injured, the Sound steamer *Alameda* was sunk and the Coleman dock, one of the finest passenger piers on the Pacific Coast, was wrecked late last night, when the Alaska Steamship Co.'s big steel steamer *Alameda* got beyond control as she was being taken into her berth at Pier No. 2, and plowed through the dock. As far as known no lives were lost.

The *Alameda*, in command of Capt. John A. O'Brien, Puget Sound pilot for the Alaska Steamship Co., was returning to her berth on the south side of Pier No. 2 from the Standard Oil wharf, where she had gone to take on fuel oil. As the big steamer approached the pier, Captain O'Brien signalled the engine room for slow speed to enable the vessel to make the sharp turn in the slip. Either through a misunderstanding of signals or because of the failure of the engine room telegraph, the *Alameda* started full speed ahead toward the dock. Captain O'Brien saw that the crash could not be averted, and blew the whistle to warn the people in the waiting room on the end of the pier of their danger.

Three women, who were among the injured were crushed in the panic stricken crowd that surged through the doors leading from the waiting room. Captain O'Brien dropped both port and starboard anchors in an effort to stop his vessel, but she pointed her nose into the structure and plowed through and clipped off a hundred feet of the end of the pier and emerging on the other side with her deck covered with wreckage. The *Alameda*, which had just discharged her passengers, was on the path of the Alaska liner, and was cut in two. The vessel sank slowly, and the crew had time to escape by jumping into the water. It is believed that all were picked up.

BEATTIE NESBITT Charged With Making False Statements to Fielding.

Chicago despatch: Argument over the extradition of Dr. Beattie Nesbitt, President of the refuted Farmers Bank of Canada, at Toronto, began to-day before United States Commissioner Poote. Dr. Nesbitt is accused of making false statements concerning the financial condition of the bank to the Canadian Minister of Finance. This charge was substituted some days ago in place of the original charge of forgery on which Dr. Nesbitt was first held in custody.

The physician-bankster was represented at the hearing by Attorney W. K. Patton, who declared that he would resist extradition on the false statement charge, although he was willing that his client should return to Toronto to face the forgery charge.

The Canadian Government was represented by Attorney A. Q. Buikley, who presented several affidavits of former officials of the Toronto bank in support of the charge against Dr. Nesbitt. One of the affidavits read to the commissioner was signed by William R. Travers, general manager of the Farmers Bank, and said that he had the state report of the Canadian Minister of Finance prepared, that they were false and deceptive, and that Dr. Nesbitt signified knowing them to be untrue.

James G. Fitzgibbon, chief accountant of the bank, made affidavit that he prepared false statistics relative to the bank, at the direction of Mr. Travers, and that Dr. Nesbitt was present while the statements were being prepared and knew they were false.

An affidavit sworn to by Geoffrey F. Clarkson, auditor of the bank, corroborated the Travers and Fitzgibbon affidavits. The argument was expected to close by the entire day.

THE LOCOMOTIVES Conference May Lead to Settlement of Trouble.

New York, April 29—Warren S. Stone Grand Chief of the Brotherhood of Locomotive Engineers, and the fifty district chairmen of the organization resumed to-day their conference with United States Commissioner Neill and Judge Knapp, of the commerce court, who are acting as mediators in the wage controversy between the engineers and the railroads. J. C. Stuart, chairman of the sub-committee, added that he did not think there was cause for alarm in the possibility of a strike.

"All I care to say is that we have made satisfactory progress," he declared. Beauty is only skin deep, but ugliness can sink all the way in.