

IS MAY PLANNED FLIGHT

THE WEATHER

For Syracuse and vicinity: air and slightly warmer to night; S. day increasing cloudiness and probably showers.

THE SYRACUSE HERALD.

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SYRACUSE, N. Y., SATURDAY EVENING, APRIL 20, 1912.—FOURTEEN PAGES

ON SALE EVERYWHERE IN SYRACUSE AT OR BEFORE 5 P. M.

WHITE STAR CODE MESSAGES REVEALED

TITANIC DEATH LIST NOW 1,635

Passenger Roll Is Lost—The Exact Number Who Went Down Will Probably Never Be Known.

BIG LINER WAS RACING AT RECKLESS SPEED WHEN SHE STRUCK ICEBERG

Steaming Ahead at Full Speed Through Dangerous Sea, According to Stories of Survivors—Little Criticism for Captain Smith—Members of Titanic Crew Were Unable to Handle Lifeboats—An Official Statement From White Star Company Awaited.

New York, April 20.—Nearly a week has passed since the Titanic, the greatest marine achievement in the history of the world, sank in midocean. Much of her story is untold and many a day will pass before the world will fully realize or comprehend the significance of a disaster which must rank in many respects as the most stupendous catastrophe in modern history.

The number of dead will probably never be exactly determined, inasmuch as the complete passenger list went down with the doomed vessel. The number of survivors is fixed at 705 by the report of Captain Rostron of the Carpathia. The White Star line officials believe that the death list totalled approximately 1,635.

The narratives, gathered piecemeal from the liner's 705 survivors, pay a tribute without precedent to the bravery of the men and women of these modern days, a bravery of impulse, unstudied, unassuming and instinctive alike in steerage passenger, stoker and millionaire.

By common consent the churches of the world will set aside their pulpits to-morrow for a revered consideration of the disaster and for mourning for the lost.

As to the needs of the living, ample provision is rapidly being made. The relief funds being gathered in New York and London already total well up in the hundreds of thousands, and the personal assistance of public leaders, both men and women, in each metropolis is assured. Most of the

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FAKE REPORT OF TITANIC'S SAFETY SENT BY COMPANY

Carthia's Wireless Operator Swears Before Probers He Did Not Relay Dispatch.

Special to The Syracuse Herald.

New York, April 20.—The most sensational climax of the Titanic investigation being conducted by a United States Senate committee came to-day when Senator Smith revealed that the committee has in its possession a telegram sent out by the White Star line on Monday announcing that all the passengers of the Titanic had been saved.

The telegram was read to Harold Bride, wireless operator of the Carpathia, while he was on the stand. It was as follows:

New York, April 15th. Titanic proceeding to Halifax. Passengers will be landed there Wednesday. All saved. White Star Line.

Cottam swore that he had never sent or received any message announcing the safety of the Titanic.

From Cottam's testimony it was learned that a message bearing news of the loss of the Titanic was transmitted to the Baltic of the White Star line at 10:30 A. M. Monday. The intended effect of all this testimony was apparently to show that the White Star line was sending telegrams assuring relatives of the safety of all passengers after the wireless report of its sinking had been sent to a vessel of its own line.

Where this message was relayed by the Baltic, where that relaying point

Hero of Titanic Disaster



CAPT. A. H. ROSTRON.

Captain Rostron of the Cunard steamship Carpathia, which he piloted to the scene of the Titanic's fatal accident in time to save 705 of the 2,340 passengers who were on board the great vessel when she was struck by the giant iceberg that sent her to the bottom with such an appalling loss of life.

In answering the calls for help sent out by the Titanic, Captain Rostron took the lives of his passengers, crew

and himself in his hands and piloted his ship straight for the spot where, he judged the Titanic to be by the wireless calls.

His course led him directly through the great expanse of ice fields through which the steamers of the Northern route must always plow at this time of the year, at which time large icebergs that drift down from the Arctic will never cease to be a deadly menace to the traffic of the Northern Atlantic.

bed. Then I heard the distress call of New York line. I think this communication reached me by accident, for I ought to have been in bed at the time.

"Old Man" Arouses Curiosity. "The first message was the international call for help, the C. Q. D. It gave the position of the Titanic and ended with the term 'old man.'"

"What did the Titanic's operator mean by 'old man' and whom did he refer to?" asked Senator Smith.

The witness answered: "That is a complimentary term between wireless operators. It simply referred to me. A few minutes later a second message was received, which said:

"Come as quickly as possible. The water is up to the boilers."

"I communicated this message to Captain Rostron. He had in the meantime headed the ship for the position of the Titanic. Captain Rostron told me to tell the captain of the Titanic that he was making a good fifteen knots an hour and that he had gotten the lifeboats ready for use."

"I repeated this message to the Titanic time after time, but got no answer and I never did get any."

The latest medical research has proven Sea Kule a positive relief for asthma and rheumatism. Sea Kule Laboratories, 1210 N. Salina St.—Adv.

Solis Clean, Hot-Man, dry cleaning—Adv. Hoff-Man, dry cleaning—Adv.

FIRE RAGED ON TITANIC FIVE DAYS

With Bunkers Aflame, Officers Were Compelled to Race for Port.

New York, April 20.—That a fire had raged in the coal bunkers of the liner Titanic from the day she left Southampton until she went to the bottom of the ocean off Newfoundland was the positive statement made to-day by J. Dilley, one of the stokers on the ship, who was rescued.

He declares that Captain Smith and his officers knew of this fire, but kept it secret.

He further declared that seamen had fought the fire during the five days that the ship was racing westward on her maiden voyage, and that the highest speed was maintained on this account.

Dilley was one of 150 survivors of the Titanic's crew who were sent back to England today on board the Red Star liner Lapland.

PLAN TO DYNAMITE WRECK OF TITANIC TO RECOVER BODIES

Vincent Astor Takes Up the Problem of Search in Ocean Depths.

New York, April 20.—A plan to blow up the wreckage of the Titanic with a powerful explosive in order to recover the body of John Jacob Astor, one of the passengers who was carried down, was taken up to-day by Vincent Astor, son of the late Colonel, with one of the large wrecking companies. He has been assured that the plan is feasible and is prepared to go to any expense to recover his father's body.

J. J. Merritt, of the Merritt-Chapman Wrecking company, said: "The plan is certainly feasible. The most difficult problem would be to locate the wreck. I understand that the White Star company has a fairly good idea as to where the ship sank. Having found the boat, the rest would not be difficult, although we would be compelled to completely wreck the boat."

"A large quantity of gun-cotton—between three and four hundred pounds, heavily weighted, would be dropped into the wreckage.

"An electric wire, connected with a battery, could be attached and the explosive would be touched off. We could use other explosives, if necessary, and the force of the explosions would be sure to bring all the bodies to the surface."

The consent of the steamship lines and the insurance companies would have to be obtained before this could be done.

COLUMBIA GRAMOPHONE PLANT BURNED DOWN

London, April 20.—The plant of the Columbia Gramophone company, an American concern at Earlfield, a suburb of London, was destroyed by fire with \$300,000 loss to-day. Two other nearby factories were damaged.

Played to Their Deaths. Nero fiddled while Rome burned and the musicians played lively airs while the ill-fated steamship Titanic sank beneath the waves. Music bath charms, but nothing appeals to particular smokers like Napoleon and Wedding Bell 16c and Little Napoleon, 37c and Full Dress 5c cigars. Use pure, clean product of the Powell & Goldstein factory.—Adv.

High-grade cigars, candy, conary birds, fancy articles, all for 10 cents at Old Fellows' fair, Myrtle Grove hall.—Adv.

Lawn seed, fertilizers, rollers, tools, insecticides, garden and lawn needs, Eubank's.—Adv.

TITANIC OFFICERS BROUGHT BEFORE SENATE PROBERS

Wireless Orders Signed "Yamsi," ("Ismay," Inverted) Were Sent From Carpathia to Delay Cedric's Sailing.

TITANIC'S WIRELESS HERO TESTIFIES

Harold Bride, Who Sent S. O. S. Messages Through the Air to Carpathia, Brought in Wheel Chair to Probe Committee Room, Suffering From Exposure on Fatal Night.

New York, April 20.—To prevent his departure from this country J. Bruce Ismay, managing director of the International Mercantile Marine, owners of the White Star line, was subpoenaed to-day to appear in Washington Monday before the Senate committee investigating the sinking of the Titanic.

Vice President Franklin of the International Mercantile Marine and on members of the Titanic's crew were also subpoenaed. They are under federal surveillance.

New York, April 20.—J. Bruce Ismay, president of the International Marine, who is one of the few men survivors of the Titanic disaster, will again be called to the stand and subjected to a searching examination by the Senate investigating committee.

When the committee reconvened to-day it was learned that new evidence brought to light after Ismay testified yesterday showed a marked discrepancy between his testimony and the real facts in the case.

Ismay testified that he sent no messages from the Carpathia to New York after he was picked up by the Cunarder with the other survivors.

MESSAGES SIGNED "YAMSI."

It has been established that there were sent from the Carpathia three messages signed "Yamsi." This Ismay spelled backwards. Although Mr. Ismay testified that he wanted to do anything in his power to aid the investigators, these three messages show that efforts had been made to send the crew of the ill-fated Titanic back to England immediately upon their arrival in New York. The messages follow:

"Islefrank, New York.—Very important you should hold the Cedric daylight Friday for Titanic crew. Answer."

"Islefrank, New York.—Think most wise keep Titanic crew until Saturday. Strongly urge detaining Cedric, sailing her midnight if desirable."

"Islefrank, New York.—Unless you have good, substantial reason for not holding Cedric, please arrange to do so. Most undesirable to have crew New York long."

Cable Code Addresses. "Yamsi" is said to be Mr. Ismay's cable address, while "Islefrank" is the cable address of P. A. S. Franklin, resident vice president International Mercantile Marine, owners of the White Star line.

The answers to the messages, if any, are not known by the members of the committee, but the fact that the Cedric was not held, but sailed on time, makes it plain that replies were in the negative.

To-day's session was given up to hearing testimony from officers who were saved from the Titanic. Those summoned to appear before the committee were H. J. Pitman, third officer; J. G. Roghull, fourth officer, and G. Lowe, fifth officer.

These men were put in command of lifeboats which carried women survivors of the Titanic and their knowledge of the details of the disaster is first hand.

The report that Ismay on the Titanic told a woman passenger that the vessel would be urged to greater speed among the icebergs "to get by them" is to be probed.

Before the committee was called to order Senator Smith said he had detectives working among the survivors of the Titanic's crew and says he has selected as a result of their research a score of witnesses from among the crew from whom he expects to obtain ample evidence as to the sinking of the giant liner.

Senator Smith Nabbed Ismay. Senator Smith also told the newspaper men that his presence at the Cunard dock when the Carpathia landed was with the sole purpose of obtaining service on J. Bruce Ismay whom, he said, he had reason to believe intended to return to Europe at once.

"I do not mean to confirm any story that the White Star liner Cedric was to have been held down the bay for Mr. Ismay," said Senator Smith, "for that Ismay was to have transhipped on her. But I was in possession of wireless messages intercepted by government stations which indicated that Mr. Ismay would remain in New York no

longer than he absolutely had to and last night Mr. Ismay admitted to me his intention had been to return to Europe."

Senator Smith was asked concerning a rumor that some of the members of the committee were holders of the Mercantile Marine company stock. "I think this report should be given a blank eye," he said. "I own none and feel competent to assert that no other member of the committee owns any."

Wireless Hero in Bad Shape. Harold Bride, wireless operator on the Titanic, was the first of the witnesses to arrive to-day. Suffering from the exposure he endured in the icy water before he was picked up by a lifeboat, he came to the committee room to-day in a rolling chair and with an attendant carrying crutches for his use.

It was said at the hospital that the injuries to Bride consisted of frostbite and strain, the strain being due to his experience on a life raft where a man sat on his feet, which were wedged between slats, for several hours. Bride's salary will be paid without interruption until he is completely recovered.

Ismay Shows Strain. Immediately behind Bride came J. Bruce Ismay, president of the International Mercantile Marine, who was examined yesterday. He was accompanied by P. A. S. Franklin, vice president of the organization, counsel and detectives. Mr. Ismay showed plainly the effects of the nervous strain under which he is laboring.

Mr. Ismay announced before the inquiry began that he had given instructions to all the lines of International Mercantile Marine, which include the White Star line, the American, the Red Star, the Leyland, the Atlantic Transport and the Dominion line, to equip all steamers with suf-

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ROOSEVELT BEATS TAFT IN NEBRASKA

Clark Leads Close Three-Cornered Race Among Democrat Candidates.

Omaha, Neb., April 20.—Theodore Roosevelt swept Nebraska over Taft in the State-wide presidential primary yesterday by a landslide of votes. Returns from all sections to-day show that the victory of the ex-President was overwhelming and that the Taft men were heavily voted against in all sections of the State.

Champ Clark is victor on the Democratic ticket, having narrowly won over Woodrow Wilson and Judson Harmon, who are running a close race in the returns for second honors.

In the contest for nominations for the United States Senate, Shallenberger apparently has won on the Democratic side, while Norris and Brown are making a close contest on the Republican ticket.