

**SEA TRAGEDY**

(Continued from page 8)  
 ... who slipped into one of the last boats with a shawl over his head.  
 ... about many male survivors grew so vicious that one Canadian who escaped, Mal Arthur Foucher of Toronto, felt the need to get a signed certificate from the coast guard officer Clunie Lightner that he had been ordered to take charge of a boatload of women.  
 ... the Royal Canadian Yacht Squadron and knew he had to kill her. He was the only man Lightner allowed off the port side of the Titanic's boat deck that night.  
 ... Perhaps the biggest mystery about the Titanic — how it happened — is still being played by the Leyland Line Californian — now is about to be solved.  
 ... At the 1912 British inquiry presided over by Lord Mersey, Capt Stanley Lord was blamed for letting his 6,233-ton ship drift idly by within 10 miles of the sinking liner while his wireless operator lay asleep and distress rockets were lit. Lord died last January.

**Operator Recalls Titanic Tragedy**

By ALEXANDER FARRELL, MONTREAL (CP)—"My God, Gray," the Titanic's struck a berg!"  
 These words, spoken by a young assistant wireless operator, shattered the mid-air calm at Cape Race, Nfld., early Sunday, April 14, 1912.  
 They were the first hint on shore of disaster for the glimmering White Star liner Titanic on her maiden voyage.  
 Gray—W. J. Gray, chief operator at the time—has been Newfoundland's lonely southeastern tip—heard them as he was trading home a cup of tea with the lighthouse keeper.  
 He rushed to his set and, as he recalled in an interview, "didn't have my boots off for the next four days."  
 "Within half an hour all hell had broken loose. The press was on our necks. Everybody wanted to know what was going on."  
 "Cape Race, give us a story," the newspapers said. "Cape Race, name your price."

**POWERFUL WIRELESS**  
 The Titanic was 370 miles southeast of Cape Race, bound for New York, when she struck the iceberg shortly before midnight. Her wireless was powerful as any ship-to-shore communication in existence and she had been in touch with the Cape all day.  
 Solid communication with the Titanic lasted for an hour and a half from the time of the first distress signal, Mr. Gray said, after messages came from the Carpathia, the liner that picked up the 708 survivors.

The Carpathia was 60 miles away when she got news of the disaster. Her wireless had only a 100-mile range, meaning that she could make contact with the Titanic but not Cape Race.  
 Her messages, including the tragic "all over" — sent after the Titanic had gone down and all survivors had been picked up—had to be relayed to the Cape through the liner Olympic, which was farther from the scene but had powerful apparatus similar to that of the Titanic.

**NEWS WAS SKETCHY**  
 The world had only a sketchy story of the disaster until the Carpathia reached New York April 18 and, said Mr. Gray, "I was accused of withholding information from the public in the meantime."  
 "These accusations were made by people who just didn't understand the setup. As long as the messages were in the emergency category, they went everywhere. After that, they were

**LORNE VALLEY**  
 Mrs. Murdoch MacDonald, and Mr. and Mrs. Charles MacLeod were recent visitors to Charlottetown.  
 Mrs. Lloyd MacNevin, Camp Borden, Ontario, arrived in the province by air to attend the funeral of her father, the late Mr. George MacInnis.  
 Mr. James Callaghan, Charlottetown, spent the weekend at his home in Lorne Valley.  
 Mr. John Nicholas left recently for Toronto, Ontario, where he expects to spend some time.  
 Mr. and Mrs. Bert Leard were guests of Mrs. Leard's mother, Mrs. Ada Burdett, Strathcona, during the past week.  
 Mr. and Mrs. Francis MacIntyre were visitors to Charlottetown, Wednesday.  
 Mr. and Mrs. Ralph Nicholson, Bobby, Kathy and Karen, Georgetown, were guests of Mrs. Nicholson's brother, Mr. and Mrs. Munro MacLeod in Lorne Valley, Sunday.  
 Mr. and Mrs. Roy Gray MacIntyre were visitors to Charlottetown, Saturday.  
 Mr. Elmer MacInnis, Middleboro, Mass., Mrs. Annie MacLeod, and Mr. Wendell MacInnis, Boston, Mass., arrived on the island by air to attend the funeral of their brother, the late Mr. George MacInnis.  
 Mr. and Mrs. Frank Parker and son were recent visitors. They were guests of Mrs. Parker's mother, Mrs. Sister-in-law, Mr. and Mrs. Heath MacCreedy, St. John's.

**Excess Vitamin D Seen Dangerous**

With the 50-year-old scandal still closing his name. Now the case has been reopened by the secretary of the Mercantile Marine Service Association, Leslie Harrington.  
 Writing in the March number of the Merchant Navy Journal, he maintains that the Californian was not 10 but at least 20 miles from the sinking Titanic, that the rockets she saw were probably from another ship and that in any case she could not more because the sea between her and the Titanic was choked with floating ice.  
 One senior official of the Canadian company, which took over White Star in 1934, has resigned from the association in protest at the article, which virtually shifts the blame for the disaster to the Titanic's officers.  
 Lord stepped to avoid running into an iceberg but the Titanic went on, "Harrington's Daily Mirror" article.  
 "Poor Lord became the official scapegoat."  
 Harrington says it is too late now to make amends, but "it may well be considered Lord of the sinking liner while his miscarriage of justice in the history of British marine inquiries."

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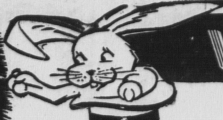
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