

SUFFRAGE LEADERS TEMPER LAUDATION

Little Credit Given to Men for Heroism in Dying to Save Women.

ACTION TAKEN AS NATURAL

Annie Kenny and Sylvia Pankhurst Refuse to Admit Sacrifice Shows Sterner Sex to Be Chivalrous in Nature.

LONDON, April 17.—(Special).—The opinions of prominent suffragettes were asked today in regard to the chivalry of the men on the Titanic...

Annie Kenner, organizing secretary of the Women's Social and Political Union, and one of the foremost suffragettes next to Mrs. Emmeline Pankhurst, admitted her admiration for the heroism of the men on the Titanic...

"At a crisis such as this it must be admitted that the lives of the women are more useful to the race than the lives of the men. It is insisted that for the men to recognize and act on this view is chivalry, it is also of the nature to insist on notice of the every-day chivalry of women which goes on always, and they are usually not recognized. Women cheerfully starve for their husbands and children, and starve for their husbands and children, and starve for their husbands and children, and starve for their husbands and children...

Other women made the point that the single instance under exceptional circumstances did not constitute chivalry. If they were consistently chivalrous, men would help women's movements, added the speaker.

SURVIVORS NEARING PORT

(Continued from First Page.) Have the worst, rested tonight on the faint possibility that the list of survivors sent by wireless from the Carpathia might not be quite complete. The fact that one new name came through late today in a private message from the Carpathia was the basis of what was a desire more than a hope that there were slips enough in her wireless list to account for a few of those unaccounted for. At the best, however, it appeared that it could be only an occasional one whose safety had not been reported.

From the Carpathia, which was approximately 600 miles from New York this morning and which is expected, if she keeps up her present progress of 12 knots an hour, to reach the entrance of the harbor about 8 o'clock tomorrow night, came a new report in the course of the day as to the number of survivors on board.

Through the Cunarder Franconia, which established wireless communication with the rescue ship came a message which included this statement: "She has a total of 705 survivors aboard."

Crew May Be Omitted. The previous statement from the Carpathia had been that she carried 688 survivors. It may be that the report received through the Franconia included a count of rescued passengers only, disregarding the 100 or more members of the crew who must have been in the boats which the Carpathia picked up.

Communication was being had with the Carpathia tonight through both the scout cruiser and the shore wireless station at Siasconset. Through the Chester, there began coming slowly, the names of the saved passengers from the third cabin of the Titanic. The very sending of these could but help confirm the belief that there were no more names of first and second cabin passengers to send. And thus there was left hardly a possibility that the names of well-known men such as John Jacob Astor, William T. Stead, Isidor Straus and other notables, could have been omitted in the transmission of names.

Need of Speed Shown. That these men had gone down with the ship there remained hardly a doubt. Authorities on conditions off the Banks agreed that rescue of passengers not taken from the liner by the boats would have to be made speedily, as exposure and exhaustion would sap quickly the life of human beings forced to resort to any other means than boats of keeping afloat.

During the early evening hours the wireless communication of the Carpathia with Siasconset was, for the most part, it appeared, devoted to the sending of private messages of reassurance from passengers to friends on shore and to transmission of anxious inquiries from land to vessel. Momentarily the chance was awaited for communication of greater moment to the world at large, the opportunity to draw from the rescued ship the secret of the Titanic's last hours afloat.

All Other Wireless Halts. That every chance might be afforded to open up freely communication with the slowly-approaching liner, practically all other wireless business along the coast tonight was suspended. The Marconi Company early in the evening announced that it had notified its stations at South Wellfleet, Siasconset, Sagapenack and Sea Gate to handle messages to and from the Carpathia exclusively.

"All other commercial and Governmental stations," the message reads, "will cease transmitting while the Carpathia's business is being exchanged with the above-mentioned stations. No

other work than the Carpathia's and business from the Government ships going to meet the Carpathia will be permitted.

These instructions, it was stated, were sent out in conformity with the suggestion made to the United States Government by the Marconi Company, and which was agreed to.

While careful preparations were being made here to receive and safeguard the living on their arrival here, word came that a cable steamer had cast out for the scene of the disaster from Halifax to seek the dead.

HELP DECLARED NOT NEEDED

Cincinnati Diverted From Course by Encouraging Message.

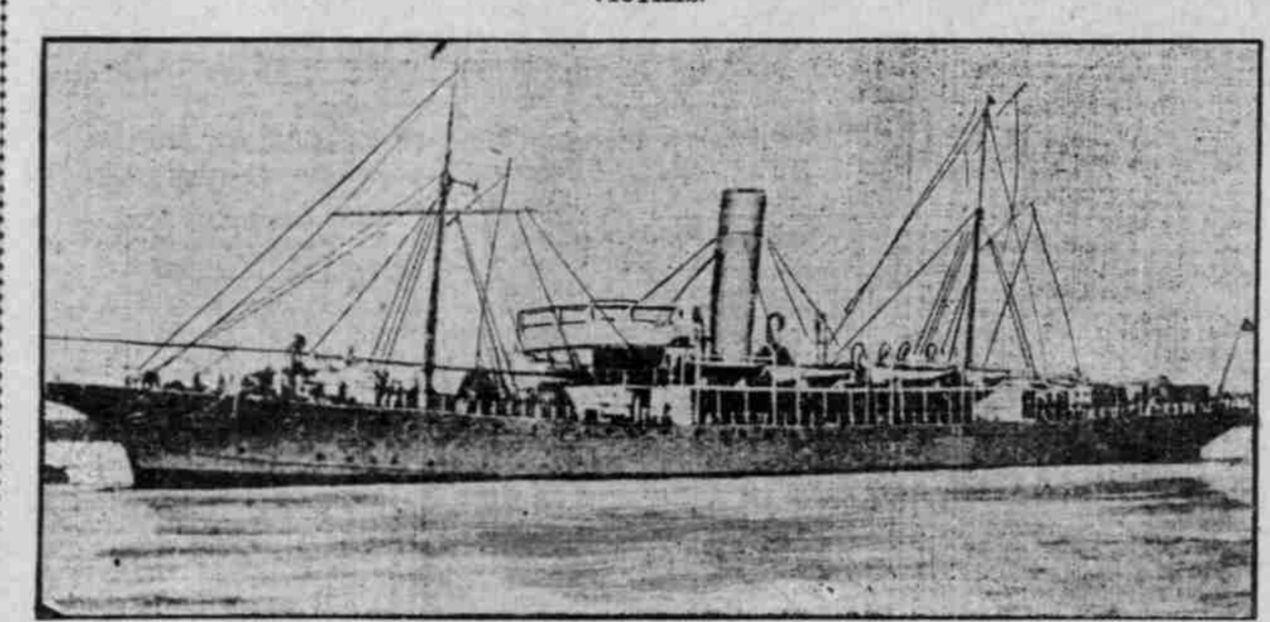
NEW YORK, April 17.—Captain Schuck, of the steamship Cincinnati, which reached port today from Naples, reports that at midnight, April 14, he received a wireless call for help from the Titanic. Although 125 miles away, the Cincinnati headed for the scene and would have continued had not another message from the Titanic been received half an hour later.

MRS. EDGAR MEYER RESCUED

White Star Officials Hope Addition Means Others Are Saved.

NEW YORK, April 17.—A wireless message from the Carpathia was received late today by relatives of Mrs.

CABLE VESSEL, THAT HAS SAILED, WITH COFFINS ON BOARD, TO SEARCH FOR TITANIC VICTIMS.



MACKAY-BENNETT, CHARTERED BY WHITE STAR COMPANY FROM POSTAL TELEGRAPH COMPANY.

Edgar Meyer, daughter of the late Andrew Sake, reporting that she was among the survivors on the Carpathia. Her name was not included in the list of survivors. Her husband, who is vice-president of a copper company, was not rescued.

When Vice-President Franklin, of the White Star liner, was told the contents of this message, he exclaimed: "My gentlemen, I hope that's true. Then perhaps others have been saved." Mr. Franklin had appeared extremely distressed throughout the afternoon, but this message from an outside source caused him to brighten considerably.

TRAVEL NOT AFFECTED

STEAMSHIP OFFICIAL SAYS PUBLIC WILL SOON FORGET.

Titanic Disaster Will Have Little Bearing on Summer Exodus to Europe Is Opinion.

NEW YORK, April 17.—The disaster to the Titanic has thus far had no effect so far as curtailing sea travel is concerned, according to steamship companies, and they believe that it will have no material bearing on the summer rush of vacation tourists, which has already begun, but which does not reach its maximum until the latter part of May.

Some of the larger companies as a matter of fact are just now experiencing a contrary effect, an addition to their normal business, for each of them has had its generous quota of those who had planned to leave the shores on the new White Star liner.

The conviction that the disaster would lead to few if any cancellations in booking was expressed by General Luigi Solari, one of the officials of the Italian lines, who lost several friends on the Titanic.

"The public will soon forget the Titanic," he said sadly. "Everywhere it is the same. My nation has already forgotten the disaster of Messina. You have forgotten San Francisco. The Republic disaster was forgotten. Every day you read of railroad wrecks, but the people swarm to the trains every day as though there were no such things as wrecks on the rails. Don't you think it will be much the same with this disaster of the sea?"

CONGRESS TALKS REMEDY

(Continued from First Page.)

appoint members of an international commission to define ship lanes and routes and to minimize the danger of collisions at sea. The other would extend a similar invitation to nations interested in North Atlantic steamship travel to form a commission to arrange for a patrol of North Atlantic waters to warn ships.

House Takes Up Subject.

Representative Sulzer, of New York, chairman of the foreign relations committee, offered a joint resolution identical with the Senate resolution introduced by Mr. Perkins. The Perkins-Sulzer provisions would require each life preserver for each person aboard.

They would also make it a felony for any captain, executive officer or resident general agent of a corporation actually charged with control of ocean vessels knowingly to permit a vessel to sail from any port of the United States without full life-saving equipment. The penalty would be imprisonment for not more than ten years.

ROYALTY CONDOLES WITH PRESIDENT

King and Queen Extend Sympathy in Disaster to Kinsmen Across Sea.

CARDINALS EXPRESS GRIEF

Hope Expressed That Legislators Will See Necessity of Making Provision for Greater Security in Travel.

WASHINGTON, April 17.—President Taft made public today cablegrams received from the King and Queen of England and the King of Belgium, conveying their sympathies to the American people in the sorrows which have followed the Titanic disaster. The

OWNERS TOO CONFIDENT

LACK OF BOATS NOT DUE TO SPIRIT OF PENURY.

Captain Said to Have Criticized Policy That Regarded Life-Saving Feature as Incidental.

CHICAGO, April 17.—Captain Edward J. Smith, of the Titanic, believed that the steamship was not properly equipped with lifeboats and other life-saving apparatus, and protested without success against the lack of preparations, according to Glenn Marston, a friend of the captain.

Marston said that while returning from Europe on the Olympic in company with Captain Smith, he remarked on the small number of lifeboats carried by such a large passenger boat. It was then, according to Marston, that Captain Smith spoke of the life-preserving equipment of the Titanic, then in course of construction, being limited.

Marston quoted Captain Smith as saying he thought the lack of equipment for saving lives was not due to a desire of the owners to save money, but rather because they believed their ships to be safe. Lifeboats were thought to be required, the captain said, only in cases in which passengers were to be brought from other ships in distress, or passengers were to be landed.

"It was the captain's opinion," said Marston, "that enough boats of raft should be carried to insure safety to every passenger in case of an accident."

"Bogus messages can be traced and the offender would be dealt with unhappily. That is not the case in the United States."

PORTLAND WOMEN SAFE

JAMES R. WATT REASSURED THAT FAMILY IS RESCUED.

Children of Mr. and Mrs. F. M. Warren, Sr., Leave for New York to Meet Mother.

First direct news that Portland will receive of the fate of the Titanic and the scenes attending her fatal plunge to the bottom of the ocean probably will come from Mrs. James R. Watt and her daughter, Miss Bertha, who are among the rescued passengers and who will come directly to this city after their arrival in New York.

Mrs. Watt and her daughter originally had intended to visit in Boston, Chicago and other intermediate cities, but Mr. Watt sent a telegram to his wife yesterday in care of a relative at New York, advising her to come to Portland as fast as convenient after landing. A message which he received yesterday from a relative at New York reassured him that his wife and daughter are among the rescued passengers on board the Carpathia and that both are well.

George P. Warren and Miss Frances Warren, son and daughter of Mr. and Mrs. F. M. Warren, Sr., who were on board the Titanic when she collided with the iceberg, left yesterday for New York, where they will meet their mother, who is among those on the Carpathia. When they left they were

entertained hopes that their father derided that Mr. Warren carried accident insurance of \$50,000.

The wife and daughter of Herman Klaber, the other Portland man who is believed to have perished, are in Sacramento, where Mrs. Klaber's folks live. They do not expect to come to Portland so long as there is some hope that Mr. Klaber may have been saved. The office of Klaber, Wolf & Netter, hop dealers in the Worcester building, yesterday failed to receive any additional intelligence.

Other Portland persons who had relatives on the hapless leviathan of the Atlantic are anxiously awaiting the detailed report from the Carpathia, through which they hope to learn of the fate of their loved ones. The seeming delay of the Carpathia in getting into communication with the world is extremely distressing to those who are expecting personal news from her.

Even the telegraphic reports that may be contained in the newspapers following the arrival of the rescue ship in port will not satisfy those whose dear ones are on board. They must hear their story direct from their own lips. That is the reason that Mr. Watt, who lives at 189 East Fourteenth street, telegraphed his wife and daughter to change their plans and hasten to Portland instead of visiting in the East, as they first intended.

A requiem high mass will be celebrated this morning at 10 o'clock at St. Mary's Cathedral, Sixteenth and Davis streets, in memory of those that lost their lives in the wreck of the steamer Titanic. The city and county officials and the general public have been invited to attend the services. The mass will be celebrated by Rt. Rev. Monsignor Rauw, in the absence of Archbishop

WIRELESS APPEAL UNHEARD IN SLEEP

Parisian's Operator in Bed When Titanic's Call for Aid Is Sounded.

None on Board Except Captain and Marconi Operator Know of Disaster Until Allan Linger Has Reached Halifax.

HALIFAX, N. F., April 17.—(Special).—The Allan liner Parisian, which was off this harbor since morning came up tonight when the weather cleared. Captain Haines can tell nothing of the Titanic disaster. He had no intimation of it until Monday morning about 4 o'clock, when it was given him by the Belgian, that had taken in tow the disabled Deutschland, which the Parisian already had been trying to pick up.

The only communication the Parisian had with the Titanic was on Sunday night at 10:30, when the Parisian was in touch with her about 150 miles off and had asked her to relay a message to the Allan line in Montreal. The message was accepted and doubtless was forwarded.

The Parisian's operator then went to bed and when the fateful call for help came from the Titanic not long afterwards it fell on space so far as the Parisian was concerned and the Allan liner knew nothing of the awful affair until two hours after it was all over, and when she was fully 150 miles west of the scene of its occurrence, which she had passed 12 hours before.

"The ships nearest to the disaster then were the Californian and Carpathia. There were icebergs in hundreds and we met the Carpathia some time before she had taken in tow the disabled Deutschland, which the Parisian already had been trying to pick up."

"They would add nothing, however, to what you have in the newspapers that you give me," added the captain, who declined to make any comment on the loss of the Titanic other than to say the liner could not have struck head-on, but sideways, inflicting much more terrible damage than the mere smashing of the forward bulkheads.

It is a remarkable thing that the only men on the Parisian who knew of the accident to the Titanic were the captain and the Marconi operator. None of the officers besides those two and not a single passenger knew that the Titanic was lost till they entered Halifax harbor and learned the news.

HOOD'S SARSAPARILLA

Cures All Spring Ailments.

Mrs. Marion Bruce, Cumberland, Me., writes: "I have taken Hood's Sarsaparilla for a great many years, and I think it the best blood medicine in the world. I take it both spring and fall. This last winter and spring I was in very poor health. I was weak and had lost all my appetite and I was all run down. As soon as I began to take Hood's Sarsaparilla my strength came back and my appetite returned. I am now well, do my housework, and no longer have that tired feeling."

Hood's Sarsaparilla restores the appetite and makes sleep sound and refreshing by building up the whole system. It purifies the blood, strengthens the nerves, aids and perfects the digestion. Take it this spring.

Get it today in usual liquid form or chocolate tablets called Sarsatabs.

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QUETT, PEABODY & Co. MAKERS, THOY, N. Y.

Vote for Teddy; he delivers the goods always. (Paid Adv.)

BOGUS REPORT DENOUNCED

(Continued from First Page.)

to put up a wireless installation unless with the consent of the Postmaster-General and it must be used for experimental purposes alone. The proprietor of an installation must be licensed and is only allowed to work upon regulations laid down by the Postmaster-General. If he tried to break away in any other direction detection would follow at once.

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To the Republican Voters of Oregon:

A few of the papers of the state would make it appear that the Corrupt Practices Act was being violated by some one in my behalf. I want to say at once that I know of no such violation and do not approve of it. I have been making a diligent search for the reported literature since last Friday, but up to this time no one has been able to make the exhibit that I call for. I have come to the conclusion that some one is either trying to fool Mr. Olcott or has manufactured this canard to attract attention. I have always had the reputation of conducting a clean campaign. I am confident of winning this fight, for I am aware of the loyalty to the people of the State of Oregon recognize my ability to conduct the office in a thorough, business-like way on account of my ten years' experience as County Clerk of Multnomah County, and they also recognize in me the only true REPUBLICAN who is a candidate for the office. They are also aware of the fact that Mr. Olcott contributed \$1500.00 to the defeat of a Republican nominee. I claim first my ability to conduct the office of Secretary of State equal to any opponent, my loyalty to the people of the State of Oregon and my experience much greater. It is hardly necessary for me to warn the voters regarding the last-hour attacks that unscrupulous papers or persons might make. My large acquaintance and long service for Multnomah County are sufficient to show the untruthfulness of it. I am willing to leave the result to the voters. (Paid Advertisement.)

FRANK S. FIELDS, Republican Candidate Secretary of State.

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TWO MEN KEEP SECRET

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