

SURVIVORS ASSAIL NAVIGATION LAWS

In Signed Statement Passengers Declare Lifeboats Were Not Enough.

CARPATHIA'S MEN THANKED

Suggestions Given for Immediate Legislation Calling for More Safeguards for Liners and Less Speed in Fog.

NEW YORK, April 18.—The following statement issued by a committee of the surviving passengers was given to the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers on the Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give the press a statement of facts which have come to our knowledge and which we believe to be true:

"On Sunday, April 14, 1912, at about 11:40 P. M., on a calm night, in a smooth sea and with no moon, the ship struck an iceberg, which had been reported to the bridge by lookouts, but not early enough to avoid collision.

Rockets Are Sent Up.

"Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at 2:20 A. M. Monday and the usual distress signal was sent out by wireless and rockets at intervals from the ship. Fortunately the wireless message was received by the Carpathia at about midnight and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every care being given, irrespective of class. The passengers, officers and crew gave up their staterooms, clothing and comforts for our benefit. All honor to them.

Sixteen Boats Carried.

"The English Board of Trade passengers' certificate on board the Titanic showed approximately 2500. The same certificate called for accommodations for approximately 350, in the following boats:

"Fourteen large lifeboats, two small lifeboats and two collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of the collision was as follows:

First-class, 330; second-class, 230; third-class, 710; total, 1270. Officers and crew, 240; total, 2510. Of the foregoing the following were rescued by steamship Carpathia: First-class, 210; second-class, 125; third-class, 300; officers, 17; seamen, 30; stewards, 36; firemen, 11; total, 519 of the crew.

Total Saved 745.

"The total of 745 saved was about 50 per cent of the maximum capacity of the lifeboats.

"We thought it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for on modern passenger steamships and recommended that immediate steps be taken to compel passenger steamships to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc. not efficient boat handlers); not enough officers to carry out emergency orders on the bridge to superintend the launching and control of lifeboats; absence of searchlights.

Too Many in Each Boat.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 15 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold.

"Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life-saving boat drills should be more frequent and thoroughly carried out and officers should be armed at boat drills.

"Great reduction in speed in fog and ice, as damage if collision actually occurs is liable to be less.

"In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States Government to take the initiative as soon as possible.

"The statement was signed by Samuel Goldenberg, chairman, and a committee of some 25 passengers.

BODIES STREW THE WATER

(Continued from First Page.)

I recovered my breath I discovered a larger canvas and cork life raft which had floated up. A man whose name I did not learn was struggling toward it. I cast off and helped him to get into the raft, and we then began the work of rescuing others foundering in the water.

"When dawn broke there were 30 of us on the raft standing knee deep in the icy water and afraid to move lest the crumpled craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them, and one by one we made an effort to reach us, but we had to warn them away. Had we made any effort to save them we all might have perished.

Rescue in Night, Hysteria Begins.

"The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible I ever spent. We were afraid to turn around, and when some one who was facing stern passed the word that something that looked like a steamer was coming up, one of the men became hysterical under the strain. The rest of us, too, were near the breaking point.

"Colonel Gracie denied with emphasis that any men were fired upon, and declared that only one was a revolver discharged in the air.

"This was for the purpose of intimidating some steerage passengers," he said. "There was no confusion and no panic."

"The Army officer was in his berth when the vessel smashed into the submerged portion of the berg, and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2:22 A. M. for his watch stopped at that hour.

"Before I retired," said Colonel Gracie. "I had a long chat with Charles W. Hays, president of the Grand Trunk Pacific Railroad. One of the last things Mr. Hays said was this:

Disaster Predicted.

"The White Star, the Cunard and the Hamburg-American lines are devoting their attention and ingenuity in vying with the other to attain the supremacy in luxurious ships and in making speed records. The time will come when this will be capped by some appalling disaster. Poor fellow, a few hours later he was dead.

"The conduct of Colonel John Jacob Astor was deserving of the highest praise," Colonel Gracie declared.

"The millionaire New Yorker," he said, "devoted all his energies to saving his young bride who was in delicate health.

Astor Asked to Accompany Wife.

"Colonel Astor helped, us in our efforts to get her into the boat. I lifted her into the boat and as she took her place, Colonel Astor requested permission of the second officer to go with her for her own protection.

"No, sir," replied the officer, "not a man shall go on a boat until the women are all off."

"Colonel Astor then inquired the number of the boat which was being lowered away and turned to the work of clearing other boats and reassuring the frightened and nervous women. By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered everyone to rush to starboard. This we did and we found that crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer and George H. Widener, of Philadelphia."

Danger Warnings Ignored.

"Colonel Gracie said that despite the warnings of icebergs, no slowing down of speed was ordered by the commanding officer of the Titanic. There were other warnings, too, he said.

"In the 24-hour run ending the 16th," he said, "the ship's run was 546 miles and there were told that the next 24 hours would see even a better record posted.

"No diminution of speed was indicated in the run and the engines kept up their steady running. When Sunday evening came, we all noticed the increasing cold which gave plain warning that the ship was in close proximity to icebergs or ice fields.

"The officers, I am credibly informed, had been advised by wireless from other ships of the presence of the icebergs and dangerous fogs in that vicinity. The sea was as smooth as glass and the weather clear, so it seems that there was no occasion for fear.

Passengers Joke at First.

"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. The few that appeared on deck early had taken their time to dress properly, and there was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck, and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion.

Port Side a Glimpse Over the Side Failed to Show any Evidence of Damage, and the vessel seemed to be on an even keel. James C. Smith, and I, however, soon found the vessel was listing heavily. A few minutes later officers ordered men and women to don life preservers.

Fortunes After Predicted.

"One of the last women seen by Colonel Gracie, he said, was Miss Evans, of New York, who virtually refused to be rescued, because, according to the Army officer, she had been told by a fortune teller in London that she would meet her death on the water.

A young Englishwoman, who registered her name as omitted, told a thrilling story of her experience in one of the collapsible boats which had been manned by eight of the crew on the Titanic. The boat was in command of the fifth officer, H. Lowe, whose actions she described as saving the lives of many people.

Before the lifeboat was launched he was along the port deck of the steamer, commanding the people not to jump into the boats, and otherwise restraining them from swamping the craft. When the collapsible boat was launched Officer Lowe succeeded in putting up a mast and a small sail. He collected the other boats together. In some cases the boats were short of adequate crews, and he directed an exchange by which each was manned adequately.

Sinking Lifeboat Rescued.

He threw lines connecting the boats, two by two, and all thus moved together. Later he went back to the wreck with the crew of one of the boats and succeeded in picking up some of those who had jumped overboard and were swimming about. On his way back to the Carpathia he passed one of the collapsible boats which was on the point of sinking with 30 passengers aboard, most of them in scant night clothing. They were rescued just in the nick of time.

STEAMER WITH 80 LOST

CACHAPOAL DISAPPEARS FROM FACE OF SEA.

South American Passenger Vessel Is Thought Sent to Bottom by Boiler Explosion.

SAN FRANCISCO, April 18.—Details of the loss of the Chilean steamer Cachapoal, with 80 lives on the night of March 21, have been brought here by the British steamer Queen Helena. The Cachapoal was manned by British officers and a crew of 50 Chileans and carried at the time of her disappearance a list of 20 passengers.

The steamer failed to appear at Payta, Peru, on her regular run from Guayaquil, Ecuador, 250 miles distant, on the morning of March 21, and steamers dispatched in search of her could find no trace. It is the generally accepted theory, according to officers of the Queen Helena, that the Cachapoal's boilers exploded, as they had given her frequent trouble.

The Cachapoal was an iron screw steamer of 2370 tons gross register, built in 1881 at Birkenhead, and was owned and operated by the South American Steamship Company.

Woman Charged With Arson, Held.

VANCOUVER, Wash., April 18.—(Special.)—Mrs. Dora Hamlin, 22 years old, wife of Frank Hamlin, who has been held to answer to the Superior Court on a charge of arson, has been unable to furnish the \$2000 bail and is yet in jail. Mrs. Hamlin was arrested last week, charged with attempting to burn the residence of Mrs. Daisy Hoeking, on West Fifth street. It is rumored that she is to bring suit for damages against Mrs. Hoeking.

NERVOUS PEOPLE MUST CURE THEMSELVES

The First Step Is to Stop the Cause of the Trouble, Then Build Up the Strength of the Disordered Nerves.

The first thing to do in nervous debility is to stop the cause of the trouble, if possible, whether it is irregular living, worry, or whatever it may be. Then the nerves must be given special nourishment and the blood must be kept pure and rich. This is the mission of Dr. Williams' Pink Pills and this is why the pills have been used with such great success in nervous troubles that did not yield to ordinary methods of treatment.

Nervous exhaustion early shows itself in the decreased activity of the organs that normally cast out the waste products of the body. The kidneys, skin and bowels are deprived of some of their energy and a part of the poisonous waste materials, which they readily pass off during health, are turned back into the blood.

The result is plain. The blood, filled with impurities, is unable to give even its usual amount of nourishment to the nerves and a general breakdown follows. This is the explanation of the depressed and irritable feeling, pallor, loss of spirits, headaches, shortness of breath and poor digestion of the nervous sufferer.

The tonic treatment of nervous troubles, by building up the blood and supplying it with added oxygen, burns up and casts off the impurities and gives to the nerves the elements they need. In no other way can these elements be conveyed to the nerves except through the blood.

Mrs. John E. Reagan, of Elkhart, Texas, took Dr. Williams' Pink Pills upon the advice of her father-in-law, the late Hon. John H. Reagan, who was Postmaster General of the Confederacy, U. S. Senator for a number of years and Chairman of the Railroad Commission of Texas. She tells of her cure as follows:

"My sickness began as a result of worry and overwork. I was in bed for about six months and was constantly under the care of doctors. They pronounced my case nervous prostration and gave me tonics to keep up my strength as well as they could. I was finally able to get up from bed but could just get around and did not gain in health. I suffered mostly with my head. My heart palpitated and I would often faint away and be unconscious. Sometimes the exertion of rising from my chair would cause me to faint away. I was so nervous that I couldn't bear to have any noise or excitement near me. I was pale and had no strength or life at all. My stomach was weak and didn't seem able to digest anything but the lightest foods.

"My father-in-law, Mr. John H. Reagan, who was taking Dr. Williams' Pink Pills for rheumatism and who was cured by them, persuaded me to give the pills a trial. In a short time I could see that I was mending, for I could sleep better. I began to have an appetite and was less nervous. My improvement was gradual until I was cured."

Those who are interested in the treatment which cured this case can obtain further information by writing for the booklet, "Nervous Disorders," which we send free on request.

Dr. Williams' Pink Pills also recommended for sick headache, sleeplessness, nervous exhaustion, nervous dyspepsia, neuralgia, sciatica, St. Vitus' dance and locomotor ataxia. They are guaranteed to be free from opiates or harmful drugs.

They are for sale by all druggists, or will be sent, postpaid, on receipt of price, 50 cents per box; six boxes for \$2.50, by the Dr. Williams Medicine Company, Schenectady, N. Y.

CHAOS IS DEPLORED

Briton Says Wireless Is Better Regulated Abroad.

AMATEURS RUNNING RIOT

United States Only Country in World Where Marconigrams Can Be Tapped, Major Page Tells Chamber of Commerce.

LONDON, April 18.—Major Flood Page, referring to the Titanic disaster at the annual meeting today of the London Chamber of Commerce, was bitter on the subject of the wireless chaos in connection with the Titanic disaster. He said:

"As the first representative who ever sat upon the council in connection with wireless telegraphy, I would like to say that we are all pre-eminently dissatisfied with what has taken place on the other side of the Atlantic in reference to communications concerning that great disaster. Such a thing could not happen in England.

"The United States is the only country in the world where the telegraph does not belong to the Government, and, unfortunately, it has become the fashion in that country to permit amateur wireless operators. When we read that Marconigrams can be tapped, we must remember that the United States is the only country in which that can be done."

Major Page thought that if common prudence had been shown with the warnings available, the Titanic could have gone south and escaped all danger of ice.

BORAH BILL IS AMENDED

Committee Adopts Suggestion of Secretary Fisher.

OREGONIAN NEWS BUREAU, Washington, April 18.—Secretary Fisher, before the Senate public lands committee today, urged and the committee favored two amendments to the Borah bill directing the issuance of patents to homesteaders on Government land.

gation projects upon compliance with the terms of the homestead law. These amendments provide that no patent shall be issued unless at least half the irrigation area of entry has been reclaimed and all charges therefor the Government for building, operation and maintenance, including drainage, have been paid, and provides further that amount so paid shall aggregate not less than 40 per cent of the total building charge.

Borah is not in favor of these amendments, but the committee advocates them he will accept them rather than endanger the bill. He thinks the amendments will not prove serious obstacles to settlers.

SOLDIERS TO GUARD TRAINS

Railroad Official's Appeal to Sonora Governor Is Heeded.

CANANEA, Mexico, April 18.—Forty men and three officers of the Fifth Battalion have been sent from Cananea to Hermosillo to form a part of the guard which has been placed on all passenger trains operated by the Southern Pacific Railroad of Mexico. Thirty men will be placed on each train.

This move was the result of the appeal of Epea Burdolph, president of the Governor of Sonora, for protection for passenger trains.

There has been no violence on the railroad line in this section since last week, when several were killed when a train was fired on and wrecked below Empalme.

THIRTY KILLED AT CULIACAN

Rebels Capture and Occupy Capital of Sinaloa.

TUCSON, Ariz., April 18.—Thirty were killed in a battle which resulted in the capture of Culiacan, the capital of Sinaloa, by rebels yesterday, according to reports which reached Tucson today. Earlier reports had been to the effect that the federalists had withdrawn from the city and that the rebels had been invited to take possession.

After the battle the federalists and rurales retreated to Altata.

REBELS TAKE SIERRA MUJADA

Federalists Lose 37 Killed and 52 Prisoners—Munitions Captured.

EL PASO, Tex., April 18.—An official report received at Juarez today says that the liberals captured Sierra Mujada, where there are large American interests, yesterday. The report says that 37 federalists were killed, 52 prisoners taken and 32 rifles, 7532 rounds of ammunition and 104 horses captured.

Their own loss is not given. A re-



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The widest range of stylish fabrics, both domestic and imported. Absolutely perfect models, faultlessly tailored.

Men's Shop, Main Floor

BEN SELLING

Leading Clothier Morrison Street at Fourth

port of the capture of this place seems to have been premature.

Railroad Is Arming Its Men.

TUCSON, Ariz., April 18.—The Southern Pacific Railroad of Mexico, with the permission of both the United States and Mexico, has shipped rifles

and ammunition to its officials and employees in Empalme, Mexico, for distribution to United States citizens to protect themselves in event of attack by rebels or Yaqui Indians.

Station 31 Ordered Opened.

OREGONIAN NEWS BUREAU, Washington, April 18.—Station 31, of the Portland Postoffice will open July 1, at 7140 Fifty-fifth street S. E. under authority granted today.

A combined colander and fruit press just invented has a revolving blade which is screwed down into the contents of the utensil as a handle is turned.

TOWNSEND'S White Clover Carton Butter



FIRST IN QUALITY Because of our experience

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Portland's Favorite

Ask the discriminating families of Portland which is their favorite table beer and most of them will tell you Hop Gold—ask them why and they'll tell you that it's the flavor of—

Hop Gold Beer

that makes them prefer it to any other. It doesn't cause biliousness, either—we age it for months—when it is bottled ready for your use. It is the best we can make it. Be very particular this time—order Hop Gold.

Star Brewery

(Northern Brewing Company) PORTLAND - VANCOUVER

Hosiery Sale Extraordinary!

FOR MEN AND WOMEN

25th Anniversary Sale



Owing to the great demand, and for the convenience of those who could not be accommodated previously, we have received permission to continue this unusual sale for one day longer. Don't fail to take advantage of the savings on these world-famous Onyx Hosiery. Men's and women's 50c Onyx Hosiery, 35c, 3 pairs for \$1.00. Friday positively last day of sale.

FOR WOMEN	FOR MEN
Plain gauze lisle and silk lisle, regular 50c Onyx Hosiery, 35c, three pairs only	Silk lisle in black only—also men's pure silk in black and colors. Reg. 50c Onyx Hosiery, the pair for only 35c
Pure thread black silk, regular \$1.50 Onyx Hosiery at the pair.....	\$1 3 pairs for.....\$1.00

Be on hand early to join in the celebration of the "ONYX" 25TH ANNIVERSARY



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