

INQUIRY PRESSED; ISMAY TESTIFIES

White Star Line Official Declares He Deprived No Passenger of Place.

CAPTAIN'S ORDER HEARD

Director Leaves Bridge for Boat Deck When Word to Lower Away Is Given—Rescue Provisional, Marconi Says.

(Continued from First Page.)
Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"
"I do not. I never heard of it, and I think all the lifeboats were accounted for."

Vessel's End Not Seen.
"Did you see the Titanic sink?"
"I did not see the Titanic go down," Ismay said, shaking his head mournfully.
"I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up. I turned back once after we left the vessel. I saw her green light and never turned back again. I did not want to see the end."
"Was there confusion apparent on the Titanic when you looked back?"
"I did not see any. All I saw was the green light the last time I looked."
"After you left Captain Smith on the bridge did you see him again?"
"I did not."

"Did you have any message from him?"
"None."
"How many wireless operators were there on the Titanic?"
"I presume there were two," said Mr. Ismay. "One is always on watch."
"Did they survive?"
"I have been told one died, but I do not know whether it is true."
Senator Smith asked the witness if he had anything to do with selecting the crew for his lifeboat.

Boat Crew Not Ismay's Choosing.
"I did not," was the snappy reply. Ismay declared the ship was especially constructed so that with any two of the larger compartments full of water she still would float.
"If the ship had struck head on she probably would be afloat today," he added.
"Did any of the collapsible boats sink?"
"No, sir."
"Do you attempt to interfere with the working of the wireless on the Carpathia?"
"The captain probably will tell you I was not out of my room from the time I got into it until last night," was the reply.

"As a final question, Ismay was asked what he had on when he got into the lifeboat."
"A pair of slippers, a pair of pajamas, a suit of clothes and an overcoat," he replied.
"During your voyage did you know you were in the vicinity of ice?" Senator Smith asked.
"I knew some had been reported," replied the witness.

No Jostling Noticed.
He said the ship was not in proximity to icebergs Saturday or Sunday, although he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the America and the Titanic talking by wireless about icebergs.
Senator Smith asked if he sought to send any wireless message from the Titanic after she struck. He did not.
Turning to the subject of lifeboats, Ismay said he heard the captain give the order to lower the boats.
"I then left the bridge," added the official.
Three boats, he said, he saw lowered and filled. In his boat were 45 passengers.
"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.
"I saw none."

"How were the women selected?"
"We picked the women and children as they stood nearest the rail."
Representative Hughes handed Senator Smith a note, and then the chairman told Ismay that it was reported that the second lifeboat left without the full complement of crewmen, and from 11:30 until 7:30 women were forced to row the boat.
"I know nothing about it."
Representative Hughes' daughter was in this boat and was assigned to watch the cork in the boat, and if it came out, to use her finger as a stopper.
Ismay was asked how long he remained on the injured ship.
"That would be hard to estimate," he responded. "Almost until she sank. Probably an hour and a quarter."

Carpathia's Captain Testifies.
Captain Rostron, of the Carpathia, followed Ismay. He told Mr. Smith that he had been captain of the Carpathia since last January, but that he had been a seaman 27 years.
"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine, clear weather. At 12:35 Monday morning I was informed of the urgent distress signal from the Titanic."
"By whom?"
"The wireless operator and first officer. The message was that the Titanic was in immediate danger. I gave the order to turn the ship around, as soon as the Titanic had given her position. I set a course to pick up the Titanic, which was 58 miles west of my position. I sent for the chief engineer, told him to put on another watch of stokers and make all speed for the Titanic. I told the first officer to stop all deck work, and the lifeboats, and be ready for any emergency."
Arriving on the scene of the disaster, Captain Rostron testified he saw an iceberg straight ahead of him and, stopping at 4 A. M., 10 minutes later, he picked up the first lifeboat. The officer sang out he had only one seaman on board and was having difficulty in manning his boat.

Icebergs Are All Around.
"By the time I got the boat aboard, day was breaking," said the captain. "In a radius of four miles I saw all the other lifeboats. On all sides of us were icebergs; some 30 were 150 to 200 feet high, and numerous small icebergs or growlers were scattered all about us. At 8:30 all the Titanic's survivors were aboard."
Then, with tears filling his eyes, Captain Rostron said he told the purses he wanted to hold a service of prayer—"Thanksgiving for the living and a funeral service for the dead."
"I went to Mr. Ismay," said the captain. "He told me to take full charge. An Episcopal clergyman was found

MANAGING DIRECTOR AND PART OWNER OF WHITE STAR LINE, WHO TESTIFIED BEFORE COMMITTEE OF INQUIRY YESTERDAY.



—Photo Copyright G. Grantham Bain.
J. BRUCE ISMAY.

among the passengers and he conducted the services.
As the prayers were being said, Captain Rostron testified, he was on the bridge searching for survivors. He told of talking with the Californian, which had arrested him as he searched the sea, one boat, with a life-preserver on, floated by.

Floating Body Not Recovered.
The man was dead, probably a member of the crew, the captain said, the body was picked up, the officer explaining, "because the survivors of the Titanic were in no condition then to see a body brought aboard."
"But I must say," declared Captain Rostron with positiveness, "everyone of the survivors behaved magnificently. They sat in the boats until the ladder in turn and then came up."

Three members of the Titanic crew were taken from the lifeboats dead when exposure. They were buried at sea.
Asked about the lifeboats, Captain Rostron said he found one among the wreckage in the sea. Several of the lifeboats brought in on the Carpathia to New York, he said, were lowered last night and hauled away by tenders, he knew not where.

Lifeboats Are All New.
The lifeboats on the Titanic, Captain Rostron, of the Carpathia, said, were all new and in accordance with the British regulations. He saw only one lifeboat floating in the ocean. The Carpathia cruised around the scene of the disaster more than half an hour, having arrived an hour and a half after the Titanic sank.
"The last message from the Titanic," said the captain, "was that the engine-room was nearly full of water. I answered that I was rushing to her aid. 'Expect to reach your position about 4:30 o'clock,' I flashed back. 'Was the Titanic on her right course when she first spoke to you?' Senator Smith asked.

"Absolutely on her regular course, bound for New York," said the captain. "She was in what we call the 'southerly,' to avoid icebergs."
"Do you think that the route is a practical one?"
"Quite so; but this is a noteworthy exception."
Course Regarded as Safe.
"Would you regard the course taken by the Titanic in this trial trip as appropriate, safe and wise at this time of the year?" Senator Smith continued.

"Quite so," he said, "a safe, reasonable speed for a ship of that size and in that course."
"I did not know the ship," the captain said, "and therefore cannot say 'I have seen no ice before the Titanic signalled us, but I knew from her message that there was ice to be encountered. But the Carpathia went full speed ahead. I had extra officers on watch and some others volunteered to watch ahead throughout the trip."
Captain Rostron said the Carpathia had 20 lifeboats of her own in accordance with the British regulations.

"Would that not indicate the regulations are out of date, your ship being much smaller than the Titanic, which also carried 20 lifeboats?" Senator Smith asked.
"No, the Titanic was supposed to be a lifeboat herself."
"You say that the captain of a ship has absolute control over the movements of his vessel?"
"Yes, by law that is the rule," Captain Rostron answered. "But, suppose we get orders from the owners of our ship to do a certain thing—if we do not execute that order, we are liable to dismissal. When I turned back for New York with the rescued, I sent a message to the Cunard Line office saying I was proceeding to New York unless otherwise ordered. I then immediately proceeded. I received no order to change my course."
Captain Rostron then explained that it was for the good of the shipwrecked people that he brought his ship to New York instead of going to Halifax.

Mr. Ismay, sitting in a corner, smiled as Captain Rostron said he never knew of a managing director of one line giving directions to the captain of another line when a passenger on the captain's boat.
Sending of Messages Explained.
Why so few messages came from the Carpathia was gone into. Captain Rostron declared the first messages, all substantially the same, were sent to the White Star Line, the Cunard Line and the Associated Press. Then the first and second cabin passenger lists were sent and then the wireless failed.

Senator Smith said some complaint had been heard that the Carpathia had not answered President Taft's inquiry for Major Butt. Captain Rostron declared a reply was sent. "Not on board."
He declared he knew of no attempt of President Taft to communicate directly with the Carpathia.

Mr. Rostron testified he issued orders that no messages be sent except on instructions from him and for official business to go first, then private

messages from the Titanic's survivors in order of priority.

Censorship Is Denied.
"Absolutely no censorship was exercised," he said. "The wireless continued working all the way in, the Marconi operator being constantly at the key."
In discussing the strength of the Carpathia's wireless, Captain Rostron said the Carpathia was only 58 miles from the Titanic when the call for help came.
"Our wireless operator was not on duty," said Captain Rostron, "but as he was undressing he had his apparatus at his ear. Ten minutes later he would have been in bed and we never would have heard."

Captain Rostron was then excused. Just before adjournment, Representative Hughes, of West Virginia, whose daughter was rescued, read a telegram that he had sent to a paper in his state denying that he had said Mr. Ismay "should be lynched."
Chairman Smith despatched Assistant Sergeant-at-Arms Cornelius to the White Star docks to bring before the committee as witnesses a seaman from each of the rescued lifeboats.

William Marconi, the wireless inventor, was the next witness. He entered the room with Mr. Ismay, who took his seat near the witness-stand. Mr. Ismay was more nervous than at the forenoon session, constantly pulling his moustache or rubbing his head.

Marconi Tells of Regulations.
Mr. Marconi said he was the chairman of the British Marconi Company. Under instructions of the company, he said operators must take their orders from the captain of the ship on which they are employed.
"The regulations prescribe whether one or two operators should be aboard the ocean vessels?"
"Yes. On ships like the late Titanic and the Olympic, two are carried," said Mr. Marconi. "The Carpathia, a smaller boat, carried one. The Carpathia wireless apparatus is a short-distance equipment. The maximum efficiency of the Carpathia wireless, I should say, was 200 miles. The wireless equipment on the Titanic was available for 1000 miles during the daytime and 1000 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireless apparatus?"
"Yes; I should say that it had the very best."
Senator Smith asked if amateur or rival concerns interfered with the wireless communication of the Carpathia?
"I am unable to say," Marconi replied. "Near New York I have an impression there was some slight interference, but when the Carpathia was farther out and in touch with New York and Nova Scotia, there virtually was no interference."

Message Caught Provisionally.
"Did you hear the captain of the Carpathia say in his testimony that they caught this distress message from the Titanic almost provisionally?" asked Senator Smith.
"Yes, I did. It was absolutely providential."
"Is there any signal for the operator if he is not at his post?"
"I think there is none," said Marconi.

"ought it not to be incumbent upon ships to have an operator always at the key?"
"Yes, but the shipowners don't like to carry two operators on the Titanic, can get along with one. The smaller boat-owners don't like the expense of two operators."
"Only through the newspapers, he said, had he received information about the Carpathia's refusing to reply to a request of President Taft for news."

"I asked the operator last night and he told me he never dreamed of such a thing," said Marconi.
That finished Mr. Marconi's testimony. Charles Lightholder, second officer of the Titanic, said he understood the maximum speed of the Titanic was shown by its trial tests to have been 23 1/2 to 25 knots an hour. Senator Smith asked if the rule requiring life-saving apparatus to be in each room for each passenger was complied with.

Inspection Had Been Thorough.
"Everything was complete," said Lightholder.
Sixteen lifeboats, of which four were collapsible, were on the Titanic, he added. During the tests, he said, Captain Clark, of the British Board of Trade, was aboard the Titanic to inspect its life-saving equipment.
"How thorough are these captains of the Board of Trade in inspecting ships?" asked Senator Smith.
"Captain Clark is so thorough that we called him a nuisance."
Lightholder said he was in the sea with a lifeboat on for one hour and a half.

"What time did you leave the ship?"
"I did not notice."
"Where were you when the Titanic sank?"
"In the officers' quarter."
"Were all the lifeboats gone then?"
"All but one. I was about 10 feet from it. It was hanging in the tackle and they were trying to get it over the bulwarks the last time I saw it."

(Concluded on page 3.)

SENATOR BRANDS ISMAY AS COWARD

Rayner Seeks Criminal Action Against Officers of White Star Line.

SHIP DESERTION DECRIED

Vigorous Denunciation of Man Who Flew With Women Made in Upper Body of Congress—Corrective Bills Framed.

WASHINGTON, April 19.—An indictment, rarely equalled in its vigor, of J. Bruce Ismay, managing director, and other officials of the White Star Line, holding them responsible for the Titanic disaster, was made in the Senate today by Senator Rayner, of Maryland, who pictured Ismay as "the officer primarily responsible for the whole disaster, who had reached his destination in safety and unharmed."
Senator Rayner pointed out that while neither civil nor criminal remedies were available in the American courts, criminal and civil suits could be brought in the British courts and that a congressional committee would have absolute authority subpoena everyone connected with the disaster and that if anyone should refuse to answer questions he could be indicted and imprisoned for contempt.

Ismay Branded Coward.
"Mr. Ismay contends, according to report, that he took the last lifeboat," cried Senator Rayner. "I do not believe it and if he did it was cowardly to take any lifeboat for the managing director of the line is criminally responsible for this appalling tragedy."
"If this had happened on an American vessel there would be no question that an indictment would be found and if the facts were sustained the officers of the company could be convicted of manslaughter, if not of murder, because the evidence is clear that the vessel was not properly equipped with efficient life-saving apparatus."

"I have not the slightest doubt that the northern route was taken in obedience to Mr. Ismay's direct order and that after full warning he risked the life of his entire ship to make a speedy passage."
Head of Line Flees.
"I care not what the rules of the English admiralty are. Here you have the spectacle of the head of the line on board the sinking ship are too preoccupied with the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed. No legislation can bring back to earth a single life lost upon the fatal night. What we can do is to see that the same responsibility if possible and rely upon British justice to bring to bay the guilty directorate of this company."

No Sympathy Held.
"All civilized nations will applaud the criminal prosecution of the management of this line. If they can be made to suffer no sympathy will go out for them and if it does, it will be submerged in the overwhelming lamentation that today echoes throughout the civilized world for the victims of their culpable carelessness, a recklessness that sent hundreds of their fellow beings into eternity, desolating homes and firesides and turning this land into a house of mourning."
"In this hour of our calamity, we appeal to the majesty of the law to deal out retributory justice to this guilty company and its directors."
Two more bills framed on the lesson drawn from the Titanic disaster were adopted in the House today. One of them by Representative Repulse, of Rhode Island, would compel all ocean-going steamships to or from the United States to carry constant and adequate wireless apparatus. Representative Parlan, of Rhode Island, offered a measure to appropriate \$100,000 for naval target practice in destroying icebergs by the guns of the warships and by dropping explosives from airships.

PRAYERS TO BE OFFERED
Supplications set forth for Titanic's Passengers.
Prayers set forth by the Rt. Rev. Charles Scadding, the bishop of Oregon.

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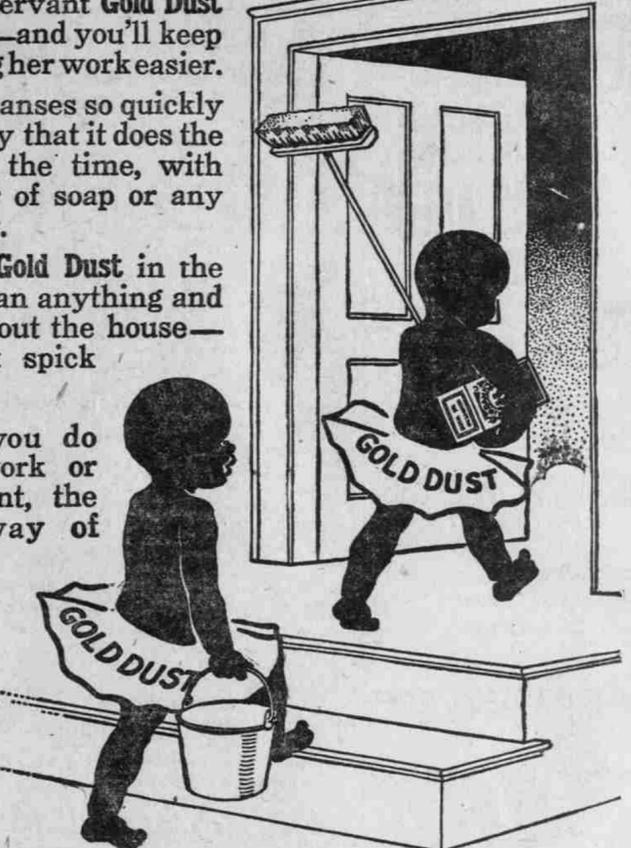
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O God, whose days are without end and whose mercies cannot be numbered; make us, we beseech thee, deeply sensible of the shortness and uncertainty of human life, and let thy Holy Spirit lead us through this vale of misery, in holiness and righteousness, all the days of our lives; that when we shall have served thee in our generation, we may be gathered unto our fathers, having the testimony of a good conscience; in the communion of the holy Catholic Church; and in the confidence of a certain faith; in the comfort of a reasonable, religious and holy hope; in favor with thee our God, and in perfect charity with the world. All of which we ask through Christ our Lord, Amen.

CREW WILL RETURN HOME
Survivors to Be Returned to England on Red Star Liner.
NEW YORK, April 15.—Preparations were made today by the White Star Line for the return passage to England of the 202 survivors of the Titanic crew. One hundred and eighty-two men and 20 women will sail on the Laplander of the Red Star Line Saturday.
Relatives of these survivors have been notified that they are safe and will be home within a week.
Salem Couple Get License.
VANCOUVER, Wash., April 15.—(Special)—Howard C. Smith, of Hillsboro, and Miss Beatrice E. Busick, of Salem, Or., today obtained a license to marry.

MEMORY OF KLABER NOTED
Offices of Hop Merchant, Titanic's Victim, Close for Day.
The Portland office of Klaber, Wolf & Netter, and the Tacoma office of Herman Klaber & Co. were closed yesterday out of respect to the memory of Herman Klaber, who lost his life in the Titanic disaster.
Instructions to close the offices for the day were wired from San Francisco by Wolf, Netter & Co.
It is not known here what disposition will be made of the dead hop merchant's business. Mr. Klaber left property worth about \$250,000, and it is said he made his will before leaving for Europe last January. His survivors are his widow and a 2-year-old daughter. They are now at Sacramento.

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