FRANK M. WARREN HERO OF TITANIC

Portland Man Refuses to Quit Sinking Ship but Stays to Aid Women.

HE REMAINS COOL TO END

Mrs. Warren Well but Almost in Collapse From Grief-Husband's Last Word Cheerful "Goodbye" as He Helps Others.

NEW YORK, April 19 .- (Special.) -Frank M. Warren, a Portland man, was ould have been saved, but he stepped

hoat.

Mrs. Warren, who arrived with the survivors of the Carpathia, was met by Mr. Alpen, of the J. K. Armsby Company, and taken to the home of friends. Her son, George, who left Portland Monday night, is due here tomorrow.

"We were both fully dressed when the crash occurred," Mrs. Warren said today, "and were soon ordered to take to the boats. My husband helped me in, then turned to aid some other women who were standing near by. Before I realized what was happening the boat was full and the sailors lowered it away. The last I saw of Frank he was standing by the rall and waving to me and calling that he would be along on the next boat. I never saw him again." him again."

him again."

Mrs. F. C. Douglas, of Montreal, a first-cabin passenger, was in one of the last boats that left the Titanic. She met the Warrens on the voyage, and says that Mr. Warren aided to pass women into her boat, and was still on

women into her hoat, and was still on the deck, apparently cool and self-con-trolled when the sailors pulled away. Docors who have seen Mrs. Warren since her arrival say the condition of her health need cause no alarm. She is suffering from shock and grief over the loss of her husband, but is in far better shape physically than are the majority of the women passengers. A few days' rest will completely restore her, the dectors declare, but in the her, the dectors declare, but in the meantime she is only allowed to see members of her immediate family.

ISMAY TELLS OF ESCAPE

The first officer, Mr. Murdock, who los

Ismay on Boat Deck.

"When did you see Mr. Ismay?"
"When we started to uncover the boats. He was standing on the boat

"What was he doing?"
"Standing still."
"Was he fully dressed?"

"I couldn't say for sure, it was dark."
"When you saw Mr. Ismay 20 min-utes after the collision, were there any

"I didn't see anyone in 'particular,"
said Lightholder, "but there might
have been some."
The witness described the collision
as "a slight jar, followed by a grinding

71 % knots, Lightholder testified. He understood this was not the best the ship could do. Did you have an ambition to see what the ship could make?" the wit-

ness was asked. Naturally, at some time," What was the weather that night?" period Senator Smith.

"Clear and fair." Vessel Held on Her Course.

"Were you anxious about ice?"
"No, sir." And you put on no additional look-

"No, sir."
"When Captain Smith came on the

bridge at five minutes of 9, what was said?" "We talked together generally for 20

"We talked together generally for 20 or 25 minutes about when we might expect to get to the ice fields. He left the bridge, I think, about 25 minutes after 8 o'clock and in our talk he told me to keep the ship on her course, but if I was in the slightest degree doubtful about conditions developing, to let him know at once."

Did you keep the Titanic on her

"Did you keep the Titanic on her course, then?" Senator Smith asked.

When did you next see Captain

"When I came out of the officers' quarters after the impact." Lighthold-

Then Captain Smith did not return to the bridge before your watch ex-

"Where did you last see Captain with?" the Senator asked. "I was busy at my own work about 60 feet away and have a recollection of seeing the capitaln walking across the bridge. I did not then hear him give any orders. I was too far away."

Decks Intact at End.

"When the Titanic sank were her decks intact"
"Absolutely intact"
Senator Smith asked what was the last order he heard Captain Smith

When I asked if I should put the women and children in the boats," re-plied Lightholder, "he responded, Yes, and lower away."

What did you do?"

"What did you do?"
"Obeyed orders."
The last boat to put off, a flat collapsible, was one on top of the officers' quarters, Lighthoider said. The men dumped it on deck and waited for the water to float it off. Once at sea it upset. The forward funnel fellinio the water, just missing the raft and overturning it. The funnel proband overturning it to water.

and overturning it. The funnel probably killed persons in the water.

This was the boat I aventually got on." declared Lightholder. "No one was on it when I reached it. Later about 20 men climbed out of the water ento it. All had on life-preservers.

Firemen Perish From Cold. "Did any passengers get on?" asked Senator Smith.

Senator Smith.

J. B. Thayer, the second Marconi operator and Colonel Gracle, I recall," said the witness, "All the rest were firemen, taken out of the water. Two of these died that night and alipped off into the water. I think the senior Marconi operator did that."

"Died from cold?"

"Was there any effort by others to on board?" continued Senstor

We took all we could." "There must have been others in the But not near us." How far away?" Seemed a half mile."

Who took command?"

Who took command:
"I did, as far as necessary."
"When you left did you see any omen or children on board?"
"No, sir."
"Any passengers on the so-called at deck?"

Stewardesses Turned Back.

An error in his testimony was corrected by the witness, who said there were 20 lifeboats aboard, four of which were 10 Hieboats aboard, four of which were collapsible. One boat stuck in its tackle, and never got off, "How were the passengers selected to fill the boats?"

"Who determined who should go?"

Whenever I saw a woman I put her except stewardesses. I turned these "Did you see any attempt to get comen to go who would not?"
"Yes."
"Why would they not go?"
"I hadn't time to learn."
"Did any ask for their families to

"Yes, one or two." "Did any families?"

"No." In the first boat to be put off, Light-holder said, he put 20 to 25. Two seamen were placed in it. The officer said he could spare no more and that the fact that women rowed did not show the boat was not fully equipped.

Realization of Peril Grows. At that time he did not believe the danger was great. Two seamen placed in the boat, he said, were selected by him, but he did not recall who they

"Hecause they were standing near."
"Did they want to go?"
"I didn't ask them; they went by my

"How many passengers did the second hoat take"
"About 39," said Lightbolder. "Two
seamen, as far as I remember, sir."
"Did you see that boat again?"
"Not to my knowledge."
"The third boat?"
"No. By the time I came to the third
boat—all these on the port side—I began to realize that the situation was
serious and I began to take chances."
"How long did all the work of loading and lowering a boat take?"
"It is difficult to say, but I think
about 15 or 20 minutes."

Passengers Drafted for Service.

Passengers Drafted for Service.

"How many passengers did the third boat contain."

"I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing nearby and said he would go if I needed him."

go if I needed him."

"I said, 'You a sailor?' and he replied that he was a yachtsman. Then I told him if he was sailor enough to get over the bulwarks to the lifeboats to go ahead. He did and proved himself to be a very brave man."

"Who was he? Did you know him?"

"I didn't know him then, but afterward I looked him up. He was Major Peuchen, of Toropto," said Lightholder.

"Had you ever seen him before?"

"Never."

Men Give Places to Women.

Men Give Places to Women.

Of the fifth boat Lightholder had no particular recollection. "The last boat I put out, my sixth boat," he said, "we had difficulty in finding women. I called for women and none were on deck. The men began to get in—and then women appeared. As rapidly as they did the men passengers got out of the boat arain.

as "a slight jar, followed by a grinding sound."

Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead, He did not know the Amerika sent the message, he less the distance to the water was 70 feet."

All told, Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead, He did not know the stiffed.

The did the men passengers got out of the boat again, "The boat deck was only iten feet from the water when I lowered the first the distance to the water was 70 feet."

All told, Lightholder was 10 feet."

All told, Lightholder testified, 210 members of the crew were saved.
"If the same course was pursued on the starboard side as upon the port in filling boats, how do you account for so many members of the crew being saved?" asked Senator Smith.
"I have inquired especially and have found that for every six persons picked

up, five were either firemen or siew-ards."

Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the sea.

Lightholder said he stood on top of Lightholder said he stood on top of the officer's quarters and as the ship dived he faced forward and dived also. "I was sucked against a blower and held there." teatified the officer.

"Head above water?"

"No, sir. A terrifice gust came up the blower—the bollers must have exploded—and I was blown clear."

"How far were you blown?"

"Barely clear. I was sucked down again. This time against a grating."

"Did anyone clse have a similar ex-

again. This time against a grating."
"Did anyone clso have a similar experience?"
"Yes. Colonel Gracie."
"How did you get loose?"
"I don't know; maybe another explosion. All I know is we came up by a boat."
"Were there any water-tight compartments on that ship?" was asked.

partments on that ship?" was asked. "Certainly; 40 or 50." "Were they known to passengers and

"Must have been, by the plans distributed about the ship."
"Did you know whether any of the crew or passengers took to the water-tight compartments as a last resort?"
"It is quite impossible for me to

"Is it at all likely?"

"I think vary unlikely."
"As for yourself, you preferred to
take to the open sear"
"Undqubtedly."

"Undqubtedly."
"Are the water-tight compariments intended as refuge for passengers?"
"Oh, dear, no, sir, not at any time."
"Suppose this ship had sunk in less depth of water, would the water-tight compariments have been any refuge?"
"No, sir, never intended for that purpose. They were designed to prevent the ship from sinking."
"What other officers besides yourself survived?"

The third, fourth and fifth offi-

"Their names. "H. J. Pittman, third officer; J. G. Boxhall, fourth officer; G. Lowe, fifth

Vancouver Citizens to Be Guests.

VANCOUVER, Wash. April 19.— (Special.)—The Progressive Business Men's Club, of Portland, has invited the members of the Vancouver Commercial Club to lunch with them at Hotel Mut-nomah, Thursday noon, April 25, in-terurban service and the Pacific Highay bridge, proposed to be built across the Columbia River between Vancouver and Portland, will be boosted. James P. Stapleton will speak for Vancouver and Judge Fenton and Majer McAdoo will represent Portland. The luncheon is to begin at 12:15 o'clock.

School Funds Apportioned.

OLYMPIA, Wash, April 15.—(Special.)

—Henry R Dewey, superintendent of public instruction has now made the fourth apportionment for current school

MAJOR BUTT HELD IN HIGH ESTEEM

President Taft Says Military Aide Was Like Member of Own Family.

BRAVERY IS UNQUESTIONED

Hero of Titanle Disaster Paid Fine Tribute for Sincerity, Competency and Qualities Marking Him as Real Man.

WASHINGTON, April 19.- With all hope for the rescue of Major Archibald Butt abandoned, President Taft today issued a statement showing the high regard in which he held him and his belief that he died as a man should die in the face of such a disaster.

The President said:
"Major Archie Butt was my milltary aide. He was like a member of
my ramily, and I feel his loss as if he had been a younger brother. The chief trait of his character was loyalty to his ideals, his cloth and his friends.

his ideals, his cloth and his friends.

"His character was a simple one, in
the sense that he was incapable of
intrigue or insincerity. He was gentle
and considerate to everyone, high and
low. He never lost, under any condition, his sense of proper regard to
what he considered the respect due to
constituted authority.

"He was an earnest member of the
Episcopal Church and loved that com-

Episcopal Church and loved that com-munton. He was a soldier, every inch of him; a most competent and success-ful quartermaster and a devotee to his "After I heard that part of the ship's company had gone down, I gave up hope for the rescue of Major Butt. unless by accident. I knew that he would certainly remain on the ship's deck until every duty had been performed and every sacrifice made that "How many passengers did to boat contain."

"I filled her up as full as I dared and lowered her—ahout 25, I think. The lowered her—ahout 25, I think. The women and children could not have would feel himself charged, as he properly fell on one charged, as he would feel himself charged, with responsibility for the rescue of others. "He leaves the widest circle of filends whose memory of him is sweet in every particular."

Tributes to Major Butt continued to your into the White House today.

our into the White House today. Senator Tillman, of South Carolina. "He was one of God Almighty's gen-

BUTT COLLECTED AND BRAVE

Woman Tells How Major Was Cour-

teous in Face of Death. WASHINGTON, April 19.—A graphic story of the heroism of Major Archibald Butt on the Titanic was told today in an interview given to the Washington Star's staff correspondent in New York by Miss Mary E. Young, a former resident here.

by Miss Mary E. Young, a former resident here.

Miss Young, believed to have been the last woman to loave the Titanic, and Major Butt had long been friends, Miss Young having been a special music instructor to the children of former President Roosevelt, Miss Young said:

"The last person to whom I spoke on board the Titanic was Archie Butt, and his good, brave face, smiling at me from the deck of the steamer, was the last I could distinguish as the boat I was in pulled away from the steamer's side.

"Archie himself put me into the boat, wrapped blankets around me and tucked me in as carefully as if we were starting on a motor ride.
"He entered the boat with me, performing little courtesies as calmly and

with as amiling a face as if death was far away." "When he had carefully wrapped me up, he stepped on the gunwale of the boat and, lifting his hat, smiled down

at me, "Goodbye, Miss Young, he said bravely, and smiling, Luck is with you, Will you kindly remember me to all the folks back home?"

"Then he stepped to the deck of the steamer, and the boat I was in was lowered to the water. It was the last boat to leave the ship; of this I am perfectly certain. And I know that I am the last of those who were saved to whom Archie Butt spoke."

ROOSEVELT PAYS TRIBUTE

Colonel Says Major Butt Was High

est Type of Officer.

LINDSBERG, Kan., April 19.—Colonel Theodore Roosevelt paid a tribute to-day jo the heroism of Major Archibald "Major Butt was the highest type of

officer and gentleman. He met his end as an officer and gentleman should, giving up his own life that others might be saved. I and my family all loved him sincerely," he said. THREE MASTS ARE GONE

Barkentine Gardiner City Damaged When She Hits Schooner.

SAN FRANCISCO, April 19.—The barkentine Gardiner City, which left here April 6 for Port Gamble, Wash, returned to port here today under a jury rig, with all three masts carried away as the result of a collision April 11 with the schooner Alert, bound from Grays Harbor to Honolulu. None of the crew was injured.

The collision occurred in latitude 38:10 north and longitude 129:38 west. The Alert poked her bowsprit through the barkentine's forerisging, making a clean sweep of her stays. The foremast and mainmast immediately went by the board, and the missenmast broke off 15 feet above the deck, the spars crushing the house when they fell. The Alert lost her fibboom but bore off otherwise undamaged.

The Gardiner City was not damaged

undamaged.
The Gardiner City was not damaged below water and put back under a jury rig on her foremast.

SCHOONER GOES ON REEF

Strong Current Carries G. W. Watson Ashore When Wind Fails.

PAPETTE, Tahiti, April 5.—(Special Correspondence Associated Press.)— The achooner G. W. Watson, Captain Endreson, of San Francisco, is on the inner reef of Halatea Island, probably a total loss. The vessel sailed in January from Port Raymond, Wash, with lumber for Tabiti, and was forced to Henry B Dewey, superintendent of public instruction has now made the fourth apportionment for current school year. The total sum apportioned was \$1.358.356, of which King County received \$298.441, or less than one-quarier of the whols, Spokane County taking second place, with \$170.322, while Pierce County was third with \$141.430.

Removal Sale of Trimmed Hats, Untrimmed Shapes and Milans



\$5.00 and \$6.00 Hats Special \$2.98

-Never have we demonstrated the power of the removal sale more fully than in this announcement. All the hats offered in this lot are creations from our own workroom. In this vast assemblage of new Spring millinery you will find many hats modeled of rough straw braid and others of pressed shapes; again you will see many in combination of silk and braid, or silk with flowers, and others trimmed in attractive styles in greatest favor at the present moment. We urge an early inspection, as we know that this lot will not hold out longer than noon.

> Every Article in the Store at Removal Prices

Children's Hats, Deeply Underpriced



-No section in our Millinery Department is attracting more comment than the Children's Hat Department. In misses' and children's hats we are showing an immense selection of practical, youthful, attractive, sensible models, all marked at removal prices. As an indication of the radical reductions made on these hats, we illustrate three styles which will be sold at removal prices Saturday.

-These attractive hats are made of good quality patent Milan, trimmed with a band of plaited ribbon round the crown, finished at the side with a large rosette of the same material. 98c.

-This is one of the most pleasing models and best sellers in our department. It is made entirely of lace and satin ribbon, over satin frame. They are designed in pink, white and light blue. \$2.48 -This popular hat is made with rolled brim and trimmed with a good quality of satin ribbon. It is a very attractive hat and modeled

in one of the most pleasing shapes. 98c.



Three New Hats at Removal Prices No. 1 is a \$1.98 Milan, Removal 98c

This attractive Milan hat is trimmed with a band of velvet around the crown and finished at the side with a butterfly effect of velvet and braid. It comes in one of the most becoming shapes now

No. 2 is a \$4.00 New Sailor, Removal \$2.98

-The center hat is made of an excellent quality chip tastefully trimmed with velvet. This hat comes in black, white, navy and burnt, with appropriate trimmings for each color.

No. 3 is a \$1.98 New Milan, Removal 98c -Another model of popular Milan straw flanged with velvet around the brim and trimmed with a wide band of velvet around

the crown. This is another model that is of greatest vogue.

The First New Mid-Summer Hat Shown for the First Time Now



At Removal \$7.50 -We are now showing a more interesting display of Spring millinery fashions than even before Easter, and introduce to you for the first time the new "Shadow Hats" which are now in the greatest favor in New York. We picture it here showing the attractive shape and the artistic and attractive trimming. It is trimmed on fine 3-end chip, the entire crown and frame being covered with flowered chiffon and the whole surmounted with a graceful bouquet in a color scheme of harmony.

The lacy, filmy, chiffony dresses now making their appearance demand just such a hat to complete the toilet.



The Most Sensational Millinery Sale This Season

2500 Genuine Tagal Hemp Hats Selling Regularly at \$4 and \$5 Removal Price \$1.79

This is easily the most remarkable sale of untrimmed hats ever held in Portland. Genuine Tagal hemp hats. That tells the entire story, for it is unnecessary for us to tell you that of all braids hemp is the most serviceable, and of all hats in favor this Spring hemps are the

most desirable. In this sale we offer for your inspection 50 different shapes, every one of them copies of Paris models. The price that we offer these genuine hemp hats for is less than imitations can be sold for. They come in black, white, burnt, navy, brown, leather and other colors. Exclusive stores get extravagant prices for these hats, as most of the Paris patterns are made of hemp this season.

No Liquors No Meat Market

No Groceries No Clothing No Crockery

ready deserted.

Captain Endresen was married here to Miss De Lateur, of Port Raymond. His fiancee preceded him here on the liner Tahiti. They were married at sea by the captain of a small gasoline schooner, as the French laws do not permit of the hasty marriage the mariner's business demanded.

MANY BOATS HOLD FEW and wet.

(Continued from First Page.) her, but got out at once. He stood calmly as the boat was being lowered away and called to her: "Good-by, dearle, I'll join you shortly." Before the boats were lowered, Colonel Astor sent his man to get some heavy wraps and these were placed about Mrs. Astor.

Mrs. Astor Balls Boat.

from the Titanic and began immediate-

being pulled aboard. When she was taken aboard the Carpathia Mrs. Astor found a friend who

picked up by the boat in which she

rode, two of whom died immediately on

gave her her maid's cabin and she had a comfortable time of it and suffered no serious consequences from exposure

It was denied on absolute authority today that an Astor heir is expected,

Endeavorers to Confer. COTTAGE GROVE, Or., April 19.—
(Special.)—A district convention of Christian Endeavor societies will be held in Cottage Grove Saturday and Sunday. The feature of the meeting will be an address by State President

G. Evert Baker. Town Retains Annexed Ground: In the water the boat pulled away COTTAGE GROVE, Or., April 19 .-

ly to ship water until it was up to her (Special.)—The case of Landess et. al

The absolute vegetable purity of S. S. S. has always been one of the strongest points in its favor, and is one of the principal reasons why it is the most widely known and universally used of all blood medicines. A great many of the so-called blood purifiers are really nothing more than strong mineral mixtures which act so unpleasantly and disastrously on the delicate membranes and tissues of the stomach and bowels, that even if such treatment purified the blood, the condition in which the digestive system is left would often be more damaging to the health than the original trouble. Not so with S. S. — it is the greatest of all blood purifiers, and at the same time is an absolutely safe and harmless remedy. It is made entirely of the healing and cleansing extracts and fuices of roots, herbs and barks, each of which is in dally use in some form by physicians in their practice. Years of work and research have proven S. S. S. to contain everything necessary to purify the blood and at the same time supply the system with the purest and best tonic effects. S. S. S. cures Rheumatism, Oatarrh, Sores and Ulcers, Skin Diseases, Scrofula, Contagious Blood Poison and all other blood troubles, and it leaves the system in perfect condition when it has purified the blood. Book containing much valuable information on the blood and any medical advice desired sent free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

badly damaged below water. She is said to be making 16 inches of water an hour, and part of her crew has already deserted.

Knees. She occupied her time by hall- ing out the boat. She saw the Titanic dismissed by Judge Harris in Circuit last May will remain a part of the Court, which means that the territory city.



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