

TITANIC SINKS 17 HOURS AND 5 MILES AWAY

Passing Ship Doesn't Answer Signals, Although Close Enough to See Them.

SENATE HEARS OF MESSAGE

Wireless Telegram From Ismay to White Star Line Urging That Cedric Be Held That He Might Leave at Once Is Shown.

(Continued From First Page.)

testifying. That is not so. That was not the reason at all. "As far as the crew are concerned, it was our duty to return them to their homes. If they were permitted to roam around here men would beseege them for news, give them presents, take them away, and many of them would get lost.

Testimony Not Feared. "We assured you that you would want any officers or men that you wanted for this committee. We made that promise to you, Senator Smith, as soon as the boat docked. There was no attempt on our part to spirit away any member of the crew, to the best of my knowledge and belief. What possible harm could those men do us in an investigation? They could not tell any more than the passengers, many of them probably not so much. The worst they could do would be to help matters."

The witness read from a great sheet of wireless telegrams received Monday morning. None of them contained any information of value, but it was on this data that the line issued its statements in an effort, said Franklin, to reassure inquirers.

Later, when the news came, he sent immediately for the reporters and proceeded to begin reading to them the long Marconigram from the Carpathia giving the gruesome news in considerable detail.

"I began to read: 'Titanic went down this morning at 2:20,' and then I looked up," said Franklin. "There wasn't a reporter in the room. They were all racing for telephones to get the news out to the world."

Facts Gradually Announced. "But by bit Franklin contributed to the light the Senate is seeking to throw on the catastrophe that sank the Titanic, sent almost 1600 persons to their death, and plunged the world into mourning."

The inquiry christened the luxurious ocean-steamship of the Senate room, regarded as perhaps the handsomest executive hearing-room in the world. In its center sat the subcommittee, and jammed about the long table which the committee occupied, were witnesses and spectators.

"Among them were Senators and Representatives and their wives, Baron Von Hengel-Muller, the Austrian Ambassador, and other representatives of diplomatic and official circles, and many women, mostly drawn from the National gathering of the Daughters of the American Revolution."

Franklin denied that the White Star Company had any intention to spirit away from the country any Titanic officers or crew, or that the plans to return the survivors of the crew were prompted by any desire to suppress the facts. He said that nothing that the officers or crew could tell would affect what might be told by surviving passengers.

Ismay Appears Nervous. "There had been a long delay before the first witness took the stand. Ismay, seated at the end of the long table, chatted with J. P. Klerlein, one of the officials of the White Star Line. He drew upon a sheet of paper he had taken from the press table. The sketch was always the White Star flag, such a flag as was shown at the peak of the Titanic."

"When Third Officer Boxhall entered the room, Senator Smith asked him to step aside, cautioned the crowd against demonstrations, and called Franklin. He began to question him as to the companies comprising the International Mercantile Marine Company, its connections and its capitalization."

"You are the real representative in this country of the White Star Line," Senator Smith asked Franklin.

holding it high in his hand. I had read only to the second line, which said that the Titanic had sunk when there was not a reporter left. They were so anxious to get to the telephones. "After that we got another message from Haddock stating that 'Yamsi,' meaning Ismay, was on the Carpathia. Franklin then explained how the company wired the Olympic to get the names of the survivors and to stand by and relay them from the Carpathia. "I want to say that during the entire Monday afternoon, while the Olympic was en route, we considered the Titanic absolutely unsinkable. We never dreamed of such a thing, and that there had been loss of life never entered our minds until we got Haddock's awful message at 8:30 that evening."

Cedric Request Admitted. "Did you receive at any time, from any one, a request that the Cedric be held at New York until the arrival of the Carpathia?" "No, sir." "What time was it received?" "At 5:19," said the witness, who said the telegram asked that the Cedric be held because the sender considered it "most desirable" that the members of the crew be sent back on the Cedric, and declared his intention of sailing on the Cedric himself. The sender also asked that clothing and shoes be brought to the deck for him when the Carpathia got in.

"Do you know who Yamsi is?" "Yes, sir; it's cipher for Mr. Ismay's signature. I sent in reply the following: 'Yamsi, Carpathia—Have arranged forward crew Lapland sailing Saturday, calling at Plymouth. We sail considering circumstances—Franklin.' Franklin read all the messages that passed between himself and Ismay on the Carpathia, April 18.

These included a request that he join the Carpathia at quarantine and several messages urging that the Cedric be held. After all these had come in, Franklin sent this wireless message to Ismay: "Think it most unwise to detain Cedric in New York."

That was followed by a reply from Ismay which included "unless you have good and sufficient reasons not to hold the Cedric, kindly order the ship to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be bearing us and was not far away."

"She got close enough so she seemed to me to read our electric Morse signals. I told the captain. He stood with me much of the time trying to signal rockets until I left the ship, to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be bearing us and was not far away."

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captain on the bridge or in the wheelhouse?" "No, sir; not until after the accident." "Did you know when he dined that night, where he dined, or with whom?" "No, sir."

Captain Stays Near Bridge. Boxhall said he did not believe the captain had been away from the vicinity of the bridge at any time during the hours of the survivors and to stand by and relay them from the Carpathia.

"When did you see the captain last?" asked Senator Smith. "When he ordered me to go away in the boat." "Did you see what occurred at the time of the collision?" "No, I could not see."

"Did you see the iceberg?" "No, sir." "Did it strike the bow or starboard?" "It struck me to have struck the bluff of the starboard bow."

"Then it was not a square blow on the bow of the ship?" "Yes, sir." "Was it a hard impact?" "No, it was so slight that I did not think it was serious."

Boxhall then went to the bridge, where he found the first officer, Mr. Murdoch; the sixth officer, Mr. Moody, and Captain Smith.

Engines Are Reversed. Boxhall said the captain asked what was the trouble and the first officer replied they had struck an iceberg and added that he had borne to starboard and reversed his engines. "After that I heard the closing of water-tight doors."

"Did you see the iceberg?" "Yes, sir. I could see it dimly. It lay low in the water and was about as high as the lower rail of the ship or about 30 feet out of the water."

He had great difficulty in seeing the berg, which he said was a dark gray color. Boxhall said he went down to the stowage, inspected all the decks in the vicinity of where the ship had struck, found no traces of any damage and went directly to the bridge and so reported.

The captain ordered me to send a carpenter on the ship, but I found a carpenter coming up with the announcement that the ship was taking water. In the main room I found mail sacks sitting about the clerks were at work. I went to the bridge and reported and the captain ordered the lifeboats to be ready."

After that I went back to the lifeboats where there were many men and women. He said they had life belts. "After that I was on the bridge most of the time sending out distress signals trying to attract the attention of boats ahead," he said. "I sent up distress rockets until I left the ship, to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be bearing us and was not far away."

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SHARPE OUT OF GAME

OAKLAND MANAGER BARRED FROM PLAY FOR 3 DAYS.

Trouble on Sunday Causes President Baum to Suspend Leader. Others Fined.

SAN FRANCISCO, April 22.—The following suspensions and fines were announced tonight by President Baum, of the Pacific Coast Baseball League: Captain O'Rourke, of Sacramento, suspended three playing days for actions in game of April 18. Patterson of Vernon suspended three days for actions in game of April 20. Manager Sharpe, of Oakland, suspended for three playing days for actions in game of April 21 and attempting to incite trouble between one of his players and the umpire.

SINGLE TAX IS DEFEATED

Everett Decides Against Plan by Small Majority.

EVERETT, Wash., April 22.—(Special.)—Single tax lost by a small margin in Everett's recent charter election. In the canvass of the vote made tonight by the City Council, it was shown that single tax failed to carry by fifty-three votes. The measure has been uncertain since election day, when clerks of two precincts failed to count the vote, but it was quite generally believed the majority shown in the incomplete count could not be overcome by returns from the missing precincts.

ICE BREAKING ON YUKON

Mild Winter Will Cause Navigation to Open by May 10.

SEATTLE, Wash., April 22.—The Yukon River will be open for navigation from Lower Labarge to the mouth soon after May 10. Lake Labarge, which is a wide portion of the river below White Horse, the head of navigation, is always open for some time. Passengers and freight for Lower Labarge cross this ice to reach the steamer at the foot of the lake. Warning has been given that the ice will not be safe for crossing after May 1.

RAILROAD STRIKE HALTED

34,000 Men Affected.

It was said by leaders that 34,000 men would be affected by a strike order. Of these, 25,000 are members of the Brotherhood of Locomotive Engineers and about 6500 are Brotherhood of Firemen and Engineers, who, the engineers declare, will join the strike. The rest are non-union men, who, Chief Stone said, have joined in the strike vote passed by the Brotherhood.

GOULD GETS PRESIDENCY

E. H. Britten Heads St. Louis Southwestern Railroad.

NEW YORK, April 22.—Edwin Gould resigned as president of the St. Louis Southwestern Railroad.

PERCENT FAVOR STRIKE

ON March 26 Mr. Stone and his lieutenants voted to order a strike ballot, the question being whether the engineers would authorize a strike if further negotiations with the railroads should fail. The result of the vote, as announced April 12, was in favor of a strike by a percentage of 93.3 of the 25,700 votes cast.

Since then other attempts to arrive at an agreement proved futile and culminated today in a letter from the conference committee of managers which stated that they "could see no way of modifying the conclusion previously announced."

GRAIN HELD IN ELEVATORS

No Signs Yet of Opening of Navigation on Lake Superior.

FORT WILLIAM, Ont., April 22.—There has been a heavy fall of snow during the last 24 hours here, and no signs of opening of navigation on Lake Superior are apparent.

TERMINAL DEPOT, A TRUST

Cross City St. Louis Association Must Let Others In.

WASHINGTON, April 22.—The Terminal Railway Association of St. Louis and 14 railroads entering that city are suing for injunction against the terminal depot, which the Supreme Court of the United States is to be a combination operated across the Mississippi river at St. Louis.

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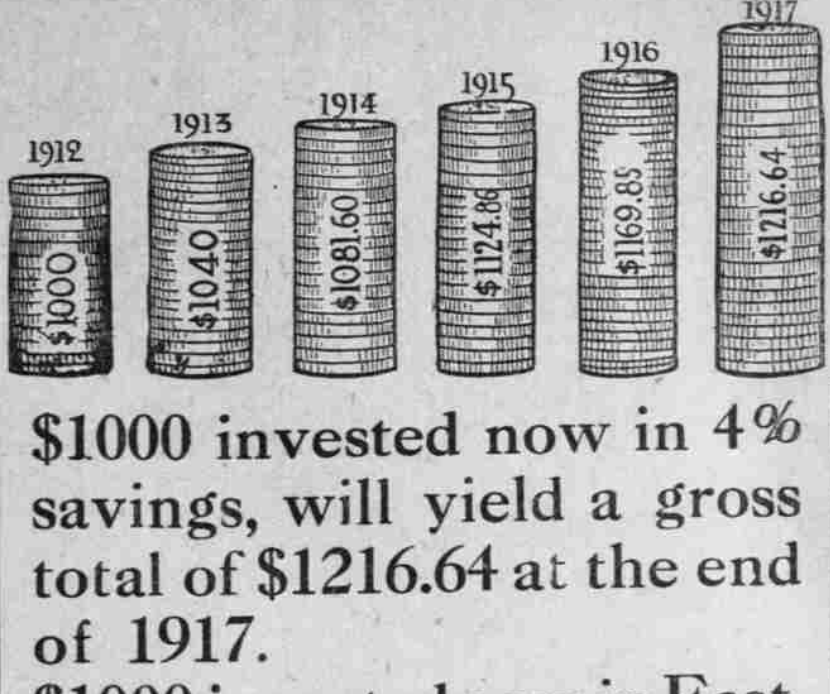
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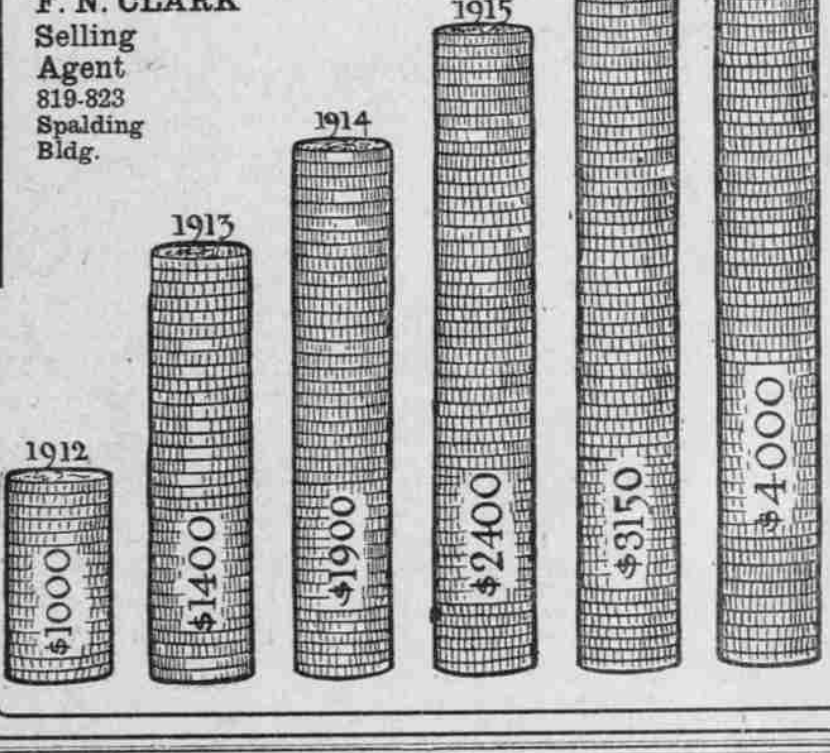
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\$1000 invested now in Eastmoreland, will yield a gross total of \$4000 at end of 1917, based upon advance in Portland realty values during the last five years.



Southwestern Railroad and has been elected chairman of the board, a newly-created office. Mr. Gould is succeeded to the presidency by F. H. Britton, formerly vice-president and general manager. Mr. Britton has also been made general manager.

BOILER EXPLODES; 3 DEAD

Fireman, Engineer and Brakeman Lose Lives.

ELKO, Nev., April 22.—Three train men were instantly killed this afternoon when the boiler of a locomotive on the Western Pacific Railroad blew up on the top of Antelope Hill, 3 miles west of Winnemucca. The dead were James Casey, engineer, Fred Reeder, fireman, and James Crosby, brakeman. Crosby is a son-in-law of Judge William Bonfield, of Winnemucca. The cause of the explosion has not been ascertained.

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