

**SPYGLASSES MIGHT HAVE SAVED LIVES**

Titanic's Lookout Testifies Binoculars Were Refused to Men in Crew's Nest.

**SKILLED CREW LACKING**

Yachtsman Says Not Enough Men Responded to Call to Quarters to Lower Boats—Cries for Aid in Water Ignored.

*(Continued from First Page.)*

tempt the rescue of others when the Titanic went down.

**Continuous Muzzling Heard.**

Shuddering at the recollection, he said the cries for help made "one long continuous moan." The passengers insisted that to go back to aid them would mean their destruction, he said, so that after starting in the direction of the crisis, he rescinded his orders and waited for the dawn. Twice he begged to be spared a recital of the facts, but Senator Smith pressed him.

The witness said the moans and cries continued an hour and that he made no effort to go to the rescue.

"You drifted near the drowning people and made no effort to give them aid," asked Senator Smith in surprise.

"Please, sir, don't," pleaded Pitman. "I can't bear to recall it. I wish we might not discuss the scene."

"I have no desire to locate your feelings," said Senator Smith, "but we must know whether you drifted there without offering aid. Answer that and I shall press you no more."

"I did, sir," answered the witness.

"Did you ever hear anything of a boat known as the Helio Olav?" suddenly asked Senator Smith, whose staff Pitman said that approximately eight men went in each boat.

"Then only 16 men participated in this drift?" suggested Senator Smith.

"Yes, sir."

"Was there any fire drill on the Titanic after she left Southampton?"

"No, sir; none."

"Were you on the bridge Saturday or Sunday preceding the accident?" asked Smith.

"Oh, yes; part of the time—Saturday afternoon from 12 to 4," said Pitman. "See any icebergs?"

"No, sir."

"Any field ice?"

"None at all, sir."

"Did you hear anything about ice Saturday?"

"No, sir."

"Did you talk to the captain?"

"It's not my place to talk to the captain."

"Did he talk to you about it?"

"No."

**Temperature Not Indication.**

Asked if he saw any ice on Sunday, Pitman said he did not. The fact that the temperature was lower, he said, would not indicate the proximity of ice.

"In this country and our country the temperature changes are such that one would not expect to see any ice in warm clothes the next, but that is not due to ice," said Pitman.

Senator Smith suggested that the proximity of ice was indicated in several ways, such as the effect on the sky, the change in temperature, the sight of sun or moonlight. The witness said virtually the only way to discover the proximity of icebergs was to see them. Senator Smith sought to make the witness admit there were other indications.

"Then you are convinced there is no other way of telling?" asked the Senator.

"There is no other way. Some may hold that there are numerous ways, but they have never been demonstrated."

**Warning Given Captain.**

The witness said the Titanic had been keeping a special lookout for ice on the fatal Sunday evening. He said it was done because Captain Smith had been "warned" ice was near.

"Who warned him?" inquired Senator Smith.

"I don't know, sir."

"Well, who told you that he had been warned? Were you told that before the disaster or afterward?"

"I cannot remember who told me, and I think it was after the wreck."

"Was you told what speed the ship was making Sunday evening?"

"About 21 1/2 knots an hour."

"Was that pretty good speed?"

"No, nothing to what we expected her to do."

"How much did you expect?"

"We thought she could reach 24."

"Were you trying to reach 24?"

"No, because we did not have the coal for that."

Senator Smith inquired on what basis the witness figured the Titanic was making 21 1/2 knots an hour. Pitman said by the log and by the revolutions, which were about 75.

"Did the ship travel faster than that at any time prior to the accident?" he was asked.

"No, sir, I think not."

Imay came to the aid and helped me. I put on a rubber coat and helped me a few men. Then I called for more women, but there were none to be seen.

"Then I stepped back on the ship again and Officer Murdoch told me to get in the boat and row around to the after gangway. I thought that was the thing to do, because I expected to bring all the passengers back to the ship again."

Frederick Fleet, who was the lookout in the crew's nest of the Titanic testified that on Sunday night, some time after 10 o'clock, he reported a black mass of ice ahead to the officers on the bridge. How long it took for the collision the lookout could not say.

Fleet told the committee that there were no lookout glasses in the Titanic's crew's nest on Sunday night. He said, if he had had glasses, he said, he could have seen the iceberg enough sooner to have escaped it. He said glasses were furnished the lookout from Boston to Southampton, where they were taken away.

"Did you see any ice?"

"Yes, at seven bells (11:30 P. M.) I reported a black mass ahead."

"How long before the collision did you report ice ahead?"

"About how long?"

"I couldn't say."

"What did you do when you saw the iceberg?"

**Response to Alarm is Prompt.**

"I sounded three bells and then telephoned to the bridge that there was an iceberg ahead," replied Fleet.

"Was it five minutes or an hour before the collision that you saw the iceberg?" demanded Senator Smith in exasperation.

"I don't know, sir," said the witness obdurately.

"I wish you would tell the committee whether you apprehended danger when you sounded those signals."

"All we have to do in the nest is to ring the bell, and if we think there is danger we telephoned," said Fleet.

"Then you did think there was danger when you rang the bell?"

"I thought the berg was pretty close, but it didn't seem so large when I first saw it."

"How large then?"

"About the size of two big tables. But it got larger as we went along, and when we struck it it was about 50 or 60 feet high above the water."

**Passenger Tells Experiences.**

Senator Smith called to the stand Major Arthur Peuchen, of Toronto, a passenger on the Titanic who was ordered by Second Officer Lightoller to man one of the lifeboats.

Major Peuchen was the first passenger witness to appear before the committee. All of his friends with him in the wreck. The Major told of the trip and said:

"There was no mention of fire, and we were all pleased with the trip until the crash. After 11 o'clock I went to my stateroom. I scarcely was undressed when I felt a shock. I thought merely that a large wave had struck the ship."

"I put on my coat and went up on deck. I met a friend who said 'We've struck an iceberg.' After a few minutes I went to other friends and said it wasn't serious. Fifteen minutes later I showed Charles M. Hays, of the Grand Trunk Pacific, the ice. Then I noticed the boat was listing. I said to Mr. Hays: 'She's listing; she shouldn't do that.'

"He said: 'Oh, I don't know; this isn't our boat.' He had a good deal of confidence and said: 'No matter what we have struck she's good for eight or ten hours.'

**Salvors Not at Posts.**

"I went back to the cabin deck and met men and women coming up looking very serious. I met my friend, Beattie, and asked him what was the matter. He said to me: 'The order is for the lifeboats; it is serious. I couldn't believe it at first, but went to my cabin and changed to some heavy clothes.'

The witness said when he got on deck the boats were being prepared for lowering on the port side.

"The women came forward one by one and were allowed by their husbands. Men had to stand back. No men passengers got in that boat."

"Do you see any man attempt to get in?"

"No. I was surprised that the sailors were not at their posts as they should have been. I have seen fire drills, and the action of the sailors did impress me."

"When we got to the next boat, a quartermaster and a sailor were put in and the boat then was filled with women. We called out for more women and some would not leave their husbands."

**Lifeboat Without Lights.**

Pitman acknowledged that his boat did not have lights, although the regulations of the British Board of Trade compelled it.

"I saw the women behaved 'splendidly' and that all of them wanted to help in rowing to keep themselves warm. He said his boat was some distance from the Titanic when she went down."

"When did you last see Captain Smith?"

"When I went to the bridge and asked him if I should fill No. 5 boat with women."

"What did he say?"

"'Carry on.'

"Did you hear any explosion?"

"Yes, sir, four. They sounded like big guns in the distance."

"What were these explosions?"

"I think they were the bulkheads, sir."

"When did the bulkheads break?"

"The explosions followed the dive of the ship almost immediately. The bulkheads did not believe the boilers exploded."

"I do not, and I was near enough to the ship to know whether any ship logbooks were saved?"

**No Time to Save Logbooks.**

"None, sir. We had something else to think about besides logbooks."

By searching questions Senator Fletcher brought out the fact that when the collision occurred the Titanic was going at the greatest speed attained during the trip, even though the ship was entering the Grand Banks and had been advised of the presence of ice.

"You say you were going at 21 1/2 knots an hour at the time of the accident?" inquired Senator Fletcher.

"Yes, sir. We left Southampton under full steam, which was in excess of 21 and later to 21 1/2," said Pitman.

"Then, when the Titanic crashed into the iceberg, it was going at top speed?" inquired the Senator.

"I suppose so, sir."

"Do you believe that if the Titanic had searchlights these might have revealed the proximity of the icebergs?"

"I think so, possibly."

"Do you know of any reason why the searchlights were not reduced after the warning of ice?"

**Reduced Speed Not Customary.**

"No, but it is not customary to reduce speed."

"Do you know of your own knowledge of orders being given to draw the free from the boilers?"

"No, sir."

**Women Compelled to Row.**

Major Peuchen said that in the last boat the quartermaster in charge made a woman row while he held the tiller, steering for a light, which the major declared did not exist so far as he could see. The quartermaster refused to turn about and attempt to pick up survivors, said the witness.

"When we began to hear signs of the breaking up of the Titanic we heard a sort of call for help after the whistle; then a rumbling sound. I think the Titanic's lights were still on. Then there was an explosion, then another. The lights then went out and then those dreadful cries were heard. It frightened all affected all the women in our boats. But the sounds grew fainter and fainter. I think we were about five-eighths of a mile away."

"Did not see the vessel sink, but his theory was that the explosions were above water, caused by the heavy pressure when the boat started to dive down by the head."

"Did you see the captain after he told you to go below and get into the lifeboats into the lifeboats?" asked Senator Smith.

"Captain Attentive to Duty."

"No, I never saw him after that."

"Did you see him before the accident?"

"I think I saw him about 7 o'clock in one of the companionways."

"Do you think he was attentive to his duties?"

"Yes, I do."

Major Peuchen said the lifeboat he was in was equipped with everything required for a long voyage, but they were not sufficiently equipped with food. When he got on the Carpathia he examined several lifeboats and found they had lights, hardback and water.

"Did the women row in the boats?"

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"Did the women row in the boats?"

"Yes, and they were plucky about it. They worked with a will. One helped me until she became ill from the hard work and was forced to cease."

"Do you know who those women were?"

Major Peuchen said Miss E. A. Norton, of Action Lane, London; Mrs. Walter Clark, of Los Angeles; Mrs. Lucien M. Smith, of Headington, W. Va.; Mrs. Cavendish, of New York; Mrs. Walter Douglas, of Minneapolis; Mr. and Mrs. G. J. Burham, of Denver, were among others in the boat who handled the oars.

Major Peuchen said the impact was so slight that many of the passengers were not awakened. He said no alarm was sounded. Two young women, he said, whose stateroom was close to that of John Jacob Astor were awakened by Mrs. Astor, who led them on deck.

"Did you see Mr. Ismay that night?"

"No, sir. I think I saw him standing on the port side on the boat deck about an hour after we struck. I did not see his signature until he came aboard the Carpathia."

**Efficient Crew Too Few.**

"From what you observed was there proper discipline on the part of the crew on loading the lifeboats?" asked Senator Smith.

"Those of the crew that I saw working in lowering and filling the boats could not have been better, but they were too few. I was surprised not to see more sailors at their stations and also surprised that more persons were not put in the boats. The men had no practice, the witness said the men of the crew had told him.

Major Peuchen in order to make clear his position read a statement as follows:

"I do not condemn Captain Smith, but I do condemn the policy and methods pursued by the company, for I feel sure that in this case caution would have averted a terrible calamity. I have been quoted as saying that I did not say and I wish to state that I have not said any personal or unkind things about Captain Smith."

**Photographers Aroused Senator.**

The importunities and activities of a squad of photographers so aroused Senator Smith that he indignantly ordered them excluded from the chamber.

"This inquiry is official and solemn," he said in explanation, "and there will be no hypoderming or commercializing of it. I will not permit it."

An amateur photographer managed to slip past the guard later, but was ejected summarily when he sought to get a snap of the scene.

J. Bruce Ismay, managing director of the International Mercantile Marine and P. A. S. Franklin, vice-president of the White Star Line, urgently requested the committee to permit them to return to New York. In the executive session the committee decided to allow either to leave Washington until he is no longer needed. Mr. Ismay was to have been recalled to the witness-stand today, but he is being called tomorrow, though this has not been determined.

It was decided to call no more passenger witnesses until all the British witnesses were heard.

**Auxiliary to Meet.**

The Sellwood Y. M. C. A. Ladies Auxiliary will meet in the parlors of the association this afternoon at 2 o'clock for hearing the annual report and for election of officers. The programme following the business session will include piano solos by Mrs. S. C. Long and Mrs. Marjorie Lewis and readings by Mrs. M. M. Huff. Social hour and refreshments.

**Lents Road Being Improved.**

The county is improving the road connecting with Main street in Lents south from the railway station to the foot of Mount Scott by covering the rollers of the road with crushed rock and rolling it down to compact surface. Only about 200 feet remains unfinished.

**CAR GAME PLAYED TO SOOTHE WOMEN**

Survivor Says Harris and Others Well Knew Small Chance Remained.

**"BLUFF" KEPT UP TO LAST**

Lifeboats Gone When Party Reaches Deck. After Musicians Have Relaxed Tension by Playing Strains of Hymn.

NEW YORK, April 23.—A group of men passengers on the Titanic left a card game going for three-quarters of an hour after the steamer struck the iceberg to play the cards of others, according to George Bradley, one of the first cabin passengers.

Bradley was playing bridge in a room far aft on the ship and felt only a slight shock from the collision and that he could not understand why more than 100 yards from the ship he and Mrs. G. J. Burham, of Denver, were among others in the boat who handled the oars.

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A few weeks ago I caught a heavy cold which settled on my lungs causing a severe cough and soreness. I would wake up at night and have a severe coughing spell, but two doses of Chamberlain's Cough Remedy would relieve me and I would not wake again until morning.

I have used Chamberlain's Cough Remedy in my family for a long time and always found it reliable and effective for coughs and colds. I can safely say that any one who tries it will be pleased with it.

The manufacturer of this preparation certainly deserves the success they attained.—MRS. MATTIE C. GILBERT, Sawtelle, Colo.

ferred awfully. I believe the saved are: 220 first, 150 second, 160 third, 210 crew, out of 2300 in all. But I suppose you have got all this in the papers long before now.

"The ocean was like a lake when we left the Titanic, but oh, so cold. But there has not been such a calm night since we started. I have often read about icebergs, but I never thought so serious."

"For the benefit of Aberdeen residents in Portland, Mrs. Watt resided in the Granite City with an uncle, Mr. Shanko, who for many years was in charge of the blind asylum on Huntley street. On the removal of her relatives to Inverness, where Mr. Shanko held a similar position, she accompanied them. On her marriage to Mr. Watt she again made her home in Aberdeen, where Mr. and Mrs. Watt were members of the Belmont Congregational Church.

A relic of almost pathetic interest, which accompanied these letters yesterday, was the ticket issued in advance to the brother of Mrs. Watt, who expected to meet his sister and niece, on the arrival of the Titanic. Holders of such passes are allowed to enter the Custom House enclosure, where the luggage of passengers is examined to meet their friends and relatives. The card had the name of the Titanic stamped upon it, with a list of regulations on the back. It is, as the sender wrote, "the card of a ship that will never come in."

**Last Boats Being Lowered.**

"How any man was going to save himself none of them bunched knew, but only a few moments on deck to realize that we were all too late for the lifeboats. The last ones were being lowered."

Bradley said that he ran between decks and managed to get into a boat as it was being lowered. The boat was not a bit crowded, he said, but it was more than 100 yards from the Titanic when the steamer went down.

**Rescuer Halted by Ice.**

STEAMSHIP BIRMA IN TOUCH WITH TITANIC.

Vessel Arrives Soon After Carpathia Near Scene of Disaster but Can't Pass by Berg.

**MAASSLUIS, Holland, April 23.**

Masses of ice prevented the Russian steamship Birma, which left New York for Rotterdam and Lban April 11, from reaching the Titanic in reply to the sinking liner's appeal for assistance.

"The Birma arrived here this morning. Captain Stolpin said his vessel was 100 miles from the Titanic when he received the wireless call that the liner was in danger. The Birma hurried toward the spot, but had to take a roundabout course, owing to the presence of enormous icebergs. As the Birma reached the scene of the disaster the Cunard liner Carpathia sent word that the Titanic's boats had been picked up, but that the liner had sunk."

The Birma received the first call for help from the Titanic at 12:32 Monday morning. Captain Stolpin immediately proceeded at full speed in the direction indicated, meanwhile preparing his boats for rescue work, but when at 3 o'clock in the morning, the Birma reached the scene, she found nothing but icebergs. At the other end of an immense ice field she sighted a vessel, which turned out to be the Carpathia.

The Birma was in wireless touch with the Titanic from 12:32 until 2 o'clock.

**Vancouver Building Accepted.**

OLYMPIA, April 23.—(Special.)—Returning to Olympia today from Vancouver, the members of the State Board of Control report acceptance of a new \$25,000 dormitory and adjoining

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Ladies' Shop, Third Floor  
Please Take the Elevator

**BEN SELLING**

Leading Clothier  
Morrison Street at Fourth

**VICTIM AFLOAT 6 HOURS**

**SURVIVOR BOUND FOR PORTLAND TELLS OF SUFFERING.**

Mrs. Bessie Watt Writes of Plunge From Warm Bed Into Icy Sea. Carpathia Blankets Used.

The following interesting details are extracts from private letters from Mrs. Bessie Watt, who, accompanied by her daughter, Bertha, were passengers on the Titanic. They embarked at Southampton, England, to join Mr. Watt in Portland, Or.

"My first extract is from a letter written on board the Titanic and the second part is from a diary kept on the Carpathia."

"W. L. Titanic, Wednesday, April 16, 7:55 P. M.—At last you will see we have started to cross the Atlantic. We are just taken on by the Carpathia and I shall be in my room tomorrow we go to Queenstown (Ireland). Oh, dear! The style is awful. I seem to be in a fast boat. It is built for comfort, not speed, they say we won't be in till Wednesday night (the 17th)."

"There are two other ladies in our stateroom, but it is nice and the wardrobe is better. There are heavy doors and four drawers, two wash basins, besides the lavatory and bathroom."

"The following the news from the rescue ship:

"I was in bed but I could not sleep, and at quarter to 12 there was such a bump, and then the engine stopped. I got up out of bed and threw on my dressing gown and ran up the stairs, but they kept on saying it was nothing. When I went on deck I saw a fellow from Edinburgh told me it was an iceberg, but of course, the officers said there was nothing wrong. I went downstairs and put on heavy coat and went on top again with Miss Wright, who is to live in Cottage Grove. (I think I told you about her staying at there). He is to meet her in New York to marry her. She is such a nice girl. I will see her married, and it will be some one to know when we get out."

"I will be glad to get on land. Bertha is quite off food, being upset with all this. I suppose she will soon be better, than any of the boys, as we were only in the small boat about six hours. Of course, it was very cold, and we had so little on. I have made a skirt for Bertha out of one of the blue blankets on this boat (the Carpathia), so you may guess how swell we will be to land."

"The people on board have been very kind, but of course, it is not fitted for so many passengers, and we are sleeping in the saloons, but for over twenty years of satisfied customers, a repairing customers."

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In buying glasses from a responsible optician, one skilled in the examination of the eyes, the making and fitting of glasses, you are buying in addition to the metal and glass, the knowledge, experience and skill that have been acquired by years of practice.

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President: Lelia Clay Carson.  
A. M., LL. D. For catalogue, send 20c. Address: Mills College, The Campanile, P. O., California.

building at the school for the deaf, but that until additional work is done on the building for the school for the blind it will not be accepted. The board made a thorough inspection of the new building in course of construction for the state schools for the deaf and blind.