

VESSEL'S FAILURE TO RESCUE PROBED

Captain of Mount Temple, Subpenaed in Canada, to Appear in Washington.

TRADING IN NEWS DENIED

Marconi Admits He Gave Wireless Operators Permission to Sell Stories of Titanic Wreck for "Four Figures."

WASHINGTON, April 25.—To learn why a nearby steamer did not offer to aid the sinking Titanic and to fix the exact hour at which the lost liner was warned that she was in the vicinity of dangerous ice, Senator Smith, chairman of the Senate committee investigating the disaster, today summoned three important witnesses. They are J. H. Moore, captain of the steamer Mount Temple, which passed within a short distance of the Titanic when she was in her extremity, and the captain and wireless operator of the liner Californian, which sent the warning. All will be put on the stand tomorrow.

Summons were issued for the master and operator of the Californian, while announcement that Senator Moore would appear was contained in a telegram from Acting Premier Fuster, of Canada.

Captain to Be Heard First.

Captain Moore's story probably will be heard first by his committee. He will sail from St. Johns, N. B., late Saturday.

A new method of examining the members of the crew of the Titanic has been adopted to insure greater dispatch. The men are anxious to return to their homes in England. Accordingly, each member of the committee undertook today the examination of a group with the intention of releasing such as had nothing of importance to tell the committee. The others will be placed on the stand. The names of those to be held were not made public.

Virtually the entire day was given over to questioning Guglielmo Marconi, inventor of the wireless, before the head of the company bearing his name. Both the Titanic and the Carpathia were equipped with the Marconi apparatus.

"Stories" Sold by Operators.

The examination of Marconi turned on his action in authorizing the wireless operators of the Titanic and Carpathia to sell their "stories" of the great disaster for publication. He denied, however, that he had attempted to suppress general information regarding the vessel. He said he had no knowledge of wireless messages to the Carpathia operators telling them to "keep your mouths shut" and hold out for "four figures" for their services, one of them signed "Marconi," was picked up by the United States battleship Florida the night the Carpathia was coming in from the wreck.

Marconi told of repeated attempts he had made Sunday, Monday, and on the days following the tragedy, for information. Senator Smith said to Marconi:

"I would like to have your own best judgment as to whether the custom established by Operator Bliss in the public disaster of selling his news and the privilege you gave to Cottam in the Titanic disaster, had anything to do with your failure to get this information and causing the public to be deprived of the details of this horror."

Marconi said he did not think so and repeatedly insisted he had not attempted to suppress any details.

Operators Told Not to Talk.

Telegrams in question read by Senator Smith were as follows:

"5 P. M.—Operator Carpathia.—Say, old man, Marconi Company taking good care of you. Keep your mouth shut. It's fixed for you to get good money for your failure to get this information and causing the public to be deprived of the details of this horror."

"9 P. M.—Operator Carpathia.—I would like to have your own best judgment as to whether the custom established by Operator Bliss in the public disaster of selling his news and the privilege you gave to Cottam in the Titanic disaster, had anything to do with your failure to get this information and causing the public to be deprived of the details of this horror."

ANOTHER GLIMPSE OF WHITE STAR OFFICIAL, YOUNG MAN WHO WAS LOST AND WOMAN WHO WAS SAVED.



Above—J. Bruce Ismay, During Session of Senate Committee. Below—Washington A. Rothling, 24, of Trenton, Victim of Titanic Disaster; Mrs. D. H. Bishop, of Dowagiac, Mich., One of the Rescued. Mrs. Bishop Was Returning From a Wedding Trip. Her Husband Was Also Saved.

in communicating with other ships because encasing steam interfered with the Titanic's instruments. He told of getting in touch with six or seven ships, including the Olympic, the Californian, the Baltic and Hellig Olav.

"Did you get in touch with the Mount Temple?" asked Senator Smith. "Yes, sir, about 10:30 that night. She gave me 'good night,' but I did not get her position."

"Did you receive a wireless from the United States ship Chester?" "Several, asking for a passenger list," said Cottam. "I took the messages to the captain and he replied to the Chester later, stating which names were on the Titanic and which were forwarded. He told the Chester that all but the third-class passengers had been sent and that the Chester could have them if wanted."

"Did you know the message was from the President of the United States?" "No, it was only given by the command of the Chester. He asked once about Major Butt."

Cottam said he worked almost continuously from the time of the rescue until the Carpathia docked. He said he was not in communication with the Marconi company that day and that on the day of the landing he received no messages from Marconi, Sammis or anyone of the company.

Senator Smith read the "keep your mouth shut" telegram, but the witness said he did not know of it. He did remember, however, he said, the receipt of the message signed by Sammis promising the operators "money in four figures" for their services and that he did not discuss the subject with him.

"Asked whether there was any rivalry between the operators of the Titanic and the operators of other systems, Cottam said there was some feeling. Senator Smith asked if any feeling existed between the operators of the Titanic and the one on the Frankfurt, which was said not to have responded promptly to the Titanic's "C. Q. D." "No, sir," said Cottam. "Furthermore, the C. Q. D. should have been signalled enough for the operator to have reported at once the distress of the vessel."

Cottam told Senator Smith that he would have answered the Frankfurt the same way that the Titanic did. "Keep out, you fool," had it been his place to answer the Frankfurt operator answered the Titanic's "C. Q. D." call 20 minutes late.

"When only two hours is between life and death," said Cottam, "twenty minutes is a long time. I don't know what else to call a man but a fool who was so foolish as to interfere with other communications to answer a 'C. Q. D.' and asked 'what's the matter' 20 minutes later."

Athletic Professor Fells Robber.

RIDGEFIELD, Wash., April 25.—(Special).—Professor E. E. Jones, of the high school, was assaulted recently by attending the Clark County Athletic Association meeting at Vancouver, when a lone highwayman, armed with a club, attempted to rob professor sent a right hook to the jaw of the highwayman and left him sprawling on the ground while he caught the train. The professor carries a skinned hand only as a result of the encounter.

Post-Season Concerts Scheduled.

OREGON AGRICULTURAL COLLEGE, Corvallis, Or., April 25.—(Special).—The Oregon Agricultural College Glee Club, which has had an unusually successful season, under the direction of Professor Gaskins, of the School of Music, and the management of Wilson K. Peery, will give three post-season concerts this year. The first is being scheduled for Saturday at Independence and the others for May 18 and 11 at McMinnville and Haysville.

Oregon Postoffices Established.

WASHINGTON, April 25.—These Oregon postoffices have been established: Conley, Lake County, Warren B. Graham, postmaster; Barnesdale, Tillamook County, Frank Barnes, postmaster; South Inlet, Coos County, Mrs. Lillian Saunders, postmistress; Agate Beach, Lincoln County, John G. Mackey, postmaster.

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Merchandise of Merit Only...

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No Restaurant
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No Men's Clothing

No Meat Market
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45 New Silk Suits Selling Regularly to \$45 Will Be Bought by 45 Fortunate Women Today at \$19.75—Come Early

Here Is Your Opportunity

Removal Prices Only Make This Sale Possible



—These changeable taffeta suits are miracles of color—exquisite changeable taffetas that bloom with many lovely hues in rich fruit and foliage tints that shimmer and glisten in a most fascinating manner. Colors such as navy and black—gold and green—American Beauty and green—blue and cerise and all black.

—The Jackets are unusually attractive, as they represent the one-button cutaway style, held in place by a fancy hand-made motif and cord, the only trimming being a Macrame lace band around the collar and forming the cuffs. The sleeves are three-quarter length, and from underneath peeps a ruching or a plaited lace frill.

—As to the skirts, you will find them all that fashion demands—they are not trimmed, but made in a simple, attractive style with a raised waist line. —The finish, the tailoring and the fit are perfect—the jackets being lined with a soft silk; have inside pockets and dainty shields.

Long Silk Gloves

Removal 73c Pair

The Regular \$1.00 Style

—The best quality tricot silk gloves in black and white. Made with one row of embroidery stitching on the back.

—A full assortment of sizes.

Lisle Gloves

Removal 25c

—This is a general clean up sale of a broken line of sizes in lisle gloves. They are made of the best quality of lisle. Come in elbow length. Black and tan only.

Chamoisette Gloves 47c

—A 16-button chamoisette glove in white and natural shades. All sizes. These gloves wash perfectly and are as good after the wash as before.

VICTOR TALKING MACHINES

50c Down, 50c Week

A Remarkable Collection of Real Lace Neckwear

From One-Half to One-Third off Regular Prices

Real Irish—Real Linen Cluny—Real Plauen

—In presenting this neckwear at Removal Prices, we call your particular attention to the fact that the neckwear in this sale is real Carrickmacross Irish Crochet Lace, which is seldom in the average advertised sales of Irish lace neckwear. All quaint designs, the work of the peasant women of Ireland and of convent workers.

—As an example of the very deep reductions we quote the following:

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| Real Irish Yokes | Reg. \$15.00, Removal, \$7.78 |
| Reg. \$12.00, Removal, \$5.89 | Reg. \$14.00, Removal, \$6.95 |
| Real Irish Dutch Collars | Reg. \$6.50, Removal, \$3.39 |
| Reg. \$14.00, Removal, \$6.95 | Reg. \$6.00, Removal, \$2.95 |
| Real Irish Coat Collars | Reg. \$16.00, Removal, \$ 7.89 |
| Reg. \$40.00, Removal, \$19.89 | Reg. \$35.00, Removal, \$16.95 |
| Reg. \$10.00, Removal, \$ 4.89 | Reg. \$14.00, Removal, \$ 6.89 |
| Real Venise Coat Collars | Reg. \$48.00, Removal, \$23.50 |
| Reg. \$58.00, Removal, \$28.50 | Reg. \$34.00, Removal, \$16.50 |
- Plauen Lace Neckwear
—Round coat collars, yokes, Dutch collars, dress sets of collar and cuffs, coat sets and chemisettes, including all the new desirable shapes such as square and round backs and the new Quaker shape in long, short and medium length lapels, made of baby Irish and Venise lace patterns, divided into lots as follows:
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| Lot No. 1, Removal Price 50c |
| Lot No. 2, Removal Price 89c |
| Lot No. 3, Removal Price 98c |
| Lot No. 4, Removal \$1.29 |
| Lot No. 5, Removal \$1.48 |
| Lot No. 6, Removal \$1.98 |
- Hand-Made Cluny
—We are closing out at Removal Prices our entire stock of hand-made cluny lace neckwear. It needs no introduction nor description. Everybody is familiar with the attractiveness of cluny neckwear and of the immense popularity it is now enjoying. In this sale we offer our entire stock in Dutch collars—round and shaped yokes with stock collars attached—coat collars in large and medium size with long lapels—stock collars and other novelties in cluny neckwear.
- There is a very wide range of prices and styles to select from, beginning at \$1.67 and ranging up in price to Removal, \$10.00.

BRITONS ARE ANGRY

Senate Committee's Inquiry Causes Resentment.

OFFICIALS ARE ALARMED

Bitter Feeling Between Peoples of Two Nations Feared—Senator Smith Referred to as "Gentleman From Michigan Wilds."

LONDON, April 25.—The British public is displaying much resentment at the course which the American Senate committee investigating the Titanic disaster is taking, regarding the detention of British subjects and the manner of their examination.

International Trouble Feared.

The subject is one of great anxiety in official circles and it is feared that should the Senate committee condemn the company and the crew, its action would give rise to ill feeling between the two peoples. Thus far the British Foreign Office has simply asked Ambassador Bryce for information regarding the inquiry.

The dissatisfaction of the public might be alleviated if it had a clearer idea as to the scope of intention of the American investigation. It is admitted the Senate has a perfect right to inquire into the death of Americans, but it is felt that the committee is going far beyond this.

Senator Smith Criticized.

Some of the questions asked by Senator Smith, chairman of the committee, are reproduced and editorially ridiculed in the newspapers today. The Globe refers to the Senator as a "born fool" and as "gentleman from the wilds of Michigan, who possibly is compelled by the exigencies of electioneering to be as insolent as possible to Englishmen. Unfortunately the investigation is very much in his hands and the best efforts of the more reputable Senators hardly can serve to nullify the harm he has done."

ALASKA LINE TO START

FREIGHT OBTAINED FOR FIRST SAILING TO NORTH.

Steamers Leave May 25, June 4 and August 27—Merchants Guarantee Cargoes for Territory.

The first vessel on the new Portland-Alaska Steamship line will sail from Portland for the north on May 25. The two other sailing dates of the summer are July 7 and August 27. The plan to establish a line from Portland to Behring Sea points in Alaska had its inception last Fall at a meeting of the Progressive Business Men's Club. It was agreed that the steamer St. Helens, of the E. J. Dodge Company fleet, could be utilized if a guarantee of 200 tons of freight for each trip were furnished by the Portland merchants. The assistance of the Commercial Club and the Chamber of Commerce was elicited and the following joint committee was appointed to take charge of the movement: W. G. McPherson, F. S. West and N. P. Titus. A canvass of the wholesalers was successful and the freight is now guaranteed.

Portland merchants were quick to respond. Among the first to do so were Fleischner, Mayer & Co., Willemette Tent & Awning Company, Allen & Lewis, Marshall-Wells Hardware Company, Wadhams & Co., Honeyman Company, W. G. McPherson Company, Goodyear Rubber Company and a number of others of similar class.

canned products are paying \$4 a ton to have their products taken to Seattle so they can be shipped to Alaska.

Lighthouse Amendment Adopted.

OREGONIAN NEWS BUREAU, Washington, April 25.—An amendment to the omnibus Lighthouse bill, appropriating \$150,000 for the construction of a lighthouse for the station at Orford Reef, off Cape Blanco, Or., was adopted by the Senate today.

Appointments Are Confirmed.

OREGONIAN NEWS BUREAU, Washington, April 25.—The Senate today confirmed the nomination of Hal J. Cole as register of the Spokane Land Office and of Earl C. Hunter as Postmaster at Juneau, Alaska.

Lennon's

Gloves, Hosiery, Umbrellas

Friday "Quality and Saving" Sale

The keynote of this sale is the best quality merchandise at a lower price than usual. A saving to you on every article advertised.

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| Women's \$1.50 and \$2 Silk Hose, \$1.15—Women's Heavy Black Silk Hose, double garter top, a special lot from America's greatest silk hose manufacturer, black only; a limited quantity; \$1.50 and \$2.00 quality, \$1.15 | \$1.50 Long Silk Gloves, 75c—Women's 16-button length, double-tipped Milanese Silk Gloves, Paris Point embroidery; a limited quantity, white only; regular \$1.50 quality, special... 75c |
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ON REGULAR SALE

We are sole agents of the famous "Phoenix" Guaranteed Silk Hose for men and women. Four pairs guaranteed 3 months.

Men's, pair... 50c	Women's, pair... 75c
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Kayser's Fabric Doeskin Gloves, 2-clasp, 50c; 16-button length, pair... 75c

Gloves Cleaned in a Superior Manner, all lengths, pair, 10c

Umbrellas repaired and recovered

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When you choose your route East, going on the excursion fares commencing May 2, put some thought on the chances of reaching your Eastern terminal "on time." Is this going to be important to you? Now and then a Burlington through train will reach its destination materially late, but the average record of arrivals of its passenger trains between St. Paul-Minneapolis and Chicago confirms the reputation earned by the Burlington that the punctuality of its train service as a whole is not equalled in the West, nor excelled in the country.

- ### 4 Daily Trains
- ### Twin Cities to Chicago
- Oriental Limited**—Daylight club train with observation car; daylight ride via the Mississippi River Scenic Line—Where Nature Smiles Three Hundred Miles—from Minneapolis 7:40 A. M., St. Paul 8:40 A. M.
- Commercial Limited**—Sunset train of standard and observation sleepers, chair cars, etc., from Minneapolis 5:50 P. M., St. Paul 6:30 P. M.
- Chicago Limited**—Night train from Minneapolis, 7:45 P. M., St. Paul, 8:30 P. M., standard and compartment sleepers, and the famous lounge club car.
- Atlantic Express**—Late night train from Minneapolis, 10:25 P. M., St. Paul 11:30 P. M., with standard and tourist sleepers.
- All Electric Lighted, Safety-Block Signal, Protected Trains With the Burlington's Renowned Dining Cars

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