

SIGNALS SEEN TEN MILES OFF, IGNORED

Engineman in Californian's Crew Says Rockets Were Plainly Visible.

WARNING OF BERGS GIVEN

If Wireless Operator Had Been on Duty, Titanic's Message Would Have Been Received by Vessel Two Hours Away.

(Continued from First Page.)

and given the ice message. Then this ship came up and lay within four or five miles of us. She lay there all night nearly, but we could not hear from her. It was not the Titanic, I am sure about that.

"About 10 o'clock I told the operator to call this ship again. We sent up several rockets, but she would not answer. I told him to ask her who she was. I heard him calling her when I went to bed, but she did not answer. I have a faint recollection of hearing the cabin boy, about 4 o'clock, saying something about the ship being struck by a iceberg after that she steamed away. This boat sent up several white rockets but they were not distress signals."

Morse Signals Impossible.
Captain Lord said that at the Californian's position, 1 1/2 miles away from the Titanic, it would have been impossible to see either Morse signals or the distress signals.

"The first news that reached me of the disaster," said the officer, "was shortly after 5 o'clock Monday morning, when the Frankfort reported that the Titanic sank after hitting an iceberg."

CALIFORNIAN SEES ROCKETS

Donkey Engineman Says Vessel Was Less Than 20 Miles Away.

The affidavit of Ernest Gill, a donkey engineman on the steamship Californian, who said that he saw distress rockets from the Titanic and tried to organize a protesting party among the crew when the officers failed to give attention to them, was read in the early part of the hearing. Gill was placed on the witness stand immediately after Senator Smith, the chairman, had finished reading Gill's affidavit. "I saw the ship, which I took to be the Titanic," said Gill, after being sworn, "some time before midnight. She was about 10 miles away and we went past us apparently at full speed. She was a big ship and I saw two tiers of lights. The Californian at the time was caught in the field of ice. Her engines were stopped and she was drifting with the flow."

"The vessel, Gill testified, must have been plainly visible to the bridge and lookout because, as well as the rockets which she sent up later.

From the rockets, Gill judged the distressed ship to be about 20 miles off. He described the rockets, his description tallying with that given by Fourth Officer Boxhall, of the Titanic, who sent them aloft.

At midnight of April 14, Gill said he went to his berth, but could not sleep and went back on deck to smoke a cigarette. Two minutes later he saw a white rocket 10 miles to starboard and remarked to himself:

"That must be a vessel in distress." Gill did not notify the bridge or lookout because, he said, it was not his business and they could not have helped but see the rockets and he supposed they would pay attention. Gill swore that he then turned in and at 4:30 A. M. was awakened with orders to turn out to give assistance because the Titanic had gone down. The Californian then proceeded at full speed, clear of the ice field, but with plenty of icebergs about. He heard Second Officer Evans telling Fourth Officer Woods that the third officer had reported rockets on his watch, and Gill said he knew then it must have been the Titanic that he had seen.

Gill said the captain had been notified of the rockets by the apprentice officer, thought to have been named Gibson. The captain ordered Morse signals to the distressed vessel sent up. No reply was received.

Gill said the next remark he heard Evans make was:

"Why in the devil did they not wake up the wireless man?"

The entire crew, said Gill, talked among themselves about the disregard of the rockets. Mr. Stone, the second commanding officer, was in the Californian's bridge at the time of the rocket signals. Gill declared that in making his affidavit he had no ill will toward any officer of the Californian, that the Californian certainly was less than 20 miles from the Titanic, which the Californian's officers had reported as their position.

He said that the captain and the quartermaster who was on duty during the discharge of the rockets had a three-quarter of an hour conversation a day or two before the Californian reached port, and that the quartermaster declared that he did not see the rockets.

TESTIMONY FAVORS ISMAY

Director Declared Not to Have Forced Himself Into Boat.

One sailor whose affidavit was read today said that J. Bruce Ismay, managing director of the International Mercantile Marine, aided women and children into the boats.

George Rowe, a quartermaster in charge of the lifeboat in which Mr. Ismay left the Titanic, said in his statement that Mr. Ismay did not get into the boat until women and children had tied to respond to a call.

Ismay, he declared, was not ordered into the boat, but stepped in just before it was lowered. Ismay, he said, issued no orders in the lifeboat, leaving the witness in absolute charge.

The evidence brought out by the individual method of examination was said to have disclosed the fact that the lifeboats on the Titanic were not only difficult of access when swung out on the davits, but that they were not fully equipped.

Senator Newlands examined Edward Wheelton, first class steward of the Titanic, who testified that J. Bruce Ismay "stood up by all the boats that I saw get away." He corroborated previous testimony that Fifth Officer Lowe told Ismay to "get the hell out of here" when they were working in lifeboat No. 7.

"What was Mr. Ismay doing?" asked Senator Newlands.

"He was standing aft and going like

this—Lower, lower, lower—lowering the boats. He stood right by the davit with one hand on the davit and one hand in motion to the officer to let him know how far he wanted him to go in lowering the lifeboat to the water—70 feet below."

"Did Ismay do anything besides help regulate the lowering of the boat?"
"He helped the women and children into the boat and told the men to make way."

Wheelton told of putting into the boat a woman who did not want to get in.

George Thomas Rowe, a quartermaster, examined by Senator Burton, commanded the lifeboat in which Ismay escaped from the sinking ship. Rowe was ordered in charge of the boat, the ninth to leave, he said, by Captain Smith. He said no one asked Ismay to get in.

"When Chief Officer Weyl asked if there were any more women and children, there was no reply," said Rowe, "so Mr. Ismay came aboard the boat."

SEAMEN WARNED OF DEATH

Men Skylark as End Approaches, Not Realizing Situation.

An interesting bit of testimony was that of Samuel S. Hemming, a seaman, who said he was asleep when the ship struck, and after he had looked out he went back to bed. A storekeeper did the same. Later the boatswain came and said:

"Turn out, you fellows, you have not half an hour to live. That is from Mr. Andrews. Keep it to yourselves, and let no one know."

Andrews, Hemming said, was of the firm of Harland & Wolff, builders of the ship.

W. H. Taylor, of Southampton, fireman on the Titanic and a majority of the crew did not realize that the Titanic was sinking.

"How do you know?" asked Senator Newlands.
"Because they were all skylarking and joking about it."

"After the accident?"
"Yes, sir."
Taylor said he only realized the Titanic was sinking when he observed her going down by the nose.

Frank Osman, a seaman who was in the sameat with Fourth Officer Boxhall, added another strange chapter to the sinking of the Titanic.

"After she got to a certain angle," he said, "she exploded, broke in halves and it seemed to me as if all the engines and everything that was in the after hold slid out into the forward part and the after part came up right again, and as soon as it came up, down it went again."

The steerage passengers were all down below on the Titanic and it seemed to me all the passengers left on board, first, second and third classes, climbed to the top deck, the top poop."

"It looked black. It looked like a big crowd of people."

MESSAGE SENT TO ENGINEER

Quartermaster Tells of Carrying Word From Titanic's Captain.

Alfred Oliver, standby and quartermaster on the bridge at the time of the crash, told of taking a mysterious message from Captain Smith to the chief engineer, who read the written message that he did not read.

"What kind of a message was it?" asked Senator Burton.
"I cannot say as to the message. It was on a piece of paper and the paper was closed."

"Where did you find the chief engineer?"
"Down in the engine-room."
"Were the engines running?"

"No. I delivered the message and I waited for ten or fifteen minutes. Then he saw me standing there and asked me what I wanted. I said I was waiting for an answer to the message. I took to him, he told me to take it back—to tell the captain he would get it done as soon as possible."

"Do you know what it was?"
"I do not, sir."
George Frederick Crowe, of Southampton, a steward, gave a new version of how the Titanic went down.

"After we got clear of the ship, her lights were still burning very brightly," said Crowe. "But as we got away she seemed to get lower and lower and she seemed to stand up perpendicular and her lights went dim and presently she broke clean in two, probably two-thirds of the length of the ship—two-thirds in the water, one-third of the aft funnel sticking up. She broke and the after part floated back. Then there was an explosion and the after part was an explosion and she sank."

Crowe told of the Titanic's impact with the iceberg, saying the shock was so slight that after going on deck he went back to his bunk and that "the stewards were making quite a joke of it; they did not think it serious."

OFFICIAL DENIES SECRECY

Franklin Deplores Pecuniary Reward for News of Disaster.

F. A. S. Franklin, vice-president of the White Star line, who was the first witness this morning, denied that he had enjoined secrecy with reference to the news of the disaster.

Senator Smith had read into the record a description of the disaster published in the Associated Press, Standard, April 15. He did so, he said, to bring out the fact that outside persons seemed to have had more information than the officials of the White Star

line. Senator Smith then had the witness read the cable message which he received to the Liverpool office telling of the accident and declaring that the Virginian was on the way to the Titanic's assistance. The cablegram was sent at 4:15 Monday morning.

"Do you not think," asked the Senator, "that if the information you cabled abroad was worth reporting to Liverpool it certainly was important enough to give to the public?"

Franklin said he based his report entirely on a telephone communication with the line's agent in Montreal and on reports received by the Associated Press and the newspapers.

Franklin said he lost no time after receiving telegraphic reports from Montreal in informing Liverpool of the "rumors."

Senator Smith suggested Franklin had received the information from Montreal at 3:30 and did not send a dispatch until 6:15.

"I had to wait until I got to the office before I cabled," said Franklin. "It was a matter of expediency."

Senator Smith inquired of Franklin what authority his company had over wireless operators on their ships.

"I presume if any one was objectionable he could be removed."
"Entirely so," responded Franklin quickly. "In the case of the witnesses from abroad, they are very anxious to get home and naturally they are restless. We all recognize that you have a big problem on your hands, and if you believe our testimony can aid, you are the best judge of that."

IT STRIKES TO THE VERY HEART OF ECONOMY

LIPMAN WOLFF & CO.

REMOVAL SALE

An Attractive Assemblage of Misses' and Girls' Apparel at Special Removal Prices for Saturday

Saturday's Removal of Girls' Tub Frocks 75c and 85c Wash Dresses, Removal 59c

—These little frocks are most charmingly made of plain colored chambray or striped and checked percale. Trimmed with bias folds, pipings or bandings of a plain colored material. Made with the youthful long French waist with side or back openings.

\$1.50 White Frocks, Removal 98c

—Dresses for children from 2 to 6 years of a fine white lawn. These dresses are also in the long French waist style with wide embroidery ruffle forming the skirt. The waist has a square cut neck finished with an embroidered band. Short puff sleeves, also finished with an insertion band.

\$1.50 Percale and Gingham Dresses, Removal 98c

—Tub dresses of plaid and check percales and gingham. Made with plaited skirts, regulation waist style and side trimmings of bandings, bias folds, embroidery, insertions and pipings. Made with high or low cut necks.

Poplin and Chambray Tub Dresses
Removal \$1.33, \$1.49, \$1.59, \$2.15, to \$5.75

—Dresses of fine poplins, pique, chambray and gingham. Trimmings of fine embroidery, insertions, bandings, edgings, laces and pipings. Made in a variety of different styles—some with square cut necks, others are round and many high necks. The sleeves are short and the skirts are all killed. Sizes 8 to 14 years.

REMOVAL SALE

New Arrivals in Girls' Coats \$5.95-\$8.95-\$12.95-\$6.39-\$4.69-\$13.59

—A season was never more joyfully welcomed than this, as it brought styles for young girls of the difficult age—not only one model from which others are copied—but a variety of models so the young miss can now have just as delightful a time in choosing and selecting her apparel as the older girls.

—The coats mentioned are noticeably original and youthful in their conception.

The materials are black satin—black moire—black and white stripe hairline cloth—plain white basket woven cloth and the new canvas cloth.

—Made in the loose box styles with large shawl revers and sailor collars with cuffs to match. These collars and cuffs form the trimmings and are combination materials such as king's blue and white—black and white stripe, and self materials with new stitchings.

—Coats in shades of apricot, tan, white, black, navy and browns.

—Sizes for girls from 8 to 14 years.



Jaunty Hats for Misses and Children

Styles That Sell Regularly at \$1.50 Removal 98c

—For Saturday we are specializing in our millinery department Ten Distinctive Models in Children's Hats at 98c Each. Every one of these models sells regularly at \$1.50

—Becoming misses' hats of patent milan straw trimmed with a band of velvet around the crown and finished at the side with a large bow effect of the same material.

—Another dainty little model is for a small child. This hat is made of rough braid trimmed around the crown with a band of shirred chiffon and held at the side with a rosette of chiffon and dainty small roses.



—Then, there is a charming poke shape that is always so becoming to the little girls. This model is of a rough straw trimmed with folds of silk in many colors.

—Another little poke hat is of rough chip braid; around the crown is a band of shirred ribbon and small ostrich tips at the side.

—Another misses' hat is of patent milan straw; is a rather severe tailored style, trimmed with silk.

Tailored Suits

THREE-PIECE STYLE Removal Prices \$12.95 \$9.35, \$11.89, \$7.65

—Again we have styles in tailored suits for girls that closely resemble those for grownups.

—They consist of box coat and a one-piece dress made with kilted skirt. The waist has elbow length kimono sleeves and round, collarless neck. Very effectively trimmed with braid and buttons.

—Made of stripe cloth in tan, gray or reseda, and tan or navy blue serge, with white serge trimmings. Also black and white check cloth with silk trimmings and buttons.

—8 to 14-year-old models.

Miss Wells

Our new Embroidery Teacher is now conducting Free Lessons in Art Embroidery Every afternoon from 1 to 4.

BRITONS PREPARE SUPPENAS

Titanic's Seamen to Be Held as Witnesses at Inquiry.

LONDON, April 26.—Every survivor of the crew of the Titanic who is returning to this country on the steamship Lapland will be served with a subpoena to appear before the court of inquiry when the vessel arrives at Plymouth tomorrow. The court, the head of which will be Lord Mersey, will begin its investigation next week.

A great congregation attended a memorial service held at St. Margaret's in Westminster at noon today for Howard B. Case and "all who perished in the Titanic disaster." Case was an American, but long a resident of Ascot, and prominent in business circles of London.

The service, which was choral, was conducted by Canon Hanson, American Ambassador Reid, other members of the Embassy, Consul-General Griffiths, Deputy Consul-General Westcott, representatives of the American Society of London, the American Navy League and the American Lodge of Masons were present, as were practically the members of every American business house in London.

Union Boycotts Fight.

SAN FRANCISCO, April 26.—What is supposed to have been the first case on record of a labor union boycotting a prizefight appeared here Wednesday night when an embargo was placed on the Kid George-Howard Morrow match because George, it was declared, had once failed to respond to a strike call, when he was driving a milk wagon. When the seat sale opened Wednesday night at the arena, pickets were stationed near the box office. "Unfair fighter! Kid George unfair fighter."

Loss of Appetite

Which is so common in the spring or upon the return of warm weather, is loss of vitality, vigor or tone, and is often a forerunner of prostrating disease.

It is serious and especially so to people that must keep up and doing or get behindhand.

The best medicine to take for it is the great constitutional remedy, Hood's Sarsaparilla, which purifies and enriches the blood and builds up the whole system. It combines the utmost remedial values of more than twenty different ingredients, roots, barks and herbs, each greatly strengthened and enriched.

There is no real substitute for Hood's Sarsaparilla

Get it today. In liquid form or chocolate tablets known as Sarsatabs. 100 doses \$1.

A Few of the MAY LIST

Favorite Concert Waltzes by Prince's Orchestra

- A 5371 WEDDING OF THE WINDS—Waltz. (Hall.) Prince's Orchestra.
- A 5374 NOCTURNE IN E FLAT. (Chopin.) Max Droge, violinist. Orchestra accompaniment. (List.) Max Droge, violinist. Orchestra accompaniment.
- A 1121 BEAUTIFUL ISLE OF SOMEWHERE. (Pearls.) Harold Jarvis, tenor. Orchestra accompaniment.
- A 1141 TAKE ME BACK TO THE GARDEN OF LOVE. (Osborne.) Charles W. Harrison, tenor, and Columbia Quartet.
- A 5373 IT CAME WITH THE MERRY MAY LOVE. (Tozzi.) Margaret Keyes, contralto. Orchestra accompaniment.

Every Article in the Store Reduced



SOME OF THE SURVIVORS OF TITANIC DISASTER AT ST. VINCENT'S HOSPITAL, NEW YORK

MAN PROPPED UP WITH PILLOW IS THOMAS WHITELEY, WAITER ON THE TITANIC; HE IS SUFFERING WITH BURNED AND BROKEN LEG—ON WHITELEY'S RIGHT IS JOHN THOMPSON, A FIRE-MAN, WHO HAS BROKEN ARM.

Manager C. H. Stewart, of the Albany Commercial Club, today was notified that Senator Chamberlain's bill asking that an additional \$10,000 be added to the appropriation of \$65,000 heretofore granted for the construction of a Federal building here has passed the Senate.

Albany Gets \$10,000 More. ALBANY, Or., April 26.—(Special.)—

AND AT LAST
1150 KING CHANTICLEER.
AT YOUR NEAREST DEALER, AND
Columbia Phonograph Co.
371 WASHINGTON STREET.