

**MORE LIFEBOATS
LIKELY TO RESULT**

**Double Hulled Steamers and
Automatic Rafts Other Re-
forms Proposed.**

ISMAY IS WITNESS AGAIN

**Importer Who Says White Star Line
Had Early Information of Dis-
aster Refuses to Divulge
Name of Informant.**

WASHINGTON, April 30.—More lifeboats on transatlantic liners, and equipment of rafts that automatically will float clear of a sinking vessel and the construction of great passenger steamers with double hulls and extended water-tight compartments—all these reforms, as indicated today before the Senate committee investigating the Titanic disaster, will exist in the immediate future.

J. Bruce Ismay, president and managing director of the International Mercantile Marine Company, told the committee that, in his opinion this would be done. He promised to take up the question with the constructors of the big liners as soon as he returned to England.

Importer Refuses Information.
The head of the most powerful shipping combination in the world shared interest in today's hearing with H. E. Dunn, a New York importer. Mr. Dunn proved a recalcitrant witness. After telling of information he had received that the White Star Line officials had received positive information of the Titanic disaster 12 hours before they gave it out, he refused to give the name of his informant.

Senator Smith, inquired on knowing the name of the persons responsible for the statement. Dunn said he received it in confidence and had pledged himself not to divulge the name. Summarily dismissed from the stand in the charge of an assistant sergeant-at-arms, the witness on the morning of the long-distance telephone endeavoring to be absolved from his pledge.

Officers Encounter Difficulties.
As a result of Dunn's testimony, Senator Smith dispatched two officers to New York to interrogate the officials of the Western Union Telegraph Company by whom was employed the man who was said to have made the statement. Late in the day he learned that the officers were having trouble in getting at the facts. As a result Smith announced that possibly he would go to New York tomorrow and conduct the investigation himself.

The hearing today came to an abrupt end when Senator Smith announced that the committee would take a recess until Friday. This, he said, was necessitated because the Senate committee, to which the members of the Titanic investigating committee belong, was completing its work on the rivers and harbors appropriation bill.

Friend Tells of Message.
Dunn, the recalcitrant witness, said that a day or so ago a friend told of the receipt by the Western Union Telegraph Company of a wireless message which was transmitted to "Islefrank," between 7:30 and 8 o'clock Monday morning. The witness said he was informed, today of the Titanic disaster, news of which was not made public by the White Star Line until 12 hours later.

"What was your informant's name?" asked Senator Smith.
"I can't tell you," replied Dunn. "I am under pledge not to reveal his name. He promised to come over here to testify, but today I received the following telegram:
"Regret present circumstances do not permit departure. No signature."
"Did your informant tell you why you should not give his name?"
"Simply a matter of protecting his father. He said his father was employed by the Western Union and that if this matter came out and it was known that he gave it, his father would lose his position."

Ismay Denies Rumor.
J. Bruce Ismay indignantly denied he or any representative of his company had attempted to reinsure the Titanic between the time she went down and the hour of the real news of the disaster became public. He asserted that a wireless message which he directed to Vice-President Franklin from the Carpathia on Monday morning, April 15, did not reach that official until Wednesday, April 17.

"Do you know of any attempt to increase the insurance on Monday, April 15?" he was asked.
"I can't imagine anyone connected with the company attempting such a dishonorable act," said Mr. Ismay with emphasis.

He added with equal emphasis that he had made no such attempt and no one connected with him or his company had made the effort so far as he knew.

"How did it happen that the Titanic had only 30 lifeboats?" asked Senator Smith.
"That was a matter for the builder, sir, and I supposed that it met with the requirements of the British Board of Trade," replied Mr. Ismay, "otherwise the ship never would have left port. I think in view of the disaster that the whole question of life-saving appliances and devices should be carefully gone into to determine just what should be done."

Senator Smith asked Mr. Ismay just what he did aboard the Carpathia.

He was busy with the Titanic's survivors.
"What can you say, Mr. Ismay, as to the treatment you have been accorded by this committee?"
"I have no criticism whatever to offer," said Mr. Ismay. "I was naturally disappointed in not being permitted to go home, but I suppose you had good reasons for keeping me here."

Observer Thinks Engines Strained.
When the hearing was resumed in the afternoon C. E. Henry Stengel, of Newark, N. J., a manufacturer, and a survivor of the Titanic, testified that he had watched the speed of the ship.
"When I went to bed Sunday night about 10 o'clock, I told my wife that the engines were going at an awful rate," he said. "Being a manufacturer, I have general knowledge of engines and it seemed to me that the Titanic's engines were being strained."
"My wife awakened me and just then

COMMANDING OFFICER OF DEPARTMENT OF CALIFORNIA RETIRES.



Brigadier-General Daniel H. Brush.

SAN FRANCISCO, April 30.—Brigadier-General Daniel H. Brush retired today from active service in the United States Army, relinquishing at the same time his command of the Department of California. He will leave tomorrow for Baltimore, where he is to make his home.

Brigadier-General W. T. S. Schuyler, who has been in command of Fort Riley, Kan., will succeed General Brush.

the crash came. I seized what clothes I could and my wife put on a kimono and we went on deck. The captain said he thought it was serious and my wife and I put on life belts.
"When the first lifeboats were sent away an officer was instructed as to the speed to be maintained, and no specified time was fixed for their arrival in port. Everything was left to their discretion."

Ship's Officers Not Drinking.
"I did not," Stenger replied. "I remember hearing a Mrs. Thorne, who was at the Sunday night dinner party which was attended by Captain Smith, remarking that the captain did not drink a drop."

Mr. Ismay was recalled and Senator Bourne inquired into the history of the White Star line.
Mr. Ismay discussed the official latitude given to captains and said they were not compelled to keep to the established lanes, he said, when they felt that safety demanded their deviation.
"Did you see any evidence of drinking among officers of the Titanic that Sunday night?" Senator Smith asked.

Naval Inspector Valiant.
The witness said that inspection of the merchant ships by the British and American naval authorities would not be of any assistance or safeguard in their construction.
Mr. Ismay was excused. He pledged himself to return to testify further whenever the committee might want him. He left for New York at 8 P. M. "I plan to sail for England on Thursday," said Mr. Ismay.

Asked about suspensions in damage suits, he said he would in this country, again in a few weeks and that his attorneys would keep in touch with all local affairs growing out of the catastrophe.
Colonel Archibald Gracie told of the crash and of the efforts to induce Mrs. Isidor Straus to get into a lifeboat.
Mrs. Straus refused to leave her husband.

The witness told of assisting Mrs. John J. Astor into a lifeboat and of Colonel Astor's request that he be allowed to accompany her.
"Why did Colonel Astor make the request?" inquired Senator Smith.
"I think because of the condition of Mrs. Astor."

Colonel Gracie said that when he retreated to the stern because of the advancing water, he was met by a "mass of humanity" swarming up from the lower decks.
Many Women Left on Board.
"Among them were many women," the witness said, "although we believed all women were taken off."
Mrs. Dickinson H. Bishop, of Downagac, Mich., a bride on the Titanic, who was saved with her husband, told of the wreck and her experiences in the rescue.

"An officer took me by the arm and told me to get into the boat quickly," she said, "and my husband was pushed in with me. There were 12 women, 12 men and three members of the crew. There were several unmarried men aboard."
"What have you to say about the conduct of the officers and crew?" asked Senator Smith.
"Their conduct was excellent," Dickinson H. Bishop, her husband, testified briefly, saying that there was trouble in closing the water-tight compartments.

"I saw the sailors trying to turn them," he said, "and heard one of them say: 'We can't turn this. There's no use trying. Let's go on the other side.' Then they tried the other side and failed again."

"Raisin Day" Celebrated in Fresno.
FRESNO, Cal., April 30.—Fresno celebrated Raisin Day with all its stores and banks closed, and the day given over to merry-making. All the railroads are serving raisin products today. Thousands of posters have been distributed and hundreds of thousands of post cards and other advertising matter sent broadcast.

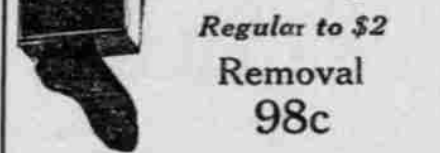
Wednesday's Economy Events in the Removal Sale

**Glove Silk Vests
Removal \$1.19
The Lowest Known Price**



—We are illustrating a vest made of fine quality glove silk with crocheted edge finished neck and armholes. These vests are regulation cut and come in all sizes from 36 to 42. Drawn with wash ribbon. In white, pink and blue. We are disposing of this entire lot of vests at removal prices that are below anything known before. A remarkable bargain.

**Silk Stockings
Regular to \$2
Removal 98c**



—These are not the ordinary silk hose usually sold in special sales, but silk hose of quality and finish. Hose that are made to cling closely, the kind that does not wrinkle in one place and are too small in others.

—Hose in three weights, light, medium and heavy. Made of thread silk with deep garter tops of silk lisle or all silk lisle lined.
—Silk hose in black, white, tan and pastel colors.
—In regular and extra widths.

—You will do well to make a point of purchasing several pairs, as we place no limit on the number. Just the right weight for Spring and Summer wear, as well as to wear with evening gowns.

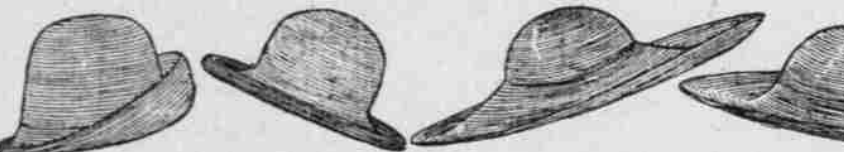
**There Is No Resisting These Flouncings
Providing You Are Interested in This Statement
The Newest, Most Desirable Flouncings
At Less Than Half**

—There is no parallel to base comparison with this sale. The possibility of making so low a price does not happen in the regular course of business. The Removal Sale, with its ever-decreasing period of time, brings us new problems every day. As fast as they arise we take immediate steps to overcome the slightest chance of carrying over any goods now on hand to the new store. In taking inventory we find in our reserve stock some of the most beautiful flouncings that have arrived too late for Easter business.

**48-Inch Flouncings. Removal \$2.95
Regular Prices \$6, \$7 and \$8 the Yard**
—Flouncings of fine voile and batiste, with the most elaborate St. Gall embroidery in Vandyke points, scroll and conventional designs, beautifully combined with the finest swiss embroidery. The work reaches well up on the flouncing.

**Embroidered Bands. Removal 98c to \$2.50 yd.
Regular Prices from \$2.00 to \$5.00**
—These bands match the flouncings in material and design. They are finished with scalloped and plain edges, and range in width from 5 to 9 inches. They are most elaborately designed and can be used on the finest gowns.

\$3.50 St. Gall Flouncings. Removal \$1.95
—These flouncings are 48 inches in width, of finest embroidery, in eyelet designs and blind embroidery. The patterns were carefully selected and represent the choicest and most exclusive designs. The work extends well up on the flounce.



The Greatest Hat Sale on Record
Milans, Azures, French Chips, Javas and Peanuts.
Selling regularly from \$2.00 to \$4.00. **98c**
In black, white and colors.

Lipman, Wolfe & Co.
Merchandise of Merit Only

**1276 New Shirt Waists
The Manufacturer is Selling These Direct
To You at Cost. Removal 98c**



—We say the manufacturer is selling these to you direct. By that we mean that you are securing these waists at exactly his cost of making. The number of waists in this assortment gives you three distinct styles to select from.

—By taking the entire lot, the price concession was large enough to cover transportation. The weather has much to do with the price, for this Removal Sale dare not lag a day. Everything must go, and at this price we know that no weather, no matter how backward, can withhold the patronage of women at the price when they see these waists.

The lowest notch is reached when such elegant Tailored Lingerie Waists are sold at 98c. Made of an excellent quality of sheer soft lawn.

—Modeled with high collar or low cut collars. Trimmings of Valenciennes lace, dainty embroidery forming an attractive yoke and panels of lace alternating with rows of fine pin tucks.
—The back and sleeves are trimmed with this tucking. The sleeves being set-in and lace-trimmed at the elbow.

**Big Shirts
FOR BIG MEN
Some Left
Removal 59c**

Regular \$1.25 to \$2.25
—Shirts of madras, percale, chevot and soisette, with and without cuffs attached. All white, white with narrow stripes and patterns of every description.
—Collar sizes 161-2, 17, 171-2 and 18.
—Shirts bearing labels of America's foremost shirtmakers.

GIRL STUDENT TIED

**High School Student Found
Unconscious on Campus.**

EXPLANATIONS ARE VAGUE

**Young Woman at Chicago University
High School Bound, Gagged,
Bruised, and Unconscious.
Rings and Trinkets Gone.**

CHICAGO, April 30.—Authorities of the University of Chicago and the Chicago police were puzzled today over the circumstances surrounding a supposed attack on a young woman student at the University High School, who was found bruised, bound and gagged on the college campus and who has not yet given a lucid explanation.

The girl is Marion Dorecki, daughter of Stephen Dorecki, and has attended the high school since last fall. Much secrecy surrounded the incident and it was not reported to the police until today. The first report was that the young woman was the daughter of Countess Goereski.

FOREST BILL IS AMENDED
Senate Acts on Proposition Affecting Roads in Reserves.

OREGONIAN NEWS BUREAU, Washington, April 30.—The Senate committee on agriculture yesterday adopted an amendment to the agricultural appropriation bill providing that 25 percent of the receipts from the forest reserves shall be spent on reserves where moneys originate, for constructing roads. The amendment increasing direct appropriation for road construction in reserves \$225,000 also was adopted.

QUICK ACTION IS URGED
Mining Congress Officer Pleads for Developing Resources.

ALBANY, Or., April 30.—(Special.)—L. D. Mahone, secretary of the Oregon branch of the American Mining Congress, addressed the members of the Albany Commercial Club last night relative to the development of the

BORIS IS IN DISGRACE

**CZAR THREATENS GAY GRAND
DUKE WITH EXILE.**

Visit to America May Be Made to Avoid More Disagreeable Trip to Caucasus.

PLAGUE PRECAUTION TAKEN
United States to Inspect Vessels Leaving Mexican Ports.

WASHINGTON, April 30.—To prevent the introduction of bubonic plague, yellow fever and other contagious diseases into the United States from Mexico, Surgeon-General Blue, of the Public Health and Marine Hospital Service, today detailed Assistant Surgeon Campbell to supervise the departure of vessels from Vera Cruz to this country and assigned Surgeon C. Milo Brady to perform a similar duty at Tampico.

Venezuelan Cabinet Resigns.
CARACAS, Venezuela, April 30.—The Venezuelan Cabinet resigned today. The reason for the step is not indicated. The directors of the various ministries have taken charge temporarily of the various departments.

Shipbuilders Strike in Hamburg.
HAMBURG, April 30.—Six thousand workmen employed in the branch establishment here of the Stettin Vulcan Shipbuilding Yard went on strike today.

**We Mend Broken
Ribs**
WE PUT ON NEW HEADS
And Do All Sorts of Clever Umbrella Repairing.
Our famous "Stand-by" Silk Umbrella Cover, guaranteed for 12 months \$3.00
309 MORRISON STREET.
Lennon's
THE HOUSE THAT VALUE BUILT.

AMERICAN INROADS FEARED

German Automobile Makers Want Tariff Increased.
BERLIN, April 30.—Several leading German automobile constructors have

WHAT WE WANT

What everybody wants, what everybody has been brought up to expect, is equal justice for all, administered without fear or favor.
AND WHAT DO WE GET? If you have any doubts, just read "BIG BUSINESS AND THE BENCH" in Everybody's Magazine for May. Follow Mr. Connolly as he piles up the evidence—cool—clear—and straight. Its cumulative effect is overwhelming. Without heat or malice he drives home the conclusion that, if present tendencies are left uncurbed, the final destruction of liberty itself may follow. Read it now. Get

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THE RIDGWAY COMPANY, PUBLISHERS, NEW YORK.
P. S.—And in spite of it all, we are not sure that we believe in the recall of the Judiciary.

The greatest single article ever in Everybody's