

442 OF LIST OF 2147 LOST WHEN SHIP TOOK DEPTHS

Facts About Greatest Maritime Disaster in Modern History Are Disclosed; Ship Going at Highest Speed.

(United Press Leased Wire.)
New York, April 20.—One week after the Titanic sank to her grave, two miles deep, causing 1412 deaths, a resolution has been passed by the House of Representatives revealing the following to be the facts concerning the greatest maritime disaster in history:

On April 15, the Titanic, four city blocks long and heralded as "the last word in shipbuilding," sailed from Liverpool for New York, carrying 1333 passengers and a crew of 911.

Among her passengers were: Colonel Jacob Astor, Major Archibald Butt, Isidor Straus, Benjamin Guggenheim, Jacques Futrelle, the author; R. D. Miller, artist; Henry B. Harris, theatrical manager; J. B. Thayer, C. M. Hays, president of the Grand Trunk railway; W. T. Stead, editor, and other notables. Captain Smith was technically in command but he was outstruck by J. Bruce Ismay, managing director of the International Mercantile Marine company, which owns the White Star line.

The Titanic was equipped with every luxury. So much attention had been given to making her a floating palace, that her pitiful lack of adequate lifeboat service went unheeded. Ismay was bent on establishing a record and the Titanic was forced to maintain constantly a speed near her maximum of 23 knots an hour.

Warned of Ice Fields.
Captains of the steamer Patrian and Californian wireless the Titanic early Sunday that a vast ice field was in her path.

Captain Smith thanked his friendly skippers for their warning, and under the direction of Ismay, sent the big vessel ahead at full speed.

In the evening, Ismay and Captain Smith were the dinner guests of a group of millionaires. First Officer Murdoch was on the bridge. A shock was felt at 10:30 o'clock. The Titanic had struck the submerged portion of an iceberg 90 feet high and 100 feet wide. The big vessel had absorbed the shock so completely that many of the sleeping passengers were not awakened.

Captain Smith dashed to the bridge and a glance told him that a serious situation was at hand. The crew was directed to man the lifeboats and take off the children and the women. There was no panic aboard. Men joked about the great vessel's plight. One picked up a few pieces of ice that had fallen on deck and humorously offered them to women, comparing them to a souvenir. Women were summoned from their staterooms and told to board the lifeboats.

When the first lifeboat was being filled, the male passengers, firm in belief that the Titanic was unshakable, laughed about the "skit ride," the women were about to take.

"We'll steam over and pick you up in an hour or so," some one jokingly remarked as the little craft was lowered.

It was not until half a dozen boat loads had been sent adrift that the gravity of the situation began to dawn upon the majority of the passengers, many of whom had refused until this time to put on the life jackets. The Titanic was sinking by the head.

First Officer Murdoch, who was in charge when the crash came, placed his revolver to his temple and pulled the trigger. Several foreigners attempted to shoot back at the lifeboats, but were held back at pistol points. A few were shot before their companions were saved.

Lifeboat Supply Insufficient.

The lifeboat supply was insufficient to take off half of those on board. One by one the lights began to go out as the water rushed into the lifeboats. The crew, lacking in discipline, cut away boat after boat, leaving many of the seats unoccupied. Husbands kissed their wives a tender farewell, and awaited their doom. Mrs. Isidor Straus refused to leave her aged husband and they died together. Major Butt's last words to a survivor were: "Give my regards to the folks at home."

Benjamin Guggenheim exclaimed: "No woman shall be left because I was a coward" and awaited the end. Volume could be written of the victims' heroism. J. Bruce Ismay was not a victim. He leaped into the fourth boat, while there were many women still to be rescued. Meanwhile the Titanic had sunk almost to the water's edge.

Through all the harrowing scene eight heroic bandmen had played constantly to allay a panic. When the Titanic finally plunged under the surface, these brave musicians were sending out the strains of "Nearer, My God to Thee," playing their own funeral dirge as they stood knee deep in water with their eyes fixed on the giant iceberg which towered above them like a great white monument.

Thirteen boat loads of passengers and crew were picked up by the Carpathia after a thrilling journey through the icy sea. Four hundred and ninety-five passengers and 210 of the crew were landed at New York Thursday night. The "unsinkable" Titanic had taken 1442 to a watery grave on her maiden voyage.

PROUD THAT HUSBAND DIED HERO'S DEATH

New York, April 20.—"I shall rest easier now—I know my husband died like the noble man he was," said Mrs. Benjamin Guggenheim, after she had heard this afternoon the last message that her husband sent before he went to his death with the Titanic.

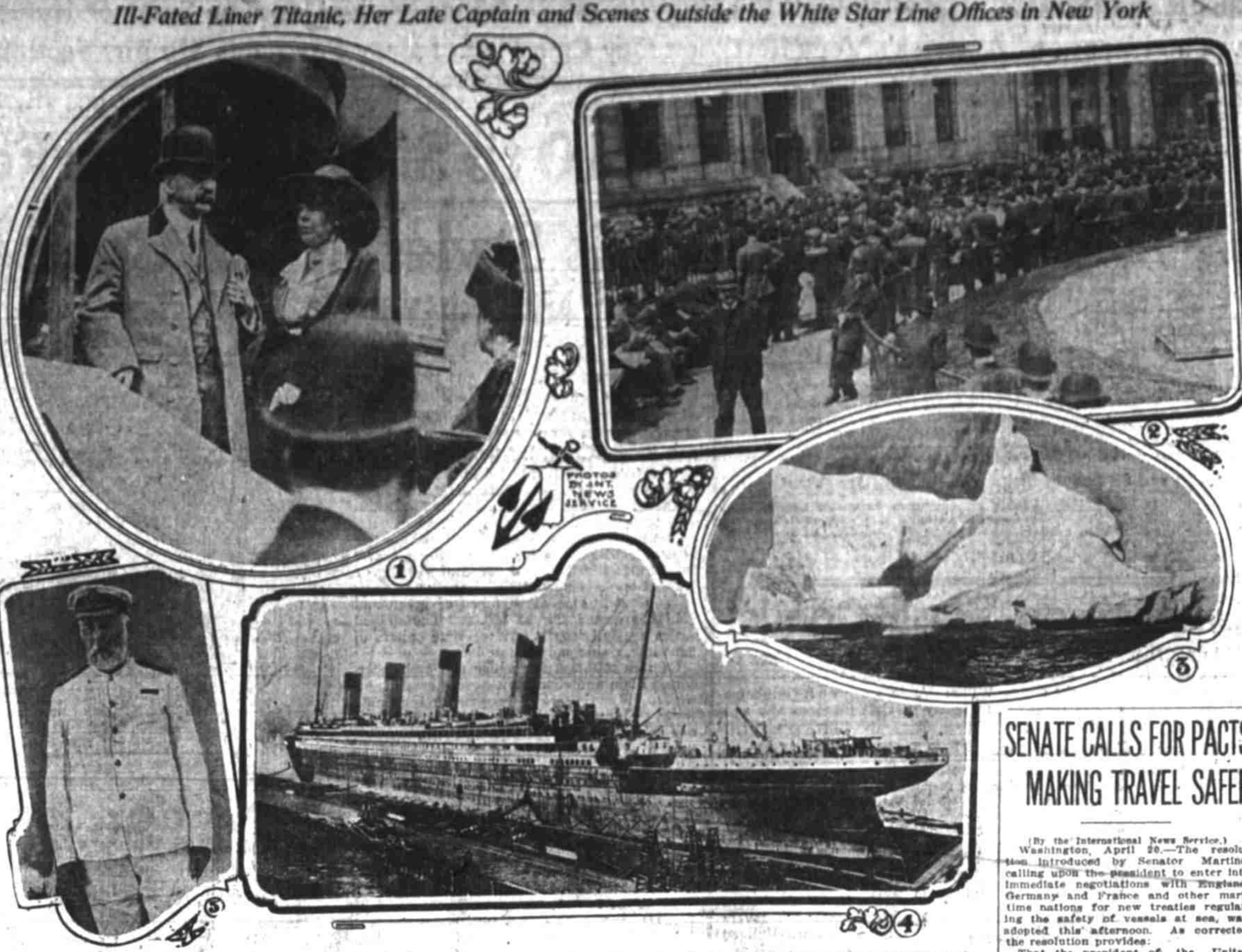
The message was brought by a steward named Etches.

"When I told Mr. Guggenheim and his secretary that the ship was sinking, he did not seem alarmed," Etches said. "He told his secretary to dress fully. Both did. I next saw him on deck. He was as quiet as if he had been reading. I know, as I often saw him on this and other trips. Some one suggested that he might get into a boat.

"Not until all the women are cared for," he said. "I wish I could help them to safety.

"It may be that you will escape, steward," he continued, "and if you do, tell my wife that my last thought was of her and our girls. I shall see if I can help her.

"The last I saw of him," continued Etches, "was when Colonel Astor and Major Butt if anything else could be done for the women."



1—Mr. and Mrs. DeWitt Seligman and Mrs. Benjamin Guggenheim at the White Star line offices, New York. 2—Crowds in front of White Star line offices in New York, awaiting news of Titanic disaster. 3—Gigantic iceberg similar to one that sank White Star liner. 4—The Titanic in drydock at Belfast before launching. 5—E. S. Smith, late captain of the Titanic. 6—A view of the Titanic.

ISMAY, LOOKING DOWNWARD, SAYS HE WILL TESTIFY

From His Sublime Pedestal He Announces He'll Go to Washington—Can't Understand Inquiry.

(United Press Leased Wire.)
New York, April 20.—Joseph Bruce Ismay is going to Washington tomorrow. He will make no attempt to evade the senate investigating committee's subpoena.

He said as much this afternoon, leaning against a mantle shelf in the Waldorf-Astoria and smiling his peculiar, indulgent little smile.

"Really," said he, "we should have gone without a subpoena, so long as this matter is pending."

Ismay talks with his head tilted back, viewing his listener as from a great height. His attitude is that of a man who has been used to looking down upon his listeners. He has passed his life among subordinates, has Ismay, from the days when he first went abroad with an English nurse until now, when he commands the fleets and finances of the International Mercantile Marine and a salary of 35,000 pounds a year—and he displays the results of his training.

Not Much of Talker.

He does not seek social contact with those whom he might perhaps regard as his equals, as is indicated by the fact that despite his 20,000,000 pounds reputed wealth—\$100,000,000 American money—he is a member of but one club—the Reform.

Ismay is not much of a talker, but he has grown more loquacious since he left his comfortable cabin aboard the Carpathia, politely edged through the crowd of survivors who had slept on floors or crowded bunks and smilingly declined to tell the world his version of what happened on the Titanic.

He indicated the corded black coat and white piped vest which he has worn since he landed.

"Were you able to save only this suit," he was asked.

He replied with a stare. The little smile vanished and the black eyes, unwinking remained fixed on the questioner for a quarter of a minute, his small head drawing further and further back until the social distance between him and the interloper apparently had been fixed. Evidently he believed the question an allusion to the manner of his escape.

Can't Understand It.

A little time elapsed before he resumed conversation. He said he could not understand this senate inquiry. He said, "I wish to return to London, and have received urgent cable messages asking me to do so. Doubtless I shall appear before the board of trade there, in an inquiry similar to this. But, as I said, so long as this matter pending, I shall remain."

Ismay spoke as a man who makes the most of an unpleasant situation. He left the mantle shelf and leaned against a picture frame. It is one of his habits to lean his weight against the nearest convenient object and since his arrival in New York he has leaned rather heavily upon Vice President Franklin of the White Star Line.

Franklin, acquainted with American ways, has not favored Ismay's project of leaving at the earliest possible moment for England, regardless of American opinion and taking the remnants of the Titanic's crew along.

Sunday Evening Dinner Aboard Titanic Was Gay Event, Says Assistant Steward

Extraordinary Meal Served in First Salon on Fatal Night in Honor of Vessel's Fast Journey—Toast to Liner Drunk With Enthusiasm.

(By the International News Service.)
New York, April 20.—Dropped in pillows in a bed in St. Vincent's hospital this afternoon, Thomas Whitley, an assistant steward in the first salon of the Titanic, told an interesting story of the scene in the dining room of the ship on the night of the disaster. He said:

It was the gayest night of the trip among the diners. We had made great time and the probability was the trip would be a record-breaker. Orders had been issued Sunday to make the dinner the finest ever served on a ship regardless of expense and the orders were carried out. I believe it was soon after half past six when the passengers strolled in. Mr. Ismay sat at a table a few feet away from the table of Mr. and Mrs. Astor. He was in a corner. The Astor table was to the right and the captain's table was in the center. At Mr. Astor's table Dr. O'Loughlin, the ship's surgeon was seated with his assistant. There were some other people there but I do not know who they were.

Soon after dinner was served the fun commenced. Wine was served at the Astor table and the conversation was very animated. The captain talked and joked with Mr. Astor and occasionally Mr. Ismay spoke. The one topic of conversation was the new boat and the speed she was making. I did not see the captain drink anything and I do not think he ever indulged. As dinner progressed the gaiety increased and I believe some bets were made as to the speed of the boat. At one time Dr. O'Loughlin stood up and raising a glass of champagne cried:

"Let's drink to the mighty Titanic."

"With cries of approval everybody stood and drank the toast. I believe it was generally believed by all those at the tables that the Titanic would reach New York late Tuesday or early Wednesday morning and the captain and other officers were planning a big banquet after the landing in anticipation of the trip being a record breaker.

"The dinner broke up shortly before 9 o'clock and the men retired to the smoking-rooms, while some of the women went to their staterooms and others strolled along the promenade. We cleared the dinner room about 10 o'clock and soon after I went to bed, to be awakened by the shock when we struck the iceberg.

"When I last saw the captain he was in the water trying to place a baby in one of the life boats crowded with people. Some women tried to drag him on the boat but he pulled away from them and said, 'save yourselves.'

"I saw him go under and he never came up."

MAYOR GAYNOR WRITES NOTE PRAISING ASTOR

(United Press Leased Wire.)
New York, April 20.—Eulogy of the sterling qualities of Colonel John Jacob Astor who met death in the Titanic disaster was given today by Mayor William J. Gaynor in a letter thanking Vincent Astor, the millionaire's son, for a \$10,000 contribution to the Titanic relief fund. The letter said:

"The more often I met your father, the more his superior and democratic qualities grew on me. He was a man among men. The heroic way in which he met death, disregarding self entirely, is exactly what everyone well acquainted with him expected."

Mrs. John Jacob Astor today is still confined to her bed. Two physicians are in constant attendance. Although her condition is not regarded as serious, she has been advised not to talk of the disaster and has not even given her parents the details of her escape. It is believed that Mrs. Astor will contribute largely to the relief fund.

HERO COMMISSION TO DELAY CONSIDERATION

(United Press Leased Wire.)
Pittsburg, April 20.—Always conservative and insisting on full proof before any action is taken, the Carnegie Hero commission will wait until the present "chaotic conditions" are done away with—and probably not then—before considering the heroism displayed by certain of the men passengers, officers and crew of the ill-fated Titanic.

Frank M. Wilmut, secretary of the commission, said tonight:

"Conditions still are too chaotic and the commission seldom investigates alleged acts of heroism on the ocean because of the difficulty in getting reliable information. In the General Slocum disaster we had 20 acts of reported heroism investigated and were unable to get sufficient proof in a single instance. Personally, I believe the scene of the disaster was too far away to enable a wholesale bestowal of Carnegie medals, but that is up to the directors."

The commission investigates acts of heroism, either by personal request, or by following stories in the newspapers. It was organized to recognize acts of heroism in the United States, Canada and Newfoundland, and the water thereof. The clause "water thereof," is taken from the clause "within the seven miles limit" and probably would preclude action in the Titanic catastrophe, which happened in mid-ocean.

FLAGS ON ALL PUBLIC BUILDINGS FLOAT AT HALF MAST FOR DAY

Flags on the city hall, the custom house, the federal post building, the county court house and all other public buildings floated at half mast all day yesterday in memory of those who went down to death on the great liner Titanic. Mayor Rosahligh's proclamation Friday afternoon, asking that the citizens of the city unite in showing this mark of respect to the dead was generally observed.

The ensign of the British consulate was also hung at half mast, as were all the flags on vessels now in the harbor. All nations cooperated in the movement inaugurated by the mayor to honor the memory of the victims of the terrible maritime disaster.

FARLEY ON BIRTHDAY CARES FOR SURVIVORS

(By the International News Service.)
New York, April 20.—Cardinal Farley was 70 years old today. He celebrated his birthday by spending nearly the entire day in his hospital ministering to the victims of the Titanic disaster.

COSTLY MONUMENT TO MAJOR BUTT PLANNED

(By the International News Service.)
Washington, April 20.—A national memorial monument to cost at least half a million dollars and for which congress will be asked to appropriate \$200,000, will be erected to the memory of Major Archie Butt, aide to President Taft and hero of the Titanic disaster, according to plans started here today.

John Hays Hammond, who was intimately acquainted with Major Butt, is one of the originators of the movement, which has the heartfelt cooperation of the president.

It is understood that in addition to the appropriation by congress the entire people will be afforded an opportunity to contribute to the memory of the major and the belief is expressed today that \$200,000 additional can easily be raised.

SENATE CALLS FOR PACTS MAKING TRAVEL SAFER

(By the International News Service.)
Washington, April 20.—The resolution introduced by Senator Martin, calling upon the president to enter into immediate negotiations with England, Germany and France and other maritime nations for new treaties regulating the safety of vessels at sea, was adopted this afternoon. As corrected the resolution provides:

That the president of the United States, and he is hereby advised that the senate would favor treaties with England, France, Germany and other maritime governments to regulate the course and the speed of all vessels engaged in carrying of passengers at sea; to determine the number of lifeboats, searchlights and wireless apparatus to be carried by such vessels and to assure the use of other equipment as shall be adequate to secure the safety of such vessels, passengers and crews;

INVALID READS OF DISASTER, THEN DIES

(United Press Leased Wire.)
Oxnard, Cal., April 20.—"Oh, father, I'm sorry to join those people."

These were the last words of Mrs. Harry Schmitt. Mrs. Schmitt has been ill and in for some time. Today she seemed to be better, and her father propped her up in bed and allowed her to read the paper. She read an account of the Titanic wreck for the first time, uttered the exclamation quoted, and gave a gasp and fell back dead.

Journal Want Ads bring results.

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ROOSEVELT USES DISASTER TO URGE WORKMAN'S LAW

Widows and Orphans of Every Sailor on Ship Will Be Compensated Under the English Rule.

(United Press Leased Wire.)
Little Rock, Ark., April 20.—Colonel Roosevelt, before a munificent audience tonight, used the Titanic disaster as an example to urge the passage of a federal workman's compensation act. He also urged enactment for which I stand in this country against such floods as those which visit this section.

"We have all been shocked by the terrible disaster to the Titanic," he said. "Many thousands of our people had personal friends on the ship."

"One of the men was formerly my aide, Major Butt, of my mother's state of Georgia. He died as he lived, like an officer and a gentleman. Thinking not of himself but of saving the lives of women and children."

"I wish to call the attention of our people to the fact that under the English workmen's compensation act the widow and orphans of every sailor on that ship will be compensated for the loss of the bread winner whereas in the state of New York for which that ship was bound, the court of appeals has declared that the people of the state were powerless to enact such a law. That decision a blot upon American justice and American civilization, and I shall never rest until it is overridden and reversed."

Taking up the flood situation, Colonel Roosevelt said:

"Here in Arkansas and all along the lower Mississippi terrible losses have been inflicted by floods."

"The government of the United States by itself or in conjunction with the state governments, must work until the river is so controlled that all possibility of such floods becomes a thing of the past. That is part of the great system of conservation for which I stand, the system which means that forest and mine and soil are to be utilized for the people as a whole, and not only for this generation, but for the next. That dry lands shall be irrigated, swamp lands drained and soil are to be utilized for the people as a whole, and not only for this generation, but for the next. That dry lands shall be irrigated, swamp lands drained and soil are to be utilized for the people as a whole, and not only for this generation, but for the next."

50 BELBOYS AMONG TITANIC'S VICTIMS

New York, April 20.—Fifty happy-go-lucky young men, belboys on the Titanic, went to their death smiling and joking, taking great delight in breaking the rules against smoking on duty.

James Humphreys, a quartermaster, who commanded one of the lifeboats, today told how the 50 lads died. They were called to their quarters when the fate of the ship became apparent and for an hour stuck to their posts, where the struggle to get women into the lifeboats went on. Just before the ship sank they were told to endeavor to save themselves. Not one of them attempted to approach the lifeboats.

"I saw them standing around various parts of the ship, smoking cigarettes and joking with the passengers," said Humphreys.

"Not one of the boys was saved."

BRITISH CONSUL TO CONDUCT SERVICES

James Laidlaw, British consul, will conduct a memorial service for those who lost their lives in the wreck of the Titanic. The service will be held at the Seaman's Institute, Third and Flanders streets, at 7:45 this evening.

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