

OLYMPIC FIREMEN WIN FIGHT FOR LIFE SAVING APPARATUS

Sister Ship of the Titanic Delayed in Sailing by Refusal of White Star Officials to Properly Equip Liner.

(United Press Special Wire.) Southampton, Eng., April 23.—Three hundred stokers struck today on the White Star liner Olympic, demanding that the life saving apparatus be improved. The Olympic was delayed in sailing by the refusal of White Star officials to properly equip the liner. The Olympic was delayed in sailing by the refusal of White Star officials to properly equip the liner. The Olympic was delayed in sailing by the refusal of White Star officials to properly equip the liner.

Mauretania Takes Precaution.

(United Press Special Wire.) New York, April 23.—Warned by the appalling death toll of the Titanic disaster, the big liner Mauretania sailed today with almost double its ordinary number of lifeboats. The Mauretania has been carrying 14 lifeboats. Today seven lifeboats and seven rafts were added, and more would have been put on had they been obtainable. Officers say this is the first time life rafts have ever been carried aboard a Cunard liner.

Mrs. Astor Collapses.

(United Press Special Wire.) New York, April 23.—Mrs. Madeline Force Astor, widow of Colonel John Jacob Astor, who went down with the Titanic, is under the constant care of physicians and nurses as a result of a second collapse into a state of nervous weakness. Mrs. Astor was seriously ill the day after her arrival on the Carpathia, but she rallied Sunday and Monday. It was thought that she had entirely recovered from any ill effects of her experiences in the wreck and now her condition is causing grave alarm.

Preparing Wireless Bills.

(United Press Special Wire.) Washington, April 24.—Four bills, relating respectively to wireless telegraphy at sea, equipment of vessels with lifeboats, manning of lifeboats and regulations regarding seamen, are being prepared today by the house committee on merchant marine. The wireless bill has already been reported to the house and favorable reports on the other measures are expected tomorrow. Early consideration of all the bills in the house is promised.

Passengers May Be Saved.

(United Press Special Wire.) Halifax, N. S., April 24.—That many of the passengers of the liner Titanic who have been given up as lost may have been saved is the belief expressed here today by Captain Robert W. MacKenzie, a well known shipping master of St. John. The captain lays stress on the fact that the crew of those clinging to the wreckage when the Titanic went down were heard for more than an hour by those in the lifeboats, and only grew fainter with the distance. The wreckage could easily have floated hundreds of persons for many hours, he points out, and the icebergs could also have afforded refuge. Strong men, he says, would have had an especially good chance of floating about until picked up.

Took Picture of Fatal Berg.

(United Press Special Wire.) Bremerhaven, Germany, April 24.—But meager news of the aftermath of the Titanic wreck has been brought on the liner Frankfurt of the North German Lloyd line, which arrived in port today. Captain Hattorf stated that he was 140 miles from the Titanic at the time she struck, and started immediately for the scene, arriving at 10 o'clock Monday morning. The captain stated that he saw the iceberg which the Titanic struck and took a photograph of it. He cruised

SAVED HIMSELF WHEN WOMEN PERISHED IN WRECK



J. Bruce Ismay, managing director of the White Star Line, whose escape from the Titanic has brought on him a storm of indignant inquiry.

about the spot for some time, vainly seeking for survivors and then proceeded. Captain Hattorf declared that the Titanic must have passed through the ice fields before she struck the berg.

Rescue Blocked by Ice.

(United Press Special Wire.) St. John, N. F., April 24.—In a statement issued today Captain Moore of the Canadian Pacific liner Mount Temple, declared that at 2:30 Monday morning, before the Carpathia had found the Titanic survivors, he was near the Titanic position. He said he received the Titanic's distress calls and started for the rescue. The Mount Temple arrived on the scene at 4:30 a. m., according to Captain Moore, but on account of the huge cakes of ice which dotted the ocean he was compelled to stop until daylight. He saw the Carpathia at 6 o'clock across the icefields. He also saw the steamer California. The Carpathia said that she needed no help, Captain Moore declared, and the Mount Temple proceeded on her course.

Government Care of Wireless.

(United Press Special Wire.) Washington, April 24.—Arguing that the confusion attending the wreck of the liner Titanic is ample proof of the necessity of such a law, Congressman Victor Berger of Wisconsin, introduced today in the house a bill providing for the government ownership of wireless telegraph systems. The bill involves the creation of a government wireless bureau under the department of commerce and labor.

Relief Fund Grows.

(United Press Special Wire.) London, April 24.—The relief fund for the benefit of sufferers by the Titanic disaster has reached near the million mark, in England. Women have given \$120,000, the Lord Mayor's fund has reached \$545,000 and the Daily Telegraph's \$37,775. The fund at Southampton amounts to \$72,700 and that at Liverpool \$64,500.

PLEA OF ISMAY TO BE ALLOWED TO GO GETS CURT DENIAL

(Continued From Page One.)

was interrupted by Chairman Smith, who, in making his veiled attack on J. Bruce Ismay, manager of the White Star line, said:

"From the very beginning of the investigation there has been a meddlesome attempt by certain persons to influence the course of this committee and to stop its procedure. I also have heard that misrepresentations have been made. I do not wish to subpoena witnesses whose only story is based on bias and prejudice."

"I wish it distinctly understood that this committee will not tolerate the attempts of anyone to shape its course."

Harold Lowe, fifth officer of the Titanic, gave his age as 29 years and stated that he had followed the sea since he was 14 years old.

Lowe declared that the temperature was 45 degrees when the Titanic sailed. He described the fire and life drills of the ship, asserting that no drills occurred after the Titanic left Southampton. He said that he had never crossed the Atlantic before.

"I never took a drink in my life," declared the young officer hotly, when asked if he drank.

Lowe continued that he went to bed at 8 o'clock Sunday night before the disaster and was awakened by voices on deck.

"I went out and found the passengers wearing lifebelts and preparing to get into the lifeboats," said Lowe. "The vessel was then tipping at an angle of from 12 to 15 degrees. Officer Boxhall said that we had struck an iceberg."

"I got my revolver—you never know what is needed. I helped load lifeboats."

No. 5 and lowered it away. First Officer Murdoch was in charge of everything and gave active help.

"I ordered Mr. Ismay away from the boat. I was on the starboard side. When we got on the Carpathia, the steward of the rescue ship asked me if I knew what I had said to Mr. Ismay. I replied that I had used pretty strong language."

"Ismay was over anxious and a trifle excited, saying constantly, 'Lower away, lower away.'"

"At this juncture Lowe paused in his narrative and glanced at Ismay, who appeared visibly nervous."

"Shall I say what I said?" the witness asked.

"Write it on a piece of paper," suggested Chairman Smith.

Lowe took paper and pencil and wrote, "You get to hell out of that."

Resuming Lowe said that Ismay was excited until he had been sworn at, when he went away to help lower boat No. 3. Lowe heard First Officer Murdoch order Third Officer Pittman into one of the boats.

Mrs. Astor Saves Lives.

That no general alarm was given to awaken the passengers aboard the Titanic when the crash came or subsequently was stated by Major Arthur Peuchen of the Queen's Own Rifles, Toronto, Canada, in his testimony before the senate investigating committee yesterday afternoon. Peuchen stated that at least two women aboard the Titanic owed their lives to the presence of mind of Mrs. John Jacob Astor. The women, whose names were not given, slept through the crash and would have been drowned in their berths had not Mrs. Astor rushed to their staterooms and awakened them. Major Peuchen said:

"I helped to get ready the first lifeboat on the port side. Only women were allowed to get into it, and I did not see a male passenger attempt to enter. It could have taken more, but took all the women who were waiting to get in. There were about 36 in the boat when it was lowered. I saw one or two women who refused to get in because they would not leave their husbands. The boat was lowered to a point parallel with the sea deck. Here the quartermaster in charge cried:

"We can't manage that boat with only one seaman!" An officer called for more men. I was standing nearby and asked if I could help, telling him that I was a yachtsman. The captain told me to enter the boat. I found some loose tackle and lowered myself in. I got out an oar and rowed with Fleet, the lookout."

An Italian stowaway, Peuchen said, appeared and tried to help to row with a broken arm. The witness continued:

"As we rowed away, the officers called to us to go to the bow. The lookout."

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quartermaster refused, saying: 'We use lives here, not bodies.'

The quartermaster imagined he saw a light. Peuchen said: 'I could not see it. It was only a reflection. He kept us floating toward this imaginary light, down we heard sounds of the breaking up of the Titanic. We heard a sort of a call for help and then a rushing sound. The lights of the ship went still on. Then came an explosion, followed by another and the lights went out.

Heavy Dreadful Cries.

"Then we heard dreadful cries—calls for assistance, moaning and crying. These cries kept gradually growing fainter. We were then five or six miles away. I asked the quartermaster to go back but he answered, 'It's no use. There are only a lot of stiff bodies there.'"

When the Carpathia steamed over to the scene of the wreck the next day I saw a barber's pole floating in the water. There must have been a violent explosion to force it out of the vessel. Captain Smith did everything possible to get the passengers aboard the lifeboats.

Major Peuchen said that he examined the lifeboats afterward and found they were equipped with water and hard-lack.

Major Arthur Peuchen is a well known financier of Toronto and Montreal and is associated with many of financial companies in both Canadian cities. He is president of the Standard Chemical company of Canada and was on business of the company that he made the trip to Great Britain from which he was returning on the ill-fated Titanic. He left Toronto only six weeks ago. He has long been associated with military affairs in eastern Canada and is master in the Queen's Own Rifles, a militia regiment in Toronto. He is about 45 years of age and of splendid physique.

PORTLAND SURVIVOR OF TITANIC IS IN CHICAGO

Mrs. F. M. Warren Jr. of Portland, who was rescued from the Titanic, on which her husband went down, is in Chicago en route to Portland. Relatives said this morning that they had no definite idea as to when Mrs. Warren will arrive home.

Mrs. Walter Avery Jr. 144 Milwaukee avenue, whose sister Mrs. Ellen Becker and three children are among the survivors of the disaster, has had no news from them since they telegraphed from New York city that they were safe. In that port Mrs. Becker went to her home at Benton Harbor, Mich., and Mrs. Avery is expecting a letter from her tomorrow of the next day.

An attachment for a telephone receiver by which another person can hear what is being said over a wire, a stenographer, for instance, who is to take both sides of a conversation, has been invented.

Journal Want Ads bring results

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GOLD DUST

Germs of decay accumulate on oft-used pots and pans, and ordinary soap and water only cleans off the surface.

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CORD in oblong box. George Frost Co. Makers, Boston.

HUNDREDS ATTEND OPENING OF BANK

The handsome new home of the Merchants National bank, thrown open to the public for the first time yesterday afternoon and last night, attracted a great deal of attention and caused much favorable comment. The invitation to the formal opening which was general gave the hours from 4 until 9 o'clock and a continuous stream of men, women and children were welcomed by the bank officials.

The visitors were shown in groups through the quarters and the various departments and innovations which have been installed were explained by the officers. Of especial interest to the majority was the big safety deposit vault, one of the finest and strongest on the Pacific coast. The officers' room on the mezzanine floor, with its handsome Chippendale walnut finish also won much praise.

The Talking Machine Which Has Caused a Profound Sensation

Was advertised in the Saturday Evening Post for \$59.00.

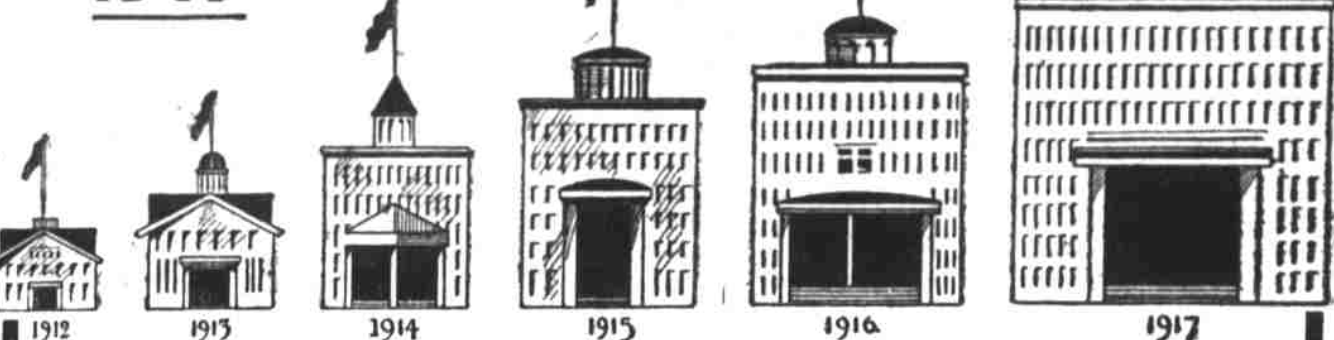
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YOUR CHOICE
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Gallon . . 75c

Free Rapid Motor Delivery
Each Day Until Midnight
Phone Your Orders
Main 6737 A 7775
19 North First
Corner Burnside

Multnomah
Lager Beer
\$1.00
Dozen Quarts
Bottles Exchanged

MAURETANIA HITS PIER, PASSENGERS AFRAID

New York, April 24.—Smashing into the pier as she left New York harbor for England, the big Cunard liner Mauretania created consternation among the 1350 passengers aboard today. The bridge rail was twisted by the impact, but no one was hurt. The Mauretania carried 24 lifeboats and seven rafts.

Special Rates East
On April 24, 25, 27 the Canadian Pacific will sell round trip first class tickets, Portland to St. Paul-Minneapolis and return at rate of \$10.

ILL-FED CREW STARTS \$6000 SUIT IN LIBEL

(United Press Special Wire.) San Francisco, April 24.—Charging that the failure of the American schooner American to take on sufficient supplies when leaving Newcastle, Australia, December 4, last, forced them virtually to starve for the greater part of the voyage to San Francisco the officers and crew of the vessel filed a suit in libel here today to collect \$6,000, the aggregate of increased wages provided by the maritime laws in such cases.

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