Oregon Historical Society
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SECOND EDITION

MEDFORD MAIL TRIBUNE

WEATHER
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Forty-second Year.
Daily—Seventh Year.

MEDFORD, OREGON FRIDAY, APRIL 19, 1912.

No. 24.

Ismay Tells Story of Sinking of Steamer Titanic--Declares No Explosion Occurred Aboard Sinking Vessel--1601 Victims of Disaster, 745 Rescued--Barbarous Treatment of Women Is Described--Cruelty Shown by Titanic Crew

ISMAY TELLS OF SEA TRAGEDY

Senate Committee Probes Titanic Disaster and Hears Full Account of Disaster from Official of Steamer Line Who Escaped from Vessel.

Witness Does Not Know Where Iceberg Struck Ship—Saw No One Jump Into Sea.

1601 LIVES LOST. 745 PERSONS SAVED

Lost: First-class, 220; second class 196; third class 550; officers and crew 730; died later on Carpathia 6. Total victims 1,601.

Saved: First class 210; second class 125; third class 200; officers and crew 210. Total saved 745.

NEW YORK, April 19.—The subcommittee appointed by the commerce commission of the United States senate to investigate the Titanic disaster opened its inquiry at the Waldorf Astoria hotel here today with J. Bruce Ismay, managing director of the White Star line, as the first witness. He opened his statement in this manner:

"First, I want to express my grief **over this appalling sea tragedy. Then I wish to say that the White Star line** welcomes the fullest investigation possible, and that you will receive all aid that its officers can give you."

After reviewing the history of the Titanic and the money that had been spent in its construction, Ismay said:

"I was asleep in my stateroom when the collision occurred. I understood that the ship went to the bottom at 2:20 o'clock in the morning.

Not at Full Speed.

"It had been stated by various survivors that the vessel struck the iceberg while running at full speed. I wish to deny this allegation. After the crash I went on deck and asked the captain what the trouble was. He said he did not know. I then returned to my stateroom, dressed and went to the bridge. Captain Smith was there and said the ship had struck ice and that he feared it had been seriously damaged. The chief engineer expressed a similar fear.

"When I returned to the bridge later, I heard Captain Smith Order the lifeboats to be lowered. I assisted in this work. I went to the starboard side and stayed until the fourth boat was lowered. I do not know whether the captain remained on the bridge.

Ismay flatly denied that he had consulted Captain Smith concerning the Titanic's movements, adding:

Not Making a Record.

"I want to say right here that we were not attempting to break any speed records. I did not plan to arrive in New York until 5 o'clock Wednesday. I knew that Captain Smith had been warned that icebergs were prevalent, but I had never seen one in my life. I had absolutely no conversation with Captain Smith or any other officer regarding the ice floes."

Ismay also emphatically denied that he had sent any wireless messages after Operator Phillips flashed the "S. O. S." call. "I heard the captain in a loud voice give the order to lower the boat," he continued. "Then I left the bridge. I saw three boats lowered and I got into the fourth. The order was given that women and children should go first. About 45 passengers were in the boat with me, and it was filled to its capacity. The first three boats also were well filled. I saw no struggling or jostling or any attempts by male passengers to crowd back the women and children. We picked up the first we found. It made no difference whether they were cabin or steerage passengers. Every lifeboat that I saw was properly manned."

Asked if he saw any passengers on the Titanic just before it sank, Ismay said he did but declared he recognized

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BUTT, CASE AND ASTOR HEROES

Survivors Say President's Aide Lined Up Panic-Stricken Women and Helped Them Aboard Lifeboats—Last Seen Waving Good-bye.

Stood on Bridge of Sinking Titanic as It Became Submerged and Sank Into the Cold Black Waters.

NEW YORK, April 19.—"Archie" Butt died a hero and death, knee deep in the wash that swept over the bridge of the Titanic, the last of the survivors' sight of the president's aide was when he was beside a fellow soldier—Colonel John Jacob Astor.

The rescued on the Carpathia said that Major Butt, Colonel Astor and Howard Case were the conspicuous heroes of the world's greatest sea disaster.

Lined Up the Women.

It was Major Butt who lined up the panic stricken women and the frenzy of the despair met with the cool, calm judgment of the soldier and was swept into the shadow of death unafraid. His last good bye was smilingly said to Miss Marie Young, formerly a music teacher to some of the Roosevelt children. Miss Young had frequently met Major Butt at the White House. She was on the last boat to leave the stricken leviathan.

"Major Butt escorted me to a seat in the boat," she said today. "He **helped me find a space, arranged my** clothing about me, stood erect, doffed his hat, smiled and said 'good bye' and then he stepped back to the deck, already awash. As we rowed away I looked back and the last I saw of him he was smiling and waving his hand to me."

Butt and Astor Together.

Dr. Washington Dodge of San Francisco thinks he saw the last of Major Butt silhouetted against the sky. He saw Butt and Colonel Astor, heads erect, their arms apparently around each other's shoulders, standing on the bridge of the Titanic as the stricken ship lurched into the cold, black waters. Butt and Astor were together throughout the panic. Dr. Dodge said.

Major Butt took charge of one section of the ship, forced those with the fear of death in their hearts to a semblance of courage by his own calmness and embarked all the women the boats would hold.

The North German Lloyd Line officials here today said that Major Butt had planned originally to take one of their slow boats home but changed his mind in London.

MRS. WARREN SAVED BUT HUSBAND LOST

PORTLAND, Ore., April 19.—Fears for the safety of Mrs. F. M. Warren, wife of a Portland packer, who was a passenger on the Titanic, today have been allayed through the receipt by Mrs. F. M. Warren junior, of a telegram from the former in which she says she arrived in New York on the Carpathia and is in good health. Nothing has been heard of Warren and it is feared he was lost in the wreck.

MERRICK LEADS PRIMARY VOTE

Tou Velle Getting Democratic Vote—Heavy Vote Being Polled in Medford—County Precincts Light—Bourne Getting Heavy Ballot.

Perfect Weather for Primary—La Follette and Wilson in Lead for President, Claim Adherents.

Between 600 and 700 votes had been cast in the city at 2 o'clock this afternoon. A large number of voters were at each polling place and a heavy primary vote will be recorded in Medford. Reports from country precincts indicate a light vote, but the farmer vote may come out later.

F. E. Merrick, candidate for the republican nomination for county judge is running well in the city of Medford and all indications are that he will poll a heavy vote not only in this city but over the county. In Medford his majority over George W. Dunn will be heavy and the returns from the outside districts will be far more favorable than was hoped. His friends claim the nomination for him.

Frank L. Tou Velle, democrat, will be nominated over J. R. Neil. While his nomination has not been in doubt the vote will be heavier in his favor than expected.

Reports from Ashland are to the effect that balloting started heavy there and that that city will poll its full registered vote.

Very little interest is bein displayed in the state or national offices. Jonathan Bourne, however, seems to be running well judging from expressions on the part of the voters.

Indications at noon today were to the effect that the country precincts were polling a light vote but that the larger centers of the county would poll to the full amount of their registration. Medford had polled 500 votes at noon and Ashland slightly over 300. In several of the country precincts the vote was exceptionally light.

Owing to the fact that the polls will not close this evening until 7 o'clock the farmer vote may get to the polls later this afternoon and bring the vote up to normal. If the present rate of voting is kept up the result of the election will be known as soon as the ballots are counted in the larger centers.

The number of votes which are being sworn in over the county is small, nearly all who appear at the polls having registered. As usual a number of voters in the city registered as independent believing that they would be able to vote today at the primary election which is not the case.

ULRICH NOT AUTHOR OF POLITICAL LEAFLET

Wm. Ulrich wishes it announced that he was not the author of the political leaflet issued by Messrs. Pottenger, Amy, Garrett and Oatman and had nothing to do with its compilation and was ignorant of its publication.

GROSS BRUTALITY BY BOAT CREWS

Survivor of Disaster Says Sailors Ordered Astor and Straus Out of Lifeboat, Said "We'll Show These Rich Yankees."

Mistreatment of Women Rescued also Depicted—Hundreds of Lives needlessly Rescued States Witness.

NEW YORK, April 19.—Charging the officers of the lifeboats with acts of the grossest brutality while making the boast, "we'll teach these rich Yankees that we're running things," Mrs. J. J. Brown of Denver, one of the survivors of the Titanic today told a startling story of mistreatment of women on board the boats, expressing her willingness to repeat it before the senate sub-committee which is investigating the disaster here.

"Hundreds of lives were needlessly sacrificed," declared Mrs. Brown. "I, for one, am willing to tell the senate committee all I know. I want to see justice done. I have not words with which to express my indignation at the arrogance of the men who had charge of the lifeboats.

"When Mrs. Astor came aboard our boat, her husband came with her.

"'Get out of here! This is for ladies only!' cried the officer in charge. Colonel Astor explained that his wife was in a delicate condition, and that he therefore wished to accompany her. The officer cursed him in reply, and the colonel bowed, smiled, kissed his wife good-bye, and withdrew. The lifeboat then started with a number of seats vacant.

"Isidore Straus and his aged wife entered the lifeboat. Straus also was ordered out, and his wife left with him, declaring that she would remain with him even if she had to die."

CARPATHIA WAS A HORROR SHIP

NEW YORK, April 19.—Charging that J. Bruce Ismay, managing director of the White Star Line, was carried aboard the rescuing steamer Carpathia and taken to a stateroom while women survivors were compelled to sleep in the passageways, Mrs. Lucien Smith, who escaped, a widowed bride, from the wreck of the liner Titanic, today tells a surprising tale of alleged mistreatment and censorship aboard the lifeboats and on the Carpathia.

Mrs. Smith charges there was plenty of room aboard many of the lifeboats to have permitted husbands to accompany their wives and other women kin. The sailors in her lifeboat, she declared, refused to take their turn at the oars, allowing the women to row.

"The Carpathia was a horror ship" concluded Mrs. Smith.

RECORD MANIA CAUSED DISASTER

NEW YORK, April 19.—That the wreck of the Titanic was the direct result of an attempt to make a new speed record across the Atlantic is the unanimous opinion of the survivors of the disaster here today.

The latest figures show that 745 were saved and that 1595 perished.

Of those missing 120 were first-cabin passengers; 195 second cabin, 550 steerage and 730 officers and crew.

Of those saved 210 were first class, 125 second class, 200 steerage and 210 officers and crew.

Benjamin Guggenheim is among the missing. None of the survivors was able to tell how he met death, as none remembered having seen him after the first shock was felt.

GREAT STRIKE ALARMS TRAFFIC

Unless Railroad Managers in Territory East of Chicago Reconsider Refusal to Advance Wages by 8 O'clock Tonight.

Ultimatum Served Upon Officials by Stone—Only Two Hours Notice Served—Prepared to Act at Once.

NEW YORK, April 19.—The threatened strike of locomotive engineers on railroads east of Chicago and north of the Ohio river will not be ordered until next Monday, if then. Stone this afternoon told Stuart that the engineers would wait until Monday in order to permit the general managers' committee to again confer as to the demands of their employes.

NEW YORK, April 19.—Unless the managers of the railways in the territory east of Chicago and north of the Ohio river reconsider their flat refusal to advance wages of the engineers by 8 o'clock tonight the worst railroad strike in the history of the United States will be called.

President Stone of the Brotherhood of Locomotive Engineers flatly served an ultimatum on the roads today. He told J. C. Stuart, vice president of the Erie and chairman of the managers association, that the roads would only have two hours notice of the strike unless they meet the men's demands and other officials of the organization were prepared to act after 8 o'clock tonight.

Stone said that he and his committee did not want to consider the answer of the managers final. The referendum vote had authorized the calling of the strike, he said, and unless the general managers reconsider their refusal by 8 o'clock tonight the committeemen of the engineers' organization will leave New York after the interests of their organization.

Whether the railroads will now try to invoke the provisions of the Erdman act to prevent a strike was not stated by the managers.

LA FOLLETTE TO REST AT SHASTA

GRANTS PASS, April 19.—Senator Robert M. La Follette closed his Oregon campaign here last night when he addressed an audience which packed the largest auditorium in the city. Hundreds of persons were unable to gain admission.

Before her husband began speaking Mrs. La Follette addressed the audience in behalf of woman suffrage. She greeted the audience as "men and women," and soon after in referring to society women she remarked that she was "not of that class."

Senator and Mrs. La Follette went to Shasta, California, from here, where they will rest over Sunday. La Follette was joined this morning by Walter Houser, his national campaign manager.

LIGHT VOTE IS POLLED IN STATE

Few Workingmen or Farmers Reach Polls by Noon—Last Hours Expected to Witness Rush—All parties Confident of Carrying State.

Wilson Adherents Assert His Nomination a Certainty and Clark Boosters Claim the Same.

PORTLAND, Ore., April 19.—Voting was light in Portland in the Oregon primaries and report from different sections of the state indicate that the same condition prevails generally.

The light vote cast in the early hours was because few workingmen were able to vote in the morning, the polls not opening till 8 o'clock. Voting is expected to increase in volume throughout this afternoon and evening till a heavy vote will have been cast by 7 o'clock tonight when the polls close.

Supporters of President Taft, Colonel Roosevelt and Senator La Follette continued this afternoon to express confidence that their candidates would carry the state.

W. B. Ayer, chairman of the Taft campaign committee, said this afternoon that he regarded the light voting as unfavorable to the president. He maintained that if the voting increased during the afternoon, however, he had no fear as to the outcome.

Adherents of Governor Woodrow Wilson of New Jersey asserted that Wilson easily would obtain the democratic presidential nomination. Speaker Champ Clark's supporters declared he would poll a heavy vote.

AERIAL DELIVERY MAIL SERVICE

SAN FRANCISCO, Cal., April 19.—The first aerial delivery service of mail, officially, was authorized in a telegram sent by Superintendent Stevens of the railway mail service from his office here to Postmaster Speegle of Eureka, where an aviation meet will be held Sunday. A pouch of mail will be carried from the aviation grounds to the postoffice and there distributed. The delivery will be under the direction of the railway mail service and the route regularly designated by number—676,001.

Superintendent Stevens took the matter up with Washington before granting permission. The name of the aviator has not been indicated.

BISHOP SCADDING TO BE HERE NEXT SUNDAY

Bishop Scadding of the Oregon Episcopal diocese will be in Medford next Sunday and will deliver the morning sermon at St. Mark's church.

Memorial Service for Victims

LONDON, April 19.—A national memorial service for the Titanic victims was held this afternoon in St. Paul's Cathedral. The edifice was jammed to the doors.

FATAL ICEBERG COLOR OF SEA

Mountain That Liner Titanic Struck Could Not Be Seen at a Distance—No Time to Transmit Orders Before Crash Came.

Biggest Vessel Afloat Started to Sink at Once—"Women and Children First" Came the Captain's Orders.

NEW YORK, April 19.—The mountain of ice that destroyed the liner Titanic was almost the color of water. It was almost impossible to distinguish it a great distance, and the big liner was rushing through the water at such a fearful rate of speed that when the lookout in the "crow's nest" reported "ice ahead" there was not time to transmit the reverse order to the engine room before the crash came.

That the ordinary rules of caution while passing through the ice-fields were disregarded is known. Where the responsibility rested will be determined by the congressional investigation here or by the board of trade in London. But they cannot question Captain Smith. The veteran seaman carried to the bottom of the ocean knowledge of the truth or falsity of the allegation that his orders were imperative to take the northerly route, the shortcut, and make a record for quick passage with a new steamer.

Began to Sink at Once.

The captain was not standing watch when the liner struck. Chief Officer Murdock was on the bridge and he immediately pushed the electric button which automatically closed the doors. As he did this Captain Smith rushed to the bridge and at once made tests of the lighting apparatus and called for a report from the engineroom, while Mudock was signalling full speed astern.

But already there was a drop by the bow, and from the engineroom came the report that the vessel was taking water forward. The shock had been felt everywhere but there was no alarm. How could hitting some ice hurt "the biggest vessel afloat?" Not a soul on the liner had the faintest inkling of the horrible tragedy which had been set in motion. But soon Captain Smith noticed that the big ship was dropping forward and the indications were that the bulkheads were giving way and the enginerooms were being endangered. Then he gave the order to get the passengers over the side and at the same time word to Wireless Operator Jack Phillips to send out the international call—the continental appeal for aid.

Story of Disaster.

"Get all persons on the boat docks" came the sharp order and the army of stewards obeyed at once. Everyone was ordered to assemble on deck with their lifebelts on. Many refused. They could not realize that there was danger but the presence of the crew at collision stations and the uncoiling of lifeboat ropes soon indicated to everyone that business was meant.

Then came the sharp command: "Women and children first" and there were revolvers in the hands of the officers, showing that the officers were to enforce the orders. No distinction was made between women of the steerage and the women of the first cabin. At first they refused to enter the boats. The women felt that they were safer on the liner than in the lifeboats, and the crew did not stand on ceremony but promptly picked them up bodily and threw them into the boats. Some steerage passengers—men—made a rush for the boats. A murderous pistol was out, it spoke twice, two men dropped. A third was felled by a quartermaster's fist. The panic was over and the men fell back.

Boat Is Capsized.

Over the sea from the davits the loaded boats were swung and promptly dropped. One capsized and the occupants were drowned. A collapsible lifeboat, one of a new type, also turned turtle over in the water and the occupants lost their lives, although it was later righted and got

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MASS MEETING TO SECURE FACTORY

A mass meeting has been called for Saturday afternoon at the city hall by President Colvig of the Commercial club to consider a proposition by Mr. Crapsidell, a representative of one of the leading manufactories of Bradford, Pa., cutlery manufacturers who is here with proper credentials seeking a location for an old established business, and which will employ when instituted not less than fifty men; all high priced and skilled workmen.

"The proposition which he makes seems to me very fair," states Mr. Colvig, "and I have seen his authority from the president of the Bradford company, which shows that the effort Mr. Crapsidell is making, is put forth in good faith to our people. I have, therefore, appointed a general meeting of the officers of the Commercial club, and leading business men of Medford to be held at the city hall tomorrow, Saturday, at 3:30 o'clock p. m. A general invitation is extended to the business men of Medford to be present, and hear the proposition which this representative has to make."

A proposition has been made the company by Albany, but they prefer to come here if possible.

WIRELESS OPERATOR WRECK HERO

NEW YORK, April 19.—At the very head of the list of wireless heroes must be placed the name of John George Phillips, the young Englishman who was in charge of the wireless room on the ill-fated Titanic and who paid with his life the price of his faithfulness to duty.

Phillips was at his key when the Titanic struck the iceberg which "broke her back." His assistant, Marold Bridge, had just gotten out of bed to relieve him and was standing beside Phillips, clad in his pajamas, when they both felt a slight jar. A moment later Captain Smith came to the door of the wireless room and told Phillips that the ship had struck an iceberg and that the extent of the damage was being ascertained.

"You might have to send out the call for assistance," said the captain as he left.

In 10 minutes he was back. He told Phillips to send the call for help in the international code. The two wireless operators stood laughing and joking as Phillips flashed the call, having no idea that they were in any real danger.

The Carpathia soon answered and Phillips sent Bridge to tell the captain that she was coming to help them.