

The Daily Capital Journal

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NO. 85.

1601 WENT DOWN TO DEATH ON TITANIC, 745 SAVED

GREAT RAILROAD STRIKE TONIGHT UNLESS ROADS YIELD TO DEMANDS

ENGINEERS DETERMINED NO HOPE OF SETTLEMENT VAST TERRITORY INVOLVED

Engineers Serve Ultimatum on Roads Which Must Grant Demands by 8 O'clock Tonight or Strike is on--Men Will Give But Two Hours' Notice--All the Roads East of Chicago and North of the Ohio River Involved--Companies Make Flat Refusal and the Strike Now Seems a Certainty--Traffic Will Be Paralyzed.

New York, April 19.—Unless the managers of the railroads in the territory east of Chicago and north of the Ohio river recede from 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 precipitated.

Grand Chief Warren 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 railroads would only have two hours' notice of the strike unless they meet the men's demands.

Most Answer by 8 O'clock.
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 receded their refusal by 8 o'clock tonight the committee of the engineers' organization will leave New York to look after the interests of their organization.

Whether the railroads will now try to involve the provisions of the Erdman act to prevent a strike was not stated by the managers. The Stone letter in full follows:

Roads Can Afford It.
"We again reaffirm our request made January 23 and reaffirmed March 25, because we believe them equitable and are something the engineers employed on the roads represented are justly entitled to. In

this connection we are carefully considering that part of your letter setting forth the reasons why the companies represented by your committee cannot increase the wages of their engineers. We desire to call your attention to the fact that the companies in the west, southwest and southeast are at present paying engineers approximately the same rates we are contending for here, with better working conditions.

"In your letter of March 23 and April 18 you place the refusal of the road to grant increases on the road's inability to pay more, and offer nothing beyond the bare statement to substantiate it, regardless of the fact that the financial reports show both increases in earnings and volume of business."

Extend Time to Monday.
New York, April 19.—The threatened strike of locomotive engineers on railroads east of Chicago and north of Ohio river will not be ordered until next Monday, if then. After serving a flat ultimatum upon Vice-President J. C. Stuart of the Erie railroad chairman of the general managers' association, that unless the engineers' demands for increased wages were granted by 8 o'clock tonight a general strike would be ordered in two hours' notice, Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, 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 employees.

ISMAY'S STORY IS REFUTED

BRITISH ARMY OFFICER SAYS TITANIC WAS RUNNING FULL SPEED AND NO PRECAUTIONS WERE TAKEN THOUGH CAPTAIN KNEW OF ICE.

New York, April 19.—Flat contradiction of J. Bruce Ismay's statement that the Titanic was not running at full speed when the iceberg was encountered was made in an independent statement here today by Major Arthur A. Peuchen, of the Queens Own Rifles, Toronto, one of the survivors who declared that the disaster was the direct result of criminal carelessness in running at full speed through ice which dotted the ocean.

"If even the lookout had been on his job in the crow's nest of the vessel," declared Major Peuchen, "he would have seen the berg. It was a monster, and the night was clear with stars everywhere. Captain Smith was dining with Ismay and other millionaires for more than three hours, instead of being on the bridge, where he belonged, knowing that the Titanic was entering the icefields."

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Overlooked Receipt.
Seattle, April 19.—Before committing suicide by draining the contents of a small ounce-bottle of carbolic acid in his room at the Y. M. C. A. yesterday afternoon, Dr. John McKinlock, of Chicago, destroyed every possible clue that would lead to his identity. After a careful search the coroner unearthed a tiny money order receipt about the man's clothes, and it was found that he had sent money to his wife, Mrs. John McKinlock. He registered at the Y. M. C. A. as "Silas Ball."

PROBING WRECK OF TITANIC

Senate Committee Begins Investigation Today With One of the Owners, Ismay, on the Carpet--He Tells His Story of the Wreck.

HE GOT IN FOURTH BOAT

Was Asleep in His State Room When the Boat Struck, But Managed to Get in Fourth Boat, Though He Heard the Captain Give the Order "Women and Children First"--In This Case Ismay's Act Proved He Was Both and Neither--Only a Coward.

[UNITED PRESS LEASED WIRE.]
New York, April 19.—After summoning J. Bruce Ismay, head of the International Mercantile Marine company, to appear as a witness today before the senate investigation committee, Chairman William Alden Smith, of Michigan, said:

"We will not fail to give the American public all of the facts. We are not going to use clubs on those witnesses, but we are going to get the truth."

"I was very much struck by a story of two witnesses, who were slightly ill, but whom we expect to have before the committee before the finish of the investigation, that Major Archibald Butt and Clarence Moore, of Washington, stood at salute on the deck as the last boat was lowered. From what I have gathered so far, not an American man jostled a woman in all the confusion on board the Titanic."

Ismay on the Carpet.

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 state room when the collision occurred. I understood that the ship went to the bottom at 2:20 o'clock in the morning."

Ismay Tells His Story.
"It has 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 an officer 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

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STORY OF MOST TERRIBLE DISASTER AS TOLD BY SORROWING SURVIVORS

Warren Lost, Wife Saved.
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, Jr., 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.

ELECTION CALLS OUT BIG VOTE

VOTING WAS BRISK FROM OPENING OF POLLS, AND KEPT UP ALL DAY--IT'S ALL GUESSWORK UNTIL THE COUNT IS AT LEAST PARTIALLY MADE.

Brisk voting marked the opening of the primary election polls this morning in the city, and it has continued throughout the day. Advice received from the country precincts indicate that the same lively interest is taken there in the election, and the prediction is made that a very heavy vote will be rolled up.

At noon today the vote had not progressed far enough so that it would serve as an indicator as to the candidates leading, and who will probably be elected, and with each candidate claiming that he is exceeding the speed limits, but speculation can be indulged in as to who will be the winner.

President Taft's supporters claim he will carry the county, and so do Roosevelt's managers, and the contest seems to lie between the two, with La Follette out of it, and the odds probably in favor of Teddy. Woodrow Wilson, it is predicted, will win over Clark.

Bourne, it is contended, will have easy sailing over Ben Selling, and Olcott, it is asserted, will carry the county with a good majority over Fields, for secretary of state. That Fields' supporters are apprehensive is evidenced by the fact that, though there is an abundance of Olcott money in the hands of wagers, placed there by those who are confident of his success, no bets can be secured.

NEBRASKA ELECTION SHOWS LIGHT VOTE

[UNITED PRESS LEASED WIRE.]
Omaha, April 19.—Light voting characterized the Nebraska presidential preference primary throughout the state today, owing to the fact that the farmers are unable to leave their crops.

The heaviest balloting is expected this evening, the polls remaining open until 9 o'clock to give the farmers an opportunity to vote.

The polling is being retarded considerably by the cumbersome seven-foot ballots which are in use.

Progressives of both the Republican and Democratic parties are optimistic concerning the outcome.

LA FOLLETTE OUT OF IT TAFT OR ROOSEVELT

[UNITED PRESS LEASED WIRE.]
Portland, Ore., April 19.—"Either I or a reactionary will be nominated in Oregon," was the message wired here today by Colonel Roosevelt to former United States Senator F. W. Mulkey, his campaign manager in Oregon. Colonel Roosevelt says the battle for the Republican presidential nomination is between President Taft and himself.

BUTT CALM IN FACE OF DEATH ASTOR SHOWS HIS MANHOOD ISMAY ALONE IS A COWARD

Greatest Steamship Ever Built Goes Down in Greatest of All Marine Disasters--Survivors Tell Story of Hardships--Action of Astor and Butt and the Noble Old Woman, Mrs. Straus, Who Deliberately Chose Death With Her Husband, Makes Humanity Better, and Creates More Respect for the World's Rich.

Saved 745, Lost 1601.

Lost: First class 150; second class 195; third class 550; of floors and crew 739; died later on Carpathia 6. Total victims 1,601.
Saved: First class 210; second class 125; third class 200. Of floors and crew 219. Total saved 745.

New York, April 19.—The world's annals have provided few more intense and dramatic moments than when all that was left of the great company that so gallantly sailed on the Titanic appeared last night on the Cunard pier.

No hint of the story of their miseries and of their sufferings after the Titanic foundered had come from the sea. It was not known for certain whether some who had been given up for dead might appear miraculously on the gangplank. There were scores of people among them, men and women, whose names were familiar to the country over, who waited in the most intense suspense while the Cunarder with her and cargo made her way slowly up the Hudson, passed the great ships in docks whose flags showed dimly at half-mast in the bars of river light.

Hope Turned to Despair.
There were some of these who had not dared to give up all hope, who lingered still a prey to the most dreadful uncertainty, who refused to believe the cruel list of those that were saved, and thought that there might, after all, appear for them some loved face. But nearly all of these were disappointed, and turned away with looks that no man who saw the arrival of the Carpathia will ever forget.

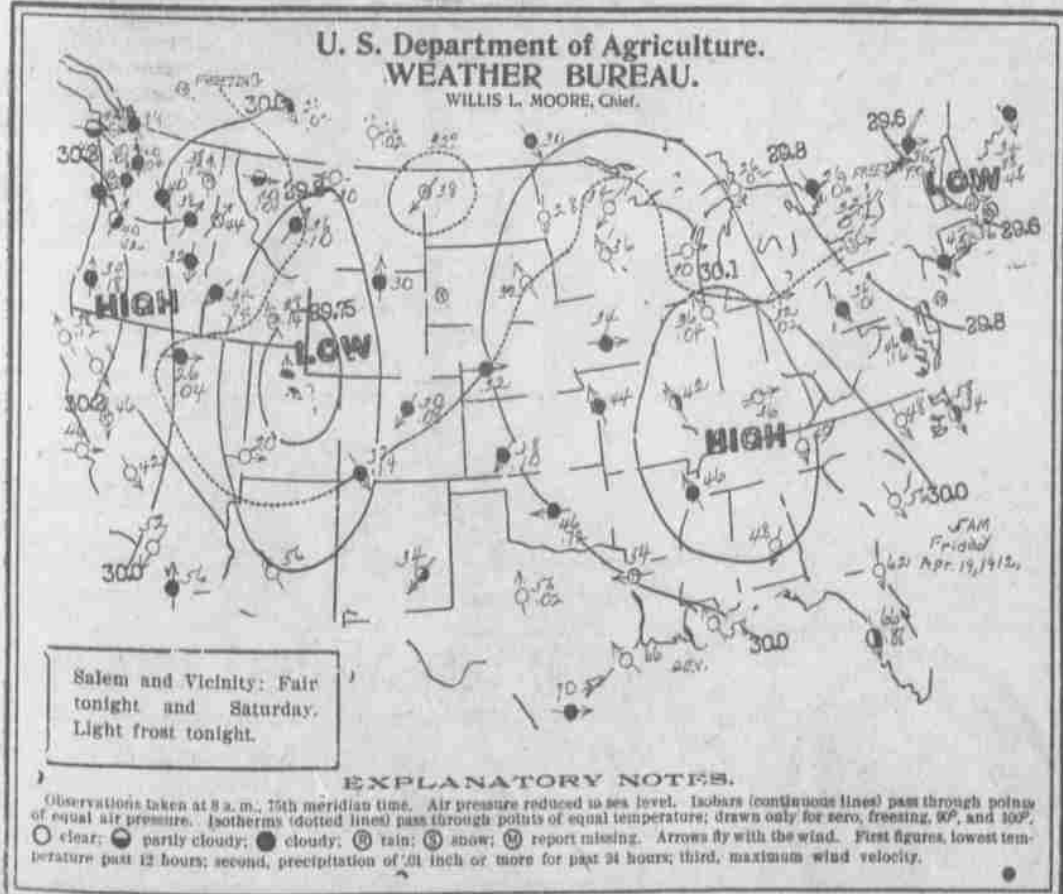
The tragedy of the Titanic was written on the faces of nearly all of her survivors. Some, it is true, who were saved with their families, could not repress the joy and thankfulness that filled their hearts, but they were few compared to the number of the rescued. Those others bore the impress of their ordeal. Their faces

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NOTICE

On and after Saturday, April 20th, the price of the Capital Journal on the street will be 2c per copy. This move has been made necessary by the reduction in price by carrier to 10c per week.

The Capital Journal



Forecast THU & p. m. Saturday
Oregon: Fair tonight; light frost west, heavy frost east portion. Saturday fair, warmer southwest portion. Westerly winds.

Cappers' Forecast.
Protect shipments as far north as Seattle against minimum temperatures of about 24 degrees; northeast to Spokane, 26 degrees; southeast to Boise 22 degrees; south to Siskiyou, 26 degrees. Minimum temperature at Portland tonight, about 35 degrees.

River forecast.
The Willamette river at Portland will remain nearly stationary for the next two or three days.

EDWARD A. BEALS, District Forecaster.