

WAS ISMAY BRUTAL TO WOMEN?

VIOLA CARVER IS RELEASED

WOMEN TREATED BRUTALLY SAYS ONE SURVIVOR

(By United Press Leased Wire.)

NEW YORK, April 19.—Charges that Bruce Ismay was carried aboard the Carpathia and taken to a stateroom, while women survivors were compelled to sleep in the passageways, were made today by Mrs. Lucien Smith, who escaped, a widowed bride.

Mrs. Smith charges there was plenty of room aboard many of

the lifeboats for husbands to accompany their wives. The sailors, she declared, refused to take their turn at the oars, making the women row.

"The passengers aboard the Carpathia," said Mrs. Smith, "were asked to sign a statement agreeing not to talk to the reporters regarding the Titanic wreck."

"The Carpathia was a horror ship," she concluded.

(By United Press Leased Wire.) NEW YORK, April 19.—Charging the officers of the lifeboats with the grossest brutality while making the boat, "We'll teach these rich Yankees we're running things," Mrs. J. J. Brown of Denver, one of the survivors of the Titanic, told a startling story today. "Hundreds of lives were needlessly sacrificed," declared Mrs.

Brown. "I am willing to tell the senate committee all I know."

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

"Get out of here. This boat 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 number of seats vacant."

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

"As the lifeboat left the Titanic's side the officer in charge boasted, 'We'll teach these rich Yankees we're running things.'"

"The officer forced me to row until my arms almost dropped off. All this time he sat sneering, and demanding that we row harder. Then he ordered Mrs. Astor to tug at the oars."

"The survivors have nothing

but contempt for Ismay. I will be glad to appear before the investigating committee."



ISIDORE STRAUS.

TACOMA GIRL IS EXONERATED OF LOVER'S MURDER

(By United Press Leased Wire.)

LOS ANGELES, April 19.—The case of Viola Carver of Tacoma, charged with the murder of J. Edwin Edge, was dismissed today by Judge Chambers and the defendant given her liberty.

Miss Carver on March 21 shot and killed Edge, a young realty operator, in his office here. She based her defense and on a decision that she attempted to shoot herself and that Edge was shot when he tried to wrest the revolver from her grasp.

STRONG MEN BROKEN AS SURVIVORS LAND

(By United Press Leased Wire.)

NEW YORK, April 19.—Grim, misty silence today shrouded the Carpathia, ambulance of the sea, as she lay at her dock, her work of rescue done.

Where last night women, insane with sorrow, voiced their anguish in hideous shrieks, today soft-toned sailors calmly prepared the Carpathia for her interrupted Mediterranean tour on which she will start again this afternoon.

Where last night the sobbing of strong men sounded through the darkness as they tenderly cared for the pitifully few Titanic survivors, today burly stevedores hustled bales and barrels.

Passengers, captain and crew of the Carpathia, relieved of their burden of rescue, slept late today. All were worn and weary by five days of caring for the terror-demented men and women.

It was well into this morning before the last of more than 700 Titanic survivors left the Carpathia.

All on board the rescue ship today organized shopping parties, as they had stripped themselves to clothe the almost naked survivors.

WAS TREMENDOUS TRAGEDY

The landing of the Carpathia, last scene in one of the world's greatest tragedies, followed no playwright's rules in the staging of its drama of broken hearts.

A little group of people—perhaps 300, possibly 400, was drawn up around the canopied gangplank. Up and down the huge Cunard pier, were others of men and women, standing silent, or conversing on indifferent things.

A little florid man, chewing a cigar nervously, stood behind the line formed to give room for the survivors to pass in crowd.

"I have five on board," he was saying. "I don't know if they are all alive. I can't tell. They have taken their names off the lists and put them on again."

The chugging of a tugboat sounded from out in the North river. The little florid man went white.

"My God," he said. It was the only exclamation from that straining group. The churning of the tug now was clearly audible. Only the foot or two of space on each side of the canopy gave room to see outside the covered pier.

The white bow of the Cunarder glided past.

A man was smoking a cigar aboard.

"They're smoking," half shrieked a woman who had stood waiting motionless for three long hours.

Couldn't See Faces.

Solid rows of faces could be seen moving past the opening as the Carpathia was warped into her berth. No one distinctly visible. Other lighted cigars glowed in the mass of humanity on the boat.

I guess there are a lot of them still able to smoke," began a man and then stopped.

"My sister was drowned," he added after a moment as though in apology.

At last the gang plank was swung aboard.

Doctor Neatly Dressed.

Dr. Henry W. Frauenthal, distinguished New York surgeon, was the first survivor of the Titanic to step ashore. His red beard was neatly combed, his shoes, his coat, his hat all bespoke careful attention. He nodded smiling to right and left and strolled with his young bride be-

corner of his mouth cheerily with two women who sought news of his condition.

After an hour and a half the stream of survivors ceased.

Mrs. Astor, who came safe to land, was most talked of person of all, unless it was Colonel Astor. Some cursed Ismay, among the survivors. Others told that the boat in which he escaped was not full, because the women on board refused to come, as they did not think the ship would sink.

The story of brave Mrs. Isidor Straus, who spurned proffered safety to stay with her husband when she knew death was near, caused a great group of men and women to burst into tears. It was simply told by the women who were speaking, Mrs. G. J. Brown. "And she stayed," said Mrs. Brown, "clinging there to her husband, and she died."

At last the crowd was gone. The deck was deserted. The Carpathia was asleep. A rain beat upon the pavements outside and in the rain, the seven hundred survivors of the Titanic scattered to grieve for those who lie dead in the ocean, off Newfoundland.

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Rescued One Collapses.

One after another they fell into the arms of relatives, sweethearts, husbands and wives in the same wordless expression of thanksgiving for safety and grief for those who were gone.

The pier had been carefully arranged in alphabetically designated sections where friends might await the pitiful procession.

Small regard was paid to these. Customs officers tenderly thrust before them couples and groups of relatives, and men who stood in the path, arms locked about necks, sobbing dry sobs of joy.

Yet others were waiting to come to those they loved and the way must be kept clear.

Meanwhile a significant line of white coated hospital internes, white capped nurses and orderly bearing great packages of surgical bandages and cases of antiseptics, were coming off the boat.

Doctor Not Needed.

It was nearly ten minutes later that the first physician responded.

"Thank heaven," he said, mopping his brow. "There was nothing for me to do."

That was the first word that was spoken aloud there on the gangplank from the time the Carpathia was warped into her berth.

Every man, woman and child on board the Titanic was accounted for.

Four little children were carried off the boat on stretchers. A man was carried out in a basket made with two men's hands and arms. He was smoking a pipe and talking from the

How Mighty Iceberg Crumpled the Titanic



Market Quieted

NEW YORK, April 19.—With the financial community still under the spell of the great Titanic disaster today's opening stock market developed a state of stagnation the like of which the market has not witnessed in many weeks.

I. W. W. AFTER TACOMA MILLS

Following a proclamation for a general strike, the I. W. W. is endeavoring to close up all the mills of Tacoma today.

A big downtown demonstration will be called tonight.

The Old Town mill fired a bunch of I. W. W. men yesterday and they immediately established a picket line. A demonstration was also made at the Puget Sound Lumber Co. mill.

The I. W. W. men today claim 300 are out at Old Town mill and many at the Puget Sound mill.

Both companies have issued denials of any serious trouble.

At I. W. W. headquarters they say that within a week the logging camps and mills will all be tied up.

They are demanding \$2.50 a day, abolition of employment agencies, uniform wages in all plants, eight-hour day, beds supplied at logging camps.

I. W. W. SUES ABERDEEN

Earl J. Yeager, Aberdeen, I. W. W., who was jailed and tied up to his cell until he fainted, came to Tacoma today and employed Governor Tamm to start suit against Chief Quinn, Judge Cochran and City Attorney Callahan for \$10,000 damages.

Death Hit Steer a e Twice as Hard as the First Cabin

More than half the first cabin passengers were rescued from the Titanic, less than one-fourth of the crew, and but a trifle more than a quarter of the steerage passengers.

The figures:

First cabin—330 aboard, 210 saved, or 63 per cent.

Second cabin—320 aboard, 125 saved, or 39 per cent.

Steerage—750 aboard, 200 saved, or 26 per cent.

Crew—940 aboard, 210 saved, or 22 per cent.

Total on board, 2,340. Total lost, 1,601 (six died aboard the Carpathia). Per cent saved, 32.

BUTT WAVED GOOD-BYE WHEN HE MET DEATH

(By United Press Leased Wire.) NEW YORK, April 19.—"Archie" Butt died a hero facing death, knee deep in the ice water that swept over the bridge of the Titanic. The last view the survivors caught was his soldierly figure beside a fellow soldier—John Jacob Astor.

Major Butt, Colonel Astor and Howard Case were the conspicuous heroes of the world's greatest disaster.

It was Major Butt who lined up the panic-stricken women, met the frenzy of despair with the cool, calm judgment of the soldier and was swept into the Valley of the Shadow of Death, unafraid.

Bade Friend Good-Bye.

His last good-bye was smilingly said to Miss Marie Young, formerly a music teacher to some of the Roosevelt children. They had frequently met at the White House. She was on the last boat.

"Major Butt escorted me to a seat in the boat," she said today.

CITY CREDIT IS GOOD

City credit is fine and for the \$342,000 bridge and gravity water bonds offered for sale by the sinking fund yesterday the city got a premium of \$12,663 over par for 4-1/2 per cent securities.

This means the bonds sold at about 101.50.

Bolger, Mosser and Williams of Chicago were the purchasers. Stacy Mosser was here some time ago and personally looked over the city's projects. His bid was several thousand dollars above all other bidders.

ISMAY AT WINE AS SHIP STRUCK

(By United Press Leased Wire.)

NEW YORK, April 19.—Called before the congressional committee investigating the Titanic catastrophe, J. Bruce Ismay, director of the White Star line, who rescued himself from the wreck by climbing into a boat and holding his seat, today denied that the boat had been running full speed, declared Captain Smith had been warned of icebergs, and in general inferred that he was to be absolved from blame. His testimony up to noon indicated that he was anxious to shift the blame to other shoulders. He did not mention whose shoulders, but defended his action in taking a lifeboat when women were left behind.

(By United Press Leased Wire.) NEW YORK, April 19.—The sub-committee appointed by the commerce committee 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.

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."

"It has been stated by the survivors that the vessel struck the iceberg while running at full speed. I deny this allegation."

"We were not attempting to break any speed records. I did not plan to arrive in New York until 5 o'clock Wednesday. I know that Captain Smith had been warned of icebergs. I had absolutely no conversation with Captain Smith or any other officers regarding the ice floes."

"The first three boats were well filled. We picked up the first women we found. It made no difference whether they were cabin or steerage passengers. Every lifeboat that I saw was properly manned."

Describing how he left the Titanic he said:

"I was standing opposite the last boat the sailors were lowering. It was not even half filled. I turned to Captain Smith and asked: 'Are there any more women?' He made no answer. There were no male passengers around. I stepped in."

"There were no rafts aboard the Titanic as the White Star line discontinued their use some time ago. The lifeboats aboard were wooden and of the collapsible type."

Captain Rostron of the Carpathia, the vessel which brought the Titanic survivors to New York, testified:

"We steamed to the scene at top speed. I may be criticized for running my vessel so fast through an ice laden sea to reach the Titanic but I believe this course was justified."

Captain Rostron declared one of the Titanic's lifeboats was rowed by three women and another, he said, contained but one officer and a sailor. He declared the Titanic was following the safest course.

In concluding the examination of J. Bruce Ismay, Senator Smith of Michigan asked the flat question: "Were all women and children saved?"

"I am afraid not," was the reply.

"What proportion, then, were saved?" asked Senator Smith.

"I am not sure," Ismay answered.

Ismay heatedly denied reports that he had dined with Captain Smith on the night of the tragedy and also violently denied reports that he had dined with Captain Smith on the night of the tragedy.

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TITANIC GOING FULL SPEED, CARELESSNESS?

(By United Press Leased Wire.) NEW YORK, April 19.—That contradiction of J. Bruce Ismay's statement that the Titanic was not running at full speed when the iceberg was encountered was made today by Major Arthur Pouchon, of the Queens Own Rifles, Toronto, one of the survivors. He declared the disaster was the direct result of criminal carelessness.

"There was not a single extra lookout and the speed was never reduced. The liner was running at high speed when she struck."

"If even the lookout had been on his job in the crow's nest of

the vessel," declared Major Pouchon, "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 ice field."

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LOWER THE FLAG.

WASHINGTON, D. C., April 18.—The tribute of a sorrowing nation will be paid to those who went to their death on the Titanic tomorrow. President Taft tonight issued a proclamation ordering flags at half mast throughout the country. Its insular possessions and on all vessels flying the national emblem tomorrow.

"They tell me your son is writing for a living now."

"Yes, but he doesn't get it. I return all of his manuscript."