

CONSCIENCE CLEAR SAYS J. BRUCE ISMAY

President of White Star Line Declares He Was Only a Passenger and Had Right to Leave Ship After Women and Children.

RELIEF FUND CARES FOR NEEDY SURVIVORS

Narratives Gathered From the Rescued Pay Tribute to Heroism of Titanic's Crew and Male Passengers.

(By Evening Herald A. P. Leased Wire) New York, April 20.—Nearly a week has passed since the Titanic, greatest marine achievement in the history of the world, sank in mid-ocean. Much of her story still is untold and many a day will pass before the world will fully comprehend the significance of the disaster.

The number of dead probably never will be exactly determined inasmuch as the complete passenger list went down with the vessel. The number of survivors is fixed at 705 by the report of Captain Rostron of the Carpathia. The White Star line officials believe the death list totalled approximately 1,655.

The narratives gathered piecemeal from the liner's survivors, pay a tribute without precedent to the bravery of the men and women, bravery of impulse, unstudied, unassuming and unobtrusive, which characterized the Titanic's crew and passengers.

By common consent the churches of the world will set aside their pulpits tomorrow for a reverent consideration of the disaster and for mourning for the lost.

As to the needs of the living ample provision is rapidly being made. The relief funds being gathered in New York and London already total well up in the hundreds of thousands. Most of the steerage passengers who reached New York distraught and penniless have already come to realize the generosity and hospitality of America. Clad, fed and housed, they will be given ample time to recover from the shock of their experience and will start their life in the new world with ample funds and kindly advice of excellent counselors.

The most complete story of the Titanic's fate yet obtained is being rapidly gathered in New York by the members of the senate investigating committee.

The committee has already listened to the testimony of J. Bruce Ismay, managing director of the White Star line; Captain Rostron of the Carpathia; Charles W. Lightoller, second officer of the Titanic, and others. The witnesses called for today's session included H. F. Pittman, third officer of the Titanic; J. C. Roxhall, fourth officer; G. Lowe, also in an official position on the Titanic, and fifteen of the crew.

The committee has the assistance of George Uhler, chief of the United States steamboat inspection service and Truman H. Newberry, who was secretary of the navy under Theodore Roosevelt.

The burden of testimony presented emphasized the unquestioning faith of the Titanic officers to her unshakable character, her recklessness of steaming full speed through a sea where dangerous icebergs were known to threaten and the remarkable calmness of passengers and crew.

The Titanic's fate already has resulted in action by the authorities to insure the Transatlantic liners taking a course further to the south or "long course," in which the Titanic met its fate. The Titanic was sixty miles south of the regular southern course and was still in danger of collision with east-bound steamers.

The new route east-bound provides that steamships shall dip to latitude 33° 20' on the first third of their course, making a total distance from New York to Panama of 3,000 miles where the distance now is on the new course will be about nine hours for a 24-knot boat. Boats of the Olympic class may be eleven or fourteen hours longer in crossing. They will gain, however, in having clear weather most of the time avoiding delays from fog.

There was some criticism among the survivors here of the Titanic crew's inability to handle the life boats. Albert Major, steward on the

Titanic admitted that there had been no boat drill and that the life boats were poorly handled.

"One thing comes to my mind above all else," he said. "We of the crew realized at the start of the trouble that we were unorganized, and although every man did his best, we were hindered in getting the best results because we could not pull together. There had not been a single boat drill on the Titanic."

One story, told by a fireman, runs: "The engineers stayed by the pumps and went down with the ship. The firemen and stokers were sent on deck five minutes before the Titanic sank, when it was seen they would inevitably be lost if they stayed longer at their work of trying to keep the fires under the boilers and the pumps at work. The lights burned to the last because the dynamos were run by oil engines."

United States Senator Smith believes certain members of the crew that he held here for examination, may reveal just what happened to the Titanic below decks when she struck the berg.

Second Officer Lightoller says the Titanic did not break in two but made her dive diagonally into the sea and that when half way under there were two explosions which he believed were boilers.

The survivors in the hospitals are reported to be doing nicely. Contributions to the survivors relief fund continued to pour in and more than \$50,000 has been raised.

Happy were the survivors of the Titanic's crew as they prepared to depart today on the Lapland. Generous merchants and others had fitted them out with clothes, hats, brushes, razors and other things together with money for their immediate needs. Other money will be sent later by the relief committees.

J. Bruce Ismay discussed with interviewers the work of the senate investigating committee which he characterized as "brutally unfair."

He said: "I cannot understand this senatorial inquiry. They are going at it in a manner which seems unjust and the injustice lies heavily upon me. Why, I cannot even protect myself by having my counsel ask questions. Don't misunderstand me and me by thinking I mean questions calculated to twist witnesses up; on the contrary, questions tending to simplify involved meanings."

Discussing his departure from the Titanic, Mr. Ismay said:

"I have searched my mind with deepest care. I have thought long over each single incident that I could recall. I am sure that I did nothing that I should not have done. My conscience is clear and I have not been a lenient judge of my acts."

"I tell you that if I thought that in the slightest way I had done anything wrong I would never have anything to say to you. I took the chance of escape when it came to me—I did not seek it. Every woman and child had been cared for before I left the boat."

"And more, all the men within reach had been taken care of before I took my turn. And why shouldn't I take my turn? There are only two classes on a ship—the crew and the passengers. I was a passenger."

"It is true I am president of the company but I did not consider myself any different from the rest of the passengers. I took no other man's place."

J. Bruce Ismay and other officials of the White Star line were subpoenaed today by the senate investigating committee to appear before it in Washington Monday. The investigation in New York will be concluded today.

LITTLE CHILDREN GO DOWN TO DEATH WITH CAPTAIN

New York, April 20.—Taking refuge on the bridge of the ill-fated Titanic, two little children remained by the side of Captain Smith until that portion of the big ship had been swept under water. Survivors of the crew who went down with the Titanic but were saved by clinging to an overturned life boat, today told of their gallant commander's effort to save the life of one of the children. He died a sailor, and the little girl who had entrusted her life to his care, died with him.

"He held the little girl under one arm," said James McGann, a fireman, "as he jumped into the sea and endeavored to reach the nearest life boat with the child. I took the other child into my arms as I was swept from the bridge deck. When I was plunged into the cold water I was compelled to release my hold on the child and I am satisfied that the same thing happened to Captain Smith."

"I had gone to the bridge deck to assist in lowering a collapsible boat. The water was then coming over the bridge and we were unable to launch it properly. It was overturned and was used as a life raft, some thirty or more of us, mostly firemen, clinging to it. Captain Smith looked as if he was trying to keep back the tears as he thought of the doomed ship."

"He turned to the men trying to lower the boat and shouted, 'Well, boys, it's every man for himself. He then took one of the children standing by him on the bridge and jumped into the sea. He endeavored to reach the overturned boat but did not succeed. That was the last I saw of Captain Smith."

McGann said Captain Smith, from the bridge, directed the lowering of the life boats. He said the story that Captain Smith had committed suicide as the Titanic went down is untrue.

MEMORIAL SERVICES FOR VICTIMS OF MARINE HORROR

New York, April 20.—The Titanic disaster will be the theme of sermons in churches throughout the United States tomorrow. In New York the principal memorial service will be held in the magnificent new cathedral of St. John the Divine. Bishop Greer, head of the Episcopal diocese of New York, will officiate.

What An Ordinary Collision Does to a Liner



How the massive steel of a liner's bow is smashed and buckled by the impact of a collision with an iceberg is shown by this photograph of the steamer "Northwestern" of the Alaska Steamship company, which some months ago crashed into a big floe in northern Pacific waters. The heavy armor plates are broken and twisted like pasteboard. This boat did not sink.

MANUEL B. OTERO IS NAMED REVENUE COLLECTOR

Santa Fe Man Nominated to Succeed Henry P. Bardshar; Has Endorsement of Republican Organization of State.

(Special Telegram to Evening Herald) Washington, April 20.—The nomination of Manuel B. Otero of Santa Fe to be collector of internal revenue for the district of New Mexico and Arizona was sent to the senate today.

Mr. Otero was recommended to the president by the New Mexico senators and is said to have the endorsement of the republican organization in that state.

memorial service will be held. Trinity is to be the scene on Tuesday next of an official memorial service under the auspices of the British consul general and the St. George's society. The musical program in most of the New York churches tomorrow will reflect the feelings of sorrow and grief over the greatest marine disaster of history. The hymns, "Nearer, My God to Thee," and "Guide Me Thou Great Jehovah," played by the Titanic's band just before the boat sank, will have prominent places.

Regimental music and such numbers as O'Donnell's "Messe Solenne," Chopin's funeral march and Handel's "Dead March" will be heard in many churches.

MUSICIANS MOURN FATE OF TITANIC'S PLAYERS

New York, April 20.—Orchestral and other music organizations throughout the United States will hold meetings during the next few days to pay their tribute to the bravery of the musicians of the Titanic's band who went to their death playing "Nearer, My God to Thee."

On behalf of the New York Symphony orchestra, Frank Damrosch today made public the following statement:

"In the terrible Titanic disaster in which so many deeds of heroism were enacted, it may seem invidious to single out one group of men from among many, but to musicians it must ever be a high gratification that the band of the Titanic stuck to its post on the deck of the fast sinking ship, playing cheering music. Those brave hands must have helped not a little in allaying panic, in preserving order and in keeping up the spirits of the doomed passengers and crew."

"They had no idea of leaving overboard with life belts. They felt that only music could soothe the despair of the hundreds who were about to be separated forever from all they held so dear."

TODAY'S GAMES.

National League.		B. H. E.
Philadelphia	7 1 1
Boston	5 2 2
American League.		B. H. E.
Pittsburgh	7 11 0
St. Louis	0 7 1
Omaha-St. Paul City, Minn.		
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American League.		B. H. E.
Washington	3 6 7
Philadelphia	6 9 2

TODAY IN CONGRESS

Senate.
In session 3 p. m.
Foreign relations committee agreed to recommend adoption of amended Marine resolution for international co-operating in regulation of ocean traffic.
House.
Met at noon.
Considered Henry bill extending campaign publicity laws to presidential and vice presidential candidates.

SENATORS PROBE FOR REAL FACTS OF TITANIC DISASTER

Wireless Operator of Carpathia Denies Sending Message That Ill-Fated White Star Liner Was Being Towed to Halifax.

COMMITTEE DEAF TO ISMAY'S PLEADINGS

President of Steamer Company Says He's on Verge of Nervous Breakdown But Respite From Hearing is Denied Him.

(By Evening Herald A. P. Leased Wire) New York, April 20.—J. Bruce Ismay, managing director of the White Star line, is to be called before the senate investigating committee now delving into the facts surrounding the wreck of the Titanic. He probably will be summoned to testify in rebuttal before the day's testimony is over, according to Senator Smith of Michigan, chairman of the committee, who acknowledged this morning that it was the intention of the committee to have the White Star line's chief executive again before it for the purpose of clearing up several points that now appear to be in dispute between the witnesses.

Although Mr. Ismay urged the committee to permit him to go for the present, pleading that he was on the verge of a nervous collapse, by reason of his experience, his request was not granted. There will remain as witnesses four officers and twelve members of the crew and they will be heard as quickly as possible.

The indications are that the inquiry will not be completed before the middle of next week.

Just before the senate committee investigating the Titanic disaster met, an invalid chair was wheeled into the committee room. In it was Harold Bride, the assistant wireless operator on the Titanic, whose feet were wrenched and badly injured when he was crushed on the life raft that picked him up. He was pale and hollow-cheeked and lay propped up with pillows, awaiting his call to the witness chair.

Immediately behind Bride came J. Bruce Ismay and P. A. S. Franklin, vice president of the Mercantile Marine.

Mr. Ismay announced before the inquiry began that he had given witnesses to all the lines of the International Mercantile Marine, which included the White Star line, the American, the Red Star, the Leyland, the Atlantic Transport and the Dominion lines, to equip all steamers with sufficient lifeboats and raft boats for every passenger and every man of the crew without regard to government regulations.

The first witness was Thomas Cottam, the wireless operator on the Carpathia, who was recalled to the stand.

Senator Smith sought to clear up the messages that had passed between the Carpathia and the Titanic.

"What was the last message sent to the Titanic?" asked Senator Smith.

"We sent it word to have life boats ready," said the witness, "that our lifeboats were ready and that we were standing to them as fast as we could."

Senator Smith asked questions to discover whether any official had sought to keep back news of the disaster.

"Did you send any message that all the passengers had been saved or that the Titanic was being towed to Halifax?"

"No, sir."

"Nor anything like it?"

"No, sir."

"Did you know such reports were being published to the world?"

"No, sir."

"If the White Star line sent a message Monday reading: 'Representative J. H. Hughes, Huntington, W. Va.—Titanic proceeding to Halifax; passengers probably will land there Wednesday; all safe'—they did not obtain the information on which that is based from you?"

"No, you do not know if they obtained it from another operator on the Carpathia?"

"No, sir."

Senator Smith asked the witness if he had received any such message on board the Carpathia after the ship left the scene of the disaster until it reached New York.

BOURKE LOSES ROOSEVELT TRIUMPHS IN OREGON

Apostle of Initiative, Referendum and Recall Denied Renomination for United States Senator by People.

LA FOLLETTE RUNS THE COLONEL CLOSE RACE

Wilson Leads on Democratic Ticket in Popular Primary for Presidential and State Candidates.

(By Evening Herald A. P. Leased Wire) Portland, Ore., April 20.—Under the presidential preference primaries yesterday Theodore Roosevelt was the choice of the Republican voters of Oregon. He carried two-thirds of the counties of the state.

Senator La Follette carried Multnomah county, where one-fourth of the population of the state is located. President Taft carried but ten of the thirty-four counties, running a poor third in Multnomah.

Under the Oregon system the delegates sent to the Republican national convention are instructed to vote for Roosevelt.

Thomas McCusker, La Follette's campaign manager in Oregon, leads the ticket among the candidates for delegates.

It was in the cow counties of Oregon that Roosevelt made his strongest run with La Follette second. Through the thickly populated Willamette Valley district, Roosevelt also led.

In Portland, where the labor vote is strong, La Follette was the choice. La Follette's visit to Portland Tuesday night, when he addressed an immense audience, is considered to have given him Multnomah county. Wherever he spoke during his five days in the state, he made remarkable showings.

For the Democratic endorsement Woodrow Wilson and Champ Clark are running close with Wilson in the lead. The Harmon vote is practically all in a minority of the counties.

In the Republican congressional race W. C. Hawley, now representing the first district, has been renominated. He had no opposition.

N. J. Slatton, progressive has been nominated in the second district over W. R. Ellis, his closest opponent. Ellis has served several terms in congress.

The result in the third district is still in doubt, with the contest between A. W. Leffert, incumbent and C. U. Gauntlett. This district comprises Multnomah county.

Benjamin Selling, apparently, has won the nomination on the Republican ticket for the senatorial nomination over Jonathan Bourne, Jr. While Bourne carried Multnomah county by a small number of votes, the state is running heavily in Selling's favor.

Dr. Harry Lane is believed to have secured the Democratic nomination for senatorial candidacy, but returns in the Democratic senatorial race are meager. The Democrats presented no candidates for congress in the first and third districts and no Democratic returns have been received from the second.

ROOSEVELT CHOICE OF NEBRASKANS

More Rooseveltians to have been the choice of the state-wide presidential preference primary held in Nebraska yesterday and indications are that Champ Clark was the choice of the Democrats.

It is believed that Roosevelt has carried every district and that progressive delegates have been selected both by districts and at large.

Owing to the Democratic nomination for senatorial candidacy, but returns in the Democratic senatorial race are meager. The Democrats presented no candidates for congress in the first and third districts and no Democratic returns have been received from the second.

Clark supporters were surprised greatly by his showing in the first district in which Mr. Bryan resides. That was thought to be a Wilson district.

There remains but little doubt that Clark has carried the first, fourth, fifth and probably the seventh districts and the state at large.

As in most precincts the heads of the tickets were counted first, there still is doubt as to the winners in the races for nominations to the lower offices.

Early reports gave former Governor Ashton C. Shellenbarger a lead over his three opponents for the Democratic nomination for United States senator. The two Republican aspirants for the senatorial nomination, Norris Brown and George W. Norris, incumbent leader of the last house, seemed to be running neck to neck.

FORMAL DEMAND ON DONA ANA COUNTY EX-TREASURER'S BONDSMEN

Official Accounting for Some Nineteen Thousand Dollars of Public Funds Called for From Former Official.

TRAVELING AUDITOR AT WORK ON BOOKS

(Special Telegram to Evening Herald) Santa Fe, N. M., April 20.—At a conference here this afternoon between the attorney general, the governor, and members of the board of county commissioners, the treasurer and district attorney of Dona Ana county, it was decided to make a formal demand on the sureties of Oscar Lohman, formerly treasurer of Dona Ana county, for the sum of \$19,000, which it is said is the amount of a shortage in the county treasury.

The Dona Ana county people here are H. B. Hamilton, district attorney; W. W. Cox, the new treasurer; J. O. McNary, chairman of the board of county commissioners; and Antonio Barncastle, member of the board. It is said that other sums amounting to several thousand dollars are in dispute.

The traveling auditor is now in Las Cruces completing an examination of the treasurer's accounts. The sureties of Oscar Lohman are Martin Lohman, deceased, and Frank Krop. Mr. Krop, it is said, is in Germany. The Lohman estate is therefore involved in this matter. It is understood that Oscar Lohman asserts that the money is located somewhere, but Mr. Lohman is not here, and his version of the matter is not known.