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MAJOR BUTT DIED AS BRAVE MEN SHOULD AND MANY DID WHEN BIG BOAT SANK—MANY BRAVE ACTIONS

WASHINGTON, April 19.—A graphic story of the heroism of Major Butt was told in an interview with the Washington Star's correspondent at New York by Miss Mary Young, former resident of here, who is believed to have been the last woman to leave the Titanic. They had long been friends. Miss Young who had been special instructor to the children of Roosevelt, said: "The last person to whom I spoke on board the Titanic was Archie Butt and his good grave face smiling at me from the deck was the last I could distinguish as the boat pulled away from the steamer's side."

"Archie himself put me into a boat and wrapped blankets about me and tucked me in as carefully as if starting for a motor ride. He entered the boat with me, performing little courtesies calmly with a smiling face as if death was far away instead of a few moments removed from him."

"When he had carefully wrapped me up he stepped on the gunwale of the boat and lifting his hat he smiled down on me, 'Goodbye Miss Young,' he said bravely and smilingly added, 'I wish you will kindly remember me to all the folks back home.' Then he stepped to the deck of the steamer and the boat I was in was lowered to the water. It was the last to leave the ship; of this I am perfectly certain and I know I was the last of those saved to whom Archie Butt spoke."

"As the boat was lowered and left the side, Archie was still standing at the rail looking down at me. His hat was arched and the same old genial

brave smile was on his face, the picture he made as he stood there, but by hand, bravely smiling, with always a finger in my memory."

Taft's Statement.
President Taft issued a statement showing his high regard, friendship and love for Major Butt, and expressed his belief that he had died as a man should die in the face of such a disaster as that of the Titanic. Tributes to Major Butt continued to pour into the White House. Senator Tillman said: "He was one of God Almighty's gentlemen."

LETTER FROM POPE.
ROME, April 19.—Major Butt, who was returning from a visit to Rome, carried an autograph letter from the president to the pope, and was bearing one from the pontiff to Taft together with a letter from Cardinal Merry del Val, papal secretary, in answer to a letter from Taft.

SAVED BOY'S LIFE.
NEW YORK, April 19.—A fine act of heroism by Col. John Jacob Astor, is told by George A. Hardy, of Brooklyn, one of the survivors. "When Col. Astor assisted his tearful young wife and maid into the lifeboat he tried to put in a boy but the sailors refused to let him in, saying there was room only for girl children. Astor then picked up a woman's hat from the deck and placed it on the boy's head and brought him back to the boat. He said, 'There is a little girl, climb in,' and the officers of the ship let the boy through. As the boat left, Col. Astor stood on the deck waving goodbye."

MEMORIAL SERVICE FOR THE DROWNED

Were Attended by Members of Cabinet and Diplomats

LONDON, April 19.—Pitiable scenes are again being witnessed at the White Star offices. One woman who had kept vigil throughout the day and most of the nights since the first news of the disaster, found in the list posted the name she had been waiting for and rushed into the street shrieking "He is saved."

Memorial services for the dead were held in St. Paul's cathedral. Among those who attended were members of the cabinet and the diplomatic corps among whom was Ambassador Reid. Alex. Carlisle, designer of the Titanic, was among the congregation and was so affected that he fainted and had to be carried out.

PASSENGERS THANKFUL

Remembered Passengers and Crew of the Carpathia

NEW YORK, April 19.—The Carpathia, which brought in the survivors of the Titanic, resumed its interrupted voyage this afternoon to the Mediterranean. Much time was consumed re-creating and cooling. Previous to the departure, Captain Hoxton was presented with a tall silver loving cup by the survivors, who met on deck and passed resolutions of thanks to the captain, officers, crew and passengers of the Carpathia.

RELIEF FUND GROWS.

It Now Amounts to Over Quarter of Million Dollars.

LONDON, April 19.—The relief fund for the assistance of those distressed by the Titanic disaster now amounts to a quarter of a million dollars. Earl Derby, lord mayor of London, in response to an urgent request from New York for third class survivors, cabled five thousand dollars.

CARPATHIA'S CAPTAIN TELLS OF PART HIS SHIP PLAYED

NEW YORK, April 19.—In less than twenty-four hours after the Cunard steamer Carpathia came into port as a rescue ship, bearing 745 survivors of the Titanic disaster, she sailed again this p.m. for the Mediterranean, which trip she originally started upon last week.

Capt. A. H. Rosteron of the Carpathia addressed an official note giving an account of his rescue work, to the general manager of the Cunard line at Liverpool. The report reads: "I beg to report that at 12:35 a.m. Monday, the 15th inst., I was informed of an urgent message from the Titanic, with the position. I immediately ordered the ship turned around and but in a course for that position. We were 58 miles from her. The heads of the departments were called, and I issued what I considered necessary orders to be in preparation for any emergency. At 2:40 I saw the flare a half point on the bow, taking this for granted to be the ship, I shortly after sighted our first iceberg. I had previously doubted the lookouts knowing the Titanic had struck ice, and so I took every care and precaution. We soon found ourselves in a field of bergs, large and small, and had to alter our course several times to clear the bergs. The weather was fine and clear. We stopped at 4 a.m., picking up a lifeboat at 4:10. The boat was in charge of an officer, who reported that the Titanic had foundered. At 5:30 the last boat was picked up, and all the survivors were aboard and all the boats accounted for, viz: 15 lifeboats, one boat abandoned and two alongside, one of which had been rammed and not launched. By the time we cleared the first boat, day was breaking, and we could see we were surrounded by bergs, and three miles to northeast there was a huge field of drift ice, with many bergs. The field trended around west and south

to southeast as far as we could see. At 8 a.m. the Leyland steamer California came up, and I gave the captain the principal news, and asked him to search, and at 8:15 proceeded to New York at full speed. "After getting all the survivors on board, I had a clergyman offer a prayer of thankfulness for those saved, and a short burial service for those lost in the saloon. Before deciding where to make for, I conferred with Ishmay, who told me to do what I thought best, and taking everything into consideration, I thought New York best. "We experienced much trouble with our wireless in transmitting news, also the names of survivors, by interruptions from shore with private messages and press messages. The latter I ignored. I gave instructions to send first all official messages, then names of survivors, and then messages from survivors. I am pleased to say all the survivors have been very plucky. The majority of the women in the first, second and third cabins lost their husbands, and considering all experiences, they have been wonderfully well. Our first class passengers behaved splendidly, giving up their cabins to survivors, and supplying the ladies with clothing, etc. We all turned out of our cabins, and gave them to the survivors. Library, smoking room, saloon, etc., were also used as sleeping quarters. Our crew also turned out to let the crew of the Titanic take their quarters. None of the survivors were the worse for their experiences, as the ships' physicians, after a careful inspection, reported all physically well. I beg especially to mention how well and cheerfully the whole command behaved. The received the highest praise from everybody, and I assure you I feel very proud to have such a company under my command." (Signed) A. H. ROSTERON, Captain R. M. S. Carpathia.

KINNEY BILL SEEMS LIKELY TO BE PASSED

Majority of Senate Favor It If Referendum Clause Is to Be Added

REVOKE LICENSES OF CORPORATIONS

Bill Provides for This If a Foreign Concern Takes Case to Federal Court

BISBEE REVIEW BUREAU, ROOM 3, Western Union Building, Phoenix, Ariz., April 19.—(Special)—Mine and water legislation, the San Diego and San Francisco expositions, policies and Missourians, barbers and deaf, dumb and blind, made up today's legislative program. There was little oratory and more work than on any previous day of the session, although the volume of completed business was small.

Immediately after convening in the morning, the senate took up and passed the resolution which Crofoot had safely guided through the house, tendering an invitation to Senator La Follette to visit the legislature on the occasion of his trip west and make an address. There was no opposition to the resolution, and it carried unanimously. Later exposition resolutions were drawn up by a committee from the governor, transmitting the request from the Frisco fair that Arizona send representatives to San Francisco on May 7 to pick out a building site. The house had already passed a resolution committing a San Diego board of commissioners to a San Francisco board bill was prepared and offered, and under supervision of the rules, passed to an advantageous place on the calendar. The San Diego resolution was then passed and sent to the governor. The executive will, it is said, name the commission the early part of next week.

Kinney Bill.
The senate labor committee made a report including favorable action on the Bradner railroad bill, and a report on the Kinney bill for English speaking miners. The majority favored the passage of the bill with the referendum clause attached, providing for the submission of the question to a

vote of the people at the next general election. Four members signed the report, while Green offered a minority report that the bill do not pass. When it was ascertained that the bill had not been amended by the committee by attaching the referendum clause, it was recommitted and will be reported during the coming week. The senate labor committee also reported favorably the eight hour law for smelter men and unfavorably the bill for Sunday closing of barber shops. On the last measure there was a minority report recommending that the bill pass.

The committee on education recommended the bill for the education by the state of the deaf, dumb and blind do pass. The house passed, by a close vote, the corporation law providing for the right to revoke the license in the state of a foreign corporation, transferring from the state to federal courts any litigation. The final vote was eighteen ayes and fourteen nays, with three absent. A similar measure was passed by the senate, indicating that the bill will ultimately be sent to the governor.

The afternoon session of the house the last four hours, with the exception of fifteen minutes, was consumed by the final passage of the bill limiting the hours of employment in electric plants, the entire time otherwise being spent in consideration of the Drennon bill, applying the provisions of the Carey national irrigation act to Arizona. According to the author, the measure was introduced in order

ISHMAY IS THE ONE BLAMED

Senator Raynor Says That He Should Be Held for Murder or Manslaughter

CALLS HIM COWARD

WASHINGTON, April 19.—The indictment of J. Bruce Ismay, managing director and other officials of the White Star line, holding them responsible for the Titanic disaster, was delivered in the senate today by Senator Raynor, of Maryland, who pictured Ismay as "the officer directly responsible for the whole disaster who has reached his destination safely and unharmed."

"Ishmay claims, according to reports," cried Raynor, "that he took the last lifeboat. I do not believe it, and even if he did it was cowardly to take any lifeboat, for the managing director with his board is criminally responsible for this appalling tragedy. If this had happened among vessels there is no questions that indictments would be speedily found for manslaughter, if not murder because the evidence is clear that the boat was not properly equipped with efficient life saving apparatus."

Can Revoke License
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CAPTAIN SHORT MAN WHO DIDN'T OBEY

Tried to Get in Life Boat That Was Being Held for Women

NEW YORK, April 19.—Lady Cosmo Duff Gordon, who left the wreck on one of the last of the Titanic's boats, said today that she had seen some of the remaining passengers. "Everyone seemed to be rushing for that boat. A few men who crowded in were turned back at the point of Captain Smith's revolver. Several were felled before order was restored."

"I recall that I was pushed along toward one of the boats, and helped in. The boat was lowered a part of the way down, and just as it was about to clear the ship, a man made a rush to get aboard, and was shot. He apparently was killed instantly, his body falling into the boat at our feet, and as none made an effort to throw the body over, it remained beneath our feet until we were picked up by the Carpathia."

FRENCHMEN GIVE GRAPHIC ACCOUNT

Cries Arose from Sinking Boat Like Chant of Large Chorus

PARIS, April 19.—Three French survivors including Pierre Marechal, son of the French admiral and Paul Chevre, sculptor, cabled the Matin a graphic narrative of the disaster in which they repeatedly insist that more lives could have been saved if passengers had not had such dogged faith in the Titanic being unsinkable. When the Frenchmen's boat was towed off one half a mile the Titanic presented a fairy-like picture, illuminated from stem to stern. Suddenly the light began to go out and the stern reared high in the air, immediately a clamor arose on all sides and anguishing cries rang out. "It was," says the narrators, "like a great chorus chanting. Sometimes cries died out then tragic chorus began again more terrible and more despairingly."

TAFT TO ANSWER COL. ROOSEVELT

WASHINGTON, April 19.—President Taft has decided to abandon his attitude of silence under the severe criticisms which Roosevelt had made of him during the campaign in speeches. In some of his next public utterances he will reply to the colonel, probably mentioning him by name. This is positively stated by those close in touch with the president. His next public address probably will be next week at Newark.

that the Greely-Arizona irrigation company might purchase from the federal government all lands now embraced in the Parker Indian reservation on the Colorado river, with the object of building a diversion dam on the Colorado river, near the town of Parker, and, after the completion of the irrigation system, throw the lands open to settlers. There was considerable objection to the bill from various members, on the ground that it would eventually result in two or three irrigation companies owning all the land. Friends of the bill talked long and ardently in the effort to dispel this belief, and the measure was demonstrated when, at five o'clock, the committee of the whole arose and recommended that the bill do pass, after three minor amendments had been made. The house adjourned until Monday, but the senate will hold a short morning session and then take adjournment over to Monday. They will attend the annual picnic of the Missouri State society, which tendered them an invitation through Senator Woods, an earnest Missourian.

HEARD STORY OF OFFICER OF TITANIC

Senate Investigating Committee Questions Officer About Wreck

HE TELLS OF HEROISM OF MEN AND WOMEN

He Put Women and Children in Life Boats Following Orders Given by Captain

NEW YORK, April 19.—The United States senate committee investigating the Titanic disaster, met today at the Waldorf-Astoria. The committee is composed of Smith of Michigan, chairman, Born of Idaho, and Newlands of Nevada. The most important witnesses today were Signor Marconi, the wireless inventor and Charles S. Lightholder, second officer of the Titanic.

Marconi testified that there were two wireless operators aboard ships of the Titanic's class and one for smaller boats. They are under the captain's orders. Smaller vessels have but one operator he said, because the expense is too great. The wireless range of the Carpathia was 200 miles and of the Titanic 500. The latter was equipped with the very best instruments made. There was no way, Marconi said, of a ship receiving news if the operator was not at the key. He declared the operator of the Carpathia never received the message from President Taft asking for news of Major Butt or he would have answered it.

Lightholder's Story.
Officer Lightholder said the speed of the Titanic was between 22 and 23 knots. Everything was complete in each room in the way of life-saving appliances, he declared. The ship was thoroughly inspected the day before it left Liverpool by the English board. There were twenty lifeboats, four of them collapsible. Lightholder said he was in the water with a life belt on for an hour and a half. "When did you leave the ship?" asked Smith.

"I did not leave the ship, it left me," was the reply. "I was standing in the officers quarters when the ship sank. Just as the water hit me I jumped and swam around. Finally I struck a cork life raft and climbed aboard. Then Col. Gracie got on. Finally about thirty more men got on and I took command. We helped many men on and heard other far off, but were not able to help them."

"Where was Ismay when you last saw him?"
"He was standing on deck near the boat. I saw no one near him."

Knew of Icebergs.
Lightholder said on Sunday he saw a message "some ship" about icebergs. He was on the bridge in command about 9 o'clock Sunday night. Then relinquished command to First Officer Murdoch. They talked about 20 minutes and agreed they would reach the iceberg fields about 11 p. m.

"Were you anxious about the iceberg field?"
"No sir."
"And you put out no additional lookouts?"
"No sir."

"When the collision came where was Captain Smith?"
"I saw him come out of the officers' quarters and go on the bridge."
"What was the last order you heard the captain give?"
"He told me to put the women and children aboard the boats and lower away."

"What did you do?"
"I obeyed his orders."
"How was the selection made as to who was to go in the boats first?"
"By sex."
"Who determined who should go?"
"I did. I was in command of the crew." one of them was asked. "Why?" was the officers' reply. "Everyone is anxious to hear their side of the story. Their version might throw some additional light on the tragedy."

"It's nobody's business," snapped the officer, and he declined to talk further. It developed that J. Bruce Ismay, managing director of the company, instructed Vice President Franklin to segregate the Titanic's men as soon as they arrived on the Carpathia. Ismay urged that Franklin amuse the men into seclusion as soon as they landed and make speedy preparations to get them out of the country.

THE BOXING LESSON.

By John T. McCutcheon.



P. S.—This cartoon is eight-ninths true.

STEAMER COMPANY TRIES TO KEEP SAILORS FROM TALKING

NEW YORK, April 19.—Incensed by the few stray bits of information given out last night by members of the crew of the Titanic the officials of the White Star kept the men under cover today. It was found a portion of them being transferred to the Red Star liner Lapland where they were held incommunicado. The four surviving officers also were transferred quickly to the Lapland where they remained until summoned to appear before the senate committee. The officers had been instructed to refuse to answer any question except those propounded by the committee.

"Where are the members of the crew?" one of them was asked. "Why?" was the officers' reply. "Everyone is anxious to hear their side of the story. Their version might throw some additional light on the tragedy."