

MARITIME NATIONS TO BE INVITED

CONGRESS FAVORS TREATIES WITH OTHER COUNTRIES AS TO LANES OF TRAVEL.

Washington, April 21.—The senate paved the way yesterday for international co-operation in complete regulation of ocean traffic.

Senator McCumber of North Dakota, a member of the foreign relations committee, condemned the speech made yesterday by Senator Rayner censuring J. Bruce Ismay, managing director of the White Star line.

Mr. McCumber further asserted the American people to be more to blame than anyone else for the Titanic catastrophe.

Senator Lodge said that blame largely rested with present laws and he proposed treaties that would encourage better laws.

Senator Martine of New Jersey, author of the resolutions, said it would tend to promote better conditions generally in oceanic navigation.

He characterized as backward the practice of supplying ocean-going vessels with only one-fourth of the lifeboats necessary to accommodate the people aboard.

The Alexander resolution calling on the president to invite the maritime nations of the world to an international conference to establish lanes in the North Atlantic ocean was reported favorably by the house committee on merchant marine.

STEAMERS COLLIDE OUTSIDE GALVESTON

Galveston, Tex., April 21.—The Malloy liner Denver and the Morgan line steamer El Sud were in collision last night outside of Galveston harbor.

Both vessels were damaged, the El Sud to an extent that caused her to be run on the beach for safety until the exact nature of the damage could be ascertained.

The Denver, in-bound from New York, carrying 20 passengers and a quantity of freight, came into her berth with a badly disfigured bow and several plates loose.

Glimpses of the El Sud through glasses when the fog lifted at times today, showed her to be on the beach so low at the bow that her propeller was visible.

The Denver brought in 17 of the El Sud's crew. The men were taken on board at the time of the collision last night.

IN BUTTE

Butte, April 21.—In every Butte church today the Titanic disaster formed the theme for either the morning or evening sermon.

Prayers for the repose of the souls of the ship's victims were offered at every mass in the six Catholic churches.

In every sermon the uncertainty of life was emphasized as the moral of the disaster.

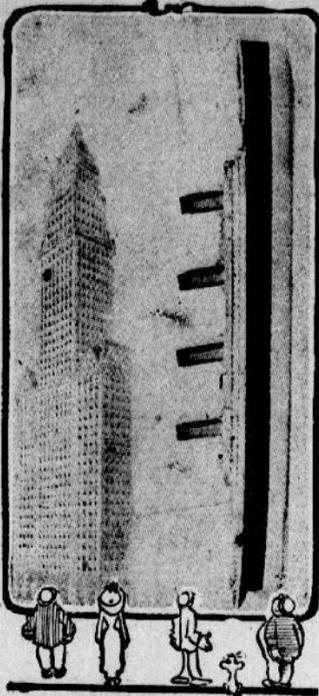
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Skyscraper and Leviathan



A picture comparing the length of the Titanic with the height of the great skyscraper, the Woolworth building in New York.

ENOUGH BOATS FOR ALL MUST BE, SAYS ISMAY

(Continued from Page One.)

first-cabin passenger did not have access. "It is absolutely and unqualifiedly false that I ever said I wished the Titanic would make a speed record or would increase her daily runs.

"The statement that the White Star line would receive an additional sum by way of bounty or otherwise for attaining a certain speed, is absolutely untrue.

"At about 10 minutes past seven, while I was sitting in the smoking room, Captain Smith came in and asked me to give him the message I received from the Baltic in order to post it for the information of the officers.

"If the information I received had aroused any apprehensions in my mind, which it did not, I should not have ventured to make any suggestion to a commander of Captain Smith's experience.

"I have been stated that Captain Smith and I were having a dinner party in one of the saloons from 7:30 to 10:30 Sunday night and that at the time of the collision, Captain Smith was sitting at the table in the saloon.

"All of these statements are absolutely false. I did not dine with the captain, nor did I see him on the evening of April 14.

"I deeply regret that I am compelled to make any personal statement when my only thought is in the people of the disaster.

"Following Course. Washington, April 21.—The popular impression that the Titanic was not following the southern route when she met disaster on April 14 is incorrect, says a statement made public today at the hydrographic office of the navy.

"Reference to the pilot chart for April shows that the lane for the spring months was the one along which she was moving.

"Whether she would have diverged to the southward upon being informed that ice had been sighted along the accepted routes is another question."

"The statement says the ocean routes for the spring should be moved farther south.

"Another Version. Bremen, April 21.—The North German-Lloyd Steamship company has issued the following statement after taking under advisement the testimony of Harry S. Bride, the assistant wireless operator of the Titanic, regarding the steamer Frankfurt:

"We sent a wireless message to the Frankfurt and have just received the following answer: 'The steamer Frankfurt turned north immediately after getting the signal of distress and arrived at 10:50 at the scene of the disaster. The distance was 140 miles. We found the steamers Burma, Virginian and Carpathia there.'"

ing of April 14. The doctor dined with me in the restaurant at 7:20 and I went directly to my stateroom and went to bed at about 10:30. I was awoken when the collision occurred. I felt a jar, went out into the passageway without dressing, met a steward, asked him what was the matter, and he said he did not know.

"I then returned to my room and put on a suit of clothes. I then went back to the boat deck and heard Captain Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. I worked on the starboard bow, helping women and children into the boats and lowering them over the side, helping women and children into the boats on the port side.

"The boat was going over the side, Mr. Carter, a passenger, and myself got in. In that time there was not a woman on the boat deck nor any passenger of any class so far as we could see or hear.

"The boat would have accommodated certainly six or more passengers in addition, if there had been any on the deck to go. These facts can be substantiated by Mr. W. E. Carter of Philadelphia, who got in at the time I did, and was rowing the boat with me.

"The only information I ever received on the ship that other vessels had sighted ice was by a wireless message received from the Baltic, which already I have testified to. This was handed to me by Captain Smith, without any remark, as he was passing me on the passenger deck on the afternoon of Sunday, April 14.

"I had been sitting in the smoking room, Captain Smith came in and asked me to give him the message I received from the Baltic in order to post it for the information of the officers.

"The only purpose I had in sending these messages was to express my desire to have the crew returned to their homes as early as possible in their own benefit at the earliest possible moment and I also was naturally anxious to return to my family, but left the matter of my return entirely to our representatives in New York.

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MANY BODIES FLOAT WHERE TITANIC DISAPPEARED (Continued From Page One.)

sea. Sighted and spoke the cable steamer Mackay-Bennett on the way to recover the floating bodies.

"The cable steamer probably is unable to communicate with Cape Race which is 350 miles away, because its wireless range is only about 200 miles.

"The steamer Empress of Ireland, which sailed last night for Liverpool, early in the morning should be near enough to speak to the Mackay-Bennett and probably to relay short any news she may have.

Two Messages. New York, April 21.—Two wireless messages addressed to J. Bruce Ismay, president of the International Mercantile Marine company, were received today at the offices of the White Star Line from the cableship Mackay-Bennett, via Cape Race, one of which reported that the steamship Rhein had sighted bodies near the scene of the Titanic wreck.

"The first message, which was dated April 20, read: 'Steamer Rhein reports passing wreckage and bodies 42-91 north, 49-13 west, eight miles west of three big icebergs. Now making for that position. Expect to arrive 8 o'clock tonight.'"

"The second message read: 'Received further information from Bremen (presumably steamship Bremen) and arrive on ground at 3 p. m. Start operations tomorrow. Have been considerably delayed in passage by dense fog.'"

"Before his departure for Washington, Mr. Ismay, after reading the two messages, said: 'The cable ship Mackay-Bennett has been chartered by the White Star line and ordered to proceed to the scene of the disaster to do all she can to recover bodies and glean all information possible.'"

"Every effort will be made to identify bodies recovered. The Mackay-Bennett will make, each morning, by wireless, a report of its activities and such reports will be made public, at the offices of the White Star line.

"The cable ship has been ordered to remain on the scene of the wreck for at least a week, but should a large number of bodies be recovered before that time, she will return to Halifax with them.

"The search for bodies will not be abandoned until not a vestige of hope remains for any more recoveries. The Mackay-Bennett will not make any soundings, as they will not serve any useful purpose, because the depth, where the Titanic sank, is more than 2,000 fathoms."

FRANTIC ARE SIGNALS TO AMALGAMATED MEN (Continued from Page One.)

talk is a letter just at hand from W. H. Godfrey, the well-known mining and irrigation engineer of Sheridan. To a friend he writes: 'Republicans here are good and hot over the action of the county central committee in giving out the impression that this county is all for Taft, when, as a matter of fact, the whole county is strongly for Roosevelt, as was shown by a general conference held in Sheridan not long ago, when a large number of our best republicans expressed themselves in open meeting and in no uncertain terms as for Roosevelt.'"

"Personally, I have no fault to find with the official record of President Taft, and think he did very well when we consider the man he had to follow, and the strenuous task he had handed him when Roosevelt stepped out. But I am very much in favor of giving the whole truth to the people and of letting them all know just how the thing stands."

Reports Demanded. Washington, April 21.—Copies of a telegram from Representative Gardner of Massachusetts to Colonel Roosevelt, sent in reply to the colonel's declination of Mr. Gardner's invitation to a joint debate, were given out here today.

WE MAKE BUTTONS

What's the use of having buttons on your garments that do not match when you can get them exact?

Bring your cloth and we will cover them for less than you can buy ordinary buttons.

Table listing button types and prices: 16-Ligne ball-top buttons, dozen 15c; 18-Ligne ball-top buttons, dozen 20c; 24-Ligne ball-top buttons, dozen 20c; 30-Ligne ball-top buttons, dozen 25c; 36-Ligne ball-top buttons, dozen 25c; 50-Ligne ball-top buttons, dozen 30c; 24-Ligne ivory-rim buttons, dozen 40c; 36-Ligne ivory-rim buttons, dozen 50c; 45-Ligne ivory-rim buttons, dozen 75c.

Our button machine is a new one—the most improved style made.

Donohue's ALWAYS RELIABLE

Missoula Mercantile Co. GROCERY DEPARTMENT.

Essex-Model Incubators and Brooders

We Guarantee Essex-Model Incubators to hold more even temperature throughout the Egg Chamber than any other make.

WE GUARANTEE the Essex-Model to hatch more strong, healthy chicks in three tests than any other incubator made when run under similar conditions.

Table with columns for Capacity, Model, and Price. Includes entries like Capacity, 100 Hen Eggs \$20.00 and Capacity, 175 Hen Eggs \$26.00.

Poultry Accessories

Granulated Bone, Beef Meal, Beef Scraps, Alfalfa Meal, Oyster Shell, Mica Grits, Midland Poultry Foods, International Poultry Foods and Remedies.

INVALID MAKES SURE HE'LL NOT GET WELL

Oakland, Cal., April 21.—Henry F. Bragdon, first president of the Goldfield Stock exchange, committed suicide in his home here today by shooting.

SIX IN THE AIR. Hempstead, L. I., April 21.—George W. Bentley, the aviator, equipped yesterday all his previous performances by flying with five persons in addition to himself crowded into his biplane.



Dr. Pierce's Pleasant Pellets, which have brought health and happiness to thousands—also a book on any chronic disease you need.

FOR ALL MEN AND WOMEN

I will give you free a sample of Dr. Pierce's Pleasant Pellets, which have brought health and happiness to thousands—also a book on any chronic disease you need.

The story of my free offer to you is quickly told. During my many years of practice I have used numerous combinations of curative medicines for liver ills.

But for the permanent relief of blood disorders and impurities, I can recommend my "Golden Medical Discovery"—a blood medicine without alcohol.—R. V. PIERCE, M. D., Buffalo, N. Y.

Nature's Way Is The Best.

Buried deep in our American forest we find bloodroot, queen's root, mandrake and stone root, golden seal, Oregon grape root and cherrybark.

Dr. Pierce says:—"Glycerine plays an important part in Dr. Pierce's Golden Medical Discovery in the cure of indigestion, dyspepsia and weak stomach, attended by sour risings, heartburn, foul breath, coated tongue, poor appetite, gnawing feeling in stomach, biliousness and kindred derangements of the stomach, liver and bowels.

To find out more about the above mentioned diseases and all about the body in health and disease, get the Common Sense Medical Adviser—the People's Schoolmaster in Medicine—revised and up-to-date book of 1000 pages—which treats of diseased conditions and the practical, successful treatment thereof.