

1,500 GO TO TITANIC WITH TITANIC WORLD'S GREATEST SHIP SINKS IN 14 HOURS 56 MINUTES OF WATER

MONSTER SHIP WENT TO HER GRAVE BEFORE RESCUING SHIPS ARRIVED

FOUND PASSENGERS FLOATING ON SURFACE OF ICE-BLOCKED SEA IN OPEN BOATS—NUMBER OF RESCUED IS YET A MYSTERY—SCENE OF DESOLATION GREET'S RESCUERS

NEARLY ALL OF THOSE SAVED FROM DISASTER WOMEN AND CHILDREN, SAYS WIRELESS MESSAGE

MANY NOTABLE AMERICANS WERE ABOARD WHEN GIANT LINER CRASHED INTO ICEBERG JUST OFF THE NEWFOUNDLAND COAST—LITTLE HOPE FOR HUNDREDS OF SOULS

MORE than 1,500 persons, it is feared, sank to death early yesterday when, within four hours after she crashed into an iceberg, the mammoth White Star Line steamer, Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom off the Newfoundland banks. Of the approximately 2,200 persons on board the giant steamer, some of world-wide prominence, only 675 are known to have been saved.

The White Star Line offices in New York, while keeping up hope till the last, were free to admit that there had been "horrible loss of life."

The disaster is the greatest in the marine world's history. Approaching it in magnitude was the disaster to the steamer Atlantic in 1874, when 574 lives were lost, and to La Bourgogne in 1898, with a fatality list of 571.

Should it prove that other liners, notably the Allan Line's steamers, Parisian and Virginian, known to have been in the vicinity of the Titanic early yesterday, had picked up other of her passengers, the extent of the calamity would be greatly reduced. This hope still remains.

News Comes As Shock To Entire World

News of the sinking of the liner and the terrible loss of life in consequence, came early last evening with all the greater shock because the hope had been buoyed up by reports that the steamship, although badly damaged, was not in a sinking condition and that all her passengers had been safely taken off. The messages were mostly official and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within 400 miles of where the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, three hours and fifty-five minutes after receiving her death blow, the Titanic had sunk. The news came from the steamer Carpathia, relayed by the White Star liner Olympic, and revealing that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Passengers' Only Hope Was In Lifeboats

Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from the meagre reports received up to a late hour, were some 675 survivors of the ship. According to the advisers, the Carpathia picked these up and is now on her way with them for New York.

For the rest, the scene as the Carpathia came up was one of desolation. All that remained of the \$5,000,000 floating palace, on which nearly 1,400 persons had been voyaging luxuriously to this side of the Atlantic, were some bits of wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appeared, hundred of human lives.

A significant line in the Cape Race dispatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove that no others were picked up, this might mean that few of the men on board had been saved, as the proportion of women and children among the passengers was large. The same facts would likely spell doom to the crew.

In the first cabin there were 128 women and 15 children, and in the second cabins 70 women and 8 children.

Many Notable Persons Were Aboard

Notable persons, travelers on the Titanic, whose fate was in doubt in the lack of definite advices as to the identity of the survivors, were Mr. and Mrs. John Jacob Astor, Major Archibald Grant, aide to President Taft; Mr. C. M. Hayes, president of the Grand Trunk Pacific of Canada, and his wife and daughter; W. T. Stead; Benjamin L. Guggenheim; F. D. Millet, the artist; and J. G. Widener, of Philadelphia; Mr. and Mrs. Isador Strause; J. B. Thayer, vice-president of the Pennsylvania; Charles May; H. H. Harris, the theatrical manager, and Mrs. Harris, and Col. Washington Buelder, of Washington.

A hope appeared shortly before 11 o'clock last night, in a message to New York from the operator of the Marconi wireless station at Sable Island, near the scene of the wreck. In reply to wireless messages to passengers on board, the operator reported that it was difficult to deliver them, as the passengers were believed to be dispersed among several vessels.

Even this faint indication that other vessels than the Carpathia had picked up survivors of the Titanic, was eagerly seized by the thousands of relatives and friends of those who had set out on their first voyage to this country.

DEMOCRATS BATTER DOWN DOORS TO OPEN CHICAGO CONVENTION

MILITIA CALLED OUT TO ENFORCE COURT'S ORDER NAMING REPUBLICAN CHAIRMAN

RIOTOUS SCENES, BUT NO SHOTS ARE FIRED

SULLIVAN FACTION AND HEARST-HARRISON CROWD ARE THE PARTICIPANTS

CHICAGO, April 13.—Conflict of the court's orders and the holding of a glides and axes on barred doors preceded the Cook County Democratic convention which chose two sets of delegates to the state convention to be held at Peoria, April 19. For more than three hours recently the militiamen, unarmed and in command of a captain of the Seventh regiment, Illinois National Guard, had possession of the Seventh regiment armory, while two rival forces, the Hearst-Harrison faction and the followers of Roger C. Sullivan, national Democratic committeeman, disputed the rights of each other to enter the armory.

The Sullivan men insisted that the county judge had no right to order an election commissioner to open the convention. The Hearst-Harrison men declared that his order alone would insure fairness.

Hundreds of Officers on Duty

Battalions of police, reinforced by more than a hundred deputies sheriff acting under the orders of County Judge John E. Owens, controlled the crowd outside the armory. Coroner Hoyman, with twenty-five deputies, was busy through the morning serving police officials and the sheriffs men with an injunction issued in the county superior court restraining them from interfering.

The injunction was waved aside and the coroner himself was summoned before County Judge Owens to answer to a charge of contempt of court for conflicting with the orders of Judge Owens.

The sheriff and police and Election Commissioner Carnacki also are under contempt of court because demands were made by Election Commissioner Carnacki, Republican, delegated by Judge Owens to open the convention, that the door be unbarred.

The militia defiantly refused and the judge in person went to the armory and demanded admittance. He was refused. Then the police was ordered by Judge Owens to break in the door.

No Shots Are Fired

No shot was fired by the guardsmen. The outer door fell, and then an inner door, barricaded with trunks and furniture gave way. County Judge Owens and Commissioner Carnacki entered. Chairman Octagon, who (Continued on Page Two.)

OLYMPIC'S DRAMATIC MESSAGE

NEW YORK, April 13.—The Olympic's message was as follows: "Carpathia reached the Titanic position at daylight. Found boats and wreckage only. Titanic sank about 2:20 A. M. 14 1/2 hours after she left for New York. Notably all saved women and children. Loveland liner Californian enquired and searching north position of the sinking. Lane liner to try to locate." It is believed here that this is an error unless the Titanic had more passengers on board than reported. The list as given out showed 1,316 passengers and a crew of 885, or 2,201. In deducting 675, the known saved, would indicate a loss of 1,526 persons.

ITS FORCE SPENT, MU DRIED WATERS OF MISSISSIPPI SPR EAD OVER LOUISIANA

BACKWATER, FILTH LADEN, LAZILY LAPS UP ACRES IN THIRTEEN PARISHES, TEARING DOWN BY SHEER MOMENTUM OBSTRUCTIONS THE HUMANS FUTILELY OFFER IT

Parts of thirteen parishes in north-eastern Louisiana today are facing a deluge unparalleled in the history of disastrous floods of the lower Mississippi valley. Numerous small towns in east Carroll and Madison parishes already are wiped out, vast stretches of valley lands are covered by from six to twenty feet of water and a wall of the devastating flood waters twenty feet high and more than a mile in width is rushing through the great Red Tail crevasse near Orléans, La. Already thousands are homeless and destitute. What will be the toll when the waters from the Panther Forest and Red Fork crevasses in Arkansas join with the sea of water pouring through the Red Tail breach, no one can say. Parts of thirteen Louisiana parishes and two Arkansas counties will be under water, and a conservative estimate is that the homeless in that territory will total at least 50,000, probably 125,000. It is believed that territory 100 miles in length and four miles in width is within a few hours of being inundated. No further breaks occurred in the Mississippi yesterday. To add to the alarming situation, a veritable down-pour in the Texas basin, of North Louisiana yesterday gave birth from four to six inches of rainfall in the brief space of ten hours.

High winds accompanied the rain and made difficult the work of rescue in the overflooded district. Relief work is centered at Vicksburg, Miss., where already hundreds of homeless and destitute people from the flooded territory are quartered. Governor Brewer, of Mississippi and Governor Sanders of Louisiana have ordered tents and bedding sent to the Mississippi city.

Supplies also are on route to Vicksburg from Memphis, Tenn., and St. Louis. No verified report of the loss of life has been received up to last night. Property damage will total several million dollars.

Leaves Cracking

BATON ROUGE, April 13.—A telephone received early tonight from Morganza, thirty miles east of Baton Rouge, reported that the levee there is cracking and caving badly and that the water was coming through. An

Special Relief Message

WASHINGTON, April 13.—President Taft today sent to congress a special relief message for the immediate appropriation of nearly \$75,000 for use in maintaining the floods of the Mississippi river and to aid flood sufferers.

The message asked for \$50,000 in the \$125,000 already appropriated to be used in strengthening the levees, \$27,000 for expenses of the quarantine general department for the purpose of furnishing shelter, storage for horses, transportation and \$12,000 for railroads already supplied or to be supplied to the destitute persons. The president also requested an estimate made by the society of war which accompanied the message.

There are 2,000 destitute people in the Texas and Iowa river basins in Arkansas and Louisiana. The War Department and the War Relieff Commission, headed by the War Department today to send immediate relief to the flood sufferers in the Vicksburg district. Orders are being issued to comply with the request.

PARTIAL LIST OF RESCUED

- CAPE RACE, April 13.—Following is a partial list of the first cabin passengers who were rescued from the Titanic: Mrs. Edward G. Appleton, Mrs. Rose Abbott, Miss G. M. Burns, Miss D. E. Chambers, Mrs. William M. Clark, Mrs. Philbert Clark, Miss E. Q. Crabbie, Miss H. K. Crabbie, Mrs. Henry B. Harris, Mrs. Alex. Halverson, Mrs. Ernest Hayes, Mrs. Bruce Ismay, Mrs. John W. Kimberty, Mrs. P. A. Kinnison, Miss E. L. Kinnison, Mrs. E. F. Leachy, Miss A. Pledger, Miss Edna Lavery, Mrs. Ernest Laves, Mrs. Susan P. Rogerson, Miss Emily D. Rogerson, Mrs. Arthur Rogerson, Miss Alice and niece, Miss M. W. Aldrich, Miss Ninette Parfitt, Mrs. E. W. Allen, Mr. and Mrs. Henry, Mrs. W. A. Hooper, Mrs. M. E. Allen, Miss Alice Phillips, Mrs. Paula Morgan, Mrs. Alice Fortune, Mrs. Robert Douglas, Miss Hubert Vayler, Mrs. J. M. Brown, Mrs. Marie, Mrs. Mary, Mrs. H. H. H. (Last four names were missed.)

OVER HALF BILLION DOLLARS OWNED BY PASSENGERS ON ALL-FATED SHIP

MEN WHOSE WEALTH RUNS UP INTO TENS OF MILLIONS RANK WITH POOREST STEERAGE PASSENGER WHEN DANGER WIPES OUT ALL LINES OF WEALTH AND EQUALITY

JOHN JACOB ASTOR AND HIS WIFE LISTED AS WEALTHIEST PASSENGER WHOSE NAME IS LISTED

PASSENGER LIST ALSO EMBRACES A SCORE OR MORE OF LITERARY LIGHTS, INCLUDING WILLIAM T. STEAD, THE FAMOUS DEAN OF JOURNALISM

NEW YORK, April 13.—Unfold what was represented among the passengers of the Titanic, there were on board at least six men, each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first class passenger list is Col. John Jacob Astor, head of the famous house, whose name he bears, who is reported to be worth \$150,000,000. He was returning from a tour of Egypt, with his wife, who was Miss Madeline Furse, to whom he was married in Providence, on September 5.

Benjamin Guggenheim, probably next in financial prominence in the fifth of the seven sons of Meyer Guggenheim, who founded the American Smelting & Refining Company, the great mining corporation, and is a director of many corporations, including the International Pump Company, of which he is also president. His fortune is estimated at \$7,000,000. His wife, whose name does not appear on the passenger list, is a daughter of James Seligman, of New York, a banker. George D. Widener is the son of P. A. R. Widener, the Philadelphia "traction king," whose fortune is estimated at \$50,000,000.

Isador Strauss is One Among Many Isador Strauss, one of New York's prominent dry goods merchants and notable for his philanthropic work, has a fortune estimated to be worth \$45,000,000. He is a director in various banks, trust companies and charitable institutions.

J. Bruce Ismay, president and one of the founders of the International Mercantile Marine, who has always made it a custom to be a passenger on the million ton of every new ship built by the company, is said to be worth \$10,000,000. It was Mr. Ismay, who with J. P. Morgan, consolidated the American and British steamship lines under the International Mercantile Marine and.

Colonel Washington Roebling, builder of the Brooklyn bridge, president and director of John A. Roebling's Sons Company, is credited with a fortune of \$10,000,000. Other names of reputed wealth who were on board are J. P. Titcomb, vice-president of the Pennsylvania Railroad; Clarence Moore, a well known sportsman, whose wife was Isabel Swift, daughter of E. C. Swift, the Chicago meat packer, and Charles M. Hays, president of the Grand Trunk Pacific and vice president and general manager of the Grand Trunk Railroad of Canada.

Many Literary Lights Were On Board Other names not on the first cabin list are W. T. Stead, writer, journalist and war correspondent; Jacques Patella, the short story writer; Frederick M. Hoyt, a well known New York yachtsman; Henry Hooper Harper, grandson of John Wesley Harper, one of the founders of Harper & Brothers; and Thomas Pease, a Pittsburgh steel manufacturer.

Only Master News During Day Most of the 1,500 passengers of the Titanic were rescued. Franklin positively refused to give out the names of the passengers who were rescued from the Titanic. He only gave out the names of the survivors who were rescued from the Titanic.

Mr. Franklin said that the Titanic had been wrecked and that the passengers who were rescued from the Titanic were the only survivors. He said that the Titanic had been wrecked and that the passengers who were rescued from the Titanic were the only survivors.

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THE WEATHER

Table with columns for Forecast, Local Statistics, and Hourly Readings Yesterday. Includes data for Tampa, Fla., and other locations.

WIRELESS STATION

Wireless Station... HORTON, April 15.—Although wireless operators are on the New England coast were constantly at work trying to pick up messages regarding the fate of the Titanic, not one had been received by the wireless station. The wireless operators, who were on the coast, were unable to pick up any messages regarding the fate of the Titanic.