

705 KNOWN TO BE SURVIVORS

CASKETS TAKEN TO REGION OF THE DISASTER

WIRELESS FROM INCOMING SHIP DISCLOSES FACTS

MRS. STRAUSS GOES DOWN WITH HER HUSBAND, BRAVELY

Foreigners Crowd About Second and Third Class Offices Begging for News of the Missing Ones in Steerage—No Information Can Be Given Them as Yet.

(By Roy W. Howard.) (Copyright, 1912, United Press Association)

Aboard the Olympic via wireless, April 17.—The bodies of some, at least of the victims of the Titanic disaster will be brought to the United States, probably to Boston, by the Leyland liner California. A wireless reaching us here shows that some are already recovered. The Olympic, when it received word of the disaster rushed for the scene but was too late.

Carpathia Has 705.

New York, April 17.—Only 705 survivors of the Titanic are on the liner Carpathia, according to a wireless message received here this afternoon from Winfield Thompson, a Boston newspaper man on board the liner. White Star officials earlier in the day said the Carpathia carried 868. The message says the Carpathia this forenoon was 489 miles from Ambrose channel, and will probably arrive at New York at 8 o'clock Thursday night.

Foreigners Are Frantic.

New York, April 17.—Asking for news, which is consistently denied, crowds of foreigners surrounded the third class offices of the White Star company. The scenes were heart-rending as they begged for information, men, women and children giving way to the wildest emotion.

Mrs. Strauss Drowns, Too.

The friends of Isador Strauss have given up hope that the New York merchant prince and his wife are alive. Mrs. Strauss refused to leave her husband and take to the small boats.

All women passengers on the Titanic are safe, according to a message just received here from the Olympic.

Officials Knew Flight.

Montreal, April 17.—Wireless messages received here indicate that the officials of the White Star line, when they gave reassuring messages regarding the Titanic, knew that the ship had sunk.

May Get Early News.

Newport, R. I., April 17.—A wireless message received here from the United States scout cruiser Salem says that the vessel is approaching the Carpathia. The Salem wireless apparatus carries a great distance, and it is believed an accurate list of the survivors can be obtained before the Carpathia arrives.

Fishing Boats Near.

Halifax, N. S., April 17.—No relief of the suspense is felt over the Titanic passenger's fate is yet in sight. The liner Parisian, due to arrive here tonight, is possibly being detained. It is known that half a dozen fishing boats were within 200 miles of the Titanic at the time of the wreck. They may have visited the scene.

The Commercial Cable company's ship Mackey-Bennett, has been chartered by the White Star company to visit the scene of the wreck and search for bodies, sails this afternoon with a crew of 80 men, and a cargo of coffins. A local undertaker's staff will accompany the ship. It is expected

the Mackey-Bennett will be gone 10 days.

Revised Figures Out.

New York, April 17.—Revised figures given out by the White Star line officials place the number of victims of the Titanic disaster at 1,312. It is believed that 400 steerage passengers were saved, 328 cabin survivors and 140 of the crew. The Carpathia, on which are 868 survivors, is proceeding to New York and says they are well on the Carpathia. She is due to dock here early Friday.

Rome, N. Y., April 17.—Nathan Strauss suffered a complete collapse when informed that his brother Isador Strauss, the New York millionaire merchant and philanthropist, had probably perished in the Titanic disaster. His condition is reported to be serious.

Ship Searches for Remains.

Halifax, N. S., April 17.—With 200 caskets aboard, the Mackey-Bennett, a vessel chartered by the White Star line to search for bodies of the victims of the Titanic disaster, sailed from here this afternoon.

As the Mackey-Bennett started away the British flag on the citadel was lowered to half mast. The vessel is equipped with wireless apparatus and if any corpses are found, the White Star will be notified at once. Six small boats, provided with grappling iron, were taken along. Vincent Astor, son of Colonel John Jacob Astor, is depending on the Mackey-Bennett to find his father's body. The Mackey-Bennett will spend two or three days searching and if any bodies are found they will be sent here.

Conference on the Negro.

Tuskegee, Ala., April 17.—A score of missionary societies and numerous foreign countries are represented by delegates at the International Conference on the Negro, which assembled at Tuskegee Institute today for a three days' session. The general purpose of the conference is to discuss the work that is going on in Africa and elsewhere for the education and uplifting of negro peoples.

California Sunday Schools.

Chico, Cal., April 17.—With Sunday school workers present from all over the state, the 45th annual convention of the California Sunday School association assembled here today for a session of three days. Prominent among those on the program are the Rev. Chas. Aked, D. D., of San Francisco, the Rev. Claude Kelly, D. D., of San Jose, and Mrs. Mary Foster Bryner, international superintendent.

Fight for Nebraska Votes Ends

Lincoln, Neb., April 17.—The multitude of candidates for public offices in Nebraska closed their speaking tours today and the lines were drawn tight for the state wide primary on Friday, which is to determine the complexion of the ballots in the election next fall. In the primaries the voters of all parties will record their preferences for nominees for the Presidency, for United States Senator, for governor and other state officers, for nominees for representatives in congress, for delegates-at-large and district delegates to the national conventions, for presidential electors and for minor officers. In addition, five constitutional amendments for adoption as party measures will be submitted to the voters. The ballots are the largest ever used in Nebraska.

The constitutional amendments are to be voted upon by each party separately to determine whether or not they will be endorsed by the party. The vote on presidential and vice presidential preferences, the election of national committeemen and delegates and alternates to the national conventions, are additions made to the primary ballot by the last legislature.

Forecasters generally confess themselves at sea and unable to give a definite idea of the probable results of

(Continued on Page Two.)

J. BRUCE ISMAY COWARDLY SAY CRITICIZERS

BITTER COMPLAINT IS FILED AGAINST SHIP OFFICER.

SOME OF BOAT'S OFFICERS WERE SAVED, SAY MESSAGE

Company Defends Managing Director for Deserting the Ship Saying His Presence Was Needed to Guide the Boats to Safety—Other Officers, However, With the Rescued.

New York, April 17.—Bitter denunciation of J. Bruce Ismay, managing director of the White Star company and also of his company is made here by relatives and friends of the victims of the Titanic. "Why did not Ismay stay with the ship, and go down like a man?" are the frequent criticisms. Ismay is denounced as being responsible for the secretive methods of the White Star company, and the failure of the Carpathia to send news of the wreck. Ismay's presence on the Carpathia is believed to be the reason why the ship sends no word of the terrible scenes enacted when the ship sank.

Officials of the White Star line defend Ismay's conduct, saying it was necessary that someone of authority leave the sinking ship as he could keep the boats together. They say that Ismay was probably chosen to do this.

Fragmentary advices, however, say that most of the Titanic's officers, other than Captain Smith, took to the boats. This is believed to puncture the company's claim.

Morgan Not to Blame.

New York, April 17.—That J. Pierpont Morgan knew of the sinking of the Titanic Monday and forced suppression of the news until the close of the stock market, is positively denied by Vice President Franklin, of the White Star line, of which Morgan is a director. Franklin said that neither he nor Morgan knew the Titanic had sunk until 6 o'clock Monday night.

All Officers Die.

New York, April 17.—A dispatch received here by Frederick Ridgway of the International Merchant Marine, says all officers commanding the Titanic went down except the third, the fourth and fifth officers.

SECOND STREET PROCEEDINGS VOID.

Proceedings taken by the city to macadamize Second street, north of the railroad track, were held void this afternoon in a decision handed down by Circuit Judge Knowles who considered the arguments for a writ of replevin advanced by the La Grande Real Estate company. A section of the street about four or five blocks long is involved in the decision.

A Century of Gas.

Philadelphia, Pa., April 18.—Philadelphia today began a two days' celebration of the centenary of gas as an illuminant and its use in this city. A leading feature of the celebration is an historical exhibition showing the first gas stove ever placed on the market, old time gas burners, crude specimens of pipe, the first gas lamps and many other appliances connected with the early history of the then new medium of illumination.

WORLD WANTS BETTER SAFETY APPLIANCES

LIFE BOATS INADEQUATE TO HANDLE 1-6 OF PEOPLE

EUROPEAN INSPECTION BLAMED FOR THE TERRIBLE DISASTER

English Papers and American Statesmen Join in General Denunciation of the North Atlantic Route for Sea-Faring Vessels—General Inefficiency of Liner Blamed.

London, April 17.—A concerted demand for the punishment for those responsible for the appalling loss of life in the Titanic disaster, is made in all the London morning newspapers. In addition to demanding the abandonment of the dangerous northern route and the adoption of a southern route, which would be safer, the papers insist on a thorough investigation be made of speed competition on the trans-Atlantic liners. A revision of regulations relating to life saving facilities on liners is also demanded.

Life Boats Inadequate.

Washington, D. C., April 17.—That the great loss of life on the Titanic was due to inadequate life boat protection—and could not have happened under the United States navigation laws, is declared by George Uhler, supervisor of the federal steamboat inspection service. "If the Titanic had sailed under an American register, it would have been required to carry 48 lifeboats. When the collision occurred, it was easy to save those who got into the life boats but the remainder were left to sink with the ship."

Dewey Expresses Regrets.

Washington, April 17.—Admiral Dewey says the trans-Atlantic steamship companies are so greedy they don't care for human life. He says it is simply appalling to think there were only enough life boats on the Titanic for only one-sixth of the passengers. He says no vessel should be permitted to clear from any port unless she has enough boats to carry a great majority of the passengers if necessity should arise.

Dewey Prods Congress.

"Let the good Americans exert every energy to have the laws amended regarding life-saving apparatus on every passenger-carrying vessel," Rear Admiral Dewey said today. "In my opinion every passenger who crosses the North Atlantic takes his life in his hands. I would rather go round the world in a well equipped man of war than make a voyage in a North Atlantic liner. The most unfortunate part of the Titanic disaster is that almost all of the victims were Americans and we Americans should have something to say about it. I hope congress will attend to the matter of caring for lives of passengers aboard the trans-Atlantic liners."

Dewey told of his experience with icebergs. They sometimes are found much farther south than they are supposed to be and it is not safe to lay a ship's course according to the books. He said he dodged icebergs for hours in 1884 when making a trip from New York to France, carrying provisions for starving people in France. The icebergs were much further south than they were supposed to travel.

Ready to Open Season.

New York, April 17.—The International League, formerly the Eastern Eastern League, will begin its race for the championship pennant tomorrow

with games in Baltimore, Providence, Newark and Jersey City. The champion Rochester team is programmed as the opponent of Fred Lake's players at Providence, while Baltimore will have the Montreal team as its guests. Buffalo will play in Newark and Toronto in Jersey City. The clubs appear to be more evenly matched this year than last, with all of the manager optimistic about their chances for the pennant. The league will play a season of 154 games closing Sept. 22. Providence, Montreal and Jersey have changed managers since last season. Fred Lake will pilot the Providence team, Bill Lash, the old Cleveland player and Yale coach, has charge of Montreal, and Larry Schlatly, former Washington player, is the new manager of the Jersey City team.

Iowa Prohibitionists.

Des Moines Ia., April 17.—Many of the delegates are arriving in Des Moines for the tomorrow's state convention of the Prohibition party. The convention will name a state chairman and select delegates to the national convention which is to be held in Atlantic City next July.

For Highway Across Continent.

Kansas City, Mo., April 17.—Delegates appointed by the governors of 12 states and by the mayors of numerous cities responded to the roll call at the opening of the National Old Trails' convention in this city today. The purpose of the convention, which will continue in session several days, is to formulate plans for the construction of an improved highway across the continent following as near as practicable the route of the Cumberland Pike the Boone's Lick road and the Santa Fe trail and Sunset route.

Alabama All for Underwood.

Montgomery, Ala., April 17.—The democratic state convention of Alabama assembled in Montgomery today to select the delegates to attend the democratic national convention in Baltimore. There is no contest on the presidential instructions to be given the delegates, as Alabama is bestowing her strength on her favorite son Oscar W. Underwood, the leader of the democratic party in the national house of representatives. The delegates will be charged to remain with Mr. Underwood on every ballot taken by the Baltimore convention. The plans of the ardent Underwood admirers provide for no second choice.

New Hampshire G. A. R.

Concord, N. H., April 17.—The annual encampment of the New Hampshire department, G. A. R. and the annual meetings of the Woman's Relief Corps and the Sons and Daughters of Veterans opened here today and will continue through Thursday. The gathering is honored this year by the presence of National Commander-in-Chief H. M. Prindle of Illinois, and Mrs. Cora M. Davis of Oregon, national president of the Woman's Relief Corps.

Illinois Woodmen Protest.

Elgin, Ill., April 17.—Delegates representing many of the Illinois local camps of the Modern Woodmen of America met in convention here today to make formal protest against the action of the recent national convention in Chicago at which the insurance rates of the order were increased.

No Trace of Robbers.

Police authorities have found no trace of the thieves who burglarized the Bohnkamp Hardware Store Monday night. The men seem to have left a clean field behind them.

Auto Skids; Wheel Breaks

Striking a slippery spot on the Depot street pavement, Dr. A. L. Richardson yesterday afternoon collided with the curbing and crushed a rear wheel of his automobile. "Though proceeding at a moderate speed the car skidded with such heavy force that when it struck the curbing, one wheel

VOTERS HEAR TAFT EXTOLLED BY OHIOAN

HIS TRUST BREAKING CAREER TOLD AT RALLY

TAFT'S MERITORIOUS WORK FOR OREGON IS REVIEWED

Republicans and Others Hear How Ralph D. Cole Tell of reasons Why Taft Is Logical Man for the Presidency—His Political Career Is Reviewed in Masterly Manner.

Steward's opera house was the scene of a large gathering of Union county voters last evening to hear the noted orator from Ohio, Ralph D. Cole present the case of William Howard Taft and there was no disappointment when the speaker finished. The La Grande band furnished music for the occasion and C. P. Ferrin rendered two delightful solos. Chairman J. H. Peare of the Taft club presided and introduced the speaker. Among the prominent republicans seated on the speaker's stand were Postmaster G. M. Richey, Judge J. C. Henry, E. E. Kiddle, M. B. Donohue, J. T. Williamson, August J. Stange, O. F. Coolidge, H. E. Coolidge, F. L. Meyers, and C. E. Goodnough.

Platform a Contract

The speaker prefaced his address with a statement that a political platform is in the nature of a contract with the people, by which a party undertakes to perform certain designated work. He announced his intention of showing by the works and performances of President Taft that the promises of the republican platform had been faithfully carried out as far as humanly possible.

Trust Record Reviewed.

The prosecution of the trusts under the Sherman anti-trust act by the administration of President Taft was then gone into at length. Referring to the Standard Oil and steel prosecutions he showed how President Taft has incurred the everlasting enmity of Wall street by his fidelity to the enforcement of the law as he found it upon the statute books, and not as some candidates for the presidency claim it ought to be. President Taft's proposal to give the interstate commerce commission exclusive jurisdiction to supervise the issuance of additional stocks and securities of all corporations doing an inter-state business was presented as about the only sensible and efficient solution of the problem of dealer with "watered stock" yet devised.

Oregon Has Profited.

"Two things have been accomplished by President Taft during his administration that entitle him to the gratitude especially of the people of Oregon, as well as the gratitude of the entire nation," said the speaker. "Firstly, President Taft has made possible a scientific protective tariff law. Secondly, through President Taft the wool industry has been saved from destruction."

Since the organization of the government the tariff question has been but a game of give and take, and the football politics, with the result that because of he periodical agitation of this important question, the industries of the nation have suffered beyond measure.

"It has been the practice hitherto to revise all the schedules at the same session and by this practice all business operations have been disturbed, frequently resulting in grave industrial

(Continued on page Eight.)