

1312 DEAD; NEWS OF SAVINGS HALTED

Carpathia Surrounded by Wall of Silence—Story of Survivors Is Awaited.

Table with columns: Cabin, Passengers, Survivors. Rows include First cabin, Second cabin, etc.

NEW YORK, April 17.—That the final roll of the rescued from the Titanic disaster victims had been made up was the impression that grew almost into conviction last night as the hours wore on with the revision of lists adding measurably to the total of known survivors.

Of definite news of the disaster the night added little. Down the Atlantic Coast, fog-enveloped in many places, except the Cunarder Carpathia, bearing the 488 lives that had been snatched from the waters when the Titanic's 50 boats, laden to the limit, made their way from the giant liner as it became known that she was soon to take her fatal plunge.

Wireless Remains Silent. Not although the rescue ship was reached within the range of the cable Island wireless station at a comparatively early hour and every wireless ear was waiting to catch the sound of a receiver, which might mean that the great secret of the liner's death was about to be given up, midnight came and went and the night began to grow old, and still the world had not been spoken.

Carefully compiling the available lists, the record of the identified survivors of the disaster stands significantly thus: Men 78, women 232, children 15; total 328.

Of the remaining 540 known survivors it is estimated that not more than 150 were seen required to man the boats. This would leave approximately 440, and in the ordinary proportions of women and children in the steerage, where the passengers in the Titanic's case numbered 716, it seems probable that the greater part of these 440 were women and their little ones.

Nothing could show more plainly the heroism of the crew, and the men passengers who stood by the doomed ship, facing inevitable death, and sent the women and children away in the lifeboats. Some would have to be left. But to all appearances the men who were left stayed behind deliberately, calmly stepping back to whom they owed protection, take their way to safety.

Last Word From Brave Men. "Sinking by the head; have cleared boats and filled them with women and children." This was the final message these brave men sent the world, for it was directly afterward that their wireless signals sputtered and then stopped altogether.

The picture that inevitably presents itself in view of what is known, is of men like John Jacob Astor, master of scores of millions; Benjamin Guggenheim, of the famous family of bankers; Isidor Straus, a merchant prince; William T. Stead, veteran journalist; Major Archibald W. Duff, front; W. J. Watson, a noted engineer—of any or all of these men stepping aside and bravely, gallantly remaining to die, that the place he afterwards might have filled could be taken by some smart-shod, shavel-enbrowed, illiterate and penniless peasant woman of Europe.

orders, searching for bodies that may come to the surface. Fear Grows Hourly. Up to 1:30 this morning, so far as could be learned at any of the coast stations, no syllable of tidings had come from the Carpathia since she was able by the aid of the Olympic's relay, many hours before, to send waveringly ashore a list of the names of first and second cabin Titanic survivors whom she had on board.

BLANCHARD GOES UP

NORTHERN PACIFIC MAKES ANNOUNCEMENT OF CHANGES.

ST. PAUL, Minn., April 17.—(Special.)—Edwin C. Blanchard, of Minneapolis, general superintendent of the Northern Pacific lines east of Mandan, N. D., with offices at St. Paul, was appointed today general manager in charge of maintenance and operation of the lines west of Paradise, Mont. This appointment is considered a promotion and carries with it the title of fourth vice-president of the Northern Pacific lines.

TAFT MEN ARE CHOSEN

DELAWARE AND HAWAII SELECT DELEGATES. Dover Convention Also Indorses Senator Dupont-Kuhlo and Frear Are Sent by Islands.

DOVER, Del., April 17.—The Republican state convention here elected yesterday the following six delegates to the Republican National convention: United States Senators Henry A. DuPont and Harry A. Richardson, Governor Simon S. Pennewill, Dr. George W. Marshall, Edmund Mitchell and Ruby Wall.

POPCORN WAGON BURNS

Alarm Brings Eight Pieces of Apparatus to Blaze. Eight pieces of fire apparatus and a heavy chief hastened to the corner of Third and Washington streets early this morning to extinguish the blaze of a burning popcorn wagon.

DECORATING CONTRACT LET

Twin City Decorating Company to Erect \$25,000 Structure. Contracts were let last night to the Twin City Decorating Company for the construction of the great Court of Honor, which is to form the most prominent feature of the decorations designed for the coming Elks' Convention.

Mrs. La Follette is Entertained.

Mrs. Robert M. La Follette, in company with Mrs. Frederick Egner, Mrs. Sarah Evans and Mrs. Grace Watt Ross, toured the city Tuesday in an automobile, calling on Mrs. Abigail Scott Duniway just before they went to the Hotel Portland, where an informal luncheon in honor of Mrs. La Follette was given by the state central committee and the College Equal Suffrage League.

HUGH CHALMERS' EPICRAMS PLEASE

Detroit Auto Manufacturer Wins Warm Applause at Commercial Club.

REMARKS HIT BULLSEYE

Principles of Successful Salesmanship and Advertising Told in Language Which "Carries Weight With Every Blow."

Portland's progressive business men—more than 200 of them, at least—listened to Hugh Chalmers expound the principles of successful salesmanship and advertising at the Commercial Club Tuesday night and when he concluded his remarkable address they begged for more.

The Detroit automobile manufacturer's address was remarkable in many ways. It was not only eloquent, as the terms usually applied. It was a successful business man's talk to business men, told in a businesslike way. It was filled with homely, and oftentimes humorous, similes and analogies. He said more that was worth while in his brief address than the average speaker would say in a month. Here are a few epigrams:

"A booster is a man who does all he can for as long as he can." "Everything I know I learned from someone else; we're all imitators, from childhood up."

"A business man deals principally with five things—money, machinery, materials or merchandise, markets and men." "In advertising, be honest, be sensible, be persistent, be consistent."

"The newspaper of today is the best possible advertising medium." "There are only two excuses—not reasons—for not advertising. They are: 'Because you have so much business you don't have to.' Because you have so little you can't afford to.'

"Be persistent in your advertising; the hardest thing to find today is yesterday's newspaper." "Salesmanship constitutes nine-tenths man one-tenth territory and product."

"The hardest thing for a man to organize is himself." "Enthusiasm is necessary to the success of any business. The man who thought out the slang phrase, 'Always on the job,' did a good day's work right there."

Those are a few of the ideas expressed by Mr. Chalmers. "Business men deal principally with five things—money, machinery or merchandise, markets and men," said Mr. Chalmers, after a short reference to the remarks of C. C. Chapman, who introduced him.



Special bargains every day at The Lion Store, which is two minutes from the high-rent district. This enables the Lion to sell you the best clothing below the usual price. Today come in and see what we are doing to the prices of cravats—cutting them in half.

LION CLOTHING CO.

166-170 Third St.

Knight, Clark, Fred W. Graves, H. A. Hopper, C. B. Cadwell, W. A. Cadwell, T. J. O'Keefe, J. Stanley Clements, A. B. Turner, Thomas J. Savelle, George H. Stockwell, J. M. Dooley, Harold T. Holmes, James J. Collier, Perry C. Graves, H. C. Reed, J. Mitchell, A. C. Cammack, C. W. Hayward, J. H. Curry, M. Johnson, E. D. Bradford, P. C. Little, A. W. Crossley, C. G. Shaw, A. V. Calkins, S. C. Rasmussen, J. P. Rasmusen, Frank W. Turner, A. J. Flah, Dana, Phil S. Bates, John D. Greeny, Milton E. Kahn, Clarence S. Samuel, L. Samson, C. H. Hammond, Glenn P. Hubbard, Henry A. Dodge, Dwight G. Hubbard, George W. Cameron, R. F. Saunders, J. F. Pratt, Charles Hinger, T. C. Alger, George W. Turner, R. F. Blodgett, A. F. Wesseler, Jr., A. L. Leonard, Holt C. Wilson, Frank W. Jones, R. F. Blodgett, H. Acher, J. A. Wilkinson, E. K. Allen, E. A. Chindross, W. L. Pearson, C. C. King, Allen Todd, William P. Richardson, A. R. Brown, Henry W. Price, W. H. Chapin, W. D. Malone, Charles E. Gunn, J. S. Kinley, J. K. Eaton, C. G. Irwin, L. D. Fowle, Lew Wallace, C. W. Vail, T. H. Richer, E. F. Wilson, Lewis T. H. Beyerly, H. W. King, T. F. Gallagher, T. H. Beyerly, J. F. Wilson, Lewis T. H. Beyerly, Thomas J. Mullin, Louis Van Kien, John H. Scott, Dewitt L. Harry, E. T. Carwell, J. J. McQuiside, A. H. Ayres, A. H. McQuiside, R. H. Bailey, Ralph Kashi, C. L. Lindsey, Lloyd L. Breese, J. A. Roehr, Will F. Bowman, F. W. King, Thomas A. O'Flaherty, Harry W. Ely, John A. Demberger, W. T. Hrice, O. V. Gamble, L. H. Kleiser, G. E. Reed, Joseph C. Hancock, Leo S. Pearson, C. C. Graves, O. C. Baker, R. F. Hiesling, E. A. Clark, W. L. Hawkins, F. S. King, Sr., J. B. Yoon, Jr., C. H. King, O. C. Selzer, Eugene H. Galt, Paul A. Ginnell, Clayton W. Baker, Jackson C. Miller, H. W. Bartholomew, J. F. Farnese, H. K. Harrison, R. E. Blair, F. Blair, George M. Bailey, William L. Day, John Kalkie, W. J. McQuiside, J. F. Blair, George M. Caltz, T. J. Phillipson, F. A. Spencer, W. H. Coman, W. Good, Douglas Shelor, C. C. King, Jr., C. H. King, O. C. Selzer, Eugene H. Galt, Paul A. Ginnell, Mitchell Quinn, C. H. Chamberlain, Will F. Powell, E. J. Daly, T. W. Chausse, O. A. Lovelace, J. Thomas Dunbar, C. W. Jordan, M. T. Sully, T. L. Shull, George E. Wagoner, J. Strizel, Edward T. Kolofski, Ralph Emerson Pearce, W. J. Mason.

Made of Rea Rubber with White Tough Tread

GOODRICH TIRES

Goodrich—the Original American Clincher—started right 15 years ago, by adopting and perfecting the integral Molded Construction. Tires "built as a unit, cured as a unit" proved greatest in strength—cohesion—mileage service, then, as now. Today, the strongest adherents of other methods are turning to the molded process. They know now it is the best way to make a good automobile tire. We did the experimenting long ago—and offer users a two-fold benefit:

Advertisement for the B.F. Goodrich Company, Akron, Ohio, featuring a large image of a tire and the text 'The B.F. Goodrich Company LARGEST IN THE WORLD'.

Advertisement for Boston Garter, featuring an image of a garter and the text 'Buy by name PAD Boston Garter What Girls Like'.

Advertisement for Waldorf Hotel, London, featuring the text 'TELL your friends before you sail to write you the WALDORF HOTEL LONDON And Stay There'.

Advertisement for Bell and Wing, featuring the text 'By FREDERICK FANNING AYER' and 'Absorbing, astounding, inspiring, baffling—London Academy.'.

Advertisement for Berlin Esplanade Hotel, featuring the text 'BERLIN HAMBURG HOTEL ESPLANADE' and 'Two of the Most Magnificent Hotels in Europe'.

Advertisement for Pull Out a Hair, featuring the text 'Pull Out a Hair The Way to Tell Whether or Not Your Hair Is Diseased.'.

Advertisement for Eastern Excursion Tickets, featuring the text 'EASTERN EXCURSION TICKETS' and 'GREAT NORTHERN RAILWAY'.

Advertisement for Rothschild Bros., featuring the text 'Bottled at the brewery. Just about 100 per cent. perfect.' and 'ROTHSCHILD BROS. Distributors'.

Advertisement for Gearhart Park Co., featuring the text 'A SUMMER HOME AT GEARHART PARK' and 'SPECIAL REDUCTIONS'.