

DEATH LIST OF TITANIC MAY INCREASE

RELAYED MESSAGES INDICATE THAT NEARLY 2000 PERISHED

NEW YORK, April 17.—Although 72 hours have elapsed since the White Star liner Titanic went down 300 miles off the New Foundland shore, it is still a question of how many passengers were saved and how many drowned. The latest word in which any credence is placed was received here this afternoon from Winfield Thompson, a Boston newspaper man aboard the liner Franconia, which was in communication for several hours this morning with the Carpathia, the vessel on which the survivors are steaming to New York.

"The Franconia after establishing direct communication with the Carpathia ascertained that there are only 705 survivors aboard the latter vessel. Over 2000 persons were lost."

This was Thompson's message and many persons here believe that his report will be borne out with the arrival of the Carpathia in New York tomorrow night.

ONLY 705 SAVED IS WORD FLASHED FROM FRANCONIA

NEW YORK, April 17.—There are only 705 survivors of the Titanic disaster aboard the Cunard liner Carpathia, according to a wireless message received here at 10:30 o'clock this afternoon from Winfield Thompson, Boston newspaperman, who is a passenger on the Franconia.

The White Star officials earlier in the day had announced that the Carpathia carried 868 of the Titanic's survivors. Thompson's message announced that the Carpathia was due in New York at 8 p. m. Thursday. It said:

"The Franconia established communication with the Carpathia at 6:10 this morning (Wednesday) New York time. At that hour the Carpathia was 489 miles from the Amrose Channel light, and making 13 knots an hour. It was in no need of assistance."

"The Carpathia has but 705 survivors of the Titanic on board. The Franconia is relaying personal messages from survivors to Sable Island."

"We have survivors of the Titanic wreck aboard. More than two thousand persons were lost."

This message, sent by the Carpathia's wireless operator, was caught by the Cunard liner Franconia, according to a statement given out here today at the offices of the Marconi Wireless company.

Telegraph officials, however, are inclined to believe that the Franconia operator misread the figures.

NEW YORK, April 17.—The liner Carmanlia of the Cunard Line sailed from this port today. The officials of the company declared that the disaster to the Titanic did not affect the Carmanlia's passenger list.

LINER PARISIAN EXPECTED SOON WITH WRECK NEWS

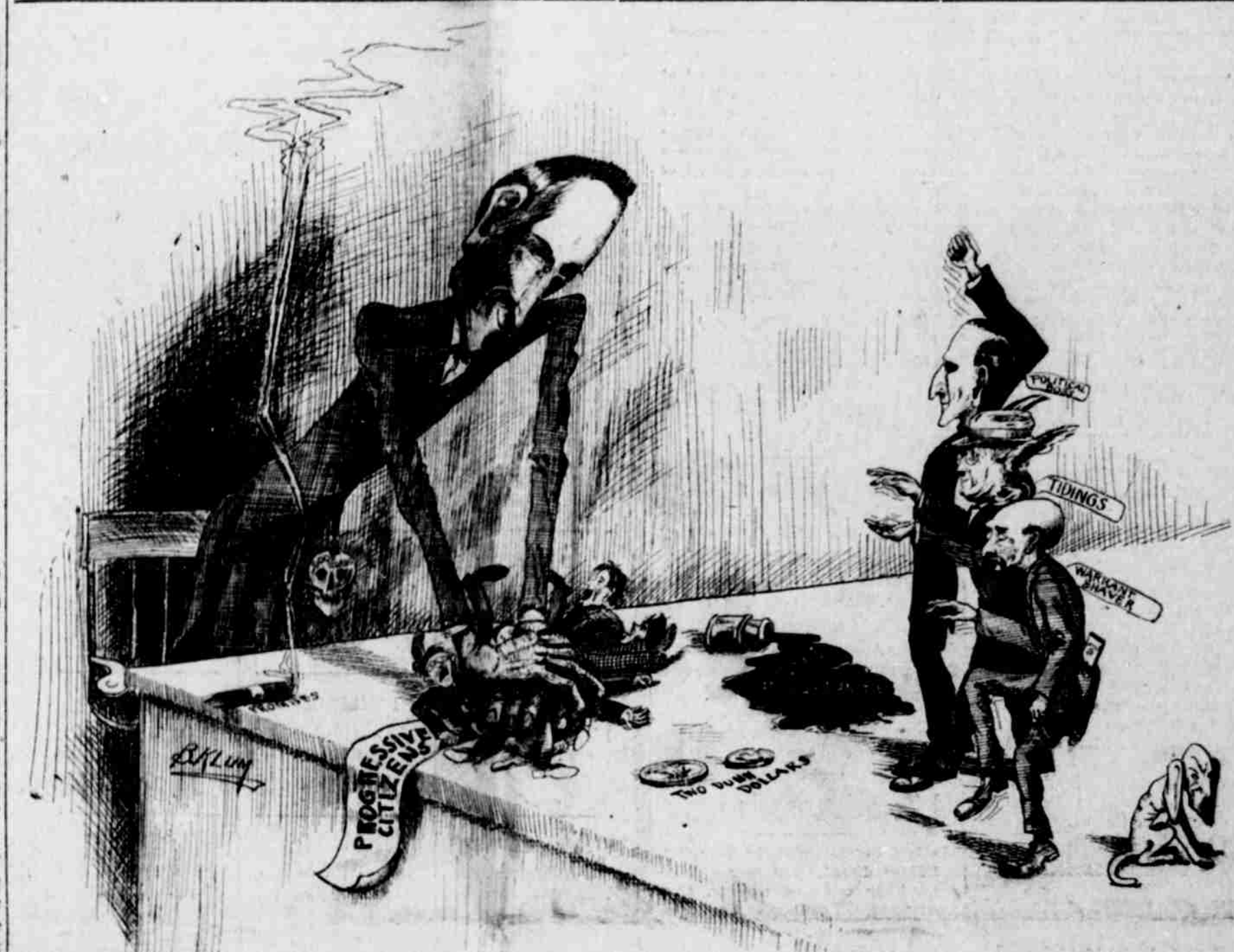
HALIFAX, N. S., April 17.—With the liner Parisian expected here tonight bringing possible details of the sinking of the Titanic, no relief from the suspense felt over the fate of the passengers, who are supposed to have gone down with the White Star giant liner is as yet in sight.

The repair ship Minia of the White Star company has arrived here. The Minia did not visit the scene of the disaster and knew nothing of the wreck of the Titanic beyond what was picked up from wireless messages. The first wireless caught by the Minia, to the effect that the Titanic had sunk, was received at 11 o'clock Monday morning. The captain declared that he had passed a vast icefield.

It is known here that half a dozen fishing boats were within 200 miles of the Titanic at the time of the wreck, and possibly may have visited the scene.

The Commercial Cable company's Mackay-Bennett, chartered by the White Star company to explore 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 and his staff will accompany the ship. It is expected here today to make arrangements with a wrecking concern for a search for the body of his father, Colonel John Jacob Astor, did not arrive. It is thought probable that he remained in New York to meet his stepmother.

Heeding the Voice of the People



A vote for Dunn is a vote for the politicians, for the reactionaries and for the speculators; for politicians who lived for years on the taxpayers and seek restoration of power; for reactionaries constitutionally opposed to progress; for speculators who desire to sell at par warrants bought from the unfortunate below par.

ISMAY, HEAD OF WHITE STAR LINE AMONG SAVED

Is Blamed for Withholding News—Relatives and Friends of Victims Demand Explanation for His Leaving Liner—His Conduct Scored.

White Star Officials Have No News Further of Wreck—Scores Beg for News at Offices.

NEW YORK, April 17.—Bitter denunciation of J. Bruce Ismay, a managing director of the White Star line and of his company was voiced here today by hundreds of the relatives and friends of those who were lost on the Titanic.

"Why did not Ismay stay with the ship and go down like a man?" was the frequent criticism of the victims' friends who angrily denounced Ismay as responsible for the White Star's secretive tactics and the failure of the Carpathia to send news of the wreck. This denunciation was increased to red hot pitch today when the White Star, after issuing a supplementary list of the rescued and announcing that it had been received by wireless, later denied that it was so received.

Ismay's presence on the Carpathia is believed to be the sole reason that this vessel, which carries the survivors of the great disaster, has so far failed to send one illuminative word of the fearful scenes which must have been enacted when the Titanic sank. His taking to the boats with the women and children is being scored on all sides.

Asking for news, which is consistently denied, crowds of weeping foreigners crowded the third class offices of the White Star line today. The scenes as they begged for news of their loved ones were heart-rending, men, women and children, giving way to the wildest emotion.

At the first class office the scenes, though more restrained, were equally touching. But to immigrant and millionaire alike, the White Star gave out the one reply—"No news."

That J. Pierpont Morgan, junior, knew of the sinking of the Titanic Monday, and forced suppression of the news until the stock market closed was positively denied here today by P. A. Franklin, vice president of the White Star company, of which Morgan is a director.

Vice President Franklin of the White Star line insisted that charges that the company purposely withheld news of the wreck were false. He said he only heard at 6:30 o'clock Monday night that the Titanic had sunk and withheld the news until he could get confirmation. He positively denied that he knew of the disaster Monday morning.

FURTHER HOPE NOW IS USELESS

WASHINGTON, April 17.—Commander Decker of the scout cruiser Chester this afternoon wirelessly the navy department as follows:

"The Carpathia states that the list of first and second class passengers and crew saved from the Titanic has been sent ashore. The Chester will relay the names of the third class survivors when it is convenient to the Carpathia."

The White Star line officials believe that the message of Captain Decker of the Chester to the navy department means that only those first and second class passengers whose names have already been published were saved from the Titanic; that the others aboard the Carpathia are stowage passengers.

If this interpretation is true, there is no further hope for the safety of the noted men and women who still are missing. Many persons who had been waiting at the White Star offices for hours collapsed.

CHANCES GOOD FOR AN APPROPRIATION FOR CRATER PARK

Will G. Steel who was sent to Washington to work for an appropriation for the Crater Lake National park is back in Portland after several months in Washington and in a report to the Medford Commercial club states that everything has been done which could be at this time for the authorization of the appropriation by congress. Mr. Steel prepared a written report but will visit Medford soon and go over the matter in detail with the club. Mr. Steel in his report says:

I arrived in Washington before the meeting of congress, and lost no time in getting to work. The report of Major Morrow had not arrived, and did not come for some time, which delayed matters in the commencement.

(Continued on Page Two.)

INCREASE IN REGISTRATION OF NEARLY 1500 IS SHOWN OVER LIST OF 1910

An increase of 1478 over the total registration in the county at the last primary election in 1910, is shown by figures of this year's registration which have been compiled by County Clerk Coleman. The total registration for the primary election in 1910 was 3808, while this year it is 5286. The registration by parties is as follows for the two years:

Party—	1912	1910
Republican	3375	2221
Democratic	1335	1011
Socialist	281	237
Prohibition	64	70
Independent	231	269

This gives the republicans an increase of 1154, the democrats an increase of 324, the socialists an increase of 44, the prohibitionists a decrease of 6, and the independents a decrease of 38.

A comparison of the Medford and Ashland republican vote for the two years follows:

	1912	1910
Medford	1228	752
Ashland	836	559
Majority	392	193

The democratic vote in the same cities for the same years follows:

	1912	1910
Medford	467	346
Ashland	191	128
Majority	276	218

The independent vote in Medford and Ashland shows a decrease indicating greater interest in the election this year.

COURT ORDERS FIRST LIEN TO BUILD FISHWAY

Following an evident attempt to dynamite the structure, Judge Calkins at Grants Pass Tuesday afternoon upon application by the master fish warden, represented by Attorney E. E. Kelly, and the consent of the receiver, ordered receiver's certificates issued as a first lien on the property of the Golden Drift Mining company for an estimated amount of \$4000 for the construction of a permanent fishway at the Ament dam, plans for which were drawn by Engineer Harry Foster and approved by the state fish and game commission.

It is the state's intention to rush construction work, supplying the funds with the lien as security. With the construction of this fishway, the trouble of the fish in ascending the stream will be over.

The attempt to dynamite the structure was discovered Tuesday by W. P. Smith, watchman of the dam. Investigation made by Receiver George Soranson disclosed a hole four by five feet in size in the plank toeing, about 10 feet from the south side, permitting a large volume of water to pour through, under the dam and through the cribbing, which may eventually carry out that portion of the structure.

Refusal of the dam owners to construct a permanent fishway has caused bitter resentment on the part of fishermen toward the structure and it is presumed the attempted demolition was the result. But few fish have been enabled to ascend the stream this year.

Chester and Salem are rushing northward to the scene of the Titanic disaster. The wireless aboard the Salem has a radius of 1,000 miles.

President Taft remained up late last night, waiting for news of his military aide, Major Butt, who is believed to have perished in the wreck.

SENATOR LA FOLLETTE SCORES GREAT COMBINATIONS BEFORE 10,000 PEOPLE

PORTLAND, Ore., April 17.—Declaring that vast combinations of capital are the most serious menace the United States has faced since the civil war and appealing to the plain people of Oregon to remove that evil and restore a form of government representative of the masses, Senator Robert M. La Follette, candidate for the republican presidential nomination, addressed 10,000 persons here. The auditorium was jammed and hundreds were unable to gain admittance.

Senator La Follette went after Colonel Roosevelt hammer and tongs. He declared that the trusts had prospered under Roosevelt, who, he charged, had failed to make use of the Sherman anti-trust law, or revision of the tariff downward—two weapons La Follette said Roosevelt had to use in coping with the situation.

Senator La Follette gave Colonel Roosevelt credit for doing what he could but remarked ironically that "God made Roosevelt an agitator—not a constructive statesman."

Referring to President Taft, Senator La Follette said his rival is an easy-going man who never did any hard work and who fell into the hands of Senator Aldrich, Speaker Cannon and "ministers and servants of these mighty powers."

After denouncing the Payne-Aldrich tariff bill, the senator closed by saying that the people might just as well elect him now, "because if they don't now they will some time in the future."

CRUISERS RUSH TO SCENE OF WRECK

WASHINGTON, April 17.—The White House received information this afternoon that the scout cruisers

U. S. S. CHESTER FAILS TO GET ADDITIONAL NAMES

NEW YORK, April 17.—Vice President Franklin of the White Star Line this evening issued the following wireless message received from the Newport torpedo station:

"The Chester reports that she communicated with the Carpathia re-

How Dunn's Chief Supporter Views Medford

HIS SWINESHIP.

(Editorial in Ashland Tidings, sponsor and official organ of Judge Dunn.)

"You know the main characteristic of the hog? He tries to root everybody else away, eats all he can hold, then lies down in the trough. Some communities are just like that. Who said Medford? Medford—Medford—let's see. Looking at the map, we find such a name attached to a burg just below Phoenix. It is a little place with very big pretensions. It has two newspapers and a very live commercial club. The commercial club hatches the schemes and the papers do the lying. The only really big thing about it is its gall. Its little snoot is sore from trying to root everything else off the map. Its little wallet is flat trying to do things like a big city. Its taxpayers groan when the collector comes around; its merchants are made to squeal, like stuck pigs, when the rent man wants his pound.

"Taxes and rents and abnormal paving costs make it impossible for merchants to meet competitive prices; so much so indeed, that the only bargain it is ever possible to lay upon the counter is when some poor devil falls under the expense weight and yields up the ghost. Like the little pig, ever squealing for more, it keeps its throat sore blustering, booming, blustering.

"But all things have an end. Some pigs, through sheer force of grunt and bluster, succeed in monopolizing the trough for a time, and stuff to busting, but, after a while the butcher comes along, and with one swipe of his long knife, a trick is turned for which the swine was not prepared. The end of his hogship is sausage, and lard, and hams—silence and pathetic dust.

"The butcher man is abroad in the little burg."

Is Judge Dunn the "butcher man"?