

## COL. ROOSEVELT OPENS BATTLE IN NEBRASKA

Strikes Snow Storm at Hastings; Outdoor Meeting is Given Up; Talks in the Opera House.

### MADE BRIEF SPEECH HERE YESTERDAY

Crowd at Depot Heard a Three-Minute Talk From Rear Platform Before Train Pulled Out.

Hastings, Neb., April 17.—It was snowing when Col. Roosevelt began his Nebraska campaign here today. He reached Hastings at 3:30 o'clock and his car was sidetracked for the remainder of the night. At 9 o'clock he made his first speech of the campaign in this state.

The biting cold resulted in the abandonment of the plan for an outdoor meeting and Col. Roosevelt spoke in the opera house. Col. Roosevelt restated his position in the campaign, which he said he was making to obtain genuine rule by the people and appealed for support at the forthcoming primaries.

The colonel left Hastings by special train to carry out a program for the day which calls for a dozen speeches. The last of the day is set for Omaha this evening.

### Nebraska Politics Chaotic.

Lincoln, Neb., April 17.—With the primaries but two days ahead, party followings split asunder and political conditions in a chaotic state, Nebraska is a stage on which one presidential candidate and a half dozen lieutenant candidates are playing. Roosevelt arrived in the state this morning and started his speaking tour intended to counteract the effect of LaFollette's personal campaign of a week.

On the democratic side the adherents of Clark, Wilson and Harmon, are working hard to advance the interests of their candidates. The Ohio governor is receiving the support of United States Senator Hitchcock, but is being opposed by William J. Bryan.

### Roosevelt Talks to Ottumwa Crowd.

Col. Theodore Roosevelt attracted a crowd to the union depot as he passed through Ottumwa late yesterday on his way to Nebraska and delivered a three-minute talk from the rear platform of his private car. He prefaced his remarks by expressing regret that Iowa had not secured a preferential vote on the presidential candidates as in Illinois and Pennsylvania.

He declared that Iowa was not a state wherein the people genuinely ruled as they were forced to trust to politicians. Col. Roosevelt was very decided in his declaration that the fight had just commenced and that he wanted his opponents to know he was in it to the finish. The colonel also made the remark that he would trust Iowa just as he did Illinois and Pennsylvania, should this state make its selection of a presidential candidate by primary vote.

The train did not arrive until 4:28 p. m., but the crowd began to gather at 4 o'clock. The people lined up along the track, climbed aboard of box cars and spread themselves out over many tracks near where the Roosevelt car would stop. As soon as the passenger came to a stop, with T. R.'s car standing just west of the foot of Court street, the crowd made a rush for the rear vestibule. Two aides, one first and one second, warned the people to stay off the vestibule. When Col. Roosevelt appeared a few seconds later he was given a shout of welcome and the people packed close around the car. The colonel's voice was bad and he could not make himself heard for any great distance.

### What the Colonel Said.

He added: "I would trust Iowa just as quick as I would Illinois if the people were allowed to make their own choice. And to make their own choice, presidential primaries are necessary. With politicians running things, it is no use to make a campaign in Iowa. Iowa is all right. I hope that the next time I come through here you will have succeeded in getting the presidential primaries where the people shall rule. It is ignominious to go through Iowa among your friends and then be compelled to take the decision of politicians as that of the people. It is no use in this state. You speak through your politicians.

"In this fight I stand precisely where Abraham Lincoln stood fifty-two years ago and I wish to apply his principles to modern conditions. I want to do justice to all. I am fighting genuinely for popular rule and against political rule. On July Fourth your standpoints are for the people but when the legislature time comes around they forget their stand of July Fourth.

"All I ask is that the people really

## Congress Decided To Investigate The Titanic Disaster

Washington, D. C., April 17.—The senate resolution introduced today, calling for a comprehensive investigation of the Titanic disaster, was ordered favorably reported by the senate committee on commerce this afternoon and immediately brought up in the senate. This action followed the presenting of a sweeping resolution of inquiry into the Titanic disaster by Senator Smith of Michigan, who asked immediate recognition. The house also took action by presenting to common survivors of the Titanic disaster to Washington to tell committees of congress the facts concerning the inability of the steamship officials to save the lives of all the passengers on the giant liner.

Representative Alexander of Missouri, chairman of the house committee on merchant marine and fisheries, announced today an investigation in which the passengers will give chief testimony.

### TODAY IN CONGRESS

SENATE—In session at 2 p. m. Secretary Fisher urged before public lands committee legislation creating bureau of national parks. Los Angeles delegation urged improvement of Los Angeles outer harbor at cost of \$320,000.

HOUSE—Met at noon. Considered miscellaneous bills on calendar.

### CUMMINS CONFERS WITH DEMOCRATS

Iowa Takes Up Proposed Bill Reducing Steel Tariff With Minority in Senate.

Washington, D. C., April 17.—Senator Cummins of Iowa, progressive republican, at a conference with the democratic members of the finance committee today, submitted his bill for the revision of the metal schedule of the tariff law. It provides for considerable reduction on iron and steel rates—about midway between the present tariff and the house democratic bill.

### FORMER DEMOCRATIC CHAIRMAN IS DEAD

William F. Harrity of Philadelphia, Who Managed Cleveland's Campaign, Expires.

Philadelphia, Pa., April 17.—William F. Harrity, former chairman of the democratic national committee and once powerful in national democratic councils died today at his home in Overbrook, a suburb, after an illness of a few days. He was 62 years old. Mr. Harrity had been in failing health for several years but was at his law office as late as last Saturday. He was a director in many local financial institutions. He achieved fame as the manager of the campaign of Grover Cleveland in 1892, he being given much of the credit for the democratic success that year. Mr. Harrity withdrew largely from active participation in politics in 1896, after the nomination of W. J. Bryan for the presidency.

have the power. The people act wisely. In private lives we do not always act wisely. We make mistakes. But we all want to make our own mistakes and we do not want someone else, the politicians, to make them for us. I want to make my own mistakes. I know I will not make the same mistake twice. I want you to cast your own vote for your nominee. I know that you will not make the same mistake twice.

"To the opposition I want to say that the fight this year has just begun. And I want to make up their minds that it has just begun. We are fighting for genuine popular rule and justice by popular vote. There is no law that can take the place of the individual decision of man.

"I am content to lay my case fairly and squarely before the people and by the people I do not mean the politicians. I regard this as a contest between the people on one side and the politicians and crooked business on the other. I don't want to trust to politicians, the professional politicians—the postmasters included—these are the gentlemen I intend to move against.

"The standpat crowd as a whole comes under the domination of the professional politician and the type of business men who do most of the damage in business life. The standpat politicians are for popular rule on July Fourth; I want them to be on primary day. If the people go against me, all right, I am content. Will try to convert them next time.

Just then Burlington No. 3 started westward and the colonel, waving his hands, retreated into the confines of his car.

## MONUMENT TO HERO UNVEILED AT WASHINGTON

Appropriate Memorial to John Paul Jones Dedicated Today; President Taft, and Others Take Part.

Washington, D. C., April 17.—The grim visaged statue of John Paul Jones, the first great commander of the American navy, moulded by the hand of a sympathetic sculptor to show him as he stood on the deck of the Bon Homme Richard in her fight with the Serapis of the coast of England more than 120 years ago, was unveiled here today.

President Taft and General Horace Porter were the only speakers on the program. George Von L. Meyer, secretary of the navy, was given the place as presiding officer and to Admiral Dewey was assigned the task of pulling the cords that released the flag about the heroic figure.

The unveiling of the statue of John Paul Jones in Potomac park here brought to a close a movement begun several years ago to provide some appropriate testimonial to the memory of the great naval hero. It started when a wave of public interest was excited by the discovery in France and removal to America of the remains of the early sea fighter. Much difficulty was experienced in selecting a design for the memorial from the large number of models submitted by famous sculptors. The choice finally fell upon the design offered by Charles H. Niehaus, of New York, for a statue. A setting for the statue included a fountain, pylon and approaches, the whole work costing \$50,000.

The memorial is located on the northwest shore of the Tidal basin in Potomac park, at the foot of Seventeenth street, not far from the white house, the Pan American Union building, the home of the Daughters of the American Revolution, and other beautiful buildings. It is the first statue to be erected within the limits of the Potomac park, and is also the first purely naval monument to be raised in this city since that unveiled in memory of Admiral Dupont in 1884.

The statue of John Paul Jones stands at the base of the monument in front of the pedestal. It is of heroic proportions, being about ten feet high. The great naval commander is shown in full uniform, with an expression and pose suggestive of his indomitable will and unconquerable spirit. He has been modelled as though watching a naval engagement. His right hand is clenched and his left hand clutches a sword. As the sculptor put it, here is the representation of a man capable of doing almost anything, and not simply a man who can do only one thing.

There are several appropriate inscriptions on the memorial, suggested by Representative Lemuel P. Fugate of Tennessee, chairman of the house committee on naval affairs, and approved by the Jones memorial commission, consisting of the secretaries of war and navy and the chairmen of the congressional committees on library. Under the statue is inscribed: "1747-1792. First to compel foreign men-of-war to strike colors to the stars and stripes."

There are two inscriptions on the rear of the pylon. One of these is on the stone forming the cap of the shaft. It embodies the language popularly attributed to Commodore Jones who called upon by the commander of the British frigate Serapis to surrender the battered American ship Bonhomme Richard. The inscription is arranged in two lines, and without quotation marks, as follows:

Surrender?  
I have not yet begun to fight.  
The other inscription is just below the base relief representing Commodore Jones raising the United States flag for the first time on an American warship. It reads:  
In life he honored the flag,  
In death the flag shall honor him.

### PARIS WITNESSED ECLIPSE OF SUN

Scientific Men From All Parts of World in French Capital to Make Observations.

Paris, April 17.—A cloudless day gave a fine opportunity to the many representatives of scientific and astronomical societies assembled in Paris from all parts of the world to study the eclipse of the sun which occurred today. As the cone of the moon's shadow ranged directly through Paris from the southwest after touching Europe at Portugal there was an excellent chance for making good observations.

The eclipse began about 10:45, when hundreds of people carrying smoked glasses stood on the streets or visited a fog; a large number of lives were saved by the arrival of the steamer Baltic, which received the "C. Q. D." or distress signal sent up by wireless by the Republic operator January 22. The Republic sank while being towed; six lives were lost.

## CUMMINS GETS DELEGATES IN TENTH DISTRICT

Convention at Ft. Dodge Refuses to Indorse President Despite Kenyon's Protest; Other Political News.

Ft. Dodge, April 17.—The tenth district delegates to the republican national convention; J. L. Stevens of Boone, and J. P. Mullen of Fonda were instructed for Cummins at the district convention held here today.

Despite the protest of Senator W. S. Kenyon, the convention refused to indorse the administration of President Taft, by a vote of 137 to 28. Senator Kenyon in his speech declared that "Lorimerism" had no greater enemy in the United States than President Taft. "However men may differ from the president," said Senator Kenyon, "I think it due him, from my knowledge of the Lorimer case and his attitude toward it, to raise my voice in protest against any attempt on the part of republicans to couple the Lorimer interests with the Taft interests. I know Lorimerism has no greater enemy in the United States than President Taft."

### Illinois Districts Name Delegates.

Chicago, April 17.—Republicans held congressional conventions today in each of the twenty-five districts in Illinois and elected delegates to the national convention. Providing all the districts carried by Roosevelt at the preference primary instruct their delegates for Roosevelt, the colonel will have fifty-six out of the sixty-eight delegates from Illinois in the national convention. The only district carried by Taft was the fifth, in Chicago.

Eight delegates at large to be chosen Friday at the state convention at Springfield, it is expected, will be instructed for Roosevelt.

### TAFT GETS TWELVE IN CONNECTICUT.

New Haven, Conn., April 17.—Twelve of the fourteen Connecticut delegates to the republican national convention elected today, were instructed for Taft. The other two, from the first district, were uninstructed.

### FAVORS NEWSPAPER SPACE FOR CHURCHES

Kansas City, Mo., April 17.—Churches should buy display space in the newspapers and use billboards all over town to boost their good work, according to a paper by John Ray Ewers of Pittsburgh, Pa., read before the national congress of disciples of Christ which convenes here today. One hundred and fifty delegates were present.

### LIST OF GREAT DISASTERS AT SEA.

- New York, April 16.—Among the important marine disasters recorded are:  
1866, January 11.—Steamer London on her way to Melbourne, foundered in the Bay of Biscay; 220 lives lost.  
1867, October 29.—Royal mail steamer Rhone and Wye and about fifty other vessels driven ashore and wrecked at St. Thomas, West Indies by a hurricane; about 1,000 lives lost.  
1873, January 22.—British Steamer North Fleet sunk in collision off Dungannon; 300 lives lost.  
1873, November 23.—White Star liner Atlantic wrecked off Nova Scotia; 547 lives lost.  
1874, December 26.—Emigrant vessel Cespatrick, took fire and sank off Auckland; 476 lives lost.  
1878, March 24.—British training ship Eurydice, a frigate, foundered near the Isle of Wight; 300 lives lost.  
1878, September 3.—British iron steamer Princess Alice, sunk in collision in Thames river; 700 lives lost.  
1878, December 18.—French steamer Byzantin sunk in collision in the Dardanelles with the British steamer Rinaldo; 210 lives lost.  
1880, January 31.—British training ship Atlanta left Bermuda with 290 men and was never heard from.  
1887, January 29.—Steamer Kapunda in collision with Bark Ada Melore off coast of Brazil; 300 lives lost.  
1887, November 15.—British steamer Wah Young caught fire between Canton and Hong Kong; 400 lives lost.  
1890, February 17.—British steamer Duburg wrecked in the China sea; 400 lives lost.  
1890, September 19.—Turkish frigate Ertogrul, foundered off Japan; 540 lives lost.  
1891, March 17.—Anchor line Utopia in collision with British steamer Anson, off Gibraltar, and sunk; 574 lives lost.  
1892, January 13.—Steamer Namehow wrecked in China sea; 414 lives lost.  
1894, June 25.—Steamer Norge wrecked on Rockall reef in the North Atlantic; nearly 600 lives lost.  
1895, January 30.—German steamer Elbe sunk in collision with British steamer Crathie in North sea; 335 lives lost.  
1895, March 11.—Spanish cruiser Reina Regenta foundered in the Atlantic at entrance to the Mediterranean; 400 lives lost.  
1893, July 4.—French liner steamer La Bourgoyne in collision with British sailing vessel Cromartyshire; 571 lives lost.  
1894, June 15.—General Slocum, excursion steamboat, took fire going through Hell Gate, East river. More than a thousand lives lost.  
1906, January 21.—Brazilian battleship Aquilaban sunk near Ria Janiero by an explosion of the powder magazines; 212 lives lost.  
1906, August 4.—Italian emigrant ship, Sirio, struck a rock off Cape Palos; 350 lives lost.  
1907, July 20.—American steamers Columbia and San Pedro collided on the Californian coast; 100 lives lost.  
1908, March 23.—Japanese steamer Mutsu Maru sunk in collision near Hakodate; 300 lives lost.  
1909, April 30.—Japanese training steamer Matsu Shima sunk off the Pescadore, owing to an explosion; 200 lives lost.  
1909, January 24.—Collision between the Italian steamer Florida and the White Star liner Republic; about 170 miles east of New York during a fog; a large number of lives were saved by the arrival of the steamer Baltic, which received the "C. Q. D." or distress signal sent up by wireless by the Republic operator January 22. The Republic sank while being towed; six lives were lost.  
1911, September 25.—French battleship Liberté sunk by explosion in Toulon harbor; 233 lives lost.  
1898, February 15.—U. S. battleship Maine, blown up in Havana harbor; 260 lives lost.  
1908, August 1.—British steamer Warath from Sydney via Port Natal last heard from leaving Port Natal on July 26; 300 lives lost.

## WORD EAGERLY AWAITED FROM CARPATHIA THAT WILL GIVE DETAILS OF WRECKING OF TITANIC; BOAT AND SURVIVORS EXPECTED IN NEW YORK FRIDAY

### STATISTICS OF THE TITANIC

First cabin passengers	285
Second cabin passengers	285
Third cabin passengers	710
Total number of passengers	1,320
Members of the crew	2,180
Total passengers and crew	3,500
Number of survivors	1,312
Number who probably perished	1,320
Total number of named survivors	1,312
Approximately 20 lifeboats manned by seven members of the crew, each	140
Estimated saved steerage passengers	400
Total	868
NAMED SURVIVORS.	
First cabin passengers:	
Women	141
Men	63
Children	210
Total	414
Second cabin passengers:	
Women	92
Men	18
Children	10
Total	118
Total number of named survivors	328

Wireless Straining to Get in Communication With the Liner, but Scout Cruiser Chester Only Gets Word.

### HOPES THAT MORE ARE ALIVE DASHED

Chester Reports That 325 Names Given Were All of First and Second Class Passengers Saved.

The Cunarder Carpathia bearing 868 survivors of the sunken White Star liner Titanic, was less than 500 miles from New York at noon today and word was eagerly awaited that would shed light on the catastrophe on Sunday night which cost 1,312 lives. Sable Island was in brief communication with the rescue ship for a time this morning but no additional names of survivors were obtained.

Wireless stations along the New England coast were straining to get in communication with the vessel this afternoon and the scout cruiser Salem was somewhere off Nantucket for the purpose of relaying ashore through her sister cruiser the Chester, some connected account of the disaster.

In New York the White Star offices received a brief wireless dispatch saying that the Carpathia was 596 miles from the harbor entrance. This should bring her into port either late Thursday night or early Friday morning. At Halifax the cableship Mackay-Bennett has been fitted out to go to the scene of the disaster. Coffins, ice and embalming materials were loaded aboard in the hope that many bodies may be picked up near the scene of the wreck.

Washington, D. C., April 17.—The following telegram was received today by the navy department from Commander Decker of the scout cruiser Chester, via Portland, Maine:

"Carpathia states that list of first and second class passengers and crew sent to shore. Chester will relay list third class passengers when convenient to Carpathia."

The message is taken to mean that the list transmitted by wireless from the Carpathia to the station at Cape Race, N. F., through the Olympic contains the names of all first and second class passengers rescued.

Of the 710 people who were third class passengers, probably 310 lost their lives. The names of 325 first and second class passengers have been sent ashore leaving 540 names to come. Of these probably 400 are third class passengers and 140 are members of the crew who manned the life boats.

The dispatch from the Chester stating only third class passengers list had not been sent ashore indicates that 115 first and 167 second class passengers lost their lives. With 720 of the crew probably lost, the total number of those who perished is estimated at 1,312.

New York, April 17.—Wireless communication with the steamship Carpathia, speeding here with the 868 survivors of the sunken White Star liner Titanic still was broken this morning.

No new names have been added to the list of 328 known persons saved. There are on board the Carpathia 540 survivors whose names have not been sent in by wireless. Little hope remains that they are any survivors of the disaster on board steamships other than the Carpathia.

The Titanic carried to their death 1,312 souls. The scout cruiser Chester is nearing the Carpathia this morning and a full list of saved and details of the Titanic's collision with the iceberg is hourly expected.

In faintest touch with the wireless station at Sable Island, the Cunard liner Carpathia with 868 survivors of the sunken Titanic on board, was creeping down the coast early this morning, making the best time for this port that foggy conditions would permit.

## TELEGRAPHER CAUSES TERROR

Burlington Operator in Missouri Fires Depot and Tries to Kill Engineer.

Liberty, Mo., April 17.—Crazed by drink, H. R. Starritt, middle truck operator for the Burlington at Kearney, Mo., became a raving maniac and when Engineer White of an east bound freight train refused to leave the yards without his orders and assistance Starritt agreed, Starritt fired several shots at him and his conductor, Chittenden, and several stock shippers.

He also accidentally set fire to the depot and watched it burn while he threatened bystanders with the revolver and prevented them from attempting to save the contents of the office or freight house. He then tried to escape on the engine of the freight train.

Operator Stars to Shoot.

When White declared he would not leave the yards unless the orders and clearance cards were made to agree, Starritt began shooting. Almost simultaneously the flames burst forth from the stove, into which he had poured coal oil on paper, and ignited oil spilled on the floor. The flames spread from the office to the freight house and waiting rooms.

## LOUISIANA HIT BY WIND STORM

Several Killed and Large Amount of Property Damage Done by Tornado.

New Orleans, La., April 17.—Several persons were killed and a large amount of property was damaged in several south Louisiana towns during the night by electric, rain and wind storms. In the early crop districts north of New Orleans, the damage will be heaviest, it is estimated.

Most of the damage was confined to towns just north or west of New Orleans.

The dead: JOHN WILLIAMS, Palauquimine, struck by lightning. FRANK MONTELEONE, Natalbury, struck by lightning. CHARLES GILES, Goodbe, caught in collapse of house. JOHN HAMILTON, negro Manchac Bayou, struck by lightning.

A wind storm of tornadic intensity swept through the town of Ponchaoula north of New Orleans. A church a public hall, a mill and several residences were wrecked. Hall stones that accompanied the wind pelted out nearly every pane of window glass in the town. Trees were prostrated. As they fell several persons were hurt. The strawberry crop is said to have suffered. When the wind passed over the town of Goodbe, several houses were blown down. Charles Giles was killed when the ruins of his home tumbled about him.

In the country about Plaquemine west of New Orleans, the wind was accompanied by a cloud burst. There was much damage.

Snow in Northwest Missouri.

St. Joseph, Mo., April 17.—Snow fell throughout northwest Missouri during the early hours today, but melted as fast as it reached the earth.

### WOUNDS WOMAN AND THEN KILLS SELF

St. Louis, Mo., April 17.—Benjamin Gump, formerly a saloon keeper in Indianapolis, shot and perhaps fatally wounded Miss Bertha Keene here today and then killed himself. Gump and Miss Keene, who up to six weeks ago lived at 551 South Harding street, Indianapolis, have been living together here according to the young woman's statement to hospital physicians. She said Gump shot her because of jealousy.

### MANSLAUGHTER IS WATERLOO VERDICT

Waterloo, April 17.—The jury in the case of J. T. McCraskill today returned a verdict of manslaughter. McCraskill, a sewing machine agent, was charged with the murder of Henry Phillips, a wealthy farmer near Raymond. Mr. McCraskill's attorney immediately asked for time to file a motion for a new trial and states that he will appeal the case to the supreme court.

Belgian Airman Killed.

Versailles, France, April 17.—John Vorrept, the well known Belgian airman, who had participated in many of the leading sporting events in Europe, was killed today while making a flight at the aerodrome here. For some unknown cause his monoplane collapsed while he was flying at a height of 800 feet, and he was killed instantly.

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