

TITANIC LIES AT BOTTOM OF OCEAN; FIFTEEN HUNDRED GO WITH WRECK

Nearly Nine Hundred Rescued.

STRIKES HUGE ICEBERG

Sea Strewn With Dead Bodies When Carpathia Arrives.

MANY NOTABLES ON BOARD

John Jacob Astor's Name Does Not Appear in List of Those Rescued, But Wife is Reported Safe on Board Vessel Bound for New York.

Wireless Flash Received at St. Johns Gives Faint Ray of Hope That Incoming Vessel May Be Bringing More Victims of the Greatest Marine Disaster Recorded in Years.

New York, April 16—Two messages received shortly after 10 o'clock this morning by the Marconi Wireless Telegraph company from the company's stations at Cape Race and Sable Island, make it appear that there are none of the Titanic's passengers on either the steamships Parisian or Virginian.

One message reads: "The Marconi station at Sable Island has been in communication with the Parisian and the ship has no passengers from the Titanic."

The other message reads: "The Marconi station at Cape Race reports they have had no communication with the Virginian and does not believe any of the Titanic's passengers were on that vessel."

The Carpathia will arrive at New York Thursday afternoon, according to a wireless dispatch received by Collector Loeb.

Assistant Secretary of the Treasury Curtis has directed that the customs regulations be waived and that the landing of everybody be facilitated.

New York, April 16—The White Star line officials said at 8 o'clock this morning that the latest word they had from the scene of the wreck of the Titanic was that there were only 866 survivors of the vessel's company. They are all on board the Cunard liner Carpathia which is hurrying with them toward this city.

New York, April 16.—While the fate of the majority of the 2,400 persons on board the mammoth White Star liner Titanic, which sank on the Newfoundland banks after a collision with an iceberg, still remains in doubt, and it is feared more than 3,500 persons were lost, a note of good cheer came from the ocean ways by wireless. It was in the shape of a wireless message from the White Star liner Olympic, one of the vessels hovering near the scene of the disaster, flashing the news that 866 of the Titanic's passengers, mostly women and children, were being brought to port by the Cunard Carpathia. Other messages later brought confirmatory tidings.

MRS. JOHN J. ASTOR
Wife of Millionaire Reported Saved From Titanic Wreck.



ASTOR AMONG THE MISSING; BRIDE IS SAVED.

New York, April 16.—The American prints the following: "John Jacob Astor was among the passengers who went down with the Titanic, according to a wireless dispatch received by Bradstreet's last night from the liner Olympic. Mrs. Astor was saved and is being brought ashore by the Carpathia. The wireless operator at Cape Race flashes: 'Eighteen hundred hies have been lost in the wreck of the Titanic.'"

First reports were that the Carpathia had saved but 675 persons. The new figures reduced the list of those for whose fate fear was felt by nearly 200, and if, as seems possible, practically all those saved were passengers, it would appear that all but approximately 450 of the vessel's passengers are accounted for.

A partial list of the survivors received from the Carpathia includes the names of many women of prominence who were on the steamer.

After the first desperate calls of the Titanic for help had been sent flying through space and brought steamers for hundreds of miles around speeding to the scene, what seems to have been an impenetrable wall of silence was raised between her and the anxious world. The giant liner, so far as late advice appears, went to her fate without so much as a whisper of what must have been the scenes of terrible tragedy enacted on her decks.

When the Titanic plunked headlong against a wall of ice her fate established that no modern steamship is unsinkable and that all of a large passenger list can not be saved in a liner's small boats. The White Star line believed that the Titanic was practically invulnerable, and insisted until there was no doubting the full extent of the catastrophe that she could not sink. The great ship was the last word in modern scientific construction, but she found the ocean floor almost as quickly as a wooden ship.

Was Maiden Trip.
On her maiden trip the Titanic, built and equipped at a cost of \$10,000,000, a floating palace, found her graveyard. Swinging from the westerly steamship lane at the south of the Grand Banks of Newfoundland to take the direct run to this port, she hurled her giant bulk against an iceberg that rose from an immense field drifting unreasonably from the Arctic. Running at high speed into that grim and silent enemy of seafarers, the shock crushed her bow. From a happy, comfortable vessel she was converted in a few minutes into a ship of misery and dreadful suffering.

Most prominent persons took passage on the Titanic—some for the novelty of making the maiden voyage in the finest of all steamships—others because of the unsurpassed comforts and luxuries provided by the \$10,000,000 ship.

Among these was Colonel John Jacob Astor and his bride of a few months; Alfred Vanderbilt, the head of his family; Major A. W. Butt, military aid to President Taft, who was on his way home after carrying a message to Pope Pius; Isidor Straus, the merchant, a brother of Nathan and Oscar Straus and a partner in the great department store concern of Macy & Company; Mr. and Mrs. George B. Widener of Phil-

adelphia, Mrs. E. I. Appleton, Frank Millet, the artist; Benjamin Guggenheim of the well-known family of that name; Henry B. Harris, the theatrical manager, and Mrs. Harris; William T. Stead, the London editor; J. Bruce Ismay, managing director of the White Star line; C. M. Hays, president of the Grand Trunk railroad; Henry Harper of Harper & Company, the publishers, and Mrs. Harper; the Countess Roths; Colonel Washington Roebling, whose father built the Brooklyn bridge; Norman C. Craig, a member of parliament; J. Clinch Smith, Mr. and Mrs. Emil Taussig, Colonel Archibald Gracie and hundreds whose names have been more than a local significance.

Was Fulfilling Expectations.
At the outset and until she happened on the death-trap of ice of Grand Banks, the Titanic voyaged pleasantly and evenly. Ships that spoke her reported that she was living up to the anticipations of her builders and of her line. She swung along the usual westbound lane until, approaching the Grand Banks, she came to turn for her direct westward course for this port. And there she entered the mass of ice that had worried navigators before the Titanic found her graveyard there. Captain Dow of the Carmania found himself in a perilous position owing to probably the same great drift of bergs. On Thursday the Carmania came in touch with an expanse of massive bergs that seemed to be fully a mile long and perhaps two-thirds of a mile wide. Some of the icebergs were veritable peaks, projecting hundreds of feet from the sea. They ground together constantly as they were caught by currents and the noise of their contact could be heard for many miles. It was with some difficulty that Captain Dow maneuvered his ship out of danger. He backed out literally and hunted a safer route. Passengers on the Carmania brough a description of the ice field, which is likely the same that crushed the Titanic.

GOOD NEWS FOR SOME
Company Gives Out Partial List of Passengers Rescued.
New York, April 16.—The White Star line offices this morning gave out the following partial list of those saved, the list of survivors being sent to them by wireless from the Olympic.

Mrs. Jacob P. (possibly Mrs. John Jacob Astor), Harry Anderson, Mrs. Edward W. Appleton, Mrs. Rose Abbot, Mrs. G. M. Burns, Miss D. D. Cassebler, Mrs. H. (W?) M. Clark, Mrs. B. C. Hibnance, Mrs. E. G. Crosby, Miss Rose Crosby, Miss Jean Thayer, Mrs. K. P. Andrews, Miss Linette Parhart, Miss E. W. Allen, Mr. and Mrs. D. Bishop, H. Blank, Miss A. Bassing, Mrs. James Baxter, George A. Balone, Mrs. C. W. Barnell, Mr. and Mrs. R. L. Beckwith, Mrs. J. B. Harris, Mrs. Alexander Halverson, Miss Jeanne Hoppach, Miss Margarette Maye, Mr. and Mrs. Edward Kimberly (Kimball), S. A. Kenyanman, Miss Elie Kenchin, Miss G. F. Longley, Mrs. A. M. Leader, Miss Bertha Lavery, Mrs. Ernest H. Lines, Miss Neary C. Lines, Mrs. J. Lindstrom, G. Lennur, Miss Georgelette Anandil, Mme. Mellicard, Mrs. C. M. Tucker, Jr., and maid, Mrs. J. D. Thayer, Mr. Thayer, Jr., Hugh Wolfner, Mrs. Anna Ward, Richard M. Williams, Mrs. S. M. Warner, Miss Helen A. Wilson, Miss Willard, Miss Mary Hicks, Mrs. George D. Widener and maid, C. Rolmanne, Mrs. Susan P. Rogerson, Master Allerson and nurse, Mrs. Kate T. Andrews, Mrs. J. Stuart White, Miss Marla Young, Mrs. Thomas Potter, Jr., Mrs. Edna S. Roberts, Countess of Rothes, Miss Luella Fortune, Mrs. Henry S. Harper, Mrs. William Carter, Mr. and Mrs. L. Henry, Mrs. Graham (possibly Mrs. William Graham), Robert Douglass, Mrs. P. H. Smith, Hilda Slavton, Mrs. Marie.

LOSS HIGH IN MILLIONS
Lost Liner Had Valuable Cargo of Gems on Board.
New York, April 16.—The Titanic was insured at Lloyds for \$5,000,000, according to advices from London, and it was said here that the International Marine company also carried a surplus fund for insurance purposes, which could be applied to the loss.

The cost of building the great liner has been estimated at \$10,000,000, although Vice President Franklin of the White Star line insisted that her value was not over \$8,000,000.

The total monetary loss caused by the sinking of the ship, however, is certain to run to many millions more, but the total amount can not even be conjectured. It is generally understood that the vessel had aboard diamonds of great value, estimated as high as \$5,000,000, and also a large amount of bonds. The amount of freight carried was comparatively small for the size of the ship and, according to a White Star line official, its value would not reach over \$500,000. The Titanic carried 3,423 bags of mail of unknown value, which it is hardly likely was saved.

PASSENGERS WERE WEALTHY
At Least \$500,000,000 Represented Among Those on Ill-Fated Liner.
New York, April 16.—Untold

CAPTAIN ARCHIBALD BUTT



President Taft's Aid Believed Lost in Wreck of Titanic.

wealth was represented among the passengers of the Titanic, there being 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 reported in the first-class passenger list would reach over \$500,000,000.

The wealthiest of the list is Colonel John Jacob Astor, head of the famous house whose name he bears, who is reputed to be worth \$150,000,000. Mr. Astor was returning from a tour of Egypt with his bride, who was Miss Madeleine Force, to whom he was married in Providence on Sept. 9.

Benjamin Guggenheim, probably the next in financial importance, is the fifth of the seven sons of Meyer Guggenheim, who founded the American Smelting and Refining company, the great mining corporation. His fortune is estimated at \$95,000,000.

George D. Widener is the son of P. A. B. Widener, the Philadelphia traction king, whose fortune is estimated at \$50,000,000. Isidor Straus, one of New York's most prominent dry goods merchants, notable for his philanthropies, has a fortune also estimated to be worth \$50,000,000.

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 maiden trip of every new ship built by the company, is said to be worth \$40,000,000.

Colonel Washington Roebling, the builder of the Brooklyn bridge, president and director of John A. Roebling's Sons company, is credited with a fortune of \$25,000,000.

BURIED DEEP IN SEA
At Least Two Miles of Water Covers Wreck and Victims.
Halifax, April 16.—The deathbed of the \$10,000,000 steamer Titanic, and of probably many who must have been dragged with her, is two miles at least below the surface of the sea.

The calculation was made by an official of the government marine department, who finds that depth on the marine chart at a point about 500 miles from Halifax and about 70 miles south of the Grand Banks, where he believes the Titanic went down.

This location is midway between Sable Island and Cape Race and in line with those dangerous sands which, however, might have proved a place of safety had there been time to run the Titanic there and beach her.

SUFFERED GREAT HARDSHIPS
Survivors Spent Eight Hours in Lifeboats Before Help Arrived.
New York, April 16.—Even the survivors of the Titanic disaster have gone through hardships of exposure and peril, which may have left many of them in a serious condition.

A dispatch given out at the White Star offices said that those rescued by the Carpathia were picked up from a "small fleet" of lifeboats. It was eight hours before that the Titanic is reported to have gone to the bottom.

In the opinion of Vice President Franklin the Carpathia will hasten with all possible speed to make this port, in order that those survivors suffering worse from exposure may be able to obtain proper medical attention.

PRESIDENT IS WORRIED
Makes Prompt Inquiry as to Fate of Captain Butt.
New York, April 16.—The following message from President Taft was received by Vice President Franklin of the International Mercantile Marine:

"Have you any information concerning Major Butt? If you will communicate with me at once I would greatly appreciate it."

The answer was:

"Sorry to say I have no definite information. As soon as received will notify you."

Astor's Son Weeps.
New York, April 16.—The offices

of the White Star line in this city were overrun with anxious inquirers for tidings of relatives and friends known to be on board the ill-fated Titanic. Colonel Astor's son, Vincent, with the colonel's secretary, W. A. Dobbyn, and A. J. Drexel Hiddle, inquired anxiously at the offices, but when the officials of the line told the messengers news they had Vincent became alarmed and was weeping when he left the office.

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RABBIT RIDGE
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Mr. Pearl Busenbarg has recovered from a sick spell.
Mr. William Fry is improving.
Mr. Shoemaker is almost at the point of death.

The farmers are beginning to plow their ground.
The Rabbit Ridge school will close April 19, giving an entertainment and debate Thursday night, April 17.
Mr. Marion Cullison has moved back to his residence on the Ridge.
Miss Nora Burch spent Thursday evening at the home of Mr. and Mrs. George Stricker.
Mrs. Calvin McKee spent Thursday afternoon at Isaac Stricker's.

WHY HE WAS LATE
"What made you so late?"
"I met Smithson."
"Well, that is no reason why you should be an hour late getting to supper."
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"Did you tell him to take Chamberlain's Tablets?"
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Symptoms Most Common
to chronic diseases, nervousness, sleeplessness, depression, lack of ambition, failure memory, confusion of ideas, poor circulation, indigestion, headache, brain and nerve exhaustion, palpitation and fluttering of the heart, weak and trembling limbs, worry, foot and nerve pain, rheumatism, joint, cough, variable appetite, chills and flashes of heat, shortness of breath, swelling of hands and feet, dry or clammy skin, coated tongue, bad taste in mouth, gas in stomach and bowels, weak back, soft and flabby flesh, faintness, impaired vision, pimples, blotching and many other symptoms incident to chronic diseases of men and women. The vast majority of men and women are deficient in some respect. Many are not actually sick, but some chronic affection is sapping their vital force. They attend to daily duties but life has become a drag and lost much of its pleasure.

Every Afflicted Man and Woman
should heed these symptoms. They are nature's warning that something is wrong—cry for help. Temporary relief is not sufficient. The cause must be discovered and removed.

DISEASES OF WOMEN
Ninety per cent of women suffer from some form of female complaint. In secret, an ailing woman is usually unhappy. Do not let modesty destroy your health. Simple home treatment, of the proper kind, if used in time will prevent serious complications that may lead to the necessity of dangerous operations and expensive hospital treatment. Dr. Voke's treatment is simple and effective. It is not a "cure-all" remedy. Each case is treated separately with remedial diet, to be followed by a course of systematic examinations. No operations. Remedies are harmless and can be used in privacy. More than one-half of Dr. Voke's patients are women. Write if you cannot call. Consultation free and confidential.

DISEASES OF MEN
More not is printed and more fraud is practiced on this class of diseases than all others. These unfortunate sufferers are entitled to a square deal. Dr. Voke wants every man who is weak, nervous, broken down, discouraged or suffering from any disease caused by ignorance, excess, contagion, incompetent treatment or neglect to read his book and call on him. He does not depend on "cure-alls" or "miraculous" remedies. He has a plan of treatment that will cure many afflicted men without doctors, drugs or expense. This book does not advertise, but it is a plain and simple book. Mailed in plain sealed package on receipt of \$1.00, stamps paid.

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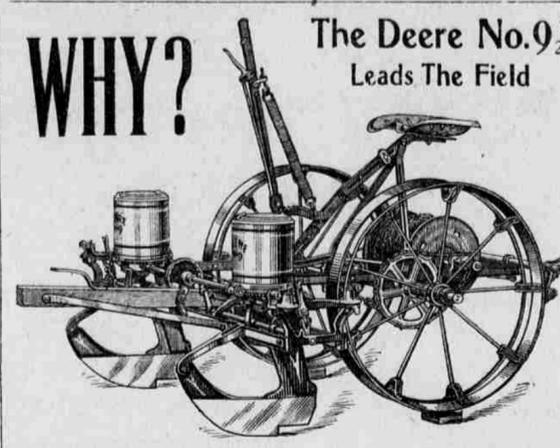
REMEMBER
That Dr. Voke desires the best of his work and methods, that his best references are his many friends and patients. The result of fifteen years practice in this community. That his charges are so fair and reasonable that the poorest man or woman need not hesitate to apply for treatment. Most important of all, do not get off treatment until complete or complete relief is obtained. Oftentimes a few days of such treatment costs more than a complete course of treatment. Write for Free Booklet, "Practical Suggestions on How to Keep Well."

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| Daisy Dairy Feed | | \$1.50 per 100 lbs. |
| Gluter Feed | | \$1.85 per 100 lbs. |
| Cotton Seed Meal | | \$1.80 per 100 lbs. |
| Oil Meal | | \$2.25 per 100 lbs. |
| Calc Meal | | 4¢ per pound |
| Tankage (60% Protein) | | \$2.75 per 100 lbs. |
| Tankage (40% Protein) | | \$2.20 per 100 lbs. |
| Salt | | \$1.25 per bbl. |
| Rock Salt | | 1¢ per lb. |
| Baled Hay | | \$1.30 per 100 lbs. |
| Baled Straw | | 75¢ per 100 lbs. |
| Purina Chick Feed | | \$2.10 per 100 lbs. |
| Purina Scratch Feed | | \$2.10 per 100 lbs. |
| Success Scratch Feed | | \$2.00 per 100 lbs. |
| Beef Scrap | | 35¢ per pound |
| Beef Meal | | 35¢ per pound |
| Poultry Bone | | 30¢ per pound |
| Oyster Shells | | 70¢ per 100 lbs. |
| Chicken Grit | | 70¢ per 100 lbs. |
| Charcoal | | 30¢ per pound |

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