

Showers Wednesday and Thursday, except fair in extreme south portion; light to moderate variable winds.

The Journal's Want Ad Way is the Easy Way for You

1302 ARE KNOWN TO HAVE DROWNED

The Carpathia is Proceeding to New York With 866 Survivors of the Titanic Aboard.

JNO. JACOB ASTOR AND MAJ. BUTTS ARE MISSING

WIRELESS FROM THE PARISIAN AND VIRGINIAN SAYING THEY HAVE NO SURVIVORS OF THE TITANIC DISASTER ABOARD EXTINGUISHES LAST RAY OF HOPE THAT SOME OF PASSENGERS MAY HAVE BEEN PICKED UP.

New York, April 16.—That the final roll of rescued from Titanic disaster had practically been made up was the impression that grew almost into conviction tonight as the hours wore on without a revision of the list adding measurably to the total known survivors.

But, although the ship was reported within wireless range of Cable Island station at an early hour, and every wireless ear was waiting to catch the snap of the receiver which might mean that the great secret of the liner's death was about to be given up, midnight came and went and night began to grow old, and still the word had not been spoken.

Carefully compiling the available lists, records and names of survivors of the disaster, stand significantly thus: men 79, women 233, children 16, total 328. Of the remaining 540 known survivors it is estimated that not more than one hundred were seamen required to man the boats.

Nothing could show more plainly the heroism of the crew and men passengers who stood by the doomed ship, facing practically inevitable death and who sent the women and children away in lifeboats. Some had to be left, that was a certainty. But, to all appearances the men who were left staid behind deliberately, calmly stepping aside to let the weaker ones take the way to safety.

FAINT HOPE VANISHES.

Only faint hope remains tonight that any of the 1302 passengers and crew who have been missing since the Titanic sank, have been picked up by trans-Atlantic liners. The 866 survivors rescued from lifeboats by the Cunarder Carpathia, now on the way here, are the only known saved. Brief and meager wireless messages received today practically extinguished the hope that some of the ill-fated passengers may have been picked up by the steamships, Virginian and Parisian of Allan line, but both of the steamers sent word they had none of the Titanic's survivors aboard.

Of the 868 persons rescued by the Carpathia the names of 326 passengers were received by wireless up to four-thirty o'clock p. m. The Carpathia then evidently got out of wireless range, for after that, efforts to reach her with wireless communications were futile. Captain Bostrom of the Carpathia, reported in his last wireless report, that his vessel was proceeding slowly through a field of ice to New York.

President Taft, late this afternoon, directed the secretary of the navy to order the scout cruisers Salem and Chester to the scene at once from Hampton Roads to meet the Carpathia and send by wireless to the government a complete list of the Titanic's survivors. The Chester was caught by wireless forty miles off the Chesapeake Capes and by 4 o'clock was steaming northward to get as soon as possible, in touch with steamers bearing news of the disaster. Revenue cutters were notified to be ready to proceed to the Carpathia if necessary. All day tearful and anxious throngs swarmed the offices of the White Star line

(Continued on Second Page)

Bitter Attack Made in House On Minority Leader Mann

Washington, April 16.—For the purpose of making the flat charge that Mr. Mann, the minority leader, "knowingly" had uttered a deliberate falsehood in an effort to discredit Representative Graham of Illinois, chairman of the house interior department expenditures committee, took the floor today and delivered a bitter assault on his colleague. The attack grew out of Mr. Mann's allegations of a few days ago that Chairman Graham had befriended and advised Mrs. Helen Pierce Gray, alleged by him to be a

woman lobbyist, active in Indian litigation. An affidavit which Mr. Mann had said proved his allegations, was read by Mr. Graham who said it was neither proof nor even an affidavit as Mr. Mann had alleged. Mr. Graham, shaking his clenched fist at Mr. Mann, declared that he was justified in the belief that Mr. Mann "was trying to get these charges before the country when he had knowledge that they were absolutely false." Mr. Graham charged that Mr. Mann virtually had falsified the records in the case. While Mr. Mann was pilloried, he sat grimly in his seat and feigned no interruption.

LAST MESSAGE FROM TITANIC

New York, April 16.—"Sinking by the head. Have cleared the boats and filled them with women and children." This was the final message the brave men sent to the world from the Titanic, for it was directly afterwards 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; Benj. Guggenheim, of the famous family of bankers; Isador Straus, the merchant prince; William T. Stead, veteran journalist; Major Archibald Butt, soldier, and Washington Roebeling, noted engineer, of any, or all of these men stepping aside and bravely and gallantly remaining to die that the place he otherwise might have filled could perhaps be taken by some sailor, shod, illiterate, and penniless peasant woman of Europe.

MAJ. ARCHIBALD BUTT MISSING



Washington, April 16.—The flickering hope that Major Archibald Butt, the military aid to President Taft and former President Roosevelt, and Clarence Moore, the Washington capitalist and social leader, have been saved from the wreck of the Titanic died from Washington today when the list of rescued was made public. The names of neither Butt nor Moore appeared.

AGENTS OF GULF PORTS CONFER

Steamship Companies From Pensacola and Other Points Represented in New Orleans.

New Orleans, April 16.—Steamship companies of a number of Atlantic and Gulf ports were represented at a conference which is being held here for the purpose of discussing the question of "country damage" to cotton, or cotton that is alleged to be damaged before it reaches shipboard. There were about thirty-five agents at the meeting, among the ports represented being Galveston, Port Arthur and Texas City, Tex.; Gulfport, Mobile, Pensacola, Brunswick, Ga., and New Orleans. The sessions are being held behind closed doors, but it was stated yesterday that one of the results of the conference would be the formation of a steamship agents association for the purpose of devising plans to avoid claims for damage done to cotton, which annually are said to aggregate hundreds of thousands of dollars.

URGE PROJECT OF WATERWAYS

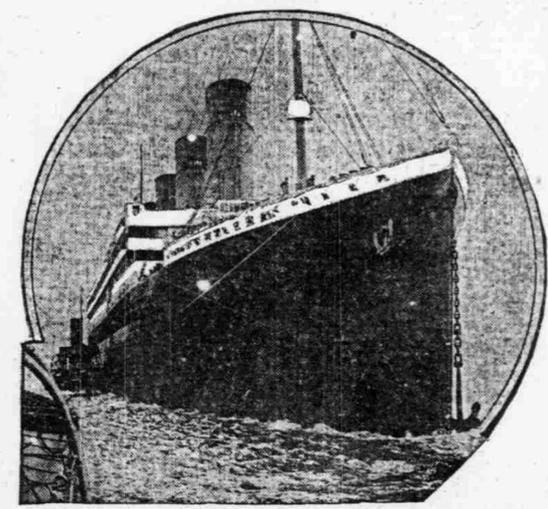
Kavanaugh Wants Congress to Provide Millions of Dollars for Lakes-to-Gulf Waterway.

Washington, April 16.—Immediate congressional action to provide millions of dollars for the project of connecting the Great Lakes and the Gulf of Mexico was urged on the senate committee on commerce today by a delegation of the Lakes-to-the-Gulf Deeper Waterways Association, headed by President W. K. Kavanaugh. Isham Randolph and Lyman E. Cooley, of Chicago, and others pointed out that the Ohio, Missouri and Mississippi valleys would be vastly benefited, practically by linking the commerce of the inland waterways and the Panama canal, now approaching completion.

WILSON CLUB WILL BE ORGANIZED AT THE COURT HOUSE TOMORROW NIGHT

Tomorrow night at 7:30 o'clock at the court house a Woodrow Wilson club will be organized. Everybody is invited to attend. The Woodrow Wilson supporters in Pensacola are not supplied with a campaign fund with which to carry on their work in Pensacola and consequently no brass band will be hired and the opera house will not be rented. Neither will it be possible to engage a United States senator to make an address. All of these things cost money and the Wilson campaign is not being conducted with money. But what the Woodrow Wilson supporters lack in the way of a campaign fund, they make up in numbers and in enthusiasm. The club will be organized Thursday night and it will then get busy as an organization in carrying on the campaign which its individual members have heretofore been conducting individually. Woodrow Wilson will carry Escambia county by a substantial majority and the work of the club will be to make that majority even bigger than is now indicated.

GIANT LINER, TITANIC, WHICH CARRIED 1302 SOULS DOWN



New York, April 6.—Statistical information of the life saving apparatus of the Titanic, was given out today by the bureau of inspection of steam vessels. The Titanic had sixteen life boats calculated to accommodate 1,171 people. This means about one-third of the total number of passengers and crew together, which was 2,447, could be accommodated. It was stated at the bureau that no ship is required to have sufficient boat room to accommodate all its complete passenger and crew list. The Titanic carried 3,455 life preservers and 48 life buoys and these equipments are made in compliance with the regulations of the British board of trade. The United States bureau has no power except to see that each steamship meets the requirements of its home government.

FLOOD CONDITION GROWING WORSE

DISASTER THE GREATEST EVER TO OCCUR AT SEA

Some Facts as Sifted From Wireless Reports of Titanic's Sinking.

STAMSHIP VALUED AT \$10,000,000 AND CARGO AND JEWELS WORTH PERHAPS MORE THAN \$10,000,000 A TOTAL LOSS—CAPT. SMITH PROBABLY MET DEATH AT HIS POST AS A GALLANT SKIPPER SHOULD.

The \$10,000,000 steamship with cargo and jewels worth perhaps \$10,000,000 more, a total loss. Not mention among the survivors of Colonel John Jacob Astor. His bride, Miss Force of New York, has been saved. Major Archibald Butt, President Taft's aide, is still unaccounted for as are many other persons of international importance. J. Bruce Ismay, president of the International Mercantile Marine, owners of the White Star Line, is among the survivors, as is his wife.

ENFORCED UNWRITTEN LAW. That he and his crew enforced rigidly the unwritten law of the sea—women and children first—is plainly indicated by the preponderance of women among the partial list of survivors that the wireless has given.

Although rated as one of the most able commanders since the advent of the modern steamship, Captain Smith's career had been recently marred with luck. He was in command of the Titanic's sister ship, Olympic, when that vessel was in collision with the British cruiser Hawk. Exonerated of blame in this occurrence, he was placed in charge of the Titanic only to graze disaster when his new charge fouled the steamship New York in the Solent after leaving Southampton on his home voyage which has ended so disastrously. He had been in the line's employ for more than thirty years. His first important command was the Maesdic.

False news and false hopes and an international belief that the partial Titanic news practically unusable followed the slowly unfolding accounts of her loss in a way without precedent. Eager crowds in a dozen cities in the United States besieged bulletin boards when it became known that the giant liner had really sunk with terrible loss of life and in New York city hysterical men and women crowded into the White Star Line offices seeking news of relatives. Vincent Astor, Colonel Astor's son, spent the entire night waiting for some wireless tidings of his father, alternately visiting the White Star Line headquarters and the newspaper offices.

The speed at which the Titanic was going when she shattered herself against the iceberg will perhaps not be known until the first of her survivors reach port. Whatever her rate of progress, however, shipbuilders here and abroad must admit that while the modern steamship may defy the winds and weather, ice and fog remain an ever present element of danger. No ship, they point out, no matter how staunchly built nor how many watertight bulkheads protect her, may plunge headlong against a wall of ice without grave results. The general opinion is that the Titanic's equipment was not to an extraordinary test which no vessel could have withstood.

"Under ordinary circumstances these watertight compartments will preserve a ship from sinking," said A. L. Dopkins, vice-president of the Newport News Shipbuilding and Dry Dock Co. in New York, "but smashing into an iceberg could produce shattering effects beyond the protection of any design yet known. In fore and after collision where the compartments are

MUST ACQUIRE SELF GOVERNMENT. President Taft Gives His Views on Granting American Citizenship to Porto Ricans.

WASHINGTON, April 16.—President Taft today gave his views on the subject of granting American citizenship to Santiago Iglesias, president of the Free Federation of the Working Men of Porto Rico, he said. "As fast as the instinct and habit of self-government is acquired by the people," he said, "the federal government should be granted."

Mrs. Grace is Bound Over to Await Action of Grand Jury. Atlanta, Ga., April 16.—Mrs. Eugene H. Grace was today bound over to await the action of the grand jury on the charge of shooting her husband with intent to murder. Her bond of \$7,500 was continued. Mrs. Grace was present, but did not take the stand. She showed no emotion at the statements of witnesses that her husband accused her of trying to kill him. Two physicians testified that Grace is doomed and might die in two weeks or six months, but could not recover.

Bolting Florida Republicans Call Another State Convention. Jacksonville, Fla., April 16.—The revolting Florida Republicans issued a call today for another state convention to be held here on April 18 and decided to repudiate the action of the

STRAW VOTE 71 FOR WILSON UNDERWOOD 27

Ballots Come From All Over Third Congressional District.

INDICATIONS ARE THAT WILSON WILL CARRY DISTRICT BY ALMOST THREE TO ONE OVER UNDERWOOD AND HE WILL SWEEP STATE BY EVEN A LARGER MAJORITY.

Twelve votes received yesterday in the Journal's straw ballot from the third congressional district bring the result to date as follows: Underwood 27 Wilson 71 Total 98

The votes received yesterday came from Escambia, Santa Rosa, Walton, Holmes, Calhoun, Liberty, Washington, Leon and Jefferson counties. J. H. Donaldson of Jefferson, J. L. Miller of Santa Rosa, and G. W. Youngblood of Escambia vote for Underwood.

Robert Lambert and R. E. Johnson of Washington county are for Woodrow Wilson. Mr. Johnson writes that his precinct is "very strong for Woodrow Wilson."

M. C. Pitman of Holmes county is for Wilson and writes: "I am heartily in favor of Wilson as between these two candidates." P. D. McDonald of Walton county is for Wilson, and W. H. Hatchett of Liberty county votes for Wilson and writes: "From what I can learn Wilson will carry this county."

M. C. Pipkin of Calhoun county writes: "I say Woodrow Wilson first, last, and all the time, and this is what I think Calhoun county will say." B. F. Maxwell of Leon county votes for Wilson and says: "Our precinct will go all right. You bet."

And so they come. The returns indicate a sentiment in the third congressional district on more than two and a half votes for Wilson to every one vote that Underwood gets. The people are not to be fooled by the inconsistent and foolish arguments being advanced by the Allies. The people are not yet where they can all be led around by the nose nor driven into the support of a man who is not even in the running simply because a few men in Washington or Wall street frame up a combination to make them do it.

CONFERRING OVER MEXICAN SITUATION. President Calls Cabinet Together and Later Gen. Wood Holds Earnest Conversation With Stimson.

WASHINGTON, April 16.—Apprehension in official circles over the Mexican situation was indicated today by conferences at the White House in which President Taft and the cabinet, Huntington, and Major General Leonard Wood, chief of staff of the army, participated.

Gen. Wood reached the White House about 2:00 p. m. after acting secretary of state, and held an earnest conversation with Secretary Stimson in an adjoining room. Mr. Wilson then was summoned from the state department and the three officials went into the cabinet room.

RAILWAY SHOP CRAFTS MEET. Representatives of 200,000 Members West of Mississippi Resume Their Conference.

KANSAS CITY, April 16.—Representatives of 200,000 members of the railway shop crafts west of the Mississippi river resumed their conference today with the expectation that final steps toward the federation of the crafts would be taken before the meeting adjourned. The first discussion was on admitting painters, steam fitters and other allied trades.

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