

LAPORTE PA.

The early bird doesn't get the worm merely by being early.

Every little presidential candidate has a keynote of his own.

In case of a coal strike will the coal bin give space for a mushroom bed?

The cellar of a Pennsylvania farmer has dropped into a coal mine. Lucky man.

Our own weather is bad enough, but in China they are having a reign of terror.

Being shot at occasionally is not one of the legitimate annoyances of a king's job.

A California woman with a "model husband" has been granted a divorce. She deserves it.

Another blow to woman suffrage. An Illinois genius has invented an unbreakable window.

Butter can be made directly from grass, says a scientist. Possibly a misprint, for "grease."

The Countess of Warwick says that a woman is at her best at fifty. Guess how old the countess is.

A Missouri girl wants \$2,000 for seven kisses. One would almost imagine from that that kisses are scarce.

The New Jersey assembly has passed a bill imposing a \$1 tax on female cats. Is there a mouse trap trust?

This is not such an extravagant nation after all. A New Yorker was killed crossing the subway tracks to save a nickel.

Sarah Bernhardt will get \$7,000 a week for playing in vaudeville—almost enough to buy fresh eggs every morning.

Proprietors of Ithaca soda fountains will not hail with joy the news that Cornell students have adopted the no-trout rule.

A judge in New York rules that another love is not necessary to a child. In some cases we are in favor of the recall.

It is said that 200 former criminals are driving taxicabs in New York. In reading the above sentence the "former" is silent.

A preacher says that the saddest hour of the day comes after sunset. That's when most of the vaudeville stunts are pulled off.

A Parisian philosopher says that violent movements produce violent thoughts. He must have found a slippery sidewalk somewhere.

Ten aviators have been killed so far this year, compared with four in the same time last year. Does this indicate how aviation progresses?

A man in Yonkers tried to kick a dog and fell with his legs paralyzed. Even nature has joined in the general objection to kicking dogs around.

Two New York motemen ran over the same unfortunate pedestrian. Those two men are wasting their talents by not getting into Wall street.

Andy Carnegie arises to remark that the farmer is the only happy man in this country. And yet we seldom hear of a steel magnate dying of grief.

A Cleveland preacher says the American home is rapidly disappearing. He must be missing the old-fashioned dinners he used to be invited to.

Laced boots with spats have been authorized by the kaiser with the uniform of German soldiers. German army officers may have spats, but they are forbidden to have duels.

The attorney general of California has decided that when a California woman becomes the wife of an alien she loses her vote. Does a German girl who is married to an Irishman become Irish?

Because she had a revolver in her stocking a Los Angeles woman was arrested for carrying a concealed weapon. Her hobble skirt must have been longer than most of those that are seen hereabouts.

Astronomers have discovered a new star in the heavens. Theatrical managers discover them in any old place nearly every day, and when the natural supply gives out they manufacture them.

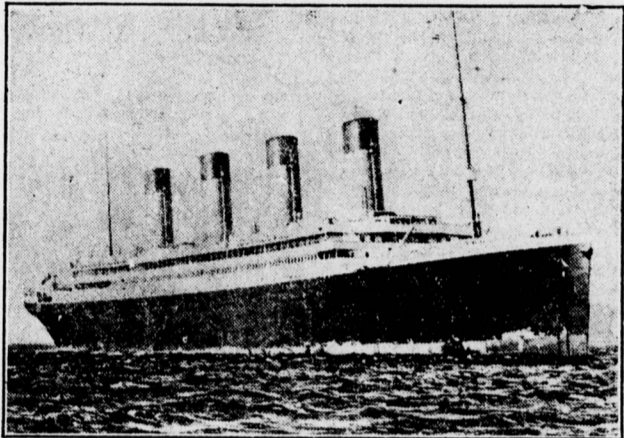
A New York physician who married a doctor wants a divorce because all his patients deserted him and went to her for medical advice and treatment. Some men are so exacting that they are not satisfied merely to have it all in the family.

A Maurice Low in a lecture at Yale the other night characterized newspaper reporters as "men of trivial minds without perspective and without education." Some reporter had probably referred to Mr. Low as one who "also spoke."

TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG

Giant Liner on Maiden Trip Met With Disaster 330 Miles From Cape Race and Went to the Bottom.

CARPATHIA PICKED UP LIFEBOATS CARRYING 866 PASSENGERS



Liner Titanic.

Six Liners Answer Wireless Calls for Help After Big Ship Strikes—Olympic, Sister Ship, Reaches Spot to Find Only Wreckage Afloat—"Rule of Sea" Followed—Women and Children Put Over in Lifeboats and Are Safe on Carpathia—Picked Up After 8 Hours—1,323 Passengers on Ship and Crew of 890.

New York.—The greatest marine disaster in the history of ocean traffic occurred Sunday night when the Titanic of the White Star Line, the greatest steamship that ever sailed the sea, shattered herself against an iceberg and sank with nearly 1,500 of her passengers and crew in less than four hours. The monstrous modern



CAPTAIN E. J. SMITH.

ships may defy wind and weather, but ice and fog remain unconquered.

Out of nearly 2,400 people that the Titanic carried only 866 are known to have been saved, and most of these were women and children. They were taken from small boats by the Cunarder Carpathia, which found when she ended her desperate race against time only the boats, a sea strewn with the wreckage of the lost ship and the bodies of drowned men and women.

Among the 1,480 passengers of the giant liner were Col. John Jacob Astor and his wife, Isador Straus, Major Archibald W. Butt, aid to President Taft; George D. Widener and Mrs. Widener of Philadelphia, Mr. and Mrs. Henry S. Harper, William T. Stead, the London journalist; F. D. Millet, the artist, and many more whose names are known on both sides of the Atlantic. The news that few besides women and children were saved caused the greatest apprehension as to the fate of these.

The text of the message from the steamer Olympic reporting the sinking of the Titanic and the rescue of 675 survivors also expressed the opinion that 1,800 lives were lost.

"Loss likely total 1,800 souls," the dispatch said in its concluding sentence.

It is hoped and believed here that this is an error, unless the Titanic had more passengers on board than was reported. She carried about 2,200 persons, including passengers and crew. Deducting 675, the known saved,

Cost of the Titanic.

A member of a prominent firm of underwriters when informed of the accident to the Titanic said: "The Titanic cost \$10,000,000 to build. Her hull is valued for insurance purposes at \$5,000,000. Then there are all sorts of miscellaneous matters to be taken into account for disbursements and for passage money and freights paid in advance as well as for stores, baggage, and other things. I do not suppose the owners are covered to the extent of more than \$7,250,000 or at the utmost \$7,500,000."

would indicate a loss of more than 1,500 persons.

The Olympic's dispatch follows:

"Carpathia reached Titanic position at daybreak; found boats and wreckage only. Titanic sank about 2:20 a. m., in 41°16' N., 50°14' W. All her boats accounted for, containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner Californian remained and searching exact position of disaster. Loss likely total 1,800 souls."

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 drifted unseasonably 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.

When the Titanic plunged headlong against a wall of ice at 10:40 p. m., on Sunday night, her fate established that no modern steamship is unsinkable and that all of a large passenger list cannot be saved in a liner's small boats.

The place where the Titanic sank is about 500 miles from Halifax and the water at the point, about 70 miles south of the Grand Banks, is at least two miles deep. It is midway between Sable Island and Cape Race and in a line with those dangerous sands which however, might have been a place of safety had there been time to run the



MRS. JOHN JACOB ASTOR.

Titanic there and beach her on the northern side.

The survivors drifted about in the life boats for eight hours before they were picked up. The women and children suffered severely from cold and exposure as well as shock.

The Titanic's bow crushed like an eggshell, water poured into the forward part of the giant liner so fast that Captain Smith ordered the 1,455 passengers into the life boats. The majority of the women and children got away from the doomed craft before she sank.

Launching of the Titanic.

The launching of the Titanic at Belfast on May 31, 1911, like her departure for New York the other day, was made a function of more than usual importance. J. Pierpont Morgan attended the launching, as well as Lord Pirrie, chairman of the Harland & Wolff Company of shipbuilders, and J. Bruce Ismay, chairman of the International Mercantile Marine Company. Among the innovations in marine designing were the two private promenades connected with the two most luxurious suites.

Staggering in the ice field into which she had driven at great speed, the Titanic sped call after call to the hurrying liners of the upper roads—the Cunarder Carpathia, the Virginia and the Parisian of the Allen Line, the Baltic, and the big Germans that were plowing their way between the continents. The Carpathia and the Virginian, wheeling in their course, sped through the night, and raced up to attempt to save the passengers and crew.

Hundreds of telephone calls and telegraphic inquiries poured into the offices of the White Star Line in lower Broadway, asking information as to the safety of friends and relatives who were on the Titanic.

From about 7 o'clock in the evening on the answers given by the company were far from reassuring, and a little later in the evening people began to come in person, seeking to get more definite news.

Vice-President Franklin of the White Star Line could tell them only that his latest information from Captain Haddock of the Olympic was to the effect that the Titanic sank at 2:20 a. m. Sunday, and that 675 passengers had been saved.

Vincent Astor appeared in the offices of the steamship company.

"Have you received any additional information?" he inquired of an official.

"Nothing," was the reply.

The young man, after vainly struggling to control himself, buried his face in his hands and sobbed.

The Titanic ran into the same ice field off the Grand Banks that was reported by the Carmania on her arrival here. The ice was so thickly jammed that crevices between the pieces could not be seen, and great icebergs, to the number of at least twenty-five, were drifting in the field. The steamers Mura and Lord Cromer, both of which have arrived in New York in the last few days, were damaged in making their way through the ice packs.

MAJOR ARCHIBALD BUTT



After reporting that the ship was sinking and that women and children were being put off in life boats, the next message from the wireless operator on the Titanic stated that the weather was calm and clear. He gave the position of the vessel 41.46 north latitude and 50.14 west longitude. The Titanic, exceeding in size anything heretofore launched, is the pride of the White Star Line.

She is 882 1/2 feet long, 92 feet broad, with 66,000 tons displacement. Her registered tonnage is 45,000.

The boat deck of the gigantic vessel is more than sixty feet above the water. Built stanchly and heavily, without especial regard to speed, she was regarded as one of the safest vessels afloat. Twenty-one knots is her average rate of progress.

The immense amount of space required for high-powered engines was saved, in the building of the Titanic, so that it might be devoted to cabin accommodations.

Five thousand passengers can be comfortably accommodated on the vessel. There is room for 600 cabin passengers and for more than 3,000 steerage passengers, while the crew—the largest that ever manned a boat—numbers about 800 men.

Before the launching of the Titanic there was grave apprehension on this side of the Atlantic as to the ability of the port to shelter so huge a craft. Special arrangements had to be made for the benefit of the Olympic and Titanic.

The Titanic has nine steel decks, the upper three being designed for promenades. The main saloons are the largest on any craft afloat. The appointments are fully as splendid and nearly as commodious as those of the greatest hotels in Europe or America.

The ship is equipped with a swimming pool, a gymnasium, a beautiful veranda cafe on one of the upper decks, a grill, a palm garden, and a hospital.

Quickly Read Facts of

Disaster to Titanic. Cargo was worth \$750,000, reinsured at 50 per cent. Col. Washington Roebling believed to have gone down. She had 2,358 persons on board, including crew 903. Ship valued at \$10,000,000, protected by \$5,000,000 insurance. International Mercantile Marine shares fell \$2.00 a share in London. Property lost, not including the vessel, will reach \$15,000,000.

DETAILS OF TITANIC CRASH

Wreck at High Speed and Panic. Tale from St. John's.

CAPTAIN SMITH WAS WARNED

Bottom Said to Have Been Ripped Off from Bow to Amidships—Perfect Order Reported Turned to Panic as Liner Sinks.

St. John's, N. F.—A detailed story of collision of the Titanic with the iceberg and of her sinking is current here. The source of the story is the British steamer Bruce, which was in this port on March 19 and is now on her way to Sydney, N. S. She picked up by wireless the story from other ships which were near the Titanic and from other vessels which took up the thread as they received it from intercepted wireless messages.

According to this account, the Titanic was steaming at the rate of eighteen knots when she hit the berg, and that the impact was so terrific as almost to tear the ship asunder. The decks were broken through and the bulkheads forming the watertight compartments were crushed in from the bow to nearly amidships, it is said.



COL. JOHN JACOB ASTOR.

The story has it that the force of the collision smashed several of the boats and all the upper works to pieces.

The Titanic is said to have piled up bow on, the blow being greater on the port side, which was torn to pieces, causing her to list far over and almost turn turtle. The leviathan, it is declared, reared half out of the water, tearing her bottom off on the ice from the bow to amidships. The steamer, as the compartments filled, settled by the head, and, although the after compartments for a time served their purposes, it was seen that the vessel was doomed.

Perfect order was maintained for a time, long enough for most of the boats to be launched, it is declared. Less than one thousand had been embarked, the report says, when the cry went up, "She's sinking!" and order changed to frenzy, and the crowd rushed madly for the lifeboats within reach. Some of these were swamped and others smashed to pieces as they were lowered.

The boat is said to have settled rather than sunk, the water finally reaching the engine room and dynamo, cutting off the wireless and lights, so that death came to those aboard the Titanic in darkness.

Titanic's Captain Had

Warning of Icebergs.

Philadelphia.—The records of the United States Hydrographic office, received here, show that the captain of the Titanic had full warning of his danger. At 9:30 on the night of April 14 the captain of the Hamburg-American liner Amerika reported by radio telegraph that he had passed two large icebergs in latitude 41.27, longitude 50.08. This report further shows that this Amerika message was relayed to the Government station by the Titanic. One hour later, in latitude 41.46, longitude 50.14, the Titanic struck the iceberg which caused her to go to the bottom.

Naval men here figured that the Titanic had steamed a little more than nineteen miles from the time she sent the report of the iceberg, relayed from the Amerika, and the time she struck the berg.

Havre.—The French liner La Touraine, reports that she was in communication with the Titanic on the afternoon of April 12.

The Presse Nouvelle quotes the captain of La Touraine as saying he sent a wireless dispatch reporting the presence of the icebergs to the captain of the Titanic, who acknowledged the message with thanks.

FOR CONGRESS INQUIRY.

Resolution on Titanic Referred to Committee—Sympathy is Voted.

Washington.—Representative Mott of New York introduced a resolution directing the House Committee on Merchant Marine and Fisheries to inquire into the facts relating to the Titanic disaster. The resolution was referred to the Rules Committee.

The House passed unanimously a resolution extending the sympathy to the families of the persons lost on the Titanic.

TITANIC'S BOATS INADEQUATE

Life Rafts Sufficient to Rescue Only One in Three.

SAD TALES OF SURVIVORS

Marine Architects Say That Had the Number of Lifeboats Been Commensurate with the Human Cargo Many Lives Would Have Been Saved.

"Wireless Station, Camperdown, N. S.—Messages filtering through here indicate that the passengers in the life boats from the Titanic had thrilling experiences:

"Huge quantities of field ice covered the ocean and the boat steers had to guide their craft with the greatest care.

"In some cases the ice was so heavy that the boats could not force their way through it and as a result many of them became widely separated.

"Many of the passengers in the life boats were scantily clad, having been hurried out of their berths in the dead of night and ordered into the boats.

"The transfer of the passengers from the steamer to the boats was attended by much excitement and panic."

New York.—So that, seemingly, was the end of the magnificent Titanic; if the worst is true men worth hundreds of millions of dollars met their fate with her, a priceless cargo was in her spacious holds, a consignment of \$5,000,000 of diamonds in her strong rooms.

Insurance men here say she was insured for \$7,000,000. Her loss must be a severe blow to a line which lost the Republic a few months ago.

The news of the greatest ocean tragedy since newspapers existed really was "filtered," sputtered intermittently by wireless telegraphy from the Titanic and from the steamships Parisian, of the Allan Line of Canada, the steamship Virginian, of the same line and the steamer Olympic, the Titanic's little sister, but older sister; the three, all in the ice-flicked steamer lane raced to the Titanic's aid in answer to her call for help.

The toll of almost fifteen hundred dead on the Titanic may be traced directly to lack of sufficient life saving appliances in the equipment of the ship.

Of the twenty-two hundred who were on board the stricken vessel, but 875 were saved. Wireless reports from the scene of the disaster say that all of the Titanic's life boats have been accounted for. Over 1,500 human beings never had a chance for their lives because no provision had been made for their safety in just such a contingency as arose.

Moreover, inquiry at the Bureau of boats, or rafts, have only a total capacity of 1,171. The fact that there is scarcely a ship sailing out of New York that is provided with life boats to the full measure of its passenger list. Not only that, but officials of the bureau say that it is customary for a ship to carry only sufficient life boats for one-third of the total number of its passengers and crew.

In the case of the Olympic, for instance, which is identical with the Titanic, save that she is 3,000 tons lighter, the total number of passengers and crew carried is 3,447, while her sixteen lifeboats and four collapsible be taken off in safety, but 875, or a party of 1,171.

About the same percentage maintained on the Titanic, it would seem, since a total of 2,200, in round numbers, who sailed on the ship, with every opportunity existing for all to be taken off in safety, but 675, or a third of the total, were saved, because there were no more boats in which to carry them to safety. In a calm sea, which any number of boats could have weathered—as these few did until the rescuing liners reached the scene—the 875 crowding all of the available lifeboats carried by the ship, were compelled to float idly on the water and watch the great ship carry down with it the fifteen hundred for whom no provision had been made.

Bureau of inspection officials admitted frankly that these conditions exist. There is no way to prevent it, they said. No ship is required to have sufficient boatroom to accommodate its complete passenger and crew list, because it would be impossible, it was said, to carry such a number of lifeboats in positions where they could easily be lowered into the water.

LINER'S GRAVE TWO MILES DEEP.

Location of Titanic's Deathbed Placed by Canadian Marine Official.

Halifax, N. S.—The deathbed of the ten-million-dollar steamer Titanic, and of probably many who must have been dragged down with her, is two miles, at least, below the surface of the sea.

NEW ORLEANS BANK LOSS.

Series of Defalcations Amounting to \$1,000,000 by Officers, Disclosed.

New Orleans.—That the Teutonia Bank & Trust Co., which was closed by state bank examiners is involved to the extent of more than a million dollars was the opinion voiced by the examiners. Among the papers found by them were \$500,000 of securities known to be worthless and \$450,000 regarded as doubtful. Vice-Pres. Gomila was surrendered by his bondsmen.