

WORLD'S GREATEST SHIP SINKS ON MAIDEN TRIP AND CARRIES MANY HUNDREDS INTO ATLANTIC

HEARST WINS FACTIONAL FIGHT

TWO WINGS OF DEMOCRATS RE-
SORT TO WARFARE PRECEDING
COOK COUNTY CONVENTION.

MILITAMEN ON GUARD

Sullivan Followers, After Entrance to
Armory is Forced for Rivals, by
Breaking Down of Doors, Adjourn to
Another Hall—State Convention Must
Decide Differences.

Chicago, April 15.—Conflict of court
orders and the battering of sledges
and axes on barred doors preceded the
Cook county democratic convention
today.

For more than three hours 25 state
troops unarmed and under the com-
mand of a captain of the Seventh reg-
iment, Illinois national guard, held pos-
session of the armory while the rival
forces, termed the Hearst-Harrison
faction, and the followers of Roger C.
Sullivan, national committeeman, dis-
puted the right to enter. The Sulli-
van men insisted that the county
judge had no right to order an elec-
tion commissioner to open the con-
vention. The Hearst-Harrison men
declare his order alone would insure
fairness.

Police Hold Street.

Battalions of police, reinforced by
more than a hundred deputy sheriffs
acting under the orders of County
Judge Owens, held the street outside
of the armory. Coroner Hoffman with
25 deputies was busy throughout the
morning serving police officials and
the sheriff's men with an injunction
from the superior court restraining
them from interfering. The injunc-
tion was waived aside and the cor-
oner himself was summoned by Judge
Owens to answer a charge of con-
tempt of court. The sheriff and po-
lice and Election Commissioner
Czarnecki are under contempt charges.

Repeated demands were made by
Election Commissioner Czarnecki, re-
publican, delegated by Judge Owens
to open the convention, that the door
be unbarred. The militia refused and
Judge Owens in person demanded ad-
mittance. He, too, was refused. Then
he ordered the police to break in the
doors.

Doors Broken Down.

The outer door fell and then an in-
ner door, barricaded with trunks and
furniture, gave way. Judge Owens
and Commissioner Czarnecki entered.
Captain Octagon, who commanded the
guardsmen, was arrested, but was re-
leased on habeas corpus proceedings.
The Hearst-Harrison precinct com-
mitteeman, who were standing in line
wearing badges inscribed "Harmony,"
entered the building. Commissioner
Czarnecki called the roll and the ma-
chinery of the convention was turned
over to the delegates. Not a man of
the Sullivan forces was present. They
held a convention in another hall. As
a result, the state convention will be
called on to decide between two sets
of delegates.

Class Ad History

CCLXX.—EASY HOUSE-HUNTING.

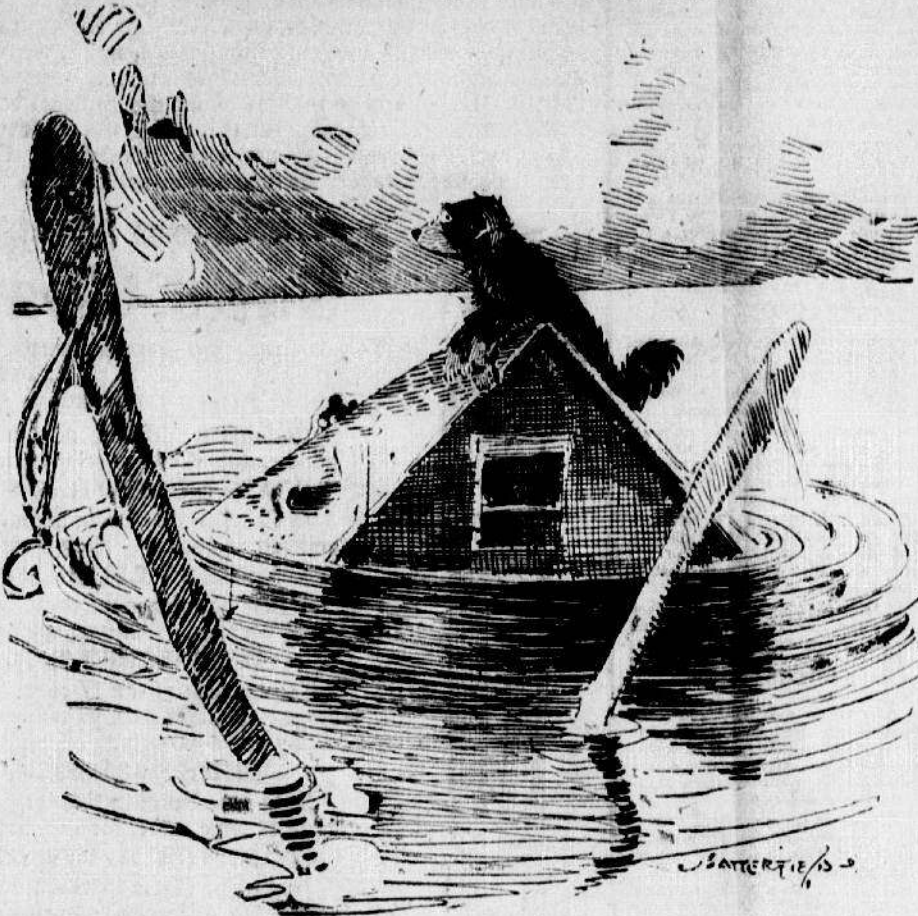
If you are looking for a place to live and are busy you
haven't time to go walking about town, making per-
sonal inquiries for the sort of place you want. You
might spend days in that quest and then fail, for not
every house has a sign in its window and you cannot
possibly know about all that are available. Here is
the way to go about it:

WANTED—FURNISHED HOUSES.

TO RENT—WELL FURNISHED
four or five-room modern house by
family of two. Inquire Strange Mc-
Guire Paying Co., basement Montana
block.

It was a certain sort of residence that this advertiser
wanted. He relied upon The Missoulian class ad to
find it for him. He was not disappointed. On the
fifth day after this little ad appeared, the advertiser
had the house and was satisfied. The Missoulian
class ad costs one cent a word. That makes it pos-
sible for everybody and anybody to use it. If you are
out of work and want a job, The Missoulian will print
your ad for nothing.

AN IGNORED FLOOD SUFFERER



WOMEN OUTNUMBER THE MEN IN THE LIST OF THOSE SAVED

Cape Race, April 15.—Following is a
partial list of the first-class pas-
sengers rescued from the Titanic:

Mrs. Edward W. Appleton; Mrs.
Rose Abbott; Miss G. M. Burns; Miss
D. D. Cassebro; Mrs. William H.
Clark; Mrs. B. C. Chibinace; Miss E.
G. Crossbie; Miss H. E. Crossbie;
Miss Jean Hippach; Mrs. Henry B.
Harris (wireless version Mrs. L. Y. B.
Harris); Mrs. Alexander Halverson;
Miss Margaret Hays; Mr. Bruce Is-
may; Mr. and Mrs. Ed Kimberley;
Mrs. E. A. Kenyon; Miss Emile
Kenchen; Miss G. F. Longtry; Miss
A. F. Leader; Miss Bertha Lavery;
Mrs. Ernest Lives; Mrs. Susan P.
Rogerson; Miss Emily B. Rogerson;
Miss Arthur Rogerson; Master Al-
lison and nurse, Miss K. T. Andrews;
Miss Ninette Panhart; Miss E. W. Al-
len; Mr. and Mrs. D. Bishop; Mr. H.
Blank; Miss A. Bosina; Mrs. James
Baxter; Mrs. George A. Bayton; Miss
C. Bonnell; Mrs. J. M. Brown; Miss
G. C. Bowen; Mr. and Mrs. R. L.
Beckwith; Countess of Rothes; Mrs.
C. R. O'Hanney; Mrs. Jacob P.
(word missed); Miss Mary Cline;
Mrs. Singrid Linstrom; Mrs. Gustave
J. Lelieur; Miss Georgetta A. Me-
dill; Madame Melicard; Mrs. Tucker
and maid; Mrs. J. B. Thayer; Mr. J.
B. Thayer, Jr.; Mr. H. Woolmer; Miss
Anna Ward; Mr. Rich. M. Williams;
Mrs. J. Steward White; Miss Marie
Young; Mrs. Thomas Potter, Jr.; Mrs.
Edna S. Roberts.

The foregoing list was received by
wireless at Cape Race station from
the steamer Carpathia. In spelling
and initials it does not correspond
with the list as cable from London
today.

Mistakes were due to the hurried
wireless transmission and relays. In
one instance a Mrs. L. Y. B. Harris
is named in the wireless list. On the
passenger list as announced here there
was a Mrs. Henry B. Harris only and
there were a number of similar dis-
crepancies.

Mrs. Carl H. Behr, Miss Deselle, Mrs.
William Bucknell, Mrs. A. H. Bark-
worth, H. B. Steffensen, Mrs. Elsie Bow-
erman, Mrs. D. W. Marvin, Philip
Emock, James George, Miss Ruberta
Maimy, Pierre Marshall, Mrs. W. E.
Minahan, Miss Apple Ramalt, Major Ar-
thur Peuchen, Miss Ruth Tausig, Miss
Ella Thore, Mr. and Mrs. E. Z. Taylor,
Gilbert M. Tucker, J. B. Thayer, John
Rogerson (probably Ryerson), Mrs. M.
Rothschild, Miss Madeline Newell, Mrs.
Marjorie Newell, Mrs. Helen A. New-
son, Fennad Omond, B. C. Ostley, Miss

Helen Ostley, Mrs. Mamman J. Ramago,
Middle Olivia, Miss Edith Rosenbaum,
Mrs. George Rheims, Mrs. George M.
Stone, Miss Emma Seagesser, Frederick
Seward, Miss E. W. Shutter, William T.
Sloper.

Mrs. Frederick Joel Swift, Mrs. Paul
Schubert, Mr. and Mrs. J. O. Shelden,
Max Stahelin, Colonel Alfonso Simon-
ius, Mrs. William B. Silvey, Mr. and
Mrs. C. E. Stengel, Mrs. W. A. Spencer
and maid, Robert Douglas Shelden, Mr.
and Mrs. John Snyder, Adolph, Saul-
field, R. S. Silverthorn, Miss Augusta
Seerprea, Miss Alice Portune, Mrs.
Mark Fortune, Miss Mabel Fortune,
Henry W. Frauenthal, Mrs. Frauenthal,
Mr. and Mrs. T. G. Frauenthal, Milo
Hausling.

Miss Margaret Frolicher, Mrs. Jac-
(Continued on Page Seven.)

GREATEST DISASTER ENORMOUS WEALTH OF MARITIME HISTORY REPRESENTED IN LIST

NEXT TO SINKING OF TITANIC
WAS THE BURNING OF THE
GENERAL SLOCUM.

New York, April 15.—Among the
important maritime disasters recorded
are:

1866, January 11.—Steamer London
on her way to Melbourne, foundered
in the Bay of Biscay, 229 lives lost.
1867, October 29.—Royal steamers
Rhône and Wye and about 50 other
vessels driven ashore and wrecked at
St. Thomas, West Indies, by a hurri-
cane; about 1,000 lives lost.
1872, January 22.—British steamer
North Fleet sunk in collision off
Dungeness, 300 lives lost.
1873, November 23.—White Star
liner Atlantic wrecked off Nova Scot-
ia, 540 lives lost.
1874, December 26.—Emigrant vessel
Cesapeake took fire and sank off
Auckland, 476 lives lost.
1878, March 24.—British training
ship Eurydice, a frigate, foundered
near Isle of Wight, 300 lives lost.
1878, September 3.—British iron
steamer Princess Alice, sunk in col-
lision in Thomas river, 700 lives lost.
1878, December 15.—French steamer
Byzantin, sunk in collision in the
Dardanelles, with the British steamer
Himaldo, 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 Can-
ton and Hong Kong; 400 lives lost.
1890, February 17.—British steamer

PERSONS WORTH AT LEAST A
HALF-BILLION DOLLARS AMONG
TITANIC PASSENGERS.

New York, April 15.—Untold wealth
was represented among the passengers
of the Titanic, there being on board
at least six men, each of whose for-
tunes might be reckoned in tens of
millions of dollars. A rough esti-
mate of the total wealth represented
in the first-class passenger list would
exceed a half billion dollars.
The wealthiest of the list is Col-
onel 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 Madeline Borce, whom he mar-
ried in Providence on September 9.
Benjamin Guggenheim, probably next
in financial importance, is the fifth
of the seven sons of Meyer Guggen-
heim, who founded the American
Smelting & Refining company, the
great mining corporation, and is a
director of many corporations, includ-
ing the International Steam Pump
company, of which he is president.
His fortune is estimated at \$95,000,000.
His wife, whose name does not
appear in the list, is the daughter of
James Seligman, the New York
banker.
George D. Widener is the son of
P. A. B. Widener, the Philadelphia
"traction king," whose fortune is es-
timated at \$50,000,000.
Isidor Strauss, one of New York's
most prominent dry goods merchants
and notable for his philanthropies, has
a fortune estimated at \$50,000,000.
He is a director in various banks, trust
companies and charitable institutions.
J. Bruce Ismay, president and one

Latest Word From Nearby Vessel Indicates That All of the Crew of Over Eight Hun- dred and Half the Passengers Sank to a Watery Grave When the Levi- athan Foundered After Strik- ing Iceberg—Many of Res- cued Are Picked Up in Boats.

While the fate of the majority of the 2,100 persons on board the mammoth White Star
liner Titanic, which sank early yesterday in the Newfoundland banks after a collision
with an iceberg, still remains in doubt, and it is feared that more than 1,200 persons were
lost, a note of good cheer came by wireless between 1 and 2 o'clock this morning. 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 pas-
sengers, mostly women and children, were being brought to port by the Cunarder Car-
pathia. Other messages later brought confirmatory tidings.

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

A partial list of the survivors received from the Carpathia include the names of many
women of prominence.

After the call of the Titanic for help had 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 shore. The giant liner, so far as last night's advices appear,
went to her fate without so much as a word of what must have been the scenes of the ter-
rible tragedy enacted on her decks.

In the lack of even a line from a survivor, imagination pauses before even trying to
conjecture what passed as the inevitable became known and it was seen that of the more
than 2,000 human lives with which she was freighted, there could be hope of saving, as it
appears, far less than half.

Other than the news last evening
that 866 persons, largely women and
children, had been rescued from the
liner's boats by the Cunarder Car-
pathia, several hours passed without
word as to the fate of the rest of those
on board at the time of the fateful
crash.

Along the entire Atlantic coast the
wireless instruments were attuned to
catch from any source word that pos-
sibly one of the many steamships
which rushed to the assistance of the
Titanic bore other survivors. But
from noon the ships reported to be at
or near the scene of what, viewed in
the light of the possibilities, may be
recorded as the world's greatest marine
horror, came not the slightest syllable
of encouragement to the anxiously
waiting world.

Early last night there was hope that
any moment might bring a word of
cheer. But anxiety deepened and many
friends and relatives of those who
sailed in the Titanic began to lose
hope. Hours passed and the night
grew old without word from either of
the Allan liners Parisian or Virginian,
believed to be, with the exception of
the Carpathia, the vessels nearest the
Titanic's ocean burial place, when she
disappeared.

Hope Aroused.

The steamship Virginian finally was
heard from at 3:15 o'clock this morn-
ing. She did not report the presence
of any survivors on board, the message
from her stating that she would bring
to St. John, N. S., such survivors as
she "may rescue."

The fact that the Virginian was to
go out on her course to put into St.
John on her voyage to Liverpool, was
taken as a favorable indication, arous-
ing hope that after all she might have
picked up some of the victims of the
wreck and was bringing them into
port.

The Titanic herself lies buried two
miles beneath the ocean's surface mid-
way between Sable Island and Cape
Race. Her position when she struck
the iceberg was given as latitude 41.46
longitude, 50.14 west.

According to the Carpathia's advices,
the liner, which struck the iceberg at
10:25 o'clock Sunday night, sank at
2:20 o'clock Monday morning, nearly
four hours later, in latitude 41.46 north,
longitude 50.14 west, or not more than
half a degree south of the point where
the collision occurred.

No Definite Estimate.

New York, April 15.—At 8:15 to-
night it was stated officially at the
White Star offices that probably a
great number of lives have been lost
in the Titanic disaster. No definite
estimate could be made, it was said,
unless it was positively learned

whether the Parisian or Virginian had
any of the rescued passengers on
board.

Vice President Franklin positively
refused to give out the full text of
the message received from Captain
Haddock of the Olympic reporting
the sinking of the Titanic. This atti-
tude led to the belief that the mes-
sage intimated a loss of life, which
the company desired to confirm be-
fore spreading alarm.

Mr. Franklin said Captain Had-
dock's message was brief and "neg-
lected to say that all the crew had
been saved." It said the Carpathia
had six or seven hundred of the Ti-
tanic's passengers aboard, including
all the first cabin, and that the vessel
should reach New York Friday morn-
ing. No information had been re-
ceived from the Virginian or Parisian

at the White Star offices, although
it was said "to be known" that many
of the Titanic passengers were on
these vessels.

The message received from Captain
Haddock as made public by Mr.
Franklin reads:
"At 2:20 a. m. the Titanic found-
ered. Carpathia proceeded to New
York with passengers."

Uncertainty.

One of Mr. Franklin's assistants in
announcing earlier that the Titanic
had gone down, said the Carpathia
was proceeding to New York with
survivors. So far as could be ascer-
tained at the White Star offices it
(Continued on Page Five.)

TWO MILES BELOW LIES THE TITANIC

Halifax, April 15.—The deathbed of
the \$10,000,000 steamer Titanic and of
probably many who must have been
dragged down with her, is two miles
below the surface of the sea. The
Canadian warship Niobe, which
has one of the most powerful wireless
equipments of any vessel in this vicin-
ity, was unable to get in connection
with any of the ships in the vicinity
of the disaster and the government
station at Cape Renown heard only
fragmentary relays of messages.
Lloyd's agent here had not received
late tonight any official information of
Sable Island and Cape Race and in the loss of the Titanic.

Right at Home

RIGHT here at home you can get the best job print-
ing. The Missoulian Print Shop affords you
the opportunity to get at home just what you want in
this line. There are several reasons why it is better
for you to get your printing done at The Missoulian
Print Shop than to send away for it. In the first
place, you can get just what you want; you don't have
to trust to luck as you do when you send away. In
the second place, you get your work promptly; you
don't have to wait for the eastern shop to turn out
your work when it gets ready. In the third place, you
can get no better work anywhere than you get at this
shop. In the fourth place, The Missoulian Print
Shop is a home institution; its people are your cus-
tomers; they spend their money with you and you
should spend yours with them. The Missoulian shop
does not solicit your business solely upon the ground
that it is a home institution. It guarantees you sat-
isfaction. Its workmen are the best to be found and
its material is the best that is made. Send your
order today.