

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

HEARST WINS FACTIONAL FIGHT

TWO WINGS OF DEMOCRATS RESORT TO WARFARE PRECEDING COOK COUNTY CONVENTION.

MILITIAMEN ON GUARD

Sullivan Followers, After Entrance to Armory is Forced for Rivalry, 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.

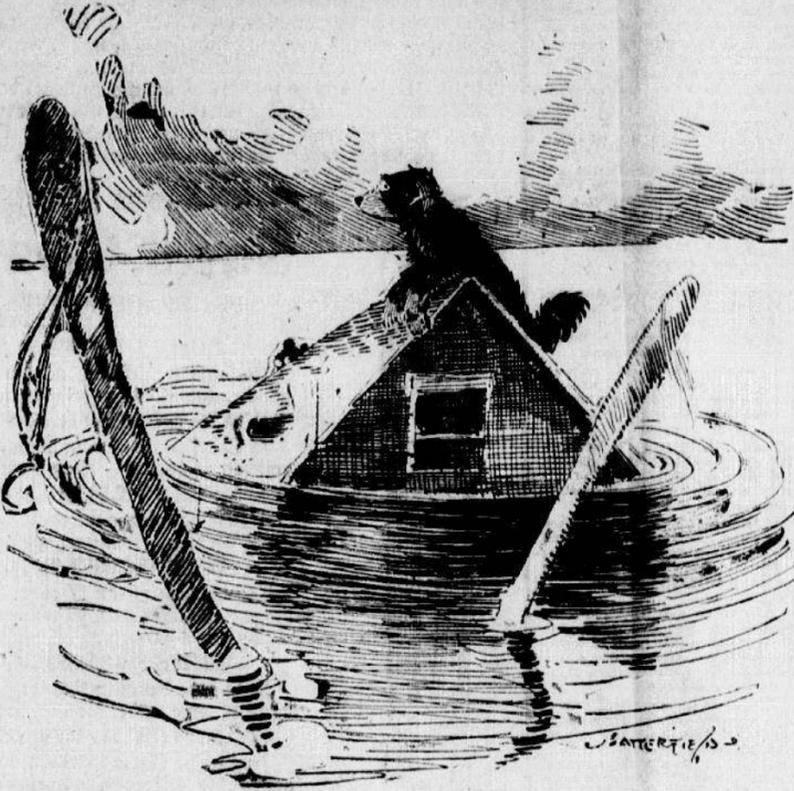
For more than three hours 25 state troops unarmed and under the command of a captain of the Seventh regiment, Illinois national guard, held possession of the armory while the rival forces, termed the Hearst-Harrison faction, and the followers of Roger C. Sullivan, national committeeman, disputed the right to enter.

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.

Repeated demands were made by Election Commissioner Czarniecki, republican, delegated by Judge Owens to open the convention, that the door be unbarred.

Doors Broken Down. The outer door fell and then an inner door, barricaded with trunks and furniture, gave way.

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 passengers 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 Ismay; Mr. and Mrs. Ed Kimberley; Mrs. F. A. Kenyan; 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 Allison and nurse, Miss K. T. Andrews; Miss Ninette Panhart; Miss E. W. Allen; Mr. and Mrs. D. Bishop; Mr. H. Blank; Miss A. Basina; Mrs. James Baxtery; Mrs. George A. Bayton; Miss C. Bonnell; Mrs. J. M. Brown; Miss G. E. Bowen; Mr. and Mrs. R. L. Beckwith; Countess of Rothes; Mrs. C. R. O'Hanra; Mrs. Jacob P. (word missed); Miss Mary Cline; Mrs. Singrid Linstrom; Mrs. Gustave J. Lelasseur; Miss Georgotta A. Meddill; 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 Mafie Young; Mrs. Thomas Potter, Jr.; Mrs. Edna S. Roberts.

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 discrepancies. Mrs. Carl H. Behr, Miss Deselle, Mrs. William Bucknell, Mrs. A. H. Barkworth, H. B. Steffensen, Mrs. Elsie Bowman, Mrs. D. W. Marvin, Philip Emock, James Gearhart, Miss Ruberta Malin, Pierre Marshall, Mrs. W. E. Minahan, Miss Apple Ranaft, Major Arthur Peuchen, Miss Ruth Taussig, Miss Ella Thore, Mr. and Mrs. E. Z. Taylor, Gilbert M. Tucker, J. B. Thayer, John Rogerson (probably Hyerson), Mrs. M. Rothschild, Miss Madeline Newell, Mrs. Marjorie Newell, Mrs. Helen A. Newson, Fleanad Omond, B. C. Ostley, Miss Helen Ostley, Mrs. Mamman J. Ranage, Middle Olivia, Miss Edith Rosenbaum, Mrs. George Rheims, Mrs. George M. Stone, Miss Emma Seagesser, Frederick Seward, Miss E. W. Shutter, William T. Sloop.

Mrs. Frederick Joel Swift, Mrs. Paul Schubert, Mr. and Mrs. J. O. Shedden, Max Stahelin, Colonel Alfonso Simonis, 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, Saulfield, 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.)

Latest Word From Nearby Vessel Indicates That All of the Crew of Over Eight Hundred and Half the Passengers Sank to a Watery Grave When the Leviathan Foundered After Striking Iceberg—Many of Rescued 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.

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 probable 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 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.

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 856 persons, largely women and children, had been rescued from the liner's boats by the Cunarder Carpathia, 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 possibly one of the many steamships which rushed to the assistance of the Titanic bore other survivors.

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.

The steamsip Virginian finally was heard from at 3:15 o'clock this morning. 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, arousing 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 midway 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 2:29 o'clock Monday morning, nearly four hours later, in latitude 41.16 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 tonight it was stated officially at the White Star offices that probably a great number of lives have been lost in the Titanic disaster.

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.

Mr. Franklin said Captain Haddock's message was brief and "neglected to say that all the crew had been saved."

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.

Halifax, April 15.—The deathbed of 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.

This location is midway between 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 printing. The Missoulian Print Shop affords you the opportunity to get at home just what you want in this line.

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 marine disasters recorded are: 1866, January 11—Steamer London on her way to Melbourne, foundered in the Bay of Biscay, 229 lives lost.

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 fortunes might be reckoned in tens of millions of dollars.

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 personal inquiries for the sort of place you want.