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The Evening Journal

Circulation of the Evening Journal

Yesterday 14,159
Was

TWENTY-FOURTH YEAR-NO. 282

WILMINGTON, DELAWARE, TUESDAY, APRIL 16, 1912 12 PAGES

ONE CENT

1492 LIVES ARE LOST AT SEA WHEN LEVIATHAN TITANIC, SUPPOSED TO BE UNSINKABLE, GOES DOWN TO WATERY GRAVE TWO MILES BELOW OCEAN SURFACE OFF CAPE SABLE

TAFT MEN DOMINATE THE STATE CONVENTION

Senators duPont and Richardson Will Head Uninstructed Delegation to the Chicago Convention

ONLY SEVEN ROOSEVELT DELEGATES IN CONVENTION

STATE DELEGATES
ARE UNINSTRUCTED

DOVER, Del., April 16.—These delegates to the Republican National Convention were nominated by the respective county caucuses held here today and were elected without instructions, by the Republican State Convention. From New Castle County—United States Senator Henry A. duPont, of Wintehur and Colonel Edmund Mitchell, of Wilmington. From Kent County—United States Senator Harry A. Richardson, of Dover, and Dr. George W. Marshall, of Milford. From Sussex County—Governor Simon S. Penwell, of Greenwood, and Ruben Vale, of Milford. The alternate elected are: New Castle County—Richard T. Pilling, of Newark, for Senator duPont; John Inceff, of Wilmington, for Colonel Mitchell. Kent County—General A. R. Benson, of Dover, for Senator Richardson; Oliver A. B. Conner, of Felton, for Dr. Marshall. Sussex County—Simon D. Marshall, of Laurel, for Governor Penwell; Harry Lyons, of Lewes, for Ruben Vale.

Special to THE EVENING JOURNAL. DOVER, Del., April 16.—With a big attendance of delegates and many onlookers from all parts of the State the Republican State Convention assembled shortly after noon, organized temporarily and it down to business preliminary to electing six delegates and six alternates to the Republican National Convention in Chicago and also a new State committee. The only clash occurred the caucus of the Sussex delegates here the Roosevelt boomers, led by Senator Drexler and Robert G. Housh, were overwhelmed by the Taft men, however, stood out for an uninstructed delegation. The Roosevelt men marshalled only seven votes for support for delegates. The six delegates to the National Convention will be uninstructed, free to act for the interests of the party. The caucus selections are as follows:

From New Castle County—Senator Henry A. duPont of Wintehur and Colonel Edmund Mitchell, of Wilmington. From Kent County—Senator Harry A. Richardson of Dover, and Dr. Geo. W. Marshall, of Milford. From Sussex County—Governor Simon S. Penwell, of Greenwood and Ruben V. Vale, of Milford.

The new State committee chosen in caucus comprised: Wilmington—Alvin Q. Churchman, Colonel George Elliott, William W. Lobdell.

Rural New Castle County—E. B. Ehrhart, Henry Scott (succeeding S. J. Wright), and S. Money (succeeding Joseph Jolls).

Kent County—General A. R. Benson, Colonel A. B. Conner, and David S. Clark.

Sussex County—Harry V. Lyons, John M. C. Moan and Colonel Thomas Curry (succeeding Dr. Caleb R. Layton).

The convention was called to order by State Chairman Edmund Mitchell. He introduced Dr. Townsend, Jr., of Wilmington as temporary chairman. Mr. Townsend launched (Continued Second Page.)

WATER.

WASHINGTON, April 16.—Unsettled to rains are forecasts for tonight and Wednesday the eastern states.

WASHINGTON, April 16.—For Delaware: Unsettled weather tonight and Wednesday, etc.

TO-DAY'S TEMPERATURE THE BEDRUG STORE.

1.30 P. M.	51
12.00 M.	50
10.00 A. M.	47
8.00 A. M.	42

Captain Smith of the Titanic Was Commanding the Olympic When She and British Cruiser Hawke Collided



CAPTAIN SMITH AND THE TITANIC

LONDON, April 16.—Captain E. J. Smith, the admiral of the White Star Line fleet, was placed in command of the Titanic when she entered commission, just as he was in command of her sister ship the Olympic, when she made her first voyage. Captain

Smith met with disaster while commanding the Olympic last September, the liner and the British cruiser Hawke colliding in Cowes roads. The Olympic was so badly damaged that she was laid up for three months for repairs.

**M. P. MINISTER
ASSIGNMENTS
DUE TONIGHT**

Special to THE EVENING JOURNAL. LAUREL, Del., April 16.—This morning's session of the M. P. Conference opened with an experience meeting led by the Rev. H. S. Johnson, following which much routine work was rushed through.

A letter from Dr. L. F. Purdman, was read, asking permission to withdraw from the conference, and his character being approved the request was granted. He will unite with the Congregationalist church. The memorial from North Baltimore Church which had been referred to a special committee, was reported on by Dr. Lewis, who said that so many weighty matters were contemplated in the memorial that the committee recommended that it be referred to the general conference delegation for consideration.

A resolution setting forth the difficulties encountered in maintaining two official publications "The Recorder" and "Methodist Protestant" recommended that the general conference delegates be requested to investigate the matter with a view to consolidating the two publications as a matter of economy.

Every effort is being made to complete the conference work by this evening when the appointments will be announced.

AN ANCHOR TO WINDWARD.

It is like "putting out an anchor to windward" to keep track of the offerings in the Want Columns. No matter how secure seem the conditions of today, it is wise to be prepared for emergencies. The call of the present and the possibilities of the future are both outlined in the Wants.

The essentials of home, money-saving, employment and prosperity form a part of the vitally interesting announcements that go to fill the Wants brimful of heart interest to hundreds who look to them for facts that they can turn to their material interest. Watch the Wants carefully.

Many Distinguished Persons Were Passengers on the Titanic When Biggest Liner Struck an Iceberg



On her maiden voyage the Titanic started with 1,500 passengers and a crew of 860. Included in the passenger list were many persons of worldwide fame. Prominent among the passengers were John Jacob Astor and his wife, formerly Miss Madeleine Force, Mr. and Mrs. Isidor Straus, W. T. Stead, the noted English editor; Major Archibald Butt and Bruce Ismay, the managing director of the White Star Line to which the Titanic belonged.

600 WOMEN AND CHILDREN AMONG THE SURVIVORS

By The United Press. CHARLESTOWN, Navy Yard Wireless Station, April 16.—"Six hundred and fifty, mostly women and children, on board the liner Carpathia, are the only ones saved from the Titanic. Others went down with ship and wreckage. Other rescue ships failed to find any more of Titanic's passengers."

LEVY COURT FAVORS THE DUPONT BOULEVARD

The New Castle County Levy Court went on record today as favoring the constitutionality of the General T. Coleman duPont boulevard.

Mr. Thompson brought the matter up at the meeting of the Levy Court today when he presented the following resolution:

Whereas, This Levy Court is in hearty sympathy with General T. C. duPont in his effort to give the people of Delaware a road from end to end of the State, and we believe, he is absolutely sincere in his proposition and that his desire is to do that which will bring the greatest good to the largest number, therefore be it

Resolved, That this Levy Court is unqualifiedly in favor of the duPont boulevard. Be it further

Resolved, That copies of this resolution be sent to the New Castle members of the Legislature and to General T. Coleman duPont.

Mr. Buckson seconded the motion to adopt the resolution and it was carried unanimously.

President Dwyer and other members of the court spoke in favor of the boulevard, believing that it would be a great benefit to the State and the people in general.

least two ships which caught it some distance east and north of Cape Cod and sent it within speaking distance of the United States wireless station here, was picked up by the navy wireless operators shortly before 5 o'clock this morning. The message was perfectly clear according to wireless operator Charles Kemper. It was twice repeated and is thought to be from an authoritative source, although it was unsigned.

The Marconi message relayed by at

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886 of Passenger List, Principally Women and Children, Saved From Sinking Ship on Way to Port Aboard Carpathia. Many of Foremost Men of Nation, Including John Jacob Astor, Believed to be Lost—White Star Line Owners Say Worst News Was Withheld Until Fact was Known—World Shocked by worst of Disasters at Sea.

Almost 1,500 persons have been drowned and a vessel valued at \$10,000,000 has been destroyed as a result of the collision of the White Star Line steamship Titanic, the largest in the world, with a submerged iceberg off the Newfoundland Banks on Sunday night.

Of the 2,538 passengers and members of the crew on board when the collision occurred, only 866, most of them women and children, are known to have been saved. It is thought that the remaining 1,492, including Colonel John Jacob Astor, head of the wealthy and distinguished Astor family in New York, have been drowned. The full extent of the loss of life will not be known until all the steamships which rushed to the rescue of the stricken liner have made their reports, either by wireless or by returning to port.

There is no question, however, that the Titanic sank approximately four hours following the collision with the iceberg, and that more than one-half of her passengers and crew were drowned. The watertight compartments that had been depended upon to keep her afloat under any emergency, failed utterly to bear out the assertion of the designers and owners of the great liner that she would remain afloat under the stress of any collision.

It was reported yesterday that all the passengers had been saved and that the Titanic, with her bow stove in, was being towed stern-first to Halifax. The civilized world was congratulating itself that the greatest maritime disaster in the history of the world had been averted when from the sea the news was flashed last night that those earlier and reassuring reports were wrong and that the Titanic had gone down, taking with her almost 1,500 of her passengers and members of her crew, including the captain and his staff of officers.

Many of the victims were prominent in social, professional and business circles in this country and abroad. Not a few of them had booked passage on the Titanic that in after life they might be able to say that they had crossed the Atlantic on the maiden voyage of the largest steamship ever built.

The lists of those saved, so far as they have been received, show that most of the survivors are women and children. That indicates that the commander of the Titanic and the other men aboard had insisted that the first show for life should be given to those who would be most helpless if the worst were to befall the ship.

The only hope for those who are not known to have been saved, is that the Allan liners, Parisian and Virginian, which were near the wrecked liner yesterday, may have succeeded in picking up others. It is not thought, however, that there is much chance of that as the Carpathia, the first to reach the scene of the wreck, has reported that when she arrived the Titanic had sunk and that the survivors were in small boats waiting to be picked up. The Carpathia is now racing with them to New York.

By The United Press. NEW YORK, April 16.—Because of the variance between the official and the unofficial reports, it was almost impossible to say definitely at 10.30 o'clock this morning just what the number of saved and lost in the Titanic disaster was.

The latest report received from the Carpathia placed the number on her at 866.

If all of the others were lost, the death list would number 1,492 as the manifest of the Titanic, telegraphed from London this morning, said there were 2,538 persons on board when the liner started.

These were the latest definite figures.

Mrs. Astor Saved. By The United Press.

At 7 o'clock this morning, the White Star line received a Marconigram from the Carpathia stating that among the survivors on board were Mrs. John Jacob Astor and maid.

In sending this word to Vincent Astor, her stepson, the agents of the line said: "We hope that we will be able before long to tell you that your father is safe."

When an explanation of this enigmatic statement was demanded the company officials said that they had nothing tangible to base it on.

"We are hoping for the best," they said.

Other Astors May Have Died.

Privately the line officials said they feared that Astor, and all of the noted men on board went down with the steamer. They could figure out no way they might have escaped.

Only 866 Survivors.

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 were all on board the Cunard liner Carpathia, which is hurrying with them toward this city. The company was receiving a list of the survivors relayed from (Continued on Page Nine.)

PRESIDENT SHOCKED OVER POSSIBLE LOSS OF MAJOR BUTT.

WASHINGTON, April 16.—Gloom prevailed in the White House today as hope went glimmering with the receipt of dispatches of the Titanic catastrophe.

President Taft, visibly touched, kept in communication with the White Star Line officials in New York, vainly endeavoring to "get a word" concerning Major Archibald Butt, his military aide and companion who it is feared, was numbered among the hundreds who went to death in the sinking of the Titanic.

C. M. HAYS SAFE.

MONTREAL, Canada, April 16.—A wireless received today says that Charles M. Hays, president of the Grand Trunk railway, is on board the Carpathia. A previous message had announced that his wife and daughter, who were fellow-passengers on the Titanic, had been saved.

WILMINGTONIAN IS SAVED.

Harry Anderson, of No. 815 Pine St., this city, is thought to be a passenger saved from the wreck of the Titanic by the Carpathia. His family and relatives in the city are not sure he sailed on the Titanic but expected him to and that name is among the saved. He was abroad for the American Car and Foundry Co. Among the passengers was Mrs. Walter B. Stephenson of Haverford, Pa. Her daughter is the wife of Arthur S. Cookman, grandson of the late Charles S. Nowland, of Wilmington.