

THIRTEEN HUNDRED DROWN

PARK TRACKS WILL GO OUT OF THE GLEN

Council Last Evening by a Vote of Seven to Five Ratifies Agreement Signed by the Board.

ARGUMENTS PRO AND CON ARE PRESENTED

Quite a Delegation of Affected Property Owners Oppose Action Taken—Legal Fight Probable.

Council, last night, by a vote of seven to five voted to take the car tracks out of the Glen and place them on Twentieth street. The meeting was attended by about four hundred interested spectators, some of whom made speeches for and against council adopting the agreement signed by the two traction companies and the board of public works, which provides that the tracks be removed from the Glen and placed on Twentieth street. When the announcement was made that the Glen track controversy was up for consideration, Mr. Kohlenbrink, a property owner, spoke for a few moments, ending by threatening, "if we can't get justice here we will take the matter higher. I give you fair warning." He objected to the tracks on Twentieth street, saying the tracks there would render the approach to that street dangerous. He called attention to the thirty-three taxpayers who had signed the remonstrance against placing of the tracks in Twentieth street.

West Side Heard From. George Shofor, west side grocer, then arose and said the people west of the river were as good as those in the east end, and asked that the desire of the residents of the west side, of whom, he stated, about seventy-five percent were in favor of removing the tracks from the Glen, be considered.

Clayton Hunt then made a speech, outlining the street car controversy in regard to the tracks in the Glen. He stated he had been one who had helped place the tracks in the Glen but that he had since seen his mistake, and wanted the city council to remove the objectionable line.

The charge was also made that the street car company had placed its tracks in the park illegally, and had recognized the fact by stipulating in the contract, that in case it was forced from the Glen it might use the east side of North Twenty-second street for its freight car line.

It was stated by both the city attorney, A. M. Gardner, and the assistant city attorney, Wilfred Jessup, that the tracks in the Glen were placed there illegally, and that only the city council had the authority to remove the tracks.

Jessup Favors Action. Attorney Jessup, who had a part in the legal squabble which arose when the tracks were first put into the Glen, spoke at great length on the traction question from start to finish. He said that Judge Macy of Winchester, to whose court the injunction case was removed from this county, in his decision, overruling the petition for injunction against the interurban company, said the tracks were placed in the park illegally but that no legal steps could be taken against the company except by the city council.

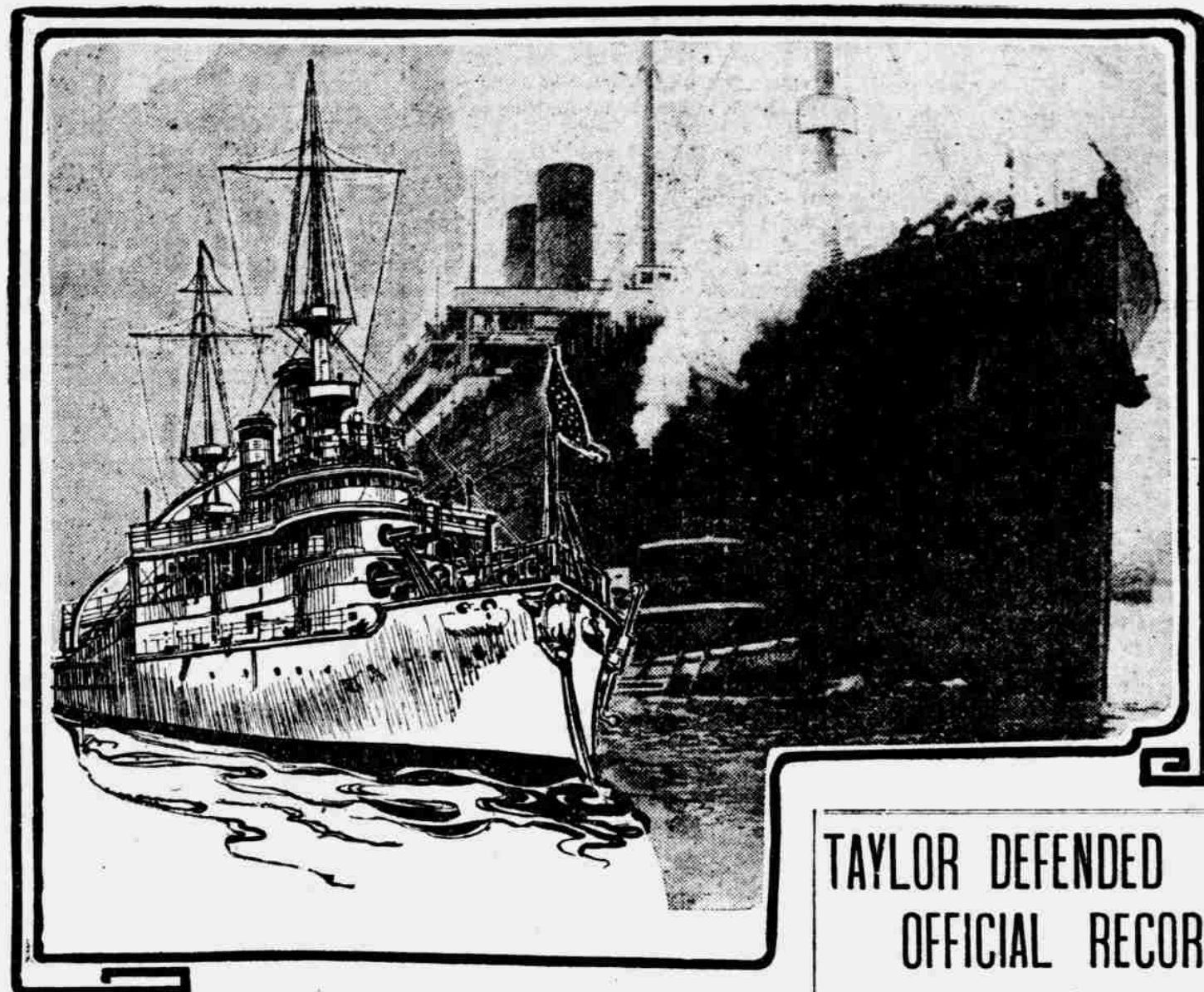
Finally the vote was taken. Those who voted for removing the T. H. I. & E. tracks from the Glen were: Councilmen Engelbert, Thatcher, Von Fein, Waidele, Weishaupt, Wessell and Williams. Those who voted against ratifying the agreement for removal of the tracks were Councilmen Bartel, Burdall, Evans, Kaufman and King.

On the reading of the second ordinance, which gave the Ohio Electric company the same rights to North Twentieth street as were given the T. H. I. and E., the vote was 8 to 4 for ratifying the agreement. Councilman King said he was in favor of taking the tracks from the Glen, but that his constituents were against it and he had voted that way, but inasmuch as his first vote had been lost for his constituents, he would vote for the agreement on the second ordinance.

THE WEATHER
STATE AND LOCAL—Cloudy and colder tonight; Wednesday fair.

HIGH SCHOOL OBSERVATORY.
Forecast for Richmond and vicinity: Cloudy tonight and Wednesday cooler. Maximum temperature 80 at 4 p. m. Monday.

Comparison of Liner and A Battleship



The above cut shows the Olympic, sister ship of the Titanic, and one of Uncle Sam's warships of about 16,000 tons displacement.

WILLIAMS RAPS AT BOARD LAST NIGHT

Councilman Says More Attention Should Be Paid to the Streets.

A "rap" at the city board of works and the street department was taken by Councilman Williams at the meeting of the city council last evening. After practically every councilman had entered complaints against conditions on some of the streets in his ward, Williams said "If I was a member of the board of works or the street commissioner of the city, I would look after these streets without councilmen having to bring the matters to my attention. The board of works members or the street commissioner can see these holes in the streets and bad conditions as well as we can."

Humps, bumps, holes, miniature bathing pools, dirt on sidewalks and bad cement walks, were all reported to the council by members. By Councilman Bartel reconsidering his vote on the appropriation for the new entrance and the cement basin at the Glen, made at the last meeting, this appropriation was passed. It provides for \$1,500 to be taken from the Chautauqua fund to be used in constructing an archway at the Glen entrance on Main street, and for a cement basin to be built to hold the channel of the branch which runs south beneath the National road east of the Main street entrance.

MEMORY OF MAYOR NOT YET FAILING

James Allen failed in his attempt to "put one past" the mayor in police court this morning when he was arraigned on the charge of public intoxication. Allen pleaded guilty to the charge set forth in the affidavit, but in the same breath declared that it was the first time he had been in police court and asked that he be permitted to go, saying that he would never violate law or ordinance again.

But Allen is known as a "regular" at the city building and a "star" boarder at the county jail.

"What, never been before me while I have been police judge," the mayor almost yelled. "Why the last time you were here I sent you down for 140 days for selling or giving liquor to a drunken man. I'll make it light this time and fine you \$1 and costs, but the next time look out for the limit."

\$300,000 FOR LEVEES

(National News Association)
WASHINGTON, April 16.—The Senate today passed the House bill appropriating \$300,000 for the purpose of maintaining and protecting against the impending flood of the levees of the Mississippi river and its tributaries.

ODD FEATURES IN RALSTON'S DEATH

Coroner Doubts if Negro Was Electrocuted—Making Investigation.

Albeit the coroner has not completed his report on the death of Frank Ralston, colored, which occurred on North Fifth street about 3:20 o'clock yesterday afternoon, it is believed that the substance of his verdict will be that death was caused by hemorrhage at the base of the brain, instead of from a shock from a charged guy wire, as was believed yesterday. Ralston was in the act of hitching a horse to a brace guy wire in front of the residence of Michael Quigley, 25 North Fifth street when he suddenly fell to the ground. He died a few minutes later. All indications pointed to his death being caused by touching the guy wire which supposedly was charged.

What was believed to be a burn on his right thumb, supposed to have been caused by touching the guy wire, is now believed to be an old blister. Line men for the Municipal Light plant and the Light-Heat and Power company tested the guy wire immediately after the accident yesterday and they declared that the wire was not charged and that Ralston could not have been electrocuted.

No Burns on Feet. Another bit of evidence which helps to destroy the first belief that the man was electrocuted is the fact that he had no burns upon his feet. However, Coroner Pierce says that although most people shocked to death while standing upon ground have burns on the soles of their feet that this does not happen in every case. He therefore has not determined the exact cause of death but he believes that everything points to death being caused by the fall, from which Ralston sustained a deep scalp wound causing hemorrhage.

Ralston with Roscoe Klayborn, also colored, drove up to the Quigley residence to complete some work for which they had been engaged. Ralston got out of the wagon and reaching up attempted to tie the hitching strap to the brace guy wire, the lowest point of which was about six feet from the ground. Hardly had he touched the wire until he felt headlong striking his head against the cement curbing. When Klayborn reached him, Ralston was still breathing but died within a few minutes.

It is said that Ralston had been drinking and that his fall was due to his alleged intoxicated condition. Whether this was the cause of the fall or not, the coroner is not positive. The coroner was called immediately and he made a hasty examination of the body. It was then removed to the morgue of Wilson, Pohlmeier and Downing, where later the coroner with assistants made a detailed examination. The body will be removed to the home, 810 North Sixteenth street, some time this afternoon.

The funeral arrangements have not been made. Ralston is survived by the widow and four children. He was employed in the street department of the city for a number of years.

TAYLOR DEFENDED OFFICIAL RECORD

Marketmaster Tells Council He Has Performed His Duties Faithfully.

Marketmaster John Taylor appeared at the meeting of the city council last evening in defense of his actions as market and weighmaster of the city. He was granted permission to address the council and spectators, about four hundred strong. Instead, he addressed his remarks to Jesse Evans, councilman, who presented the communication attacking Taylor's record as a public official, alleging he did not do his duty.

Mayor Zimmerman was dragged in to the affair. Evans put a direct question at the marketmaster, asking him who gave him permission to spend a day and a half at the Cambridge horse show. Taylor answered that the mayor had given him permission. Evans then stated that he saw it was not Taylor's fault on this one occasion but that the mayor was to blame.

After a short discussion, Councilman Thatcher moved that a committee be appointed to investigate the marketmaster's alleged neglect of duty. Councilmen Evans, King and Burdall were appointed to serve on the committee, with Evans as chairman. He stated last evening that many facts which he had not brought to the public view would be embodied in the committee's report to the council.

Because of his thoughtfulness for the welfare of the city, the taxpayers were saved about \$35 last winter for coal, Taylor explained. He stated he stayed at Shofor's livery barn because he could have a warm fire there, which was no expense to the city. There is also a telephone there, he explained, which he could use without a cent of cost to the city.

He stated he had been faithful in testing scales, saying he had tested 553 scales in the last six months. A letter, signed by seventeen gardeners, was read. They defended Taylor. They stated he has been faithful at all times, and the best man at the market house in fifteen years. He kept the market house clean, they said, and attended to his duties. They also asked the city to rent the stalls at a reasonable rate so they may be assured of a stall to go to with their produce.

Some of the signers of the statement, are men who were alleged to have been in collusion with the marketmaster in fixing the rates for market produce to be sold at the market house.

INSURANCE LOSS IN SEA TRAGEDY

(National News Association)
HARTFORD, Conn., April 16.—The loss of the Hartford Insurance company will probably exceed half a million dollars, on account of the sinking of the Titanic. In the Travelers' Insurance company it was reported that the sum involved in the passengers not accounted for would be about \$500,000. In case of death by accident while riding on a public carrier this would be doubled. In the Aetna the loss was reported as being about \$100,000. In other companies the losses are reported small.

NEBRASKA IS GOAL FOR ROOSEVELT NOW

(National News Association)
CHICAGO, April 16.—Col. Theodore Roosevelt was in Chicago for fifty minutes today. He arrived over the Pennsylvania from New York, and took the Burlington train for Hastings, Neb., where he will open his tour of that state where a preferential presidential primary will be held Saturday. The colonel spent the time here in conference with his lieutenants.

NEARLY 900 ARE SAVED BY STEAMER CARPATHIA

BOAT DISASTERS OF RECENT YEARS

Year.	Steamship.	Lives Lost.
1890—	Steamer Shanghai, burned	300
1891—	Steamer Utopia, collision	563
1892—	Steamer Nanchow, foundered	509
1893—	Warship Victoria, collision	360
1894—	Steamer Horn Head, sunk by iceberg	62
1895—	Steamer Chicora, vanished in Lake Michigan	26
1895—	Warship Reina Regina, collision	499
1895—	Steamer Colima, wrecked	171
1896—	Steamer Copernicus, sunk	152
1897—	Steamer Kapunda, foundered	300
1898—	Steamer La Bourgoigne, collision	540
1904—	Steamer Gen. Slocum, burned	958
1904—	Steamer Norge, wrecked on reef	750
1905—	Steamer Hilda, sunk	123
1906—	Steamer Valencia, foundered	119
1906—	Steamship Sirio, foundered	225
1906—	Brazilian Cruiser Aquidaban, sunk	212
1907—	Steamer Larchmont, lost	185
1907—	Steamer Hong Kong, strikes rock	130
1907—	Steamer Berlin, wrecked	125
1907—	Steamship Lakota struck a reef	Unknown
1907—	Steamship Columbia	70
1912—	Titanic	1,500

INTERVENTION IN MEXICO NOW SEEN

Important Conference Between President and Cabinet Held Today.

(National News Association)
WASHINGTON, April 16.—Intervention by the United States in Mexico looms up ominously at the White House today following the reported receipts of information that General Orozco, the rebel leader, had notified the American consul at Chihuahua that he would continue to refuse recognition of American authority and would conduct his military operations without asking the advice of the United States. This was said to be Orozco's reply to the demand of the United States that protection be given to Americans and their property in Mexico.

Secretary of War Stimson was called from the cabinet meeting by Major General Leonard Wood, chief-of-staff and after an earnest conversation in the corridor the secretary went back to the cabinet meeting. Shortly thereafter acting-secretary of state Huntington Wilson was summoned to the cabinet room. It is unusual for the assistant secretary to take part in a cabinet meeting and it is believed that a serious situation regarding Mexico has developed.

A NEIGHBORLY ROW WAS GIVEN AIRING

Alleging that Mrs. Bertha Compton struck her in a rude, insolent and angry manner, Mrs. Elsie Weiss today appeared in police court to prove charges contained in her affidavit. As explained by witnesses, both for the affiant and defendant the affair was nothing more than a family row.

Mrs. Weiss testified that Mrs. Compton called her names, and started a fight which consisted of shoving, hitting, pulling hair and the tearing of clothes. Mrs. Weiss declared that Mrs. Compton started the fight by declaring that she was going to slap Mrs. Weiss' neck.

Neither woman has seen more than twenty summers. Both are Kentuckians. The Weiss's and Compton's live in the same house at Second and Main streets. The Weiss's have the front room and the kitchen while the Compton's have the two middle rooms. In going to secure water from the hydrant to the rear of the house, it was necessary for Mrs. Compton to pass through the kitchen and this also gave room for an argument.

The trouble seems to exist only between the two women, as the husbands of both were in police court this morning and apparently were on good terms.

Official Announcement of the List of Dead And Survivors Was Made Today By the White Star Line—Believed that Nearly All the Rescued From the Titanic Were Women and Children

Horror of Sea Tragedy Growing

(National News Association)
NEW YORK, April 16.—Official announcement was made by the White Star line today that 868 survivors of the Titanic had been picked up from boats by the Cunard liner Carpathia. This would make the missing number 1,342. White Star officials said they had received positive news by wireless from the Olympic, which had delayed the aerogram from the Carpathia.

VIRGINIAN SENDS REPORT.
MONTREAL, April 16.—The total loss of life when the gigantic liner Titanic went to the bottom yesterday morning was probably 1,410. All hope that the Virginian of the Allen line had rescued any of the passengers and was headed for Halifax was ended today when the captain sent the following message to his home office here: "Virginian reached the Titanic too late. Have no survivors on board. Proceeding to Liverpool."

Captain Gambell.
There were 2,210 souls on board the Titanic, including passengers and crew. The Cunard liner Carpathia announced by wireless that she had picked up 800 survivors. This left 1,410 unaccounted for. The message from Captain Gambell dashed the hopes of those who believed the Virginian had picked up survivors from the Titanic. As the Virginian had only been 170 miles away from the scene of the disaster on Monday night it was figured she would be among the first succoring ships to reach the spot. News of the receipt of the Virginian's wireless was a blow to the White Star line officers in New York.

Maritime experts expressed belief that the Titanic had broken her back by plowing over a submerged iceberg. They pointed out that the strain probably caused the water-tight bulkhead doors to spring a leak.

VANDERBILTS IN LONDON.
LONDON, April 16.—Mr. and Mrs. Alfred G. Vanderbilt, who were reported aboard the Titanic are safe in this city. Mr. Vanderbilt said today that he could not account for the report as he had not contemplated sailing. It was also learned that Lord Ashburton was not on the Titanic either.

EN ROUTE TO NEW YORK.
NEW YORK, April 16.—Among the treacherous icebergs and amid a field of ice the Cunard liner Carpathia is proceeding toward New York today, carrying more than 800 passengers of the White Star steamship Titanic, which went down off the New Found-

land grand banks yesterday after ramming a monster iceberg. The Carpathia will arrive late Thursday or early Friday. Two wireless messages sent early today were received from Captain Rostron of the Carpathia by the Cunard line. One sent at 7:55 a. m., when the ship was in latitude 41.45 north and long. 50.25 west, read as follows: "I am proceeding to New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering the circumstances with so much ice about, concluded New York best port. Large number of icebergs and twenty mile field of ice with bergs amongst the flocks."

This message, presumably delayed in transmission was later received from the Cape Race operator today: "Wireless from Capt. Rostron steamship Carpathia, via Cape Race—Titanic struck iceberg sunk Monday 3 a. m., 41.46 north, 50.14 west. Carpathia picked up many passengers in boats. Will wire full particulars later."

A CARGO OF RICHES.
NEW YORK, April 16.—According to information received here today by Postmaster Morgan the Titanic carried 35,000 bags of mail, totaling approximately 16,000,000 pieces of mail matter. Among this, the postmaster said, were millions of dollars worth of international money orders, for the east via New York and San Francisco.

AMATEURS ARE BLAMED.
NEW YORK, April 16.—Wireless operators today attributed the confusing reports regarding the Titanic yesterday to amateurs who sent out reports that the passengers of the Titanic had all been saved. They said there was no other way to account for the reports, as they were apparently authentic aerograms.

BRAVE CREW PRAISED.
LONDON, April 16.—High tribute to the bravery of the crew of the Titanic, and the chivalrous gallantry of the men who gave precedence to women passengers when the rescue work was begun was paid by Premier Asquith in the House of Commons today, in making official announcement of the disaster. The premier read a message received by the board of trade from the White Star line, which stated that the Titanic had gone down but at least 675 had been saved. Then the premier expressed in behalf of himself and the government a deep seated admiration that the traditions of the sea had been borne out in saving those least able to care for themselves. He said the

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Col. Astor Titanic Victim?



The above cut is of Col. John Jacob Astor and his bride, who was also on the Titanic, but who, it is believed, was saved.