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X THE WEATHER. X
X WASHINGTON, D. C., April 15. X
X Following is the forecast for X
X Arkansas: Fair and cooler Tues- X
X day, Wednesday, fair. X
X XXXXXXXXXXXXXXXXXXXX

The Sentinel-Record.

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HOT SPRINGS, ARKANSAS, MONDAY MORNING, APRIL 16, 1912.

NO. 165.

GIGANTIC OCEAN LINER "TITANIC" SUNK; BELIEVED 1,500 HAVE FOUND WATERY GRAVE

Largest Vessel Ever Built Goes to Bottom After Collision With an Iceberg and Only 675 of the 2,200 on Board Have Been Accounted for by Rescuing Vessels.

Titanic Was on Maiden Voyage Across the Atlantic--Prominent and Wealthy People Included in Passenger List--Accident Occurred Off Cape Race Sunday.

New York, April 15.—The Olympic's dispatch follows:

"Carpathia reached Titanic position at daylight. Found boats and wreckage only. Titanic sank about 2:20 a.m., in 41.16 north; 50.14 west. All her boats accounted for containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner California remained and searching exact position of disaster. Loss likely total 1,800 souls."

It is believed here that this is an error unless the Titanic had more passengers on board than reported. The list as given out showed 1,310 passengers and a crew of 860, or 2,170 persons.

More than 1,500 persons, it is feared, sank to death early yesterday, when within less than four hours after she crashed into an iceberg, the mammoth White Star line steamer Titanic, bound from Liverpool to New York, on her maiden voyage, went to the bottom off the New Foundland banks. Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence, only 675 are known to have been saved. The White Star line offices in New York, while keeping up hope to the last, were free to admit that there had been "a horrible loss of life."

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the history of the world. Nearest approaching it in magnitude were the disasters to the steamer Atlantic, in 1873, when 574 lives were lost, and LaBourgnone, in 1898, with a fatality list of 571.

Should it prove that other liners, notably the Allan liners Parisian and Virginian, known to have been in the vicinity of the Titanic early yesterday, had picked up other of her passengers, the extent of the calamity would be greatly reduced. This hope still remains.

News of the sinking of the liner and the terrible loss of life in consequence came early last evening with all the greater shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition and that all her passengers had been safely taken off. The messages were mostly unofficial, however, and none came direct from the liner, so a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within 400 miles of which the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, three hours and 55 minutes after receiving her death blow, the Titanic had sunk. The news came from the steamer Carpathia, relayed by the White Star liner Olympic and revealed that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Left on the surface, however, were lifeboats from the Titanic and in them, as appears from the meager reports received up to a late hour, were some 675 survivors of the disaster. These, according to the advices, the Carpathia picked up and is now on her way with them to New York.

For the rest, the scene as the Carpathia came up, was one of desolation. All that remained of the \$10,000,000 floating palace, on which nearly 1,400 passengers had been voyaging luxuriously to the side of the Atlantic, were some bits of wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appears, hundreds of human lives.

A significant line in the Cape Race dispatch was the announcement that of those saved by the Carpathia nearly all were women and children.

Should it prove that no other vessel picked up any passengers of the sinking liner this might mean that few of the men on board had been saved, as the proportion of women and children among the passengers was large. The same facts likewise spell the doom of the entire crew of about 860.

In the cabins were 230 women and children, but it is not known how many there were among the 740 third class passengers.

In the cabins were 230 women and children, but it is not known how second cabin 79 women and eight children.

Notable persons, travelers on the Titanic, whose fate was in doubt in the lack of definite advices as to the identity of the survivors were Mr. and Mrs. John Jacob Astor, Major Archibald Butt, Charles M. Hays, president of the Grand Trunk Pacific of Canada, his wife and daughter, W. T. Stead, Benjamin Guggenheim, F. D. Millet, the artist, and J. G. Widener of Philadelphia, Mr. and Mrs. Isidore Straus, J. B. Thayer, vice president of the Pennsylvania railway, J. Bruce Ismay, Henry B. Harris, the theatrical manager, and Mrs. Colonel Washington Roebling, of Washington.

A ray of hope appeared shortly before 11 o'clock last night, in a message to New York from the operator at the Marconi wireless station at Sable Island, near the scene of the disaster. Answering an inquiry regarding the delivery of wireless messages to the passengers on the Titanic, the operator reported it was difficult to deliver them, "as the passengers are believed to be dispersed among several vessels."

Even this faint indication that other vessels than the Carpathia had picked up survivors of the Titanic was eagerly seized upon by thousands of relatives and friends of those who had started on her for this country.

While the fate of the majority of the 2,100 persons on board the mammoth White Star liner Titanic, which sank early yesterday near the New Foundland 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 came from the ocean ways 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 passengers, mostly women and children, were being brought to port by the Cunarder Carpathia. Other messages later brought confirmation.

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 possible, practically all of these saved were passengers it would appear that all but approximately 450 of the vessel's passengers are unaccounted for. A partial list of the survivors received from the Car-

pathia's list includes the names of many women of prominence who were on the steamer.

After the first desperate calls of the Titanic for help had been flashed through space and brought steamers for hundreds of miles around, speeding to the scene, what seems to have been impenetrable walls of silence, was raised between her and the anxious world. The giant liner, so far as last night's advices appear, went to her fate without so much as a whisper of what must have been the scenes of terrible tragedy enacted on her decks.

PARTICULARS OF DISASTER COME GRUDGINGLY.

New York, April 15.—The following statement was given out at the White Star offices:

"Captain Haddock of the Olympic sends a wireless message to the White Star offices here that the steamer Titanic sank at 2:20 a.m., after all passengers and crew had been lowered to lifeboats and transferred to the Virginian. The steamship Carpathia, with several hundred passengers of the Titanic, is now en route to New York.

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 attitude led to the belief that the message intimated a loss of life, which the company desired to confirm before spreading alarm.

Mr. Franklin said Captain Haddock's message was very brief and neglected to say that all the crew had been saved. It said the Carpathia had six or seven hundred of the Titanic's passengers aboard, including all of the first cabin, and that the vessel should reach New York Friday morning. No information had been received from the Virginian or Parisian at the White Star line offices, although it was said to be "known that many of the Titanic's passengers were on those vessels."

President Franklin said he had cancelled arrangements for the special trains which they had planned to send to Halifax to bring the rescued passengers to this city by rail and it was believed the boats which had the Titanic passengers aboard would steam direct for New York.

The message received from Captain Haddock as made public by Mr. Franklin, reads:

"At 2:20 a.m., Titanic foundered, Carpathia proceeding to New York with passengers."

There was reason to believe, however, that the message was much longer than the above. 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."

Vice President Franklin at 8:40 o'clock conceded that there had been a "horrible loss of life," in the Titanic disaster. He said he had no information to disprove the Associated Press report from Cape Race to the effect that only 675 of the passengers and crew had been rescued.

He said the monetary loss could not be estimated tonight, although he intimated it would run into the millions. We can replace the money, he added, "but not the lives. It is horrible." Mr. Franklin continued:

"As far as we know, it has been rumored from Halifax that three steamers have passengers on board, namely the Virginian, the Carpathia and Parisian. Now we heard from Captain Haddock that the Titanic sank at 2:30 this morning. We have also learned from him that the Carpathia had 675 survivors on board. It is very difficult to learn if the Virginian and the Parisian have any survivors on board. We have asked Captain Haddock and our agent at Halifax to ascertain if there are any passengers aboard the two steamships.

"We very much fear, however, there has been a great loss of life, but it is impossible for us to give further particulars until we have heard from the Parisian and Virginian. We have no information that there are any passengers aboard these two steamships."

Mr. Franklin said there was a sufficient number of lifeboats to take all the passengers from the Titanic. He said he had been confident today when he made the statement that "the Titanic was unsinkable" that the steamship was safe and that there would be no loss of life. The first definite news received in the message from Captain Haddock, he said, and was given to the Associated Press at once.

The White Star line officers had endeavored vainly from 8 o'clock up till 11 p.m. to get further word from the Olympic about the Titanic. Vice President Franklin said at 11 o'clock they were still hopeful of getting another message tonight.

The company also was trying to get into wireless communication with the Carpathia and filed a message asking that if possible the complete list of the names of the 675 survivors said to be on board the Carpathia be sent by wireless.

Such a list Vice President Franklin believes to be of the utmost importance as hope was waning among the White Star line officials tonight that any others than these 675 persons had survived.

Amidst confusion at the offices the situation was studied as calmly as possible. Mr. Franklin figures that the Virginian and Parisian could hardly have reached the scene of the disaster in time to have been of assistance. When the Virginian first reported catching the "C. Q. T." signals, he said she was not likely to be able to reach the Titanic before 10 a.m., today. That would have been nearly eight hours after the Titanic sank. It was equally doubtful that the Parisian could have reached the scene in time.

Mr. Franklin said that from his knowledge of Captain Smith's gallantry and heroism on other occasions, the veteran navigator must have stuck to his bridge and gone down to his death.

There was discussion as to whether all the male passengers had sacrificed opportunity to save themselves by giving women and children the first chance at the boats.

"There is no rule of the sea," said Franklin, "which requires such a sacrifice. It is a rule of courtesy on land as well as sea that gallant men have often observed in time of disaster."

The White Star line officers figured from their data that the Olympic was 40 miles from the scene of the Titanic's sinking when she sent the news of it at 7 o'clock tonight. At that hour the Carpathia was estimated to be 1,080 miles east of Sandy Hook.

GREAT WEALTH ON BOARD BIG LINER.

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. A rough estimate of the total wealth represented in the first-class passenger list would reach over half a million dollars.

The wealthiest of the list is Colonel John Jacob Astor, 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 Force, to whom he was married in Providence, on September 9, 1911.

Benjamin Guggenheim, probably next in financial importance, is the fifth of the seven sons of Meyer Guggenheim, who founded the American Smelting and Refining company, and is a director of many corporations. His fortune is estimated at \$95,000,000.

George D. Widener is the son of P. A. B. Widener, the Philadelphia "traction king," whose fortune is estimated at \$50,000,000, and others whose wealth ranges from \$25,000,000 to \$50,000,000.

R. E. L. MAXEY IS ARRESTED

SAID TO HAVE IDENTIFIED HENRY COPELAND IN SECURING FRAUDULENT INSURANCE.

Copeland, Who Was Supposed to Have Been "Dead," Is in Jail at Little Rock and Is Said to Have Confessed.

R. E. L. Maxey, a former attorney of this city, is under arrest in Pittsburgh on a government charge of using the mails to defraud, and Henry Copeland, another former citizen, is in the federal jail at Little Rock as a very likely prisoner, after, it is said, an insurance company operating here had paid out a \$3,000 life policy under the misapprehension that he was dead and buried in this city.

Maxey practiced law in the courts here for about five years, coming from Stone county. Copeland was a mechanic, and lived near this city with his wife. The wife "died" and an insurance policy is said to have been paid on her body, and some time later Copeland "died" and insurance was paid on him.

Copeland is now in jail at Little Rock, where advices are received that he has told the whole story in a confession to the government men who worked on the case.

Maxey and Copeland have both been indicted by a federal grand jury, it is stated, and Maxey will be brought back here for trial.

Postoffice Inspector Pierce worked on the case, and left Little Rock last Saturday for Pittsburgh to arrest Maxey. The information was kept secret until after this arrest. Postmaster Fred E. Johnson of this city may be called on to go to Pittsburgh to identify Maxey.

A dispatch from Pittsburgh last night stated that Maxey had claimed it was a case of mistaken identity against him, and he had made a bond in the sum of \$5,000 for his temporary release.

According to the story as told to the federal jury on which the arrest was ordered, Copeland and his wife had resided in this county, and were members of an organization which carried an insurance side line. The wife died and a policy was paid on her. Later Copeland was supposed to have died, and his policy was collected.

The story recited that Copeland himself, together with Maxey, furnished the proof of death against Copeland. The original affidavit of death was taken before Justice of the Peace Joe Alford, who, it is stated, did not know the identity of Copeland, but was informed of Copeland's death, and that Maxey, in company with Copeland, but who was supposed to be another, visited this justice of the peace and made the affidavits necessary to secure the proof of death to collect the money.

At the court house it is stated that Maxey accompanied Copeland, when action was necessary there, and that the two were together during the whole of the period.

According to the story which Copeland has related, there was a concocted plan to defraud the company. Copeland was to be the principal, and because of his isolated residence, and the fact that he was not prominent in affairs among men, and not widely acquainted, he was enabled to disappear without attracting considerable attention.

The lodge supposed to have been the victim of the fraud was the Royal Highlanders, lodge in which both men and women have the privilege of insurance policies. It is stated that the lodge paid out \$3,000 in this instance on the fraud which is charged in the indictment.

Copeland Is Sentenced.

Little Rock, Ark., April 15.—Robert E. L. Maxey, who was arrested in Pittsburgh today, is an attorney of Hot Springs, Ark.

Local federal officials say that Maxey and Henry and Mary Copeland, also of Hot Springs, have been indicted by the federal grand jury on a charge of using the mails to defraud the Royal Highlanders, an insurance organization of Aurora, Neb., out of \$5,000.

The federal officials say that Copeland confessed that he collected in-

terest on his life while he was yet alive and that Maxey then collected insurance on Copeland's life.

Copeland is in the county jail here awaiting a sentence of 15 months in the penitentiary at Fort Leavenworth.

ROCK ISLAND WRECK.

Pueblo, Col., April 15.—Nineteen passengers were injured, several of them seriously, when the Pueblo section of the Rocky Mountain Limited of the Rock Island was derailed this afternoon at Cuba, 11 miles north of here.

The accident was caused by a broken angle bar on a switch. The engine and mail car crossed over safely, but the day coach was overturned and a sleeper partly derailed. All the injured passengers were in the day coach.

INTERVENTION TALK.

America Demands More Respectful Treatment From Mexico.

Washington, April 15.—Although there was a conspicuous revival of intervention talk throughout the national capital today as a result of this government's warning to Mexico, demanding more respectful treatment of Americans and their interests, Acting Secretary Huntington Wilson, of the state department, reiterated that nothing was "more remote" than American intervention in Mexico.

State department officials expect to hear tomorrow how the communications setting forth the American attitude were received by the Mexican government and the revolutionary leaders.

The Mexican embassy was non-committal on the subject. Other sources in close touch with the Mexican capital declared Madero would receive the American demands.

THEATER IMPROVEMENT.

Manager Head Contemplates Lease of Auditorium and a New Entrance.

That the Auditorium theater in this city will be materially remodeled and made much more presentable and comfortable, is the probability ahead if J. Frank Head and the board of public affairs can agree on a new five-year contract of lease.

At the present time the original 10-year lease the theater is under contract of J. S. Brigham, former partner of Mr. Head, has two more years to run. Mr. Head is about to purchase that two years of lease, and to contract with the city for another five-years ahead, in which event he will make a new entrance from the corner, using part of the office of mayor, making stone steps leading directly to the theater property.

Of course the proposal is for increased rental for the city, and the council last night authorized Mayor Waters and the board of public affairs to make such a contract with Mr. Head as they deemed best and it would have the approval of the city council.

RENEW CONSTITUTIONAL VOWS.

President Taft Talks to Daughters of American Revolution.

Washington, April 15.—President Taft told the Daughters of the American Revolution, whom he today welcomed to their annual convention here, that the time had come to take down "our copies of the constitution and of the history of the growth of our institutions, and to renew our vows to the principles embodied in our governmental structure."

"The time has come," he continued, "to insist that these principles should not be departed from but that they shall be maintained in their vitalizing force to continue our pursuit of happiness and the guarantees of our institutions for the maintenance of liberty regulated by laws."

Mrs. Matthew T. Scott, president-general of the Daughters, in her annual address, made a broad declaration that the daughters should enter on a wider field of work.

Other speeches at today's session were by Professor William Libbey of Princeton university, secretary of the sons of the Revolution, and Dr. Moses G. Parker, president-general of the Sons of the American Revolution, who congratulated the Daughters upon their work, and Mrs. C. W. Fairbanks, a former president-general of the society.

13 COUNTIES ARE FLOODED

DISASTROUS PORTION OF MISSISSIPPI FLOOD TRANSFERRED TO LOUISIANA NOW.

Fifty to Seventy-five Thousand Persons Are Rendered Homeless by the Torrent—Other Breaks Are Feared and Aid Is Sent.

New Orleans, La., April 15.—Parts of the 13 parishes in northeastern Louisiana today are feeling a deluge unparalleled in the history of disastrous floods of the lower Mississippi valley. Numerous small towns in East Carroll and Madison parishes already are wiped out, vast stretches of valley lands are covered by from six to 20 feet of water and a wall of the devastating flood waters 20 feet high and more than a mile in width is rushing through the great Dog Tail crevasse, near Lasatla, La.

Already thousands are homeless and destitute. What will be the toll when the waters from the Panther Forest and Red Fork crevasses, in Arkansas, join their destructive forces with the sea of water pouring through the Dog Tail breach no one can say. Parts of 13 Louisiana parishes, and two Arkansas counties will be under water and a conservative estimate is that the homeless in that territory will total at least 50,000, maybe 75,000.

No human agency can check the rushing waters before they have reached the Red river, which means that a large per cent of a territory 160 miles in length and from eight to 65 miles in breadth will be inundated.

No further breaks are feared in levees of the Mississippi today, but at many points the flood waters already have exceeded the previous record stage and United States engineers and state levee boards from Vicksburg south are working desperately against great odds.

To add to the alarming situation a veritable cloudburst in the Texas basin of North Louisiana today gave forth from four to six inches of rainfall in the brief space of 10 hours. High winds, accompanied the rain and made more difficult the work of rescue in the overflowed district and almost hopeless efforts of some to save their few remaining chattels.

Relief work is centered at Vicksburg, Miss., where already hundreds of homeless and destitute people from quartered.

Governor Brewer of Mississippi has sent tents and supplies there for the unfortunates, and yesterday Governor Sanders of Louisiana ordered tents and bedding sent to the Mississippi city. Large supplies of tents also are en route to Vicksburg from federal authorities in St. Louis.

Although a number of negroes are reported missing, no verified reports of loss of life had been received up to last night. The live stock loss is enormous and the property damage in the territory under water and that yet in the path of the unrestrained torrents will total several million of dollars.

A New Levee Danger.

Baton Rouge, La., April 15.—A telephone message received here early tonight from Morganza, 35 miles north of Baton Rouge, on the west side of the Mississippi river, stated the levee there is cracking and giving badly and that water was coming through on the side.

Every effort is being made to hold the levee, which is on the lower side of a sharp bend. If a crevasse should occur there, it would flood the richest farming territory along the river in South Louisiana.

Government Aid Sent.

New Orleans, La., April 15.—The reported threatened condition of the levee at Morganza was confirmed in a report received at the office of Captain C. O. Sherrill, chief of the United States engineering corps, in charge of the work of the fourth levee district.

Captain Sherrill immediately telephoned J. H. Lewis Jr., United States engineer, now at Bayou Sara, to go to Morganza on the tug Manohac, with laborers and supplies. Bayou Sara is only 15 miles from the point of danger.