

# Pine Bluff Daily Graphic.

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## SORROWS AND JOYS MINGLE TOGETHER

Great Anxiety Over Fate of  
Passengers of Titanic in  
New York.

ONLY 350 NAMES IN

Women Reported Among Survivors  
But Husbands Unheard From  
—Pitiful Scenes.

New York, April 16.—The parents of a score of bridal couples who had sailed from the other side on the Titanic are among those who have thronged lower Broadway all day, but there was absolutely no news for anyone. Eight hundred persons are reported on their way to New York on the Carpathia and in thirty-six hours only 350 names of survivors have been received.

A pale little man who has bitten lips so that blood ran down his chin, struggled through the crowd to ask about the fate of his brother, W. Marvin, who was on his honeymoon with his bride. Mrs. Marvin's name was on the list but not that of her husband. The little man shrieked and fell and was carried to the street.

Pacing up and down the street in front of the White Star offices to night was Nathan Bivader, a prominent New York lawyer, waiting for news of the fate of his brother-in-law, William H. Dodge, city assessor of San Francisco. Mrs. Dodge and her son have been reported safe. Mr. Dodge was lost.

**Wild From Grief.**  
Mrs. Benjamin Guggenheim, wife of the millionaire, when informed by Daniel Guggenheim that her husband's name was not on the list, cried out:

"You must do something," she cried as she rushed at the clerk. "It's a crime, it's a shame." She fell in a faint in front of the information desk.

Two weeping women inquired in vain for word of Jonker Reachtin, a director of the Holland-American Line. A Mrs. Budd, of Newark, N. J., when informed that her sister, Mrs. H. E. Stengel, of Newark, was safe, she pitched forward into a swoon as she was descending the steps to Broadway and was badly bruised about the face.

**Taft Makes Inquiry.**

Gradually names of the rescued began to come through by wireless via Cape Race from the Carpathia, and were posted in the company's offices. There were some who scanned the lists and turned away with faces showing hopes realized, but the many who came were disappointed and grief stricken. A squad of police and an extra force of clerks were called to take care of the inquiries. Repeated calls were made for information relative to the fate of Major Archibald Butt, President Taft's military aide, who is returning from a visit abroad. President Taft telegraphed the company early in the day and was promised immediate word if anything of a definite nature regarding Major Butt was received.

**Mrs. Astor Survives.**

Vincent Astor, son of Col. John Jacob Astor, remained up through the night, trying to learn the fate of his father. Word came that Mrs. John Jacob Astor, his stepmother and

her maid, were safe aboard the Carpathia.

Members of the Guggenheim and Strauss families had representatives at the White Star Line offices in anticipation of receipt of some definite word concerning Isidor Strauss and Benjamin Guggenheim, who were among the prominent passengers. Those names were not in the survivors' lists received up to 8:30 o'clock. Henry B. Harris Missing.

Numerous inquiries were received regarding the fate of Henry B. Harris, the theatrical manager, and his wife. The list showed that Mrs. Harris had been saved, but no word came regarding her husband.

Vice President Franklin of the International Mercantile Marine said today that he had heard that the Carpathia would arrive here on Thursday evening and that his information was that there were 675 survivors of the Titanic on board. Mr. Franklin said he did not expect to receive any further wireless messages from the Olympic on this side of the Atlantic, and that steamship would soon be in position to send all his wireless reports to the London office.

**Philadelphia Anxious.**

Long distance telephone calls came from Philadelphia throughout the night inquiring for the many society folks from that city aboard the Titanic. The name of Mrs. George C. Widener was posted as among those on board the Carpathia. The names of her husband and son, Harry Elkins Widener, did not appear among those saved.

Vice President Franklin this morning tried to get in communication with Montreal and seaboard for any information that was likely to be sent by wireless.

"Nothing more has been received," said Mr. Franklin, "since the list of passengers was given out. I am trying to get Montreal on the telephone to try to find out where the Virginian is. She could hardly be returning to this side unless she had some of the Titanic's passengers aboard."

It was stated at the White Star offices that President Taft had sent a number of dispatches to Halifax, inquiring about the safety of Major Butt.

**Revised List of Survivors.**

Cape Race, New Foundland, April 16.—Following is a revised list of the first-class passenger survivors of the Titanic on board the Carpathia bound for New York:

Harry Anderson, Mrs. E. Appleton, A. H. Barkworth, Georgia Brayton, Earl H. Behr, Henry Blank, Miss B. C. Bowen, Mrs. J. H. Brown, E. P. Calderhead, Mrs. J. W. Cardeza, Mrs. Lucille Carter, Master William Carter, Mrs. E. W. Favendish and maid, Mr. and Mrs. M. C. Chambers, Mrs. Crosby, Mr. and Mrs. A. A. Dick, J. I. Flynn, Dr. and Mrs. Frauenthal, Mrs. Leon Gibson, Sir and Lady Cosma Duff Gordon, Miss Lee G. Greenfield, Mr. and Mrs. George A. Harper, Mrs. Charles M. Hays and daughter, Mrs. F. G. Crosby, Mrs. DeVilliers, Mrs. Whittier Douglass, Miss Alice Fortune, Mrs. J. Furtelle, Miss Ella Goldenberg, Miss Margaret E. Graham, Henry J. Hawkesford, Miss Jean Hippach, Mr. and Mrs. Fred M. Holt, Mrs. A. F. Leader, Miss Mary B. Lines, Miss G. A. Hall, Mrs. D. W. Marvine, Miss Daisy Minnahan, Miss M. Newell, E. C. Ostby, Mr. Formond, Mrs. Thomas Cotter Jr., Mrs. Edward S. Roberts, Miss Edith Rosenbaum, Countess of Rothes, Abraham Salaman, Frederick Seward, Colonel Alfonso Simonius, Mr. and Mrs. John Snyder, Dr. Max Stapeline, Mrs. George M. Stone, Miss E. W. Allen, Mrs. John Jacob Astor and maid, Mrs. James Baxter, Mr. and Mrs. R. T. Beckwith, Mr. and Mrs. D. H. Bishop, Miss Caroline Bonnell, Miss Ellice Bowerman, Mrs. J. Brown, Mrs. Churchill Carcell, Thomas Cardeza, Mrs. William E. Carter, Howard C. Case, Mrs. H. F. Chaffee, Paul Shevre, Mrs. Thornton Davidson, Mr. Frederick Douglass, Mrs. Lucille Fortune, Miss Margaret Frolcher, Mrs. Samuel Goldenberg, Mr. Graham, Mrs. Lillian Graham, Mrs. Henry S. Harper, Mrs. Gladys Cherry, Robert W. Daniel, Mr. and Mrs. Washington Dodge and son, Mrs. Mark Fortune, Mr. and Mrs. T. G. Frauenthal, Miss Dorothy Gibson, Colonel Archibald Gracie, William B. Greenfield, Henry S. Harper and man servant, Mrs. Henry B. Harris, Mrs. John C. Hodgeboom, J. B. Ismay, Mrs. Ernest Lines, Miss G. F. Longley, Pierre Marshall, Mrs. W. E. Minnahan, Miss Madeline Newell, Miss Helen Newsome, Miss Helen Rostby, Major Arthur Puechen, Mrs.

## WIRELESS REPORTS 309 SURVIVORS

That 1,400 or 1,600 Perished  
When the Giant Liner Ti-  
tanic Went Down.

CARPATHIA IS COMING

Steamer With Its Few Survivors May  
Reach New York Tomorrow—  
Without Clothing.

\*\*\*\*\*  
STILL SEARCHING  
FOR SURVIVORS  
\*\*\*\*\*

Halifax, N. S., April 16.—The White Star Line has sent from here to sea a steamer to search the ocean in the vicinity of the gigantic disaster for bodies of the victims.

New York, April 16.—At least 1,400 and 1,600 persons perished when the giant liner Titanic dove to the bottom of the Atlantic ocean five hundred miles off Cape Race at 2:20 o'clock Monday morning.

These figures represent the minimum and maximum of the estimate of loss of life made here at a late hour tonight by newspapers, the officials of the White Star Line and of other steamship companies and by independent agencies.

A revised and corrected list of the survivors, received by wireless from the liner Carpathia, which is bringing the survivors to this port, contains only 309 names. This fact has caused great anxiety among those besieging the steamship and newspaper offices as earlier reports led to the belief that many more first and second cabin passengers than that number had been saved.

This, to the score of grief stricken relatives and friends of those who sailed on the Titanic last Wednesday, only this one bit of definite news is available tonight.

**Carpathia Nears New York.**

The Steamer Carpathia, carrying the survivors, will reach port Thursday night or Friday morning. Her captain reports that she is making all speed possible and at a late hour asked that special docking arrangements be made. All these arrangements have been completed. Orders have been received from Washington to waive all customs regulations, and similarly the port officers will not detain the ship at Quarantine. The Carpathia will be given right of way over all other ships bound in and will proceed directly to her docks at the Cunard Pier.

The Carpathia at 10:15 tonight was reported under high speed about 500 miles from New York. She will be met by the scout cruiser Chester, commanded by Benton C. Decker, now at Newport.

The Navy Department tonight ordered the Chester to get in wireless communication with the Carpathia and proceed towards her with all possible speed. The Chester, which has an excellent wireless station on board, will attempt to disseminate press reports for the newspapers.

From what can be learned tonight many of those who came through the scenes of the wreck are in a pitiful state. Most of them had retired and were forced to leave the vessel in their night garments. Then for eight hours they were buffeted about in the sea of ice. Exposed to the icy

blasts of the ocean, they drifted in the small life boats and saw the great ocean palace, with its wonderful illumination, slowly sink, carrying with it husbands, fathers, brothers and sweethearts to whom they had said a hasty farewell.

**Describe the Scene.**

Officials of the White Star Line today described what happened when the vessel struck the submerged iceberg from their intimate knowledge of Captain Smith and the man they knew him to be.

When the ship struck, stopped and vibrated with the terrific pounding of her engines, such engines that were powerless in a path obstructed by nature, Captain Smith's first thought was for the safety of the human lives entrusted to his care. He immediately ordered all hands on deck. That all did not answer the summons, that many of those occupying forward cabins were killed by the impact, is regarded as certain.

Then followed moments of fearful terror. Half clad men and women, too frightened and stunned probably to cry out, clinging to each other and shrinking from the spectacle of the towering sceptre-like iceberg above them, the grinding of steel props of the entrapped monster as the reversed engines throbbed frantically to extricate her.

But the crew, if the men performed true to the records which recommended them for service on the Titanic, adhered to the commands of their commander, who stood his place on the bridge, took their places at the rail to guard against all attempts to escape. When it was seen that the vessel might sink the order came to lower the life boats. There was no time to get warm wraps, no time to collect valuables, scarcely time for the pitiful farewell.

**"Women First."**

It was unnecessary to invoke the unwritten law of the sea of "women first" if men acted in this crisis as he have done from time to time on land and sea. Women and children were taken from husbands and fathers, placed in the boats and then lowered over the towering sides of the ship into the darkness, with only men enough among them to command the crafts.

What deeds of heroism were enacted in this hour of peril will never be known, some of them will be told when the few eye witnesses of some of them are brought home by the Carpathia. How long the boats drifted in the open sea before the Titanic took her fatal plunge cannot be conjectured. Indeed it is not certain that she sank while the crew was engaged in lowering the lifeboats.

Then came the Parison, the Virginian, the Baltic and the Olympic, but all were too late to prevent the appalling wreck. Nature had chosen to mock man's boast of conquest and achieve her purpose.

**No Information.**

Halifax, N. S., April 16.—Every possible source of information which might throw light upon the fate of the twelve or fifteen hundred souls of the lost Titanic complement of passengers and crew yet unaccounted for was tapped today without result.

**PARDONED SO HE**

**CAN TESTIFY**

Little Rock, April 16.—The Governor on Tuesday pardoned Elbert Sams of Ouachita county, to restore citizenship so that he may be permitted to testify in a whiskey case at Clarendon. He was convicted in Ouachita county of assault to kill in April 1909, and sentenced to one year which he served.

Mrs. A. M. Green has returned to her home in Texarkana, after a visit here with Mrs. W. N. Mullins.

## WATERS RISING AT LAKE VILLAGE

Inhabitants of Little Town  
and Refugees in Serious  
Predictment.

MANY WERE RESCUED

Business in Inundated Section at a  
Standstill—Heavy Rains  
Swell the Flood.

(By W. H. ADAMS).

The 2,000 citizens of Lake Village, together with the 1,000 refugees from surrounding farms and villages, all of whom are cooped up in the second stories, on the roofs and in the few buildings that as yet have not been made uninhabitable by the flood, which is gradually rising to a height that is merely conjectural, are making the best of their serious predicament and are calmly and patiently awaiting the passing of the high tide, the waters of which have laid waste hundreds of acres of rice farm lands, drowned thousands of head of stock, carried away hundreds of homes, made unfit for occupancy a larger number and probably drowned a number of residents within a radius of fifteen miles of the water soaked little city.

In spite of their misfortune the people are optimistic, in a sense, due to the fact that the government and several cities have responded to their call for aid and to the satisfaction that they have rescued many people living in isolated places from a watery grave or starvation.

At Montrose, about thirteen miles due west from Lake Village, the water is within 200 yards of the tracks of the main line of the Iron Mountain, and if the rise continues as yesterday, eight inches, the railroad may be forced to stop traffic between Little Rock and Louisiana points. W. T. Cone, a prominent merchant and farmer of Montrose, stated yesterday that he had lost about two hundred head of cattle, and other farmers near that town had suffered the loss of numerous heads of live stock. It is estimated by Mr. Cone, that at least 1,000 head of live stock have perished in the waters. The farmers have shipped the remainder of their herds to Portland, several miles south, which is several feet higher and which, perhaps, the flood will not envelop.

At Blissville the light plant was forced to shut down because it was impossible to obtain fuel for the boilers, and it is reported that the Bliss-Cook Lumber Company, is running at a very limited capacity for the same reason.

Dermott is unscathed so far but the residents of that town are apprehensive of the levee at Red Fork, on the Arkansas river. The very heavy rains of the past several days have transformed all bayous and small creeks, that empty into the Arkansas river above the levee at Red Fork. Should this levee give way it is feared that Dermott will be inundated.

The safety of towns as far north on the Iron Mountain as Winchester hinge on the holding of the Red Fork levee, and if the levee does give way more territory will be flooded in Southeast Arkansas than has ever been before in history. Deepened by the heavy precipitation of the past week, Amos Bayou, a tributary of the Arkansas, has overflowed its banks and hundreds of acres of farm land, much of which had been planted, is inundated or so wet that seed has rotted.

McDehee is likely to escape the waters though back water which came through the break in the St.

**TODAY**  
—at the Fountain—  
BISQUE ICE CREAM,  
CHOCOLATE ICE CREAM,  
VANILLA ICE CREAM,  
ORANGE AND PINEAPPLE

**SHERBERTS**

Talcum Powder season is here—Come in and buy some odd and end at way down prices.

**CITIZENS DRUG STORE**  
"We Deliver It Quicker."

Francis levee is said to be within one-half mile of town.

Added to the terror of the rising flood are the heavy and incessant rains which make the conditions much more deplorable. The work of transporting provisions and making rescues is being done in a constant downpour and even as far north as within a few miles of Pine Bluff the cotton and corn fields are almost covered by water from recent rains. Not a small per cent of the damage to agriculture in the southeastern part of the state will be due to the heavy rains.

**FLOOD POSTPONES MEETING**

Dermott, Ark., April 16.—As a result of the big flood that now covers practically all of this state and which has stopped traffic on all the branch lines of the Iron Mountain railroad, the meeting of the South-eastern Athletic and Literary Association which was to have been held here on April 19, has been postponed 30 days.

## FLOOD SITUATION IS UNCHANGED

Levees Holding at Osceola  
and Luxora and Helena is  
Considered Safe.

**THE RIVER IS FALLING**

Levee at Marganza, La., Gives Some  
Alarm But Determined Fight  
Being Made to Hold It.

Memph, Tenn., April 15.—According to telephone messages and telegrams received here the flood situation is unchanged. The levees are holding. No serious breaks are anticipated in this locality.

The levee at Morganza, La., thirty-five miles north of Baton Rouge, was reported caving and cracking at a late hour Monday night; every effort is being made to hold the levee. In the event it should break the richest farming lands in South Louisiana would be flooded.

Telegram received by Major Smith Tuesday morning state that the situation at Osceola, Arkansas, is in hand.

Luxora, Arkansas, reports that the situation is well in hand. The river fell four-tenths of a foot at Luxora within the past 24 hours. The river is rising slightly at Helena, Arkansas, having risen one-tenth of a foot in the past 24 hours, making a stage of 53.8 feet. No danger of break or loss of life is anticipated.

**Militia To Jonesboro**

Little Rock, April 16.—While some of the gauges report the river falling the flood situation is not greatly improved in Eastern Arkansas according to advices received by Governor Donaghey. Tuesday he directed the Black Rock militia company to proceed to Jonesboro to take charge of the great army of negro refugees. He received a telegram from President O. N. Killough of the St. Francis Levee District, to the effect that there was a slight fall perceptible in the river above Memphis, and adding:

"This will close the series of daily bulletins unless something more develops. It is believed that no further disasters will occur in this district. Our entire attention is now directed towards caring for the flood sufferers. This board extends the deepest thanks for the unflinching support of the cities of the district in the battle with the unprecedented flood. To the railroads and telegraph and telephone lines is also extended sincere thanks. We are now calling on the government for assistance and closing the gaps to keep out the water from the usual June rise."

**NOTICE !**

I desire to notify my friends and the public at large that I am now with the Reap-Crawford Furniture Co., and we are carrying a full line of Draperies and Floor Coverings. I will be pleased to see you at any time. Also we manufacture awnings and have a large range of patterns to select from.

F. CASON

## WHY NICHOLS GOT A REPRIEVE

Gov. Donaghey Preferred to  
Wait For Decision of the  
Supreme Court.

ON COURT SESSION

Decision in the Rhea Case Will De-  
cide Whether Term of Court  
Was Legal or Illegal.

It developed yesterday that Governor Donaghey's main reason for granting a thirty day respite to W. T. Nichols, the convicted wife murderer of Jefferson county, who was under death sentence to hang on May 3, was to wait the decision of the Rhea case, which was tried at the same term of the Jefferson circuit court.

This term of court was held under a special act and the attorneys are now waiting to see if the act was valid. If the Supreme Court holds that the act was invalid the decision will mean that practically every case case tried at the last October term of the Jefferson circuit court will go for naught.

If the decision of the higher court is to the effect that the act is not valid or was not valid at the time that Nichols was convicted then the case will present a different aspect.

Governor Donaghey stated Monday that he would pass upon the petition and also grant the respite, but he would grant the respite and wait and pass upon the petition later, so the attorneys choose the former. The governor stated however, that the decision of the Supreme Court would not necessarily affect his verdict on the case.

Nichols was convicted October 20, 1911, and sentenced to be hanged on January 5. The case was appealed to the supreme court and the decision of the lower court was affirmed on February 5. The governor then set the date for Nichols' execution as May 3. When granting the thirty-day respite to Nichols it was discovered that the day for the execution would then be Sunday, June 2, but Governor Donaghey stated that under the law the execution would go over until Monday, June 3.

It is expected that the Rhea case will be decided at an early date by the Supreme Court and then the matter of commutation will be taken up before the governor again.

Nichols was represented by Attorney J. M. Shaw and Judge James Gould. They went to Little Rock with the idea of asking the governor to commute the death sentence of Nichols to that of life imprisonment, but instead asked him to grant a respite of thirty days. The attorneys took petitions bearing 982 signatures from citizens in Ouachita, Lincoln, Drew and Jefferson Counties, but these petitions were not considered by the governor, but will be later on.

**GOOD OLD SPRING TIME HAS  
ARRIVED**

and now is the time to plant your garden and farm. We have the largest and best selected garden and field seeds that we have ever had. We carry from ten to fifteen thousand and mammoth size paper seeds and nearly everything in bulk seeds. All kinds of fancy seed corn, sorghum, kaffir corn, german millet, dwarf Essex rape, timothy clover and alfalfa, Triumph, N. Y. Rose and early Ohio seed Irish potatoes just arrived. A fresh shipment of onion sets, have received 100 bushels of bunch yams seed, sweet potatoes. We are headquarters for everything in the staple and fancy grocery line, also fresh vegetables every week. Give us a call.

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**M. & P. Bank**

Pine Bluff, Ark.

(Continued on Page 5)

## WHY ARE THEY WORN?

Three of five persons look upon the world through glass. Do they wear glasses for "style?" for "looks?" for "fun?" Are all these people fools? Would they continue to wear them unless deriving great benefit therefrom?

Think it over and then call at our optical department.

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Jewelers and Opticians