

## ONLY 710 NOW REPORTED SAVED FROM THE TITANIC; MOST OF THESE ARE STEERAGE PASSENGERS AND SAILORS

### OROZCO CANNOT BE ELIMINATED

Such a Factor in Mexican Revolutionary Politics That He Will Survive Defeat

### HE FIGHTS SHY OF PUBLICITY

Little is Known of Him Either in Mexico or Out

Said Madero Government Did Not Pay Claim of \$50,000, Causing Him to Desert.

Mexico City, April 17.—While most of the other military personages of the two revolutions have permitted their personalities, views and daily movements to become subject matter for the pencils and typewriters of the correspondents with considerable freedom, the most interesting figure of them all at the present time is one of the least known either in Mexico or out. That is Pascual Orozco, the fighting head of the present revolution as well as of that of a year ago.

Orozco is a lean, angular man whose personality is redolent of the camp and the hills and not at all of the council chamber of state nor of the drawing room. Outside his own particular circle there are not many who know even how old he is. It is a moral certainty that he can "hog-tie" a steed quickly and artistically, that he can throw a diamond litch on a pack animal and that when he speaks he is in the habit of receiving respectful attention.

For a Mexican he is a large man. A life in the deserts and mountains of the north has tanned him with a parchment finish and has bequeathed him the loose figure that looks a good deal better on horseback than on the ground. His hair and mustache are black and the latter droops from unrestrained habit. His photographs show him slightly stooped and looking straight at the camera as if more interested in it than in the results of the snap-shot.

Does Not Court Publicity.  
What he thinks, what he intends to do become apparent chiefly in his actions. Not that he has the reputation of being morose or silent, for his men seem to think him an ideal leader; but he has never courted publicity to any of his campaigns. He had been fighting in the Madero revolution last year several months before the reporters

### CHINESE WOULD HAVE SAVED MEN

PROMINENT ORIENTAL IN CLEVELAND DISCUSSES THE DISASTER TO THE TITANIC.

Cleveland, April 17.—Had the Titanic been a Chinese vessel, named by Chinese sailors, not a woman or child would have been saved, according to Henry Moy Foy, special agent of the Chinese Merchants Association of America, who is in Cleveland today. "It is the duty of sailors when a Chinese vessel goes down to save the men first, the children next and the women last," said the agent. "This is on the theory that men are most valuable to the state, that adoptive parents can be found for children and women without husbands become destitute."

### ILLINOIS WOODMEN PROTEST.

Elgin, Ill., April 17.—Delegates representing many of the Illinois local camps of the Modern Woodmen of America met in convention here today to make formal protest against the action of the recent national convention in Chicago at which the insurance rates of the order were increased.

### CHICAGO TEAM IN WRECK.

Madison, Ill., April 17.—The Chicago National league ball team was marooned here for several hours as the result of the derailment of the train upon which they were journeying to Cincinnati. None of the players were injured.

### BELGIUM AIRMAN KILLED.

Versailles, April 17.—Nobu Vorrit, a well known Belgium airman, was killed today. He fell six hundred feet, while making a flight here. The monoplane collapsed.

### SEVERAL KILLED IN STORMS.

New Orleans, April 17.—Several persons were killed and a large amount of property damaged in several south Louisiana towns during the night by rain and wind storms.

### NOTED DEMOCRAT DIES.

Philadelphia, April 17.—William P. Harris, aged sixty-two, former chairman of the Democratic national committee, is dead. He achieved fame as the manager of the campaign of Grover Cleveland in 1892.

### J. P. MORGAN IS 75 TODAY.

New York, April 17.—J. P. Morgan today is celebrating his 75th birthday in Aix Les Bains, France. According to cablegrams Morgan is in excellent health.

### UNVEIL STATUE OF PAUL JONES

\$50,000 Memorial to Naval Hero of Revolution is Dedicated Today

### IMPOSING MILITIA CEREMONY

Taft Pays Splendid Tribute. Admiral Dewey Assists

Secretary Von Meyer Presides Over Day's Exercises and Gen. Horace Porter Speaks.

Washington, D. C., April 17.—With impressive military and civic exercises the magnificent memorial to John Paul Jones, the naval hero of the American Revolution, was dedicated in this city today. Congress appropriated \$50,000 for the memorial, which occupies a conspicuous site at the main entrance to Potomac Park.

The President of the United States and members of the Cabinet, the diplomatic corps, justices of the Supreme Court of the United States, distinguished officers of the navy and the army, senators, representatives in congress and many others prominent in official life, as well as a large concourse of citizens, were present. Thousands of blue-jackets of the navy, United States marines, soldiers of the regular army and of the National Guard and delegations representing patriotic and other civic organizations were assembled in parade as a tribute to the famous naval hero.

The memorial, the work of Paul H. Nathan, the New York sculptor, was admired by everyone who saw it. In many respects it differs from other similar memorials erected in the national capital. It consists of a marble pylon of classic design as the background for a colossal bronze figure of the intrepid naval commander of the early days of the republic. The pylon is a massive rectangular tower about fifteen feet in height. It occupies the center of an ornamental fountain, the water for which will come from the bronze heads of dolphins at each end of the pylon. On the back of the shaft is a large panel containing a bas relief representation of Commodore Jones raising the American flag on the historic ship Bonhomme Richard.

### Inscriptions on Tablet.

The Jones statue stands at the base of the monument in front of the pedestal. It is of heroic proportions, being about ten feet high. The great naval commander is shown in full uniform, with an expression and pose suggestive of his indomitable will and unconquerable spirit. Apparently he is watching a naval engagement. His right hand is clenched and his left hand clutches his sword.

In the die under the statue is inscribed:

1747—To the brave men of war  
To the brave men of the Stars  
and Stripes.

There are two inscriptions on the rear of the pylon. The first of these is on the stone forming the cap of the shaft. It embodies the language popularly attributed to Commodore Jones when called upon by the commander of the British frigate Serapis to surrender the battered American ship Bonhomme Richard. The inscription is as follows:

—Surrender?—  
I have not yet begun to fight.

The second inscription is just below the bas relief representing Commodore Jones raising the United States flag for the first time on an American warship. It reads:

In Life he honored the Flag.  
In death the Flag shall honor him.

Secretary of the Navy Meyer presided at the dedication exercises and the memorial was unveiled by Admiral Dewey. President Taft addressed the assemblage and pronounced a splendid tribute to the valor and genius of the sailor and patriot and told of his daring deeds on the high seas. The exercises concluded with the oration of the day delivered by General Horace Porter of New York, who while United States ambassador to France found the remains of Commodore Jones in an abandoned cemetery in Paris and had them brought to their present resting place in a vault of the chapel at the United States Naval Academy at Annapolis.

## PROBABLY ONLY SEVENTY-NINE MEN OF THE CABIN OCCUPANTS OF BOAT ARE AMONG THE RESCUED

### NAMES OF 249 WOMEN SO FAR ARE RECEIVED

"All the women saved. Are on the Carpathia."

This wireless dispatch was received today from Mrs. Caroline Bonnel, one of the Titanic rescued passengers, now on the Carpathia. The message was caught by the Olympic and relayed to New York.

The Carpathia, bearing survivors of the Titanic, variously estimated at 710 to 868, was less than six hundred miles from New York at noon today, and word was eagerly awaited that would shed further light on the catastrophe of Sunday night, which cost thirteen hundred and twelve lives.

Sabel Island was in brief communication with the rescue ship for a time this morning, but no additional names of survivors were obtained. The scout cruiser Salem is somewhere off Nantucket for the purpose of relaying ashore, through her sister cruiser, the Chester, a connected account of the disaster. It is expected the Carpathia will reach New York Thursday night or Friday morning.

The Camperdown wireless station at Halifax today sent the Associated Press a dispatch to the effect the Carpathia has reported but seven hundred survivors aboard and that over two thousand are lost, the total aboard having previously been given at 2,200. The Camperdown station, replying to an inquiry as to the discrepancy in the figures, said nothing was known on board the Carpathia as to the number lost, but the total saved is only 710. The estimates of 2,200 on the Titanic embraced sailings from all ports as far as the company officially has been able to give information.

### ANOTHER ANXIOUS DAY—PROMINENT MEN LOST

An anxious throng of relatives and friends of the passengers of the Titanic faced another day of heart-breaking apprehension and uncertainty as they gathered in additional numbers at the White Star offices this morning.

All through the night groups awaited in front of the building for additional names of the list of survivors.

The names of Astor, Straus, Widener, Butt, Millet, Stend, Guggenheim and Roebbing are among the prominent names still missing from the list of the saved.

No new names have been added to the list of 328 known persons saved. There are on board the Carpathia many survivors whose names have not been sent in by wireless.

Little hope remains that there are any survivors aboard steamships other than the Carpathia. The Titanic carried to their death, 1,312 souls.

Based on a message from Captain Decker of the cruiser Chester, which reached the Carpathia at noon today, the navy department estimates that 310 of the Titanic's third-class passengers drowned. Added to this, 720 members of the crew and the estimated first and second-class passengers lost, the total death list is now placed at 1,312.

### LARGE NUMBER OF STEERAGE AND CREW SAVED

It is estimated approximately one hundred and forty members of the crew were saved, their presence to man the life boats being required to insure the safety of the passengers.

It is estimated several hundred steerage passengers were saved, completing the survivors aboard the Carpathia.

The names of only seventy-nine men rescued have been telegraphed from the Carpathia, whereas the names of 249 women appear in the tabulations. Of the steerage passengers thought to be saved, it is believed nearly all are women.

The men among the passengers seemed largely to have remained to die that the women and children might be saved.

Speeding toward the Carpathia, and hoping to get within wireless speaking distance before many hours passed, were the scout cruisers Salem and Chester, ordered by the government to get the details of the story of the Titanic's last hours afloat.

### RESCUE SHIP WILL ARRIVE FRIDAY MORNING

The White Star line made public this morning the following message from the Carpathia:

"The Carpathia was east of Ambrose 595 miles at 11 p. m. Tuesday. All well."

By Ambrose is meant Ambrose channel, the entrance to New York harbor. The line's officials think the Carpathia will arrive at 9 o'clock tomorrow night.

The treasury department, through the customs office, has given orders to expedite the landing of the survivors of the Titanic and to aid them in every way possible upon the arrival of the Carpathia. Customs regulations have been suspended and the customs officers will aid the survivors in finding relatives and friends.

Sabel Island was in wireless communication this morning with the Carpathia, carrying the Titanic survivors. The Carpathia reported twenty icebergs were sighted off the banks, where the Titanic sank. A violent

electrical storm off Sabel Island interfered with further communication with the Carpathia.

### ELECTRICAL BULKHEAD CONTROL IS CRITICIZED

The White Star offices in London, Southampton and Liverpool were again besieged today by throngs of anxious inquirers. Many remained in the offices throughout the night, hoping for new names of the list of survivors.

While travelers generally understand the fact that the great liners do not carry enough life boats to accommodate passengers and crew, to the general public the news that all aboard the Titanic did not have a chance of saving their lives in this way came as a rude surprise, and there is likely to be considerable agitation in and out of Parliament on the subject.

The lord mayor of London opened a mansion house fund for the relief of the families of the crew, or others, left in needy circumstances in consequence of the disaster. A memorial will be held at St. Paul's Cathedral on April 19.

The electrical control of the bulkheads installed in the Titanic is coming in for much criticism. It is stated here they are a pet idea of Lord Pirrie, who insists on introducing them in ships built at Belfast, despite the condemnation of many well known contractors who pin their faith to hydraulic power as being far more reliable. These contractors point out that even a small mishap is liable to render electric installation useless.

### AMATEURS INTERFERE WITH WIRELESS REPORTS

Operators at important wireless stations in New England are complaining bitterly of the interference by amateurs. The last two days amateurs have kept up a constant succession of sparks, thus preventing the Charleston Navy yard station from obtaining even a scrap of much desired information from ships near the Titanic.

Flags on all shipping in New York harbor are half masted today in honor of the Titanic's dead.

In the list of Titanic survivors given out by the White Star line at London, the name of President Hays of the Grand Trunk railway does not appear.

Both Pope Pius and King Victor Emmanuel have expressed their deep sympathy for the victims of the Titanic disaster.

The cable ship Minis, which was in the vicinity of the Titanic disaster, has arrived at Halifax with no survivors aboard.

A resolution will be introduced in the Senate at Washington probably today, providing for a thorough probe of the Titanic tragedy. It is proposed to summon survivors of the disaster as witnesses.

### OVER TWELVE YEARS SINCE FIRST "WIRELESS"

Just twelve years and five months had elapsed since the first wireless message was sent from a ship at sea when the ether carried out the news of the Titanic's distress.

This first message was sent from the American liner St. Paul to the Needles on November 15, 1899, as it was completing its fifty-second voyage across the Atlantic. A heavy fog wrapped the Isle of Wight when from the land station there this call began to go out at regular intervals:

"St. Paul! St. Paul!" At 2:45 p. m., when the fog had grown so dense that any observation of the liner would have been impossible, the answer came: "Yes."

"Where?" went the second query.

"Sixty-six nautical miles out," was the reply, and from the interchange of messages that followed Vol. 1, No. 1, of the Trans-Atlantic Times was made up.

W. W. Bradfield was its editor and H. H. McClure its managing editor.

To the layman this wireless telegraphy has only been assured since Jack Binns sent out the call for assistance from the White Star liner Republic after its collision with the Florida off Nantucket on January 23, 1909.

### SIR ERNEST SHACKLETON DESCRIBES BERGS

Sir Ernest Shackleton makes the following statement at London concerning the north Atlantic icebergs prevalent at this season of the year and how they may be detected by ship captains:

"Northern bergs are formed of land and ice carved from land glaciers in the winter. There is a general breakup of ice in spring, and the danger zone consists not only of the actual icebergs, but the great flocks of ice that come drifting down until they eventually melt in the warmer gulf stream."

Speaking of the detection of icebergs, Sir Ernest said the usual method is to take the temperature of the water every half hour, generally also when the ship is nearing ice there is a mist owing to the difference of temperature of the atmosphere and the water.

If the ice is to the windward of the vessel one feels the cold air, but very often it is to the leeward and it is very difficult to tell whether it is in close proximity. A great many vessels which have never been heard of, especially before the days of wireless telegraphy, have

## MOST APPALLING MARINE DISASTER IN THE CHRONICLES OF MARITIME HISTORY

Among the important marine disasters recorded in naval history, none of which approaches the Titanic catastrophe, are as follows:

- 1865—Steamer London, on her way to Melbourne, foundered in the Bay of Biscay; 220 lives lost.
- 1867—Royal mail steamers Rhone and Wye, and about 50 others vessels driven ashore and wrecked at St. Thomas, West Indies, by a hurricane; about 1,000 lives.
- 1873—British steamer North Fleet sunk in collision off Dungeness, 360.
- 1873—White Star liner Atlantic wrecked off Nova Scotia, 347.
- 1874—Emigrant vessel Copasick, took fire and sank off Auckland, 472 lives.
- 1878—British training ship Eurydice, a frigate, foundered near the Isle of Wight, 360 lives.
- 1878—British iron steamer Princess Alice sunk in collision in the Thames river, 700 lives.
- 1878—French steamer Byzantin sunk in collision in the Dardanelles with the British steamer Rhinado, 298 lives.
- 1880—British training ship Atlanta, left Bermuda with 290 men and was never heard from.
- 1887—Steamer Kapunda, in collision with bark Ada Melore off coast of Brazil, 300 lives.
- 1887—British steamer Wah caught fire between Canton and Hong Kong, 490 lives.
- 1898—British steamer Duburg wrecked in the China sea, 400 lives.
- 1898—Turkish frigate Ertogral, foundered off Japan, 540 lives.
- 1891—Anchor liner Utopia in collision with British steamer Ars-on off Gibraltar and sunk, 574 lives.
- 1892—Steamer Namebow wrecked in China sea, 414 lives.
- 1894—Steamer Norge wrecked off

- Rochead reef in the North Atlantic, nearly 600 lives.
- 1895—German steamer Edda, sunk in collision with British steamer Crathin in North sea, 337 lives.
- 1895—Spanish cruiser Reina Regenta, foundered in the Atlantic at entrance to the Mediterranean sea, 490 lives.
- 1898—United States battleship Maine, blown up in Havana harbor, 260 lives.
- 1898—French liner La Bourgoigne, in collision with British sailing vessel Cromartyshire, 271 lives.
- 1898—General Slocum, excursion steamboat, took fire going through Hell Gate, East river, more than 1,100.
- 1898—Brazilian battleship Aquiduan, sunk near Rio Janeiro by an explosion of the powder magazines, 212 lives.
- 1898—Italian emigrant ship Siro, struck rock at Cape Palos, 350 lives.
- 1907—American steamers Columbia and San Pedro collided on California coast, 190.
- 1908—Japanese steamer Mutsu Maru, sunk in collision near Hakodate, 300.
- 1908—Japanese training cruiser Matsushima, sunk off the Pescadore owing to an explosion, 269.
- 1909—British steamer Waratah, last heard from leaving Port Natal July 26, 200.
- 1909—Collision between the Italian steamer Florida and the White Star liner Republic, about 370 miles east of New York during a fog; large number of lives were saved by the arrival of the steamer Baltic which received the "C. L. Q." or distress signal sent up by wireless by the Republic operator January 22. The Republic sank while being towed; six lives lost.
- 1911—French battleship Liberté sunk by explosion in Toulon harbor; 223 lives.