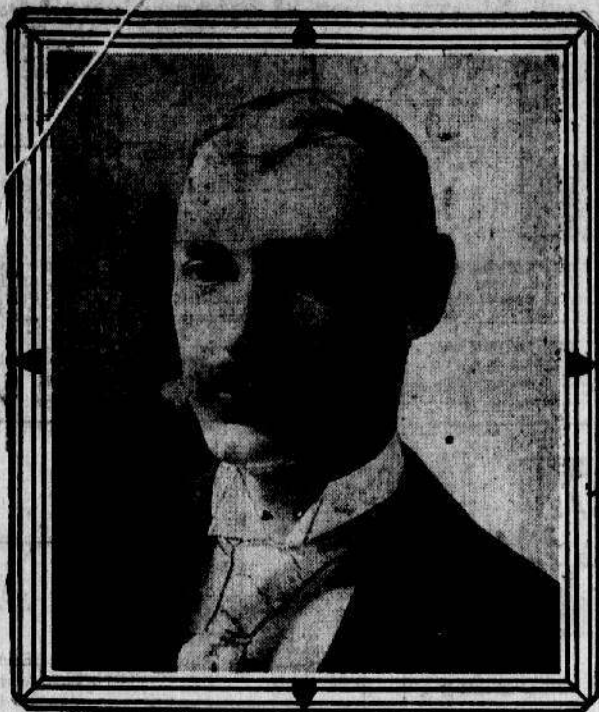


THIRTEEN HUNDRED LIVES IS LATEST ESTIMATE OF LOSS IN SINKING OF GREAT LINER TITANIC

COLONEL JOHN J. ASTOR



HORRIBLE ACCIDENT STIRS WASHINGTON

Washington, April 16.—Stirred by the horror of the Titanic disaster all official Washington was preparing today for steps to minimize the possibilities of another such tragedy. Congress began framing legislation to govern life-saving appliances and President Taft, doubly touched by the probable loss of his military aide, Major Archibald Butt, held conferences with cabinet officers to consider government control over the operation of wireless.

Action which may result in a federal investigation into the cause of the wreck and the enactment of protective measures was begun when resolutions were offered by Representatives Mott and Hardwick. The Mott resolution provides for a searching inquiry by the merchant marine committee. The Hardwick resolution provides for life-saving appliances. Under the Mott resolution the merchant marine committee would sit as a court and compel the attendance of witnesses.

No More Big Vessels.

Chairman Alexander of the committee said today that the catastrophe would stop the building of such enormous vessels. He favors a law to limit the size of vessels which visit American ports. The committee also expects to report a bill to regulate wireless.

Mr. Taft was in conference for nearly two hours with his cabinet officers whose functions cover the operations of this new system of telegraphy. Messrs. and Secretary Stimson, Meyer and Nagel. Attorney General Wickersham was called in to give legal advice as to the necessities in a legislative way of additional laws.

In recognition of the extensive interests of private corporations which have spent much in the equipment of ships and store stations with wireless outfits, former Attorney General Griggs and Mr. Sheffield, representing the Marconi company, also were consulted, while the technical side of the question was discussed by Admiral

Cone, engineer in chief of the navy, whose bureau directs naval wireless systems.

The discussion was general and touched particularly on the details of the bill which probably will be prepared in the navy department, to give effect to the requirements of the general wireless convention to which America recently subscribed.

Sympathy From England.

Lord Burnham cabled today to President Taft expressing sympathy for the "terrible loss of so many prominent and distinguished citizens and the appalling catastrophe which has befallen the Titanic."

By direction of the president, Acting Secretary Huntington Wilson sent a message in reply extending mutual sympathy.

The house adopted a resolution expressing condolence to the relatives of those who lost their lives on the Titanic. The resolution offered by Representative Austin of Tennessee follows:

"Resolved, That this house has heard with profound regret and sorrow of the appalling loss of life on the Titanic and expresses its deep sympathy for the relatives of those who perished in that great disaster."

Virtually every formal social affair in diplomatic circles cancelled in Washington has been cancelled because of the Titanic disaster.

J. J. Jusserand, the ambassador from France, was to have entertained Viscount Chinda, the ambassador from Japan, at dinner tonight and cancelled the engagement. The Danish minister, Count Moltke, also was to give a dinner which he postponed. Many other affairs have been put off.

PASSES FIRST READING.

London, April 16.—The home rule bill passed its first reading in the house today by a vote of 360 to 156. The announcement of the figures was received with deafening ministerial cheers and the waving of hats and handkerchiefs.

Class Ad History

CCLXXI—KEEPING COMFORTABLE

The loss of a Mackinaw coat, at this time, is unpleasant. It means that the loser is likely to shiver if he does not get his coat back. If such a misfortune befalls a man, he can keep comfortable by using a class ad. Here is a case of the sort which proves the helpfulness of the class ad:

LOST AND FOUND.

BROWN MACKINAW COAT LOST
between Stephens avenue and Mis-
soula Nursery. Return to Missou-
lian for reward.

The man who lost that coat hastened to The Missoulian office for a class ad. He stated his predicament. The morning that his little ad first appeared, the coat was returned and he was comfortable as he drove through the chilly evening. The ad cost him 15 cents; he had to wait only half a day to get the coat back. He was well satisfied. So is everybody who uses The Missoulian class ad. It costs but one cent a word. If you are out of work and want a job, The Missoulian will print your ad for nothing.

Positive Word Is Received From Parisian and Virginian That Neither Ship Picked Up Any Survivors of the Disaster---Car- pathia Slowly Approaches New York Harbor, Having on Board Those Who Es- caped in Lifeboats.

A SUMMARY.

Approximate statement of Titanic disaster:
First-cabin passengers, 325.
Second-cabin passengers, 285.
Third-cabin passengers, 710.
Total number of passengers, 1,320.
Members of the crew, 860.
Total passengers and crew, 2,180.
Number of known survivors, 868.
Number who probably perished, 1,312.

Total number of named survivors, 328.
Approximately 20 lifeboats manned by seven members of the crew each, 140.
Estimated saved steerage passengers, 400.

Total, 868.
Named survivors:
First-cabin passengers—women, 141; men, 63; children, 6; total, 210.
Second-cabin passengers—Women, 92; men, 16; children, 10; total, 118.
Total number cabin survivors, 328.

Newport, R. I., April 17.—In a message to the naval station this morning the commander of the scout cruiser Chester said:

"Expect to be up with the Carpathia within three or four hours." The Chester has been calling the Carpathia regularly every 10 minutes during the night, but has been unable to get any answer.

The Salem is off Hog Island and making futile endeavors to get into communication with the Chester.

That the final roll of the rescued from the Titanic disaster virtually has been made up, was the impression that grew almost into conviction last night as the hours wore on without the revision of the lists adding, measurably, to the total of known survivors.

Of definite news of the disaster, the night added little. Down the Atlantic coast, fog developed in many places, preventing the Carpathia from bearing the 868 lives that had been snatched from the waters when the Titanic's

boats, laden to the limit, made their way from the giant liner as it became known that she was soon to take her final plunge. But although the rescue ship was reported within wireless range of the Sable island station at a comparatively early hour and every wireless ear was waiting to catch the snap of a receiver which might mean that the great secret of the liner's death was about to be given up, midnight came and went and the night began to grow old—and still the word had not been spoken.

The Identified Survivors.

Carefully compiling the available lists, the record of the identified survivors of the disaster stands significantly thus: Men, 79; women, 233; children, 16. Total, 328.

Of the remaining 540 known survivors, it is estimated that not more than 100 were seamen required to man the boats. This would leave approximately 440 and in the ordinary proportions of women and children in the steerage, where the passengers in the Titanic's case number 710, it seems probable the greater part of these 440 were women and their little ones. Nothing could show more plainly the heroism of the crew and the men passengers, who stood by the doomed ship facing inevitable death and sent the women and children away in the lifeboats. Some would have to be left; that was a certainty. Hundreds, in fact, were left. But, to all appearances, the men who were left stayed behind deliberately, calmly, stepping aside to let the weaker ones, those to whom they owed protection, take their way to safety.

"Sinking by the head. Have cleared boats and filled them with women and children."

This was the final message the brave men sent the world, for it was directly afterward that their signals sputtered and then stopped altogether.

The picture that inevitably presents itself, in view of what is known, is of men—like John Jacob Astor, master of scores of millions; Benjamin Guggenheim of the famous family of bankers; Isador Strauss, a merchant prince; William T. Stead, veteran journalist; Major Archibald W. Butt, soldier; Washington Roebling, noted engineer of any or all of these men stopping

aside and bravely, gallantly remaining to die that the place he otherwise might have filled, could, perhaps, be taken by some saboteur, shawl-en-shrouded, illiterate and penniless peasant woman.

The stream of women with toddling infants or babies in arms, perhaps most of them soon to be widows, filed up from the cabins and over the side and away to life. The men—by far the greater part of them—remained to die; millionaire and peasant, and men of middle class, alike, bravely it must have been, sharing each other's fate and going down to a common grave.

Of the survivors, what? Their story of peril and suffering with the revelation they would furnish of just what happened on board the steamer, remains to be told. How quickly they will be able to tell it and clear up all the mysteries of incident, of which the limited carrying capacity of the Carpathia's wireless has left the world in doubt, seemed to depend entirely upon atmospheric conditions.

The weather was thick on the coast last night, not only interfering, it is believed, with the wireless communication from the liner to Sable island, but probably with her rate of progress to New York, whither she is heading. Meanwhile, other means of communication with her than by the land stations are being tried. From the Virginia comes the scout cruisers Salem and Chester, armed with powerful wireless apparatus, are speeding toward the Carpathia, and before many hours have elapsed it is hoped they will be in touch with her.

All hope that some of the Titanic's survivors might be on board the Parisian or the Virginian had to be abandoned late yesterday when it was learned that neither steamer had picked up anyone from the big liner. Search for bodies in the vicinity of the disaster, it was learned tonight, would be taken up by the White Star line from Halifax, where the cable steamer Mackay Bennett has been chartered to proceed to the scene and remain until further orders, searching for bodies that may come to the surface.

Up to 1:30 this morning, so far as could be learned at any of the coast

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ANXIOUS ONES SEEK SYMPATHY IS SENT DEFINITE WORD BY WIRE AT OFFICES

HEADQUARTERS OF WHITE STAR LINE BESIEGED BY WORRYING RELATIVES AND FRIENDS.

New York, April 16.—"We're waiting for a complete list of the names of the survivors and until this is received we can give no definite information."

This was the only answer that could be given today at the White Star offices here to the thousands of anxious persons who assembled there seeking information regarding relatives and friends who were on the Titanic.

From early morning until late tonight, pathetic scenes were witnessed in lower Broadway and in Bowling Green opposite the steamship offices. Hundreds of inquiries were received by long-distance telephone.

Multitudes remained in the vicinity of Bowling Green park throughout the day, hoping against hope that some wireless dispatch would be received that loved ones were included among the survivors on board the Carpathia, which now is speeding to New York with the passengers rescued from the lifeboats after the Titanic sank.

Clerks in the White Star line offices were kept busy informing those seeking news that no information had been received either from the Carpathia or the Olympic. The incomplete list of survivors was posted at the entrance of the White Star offices. Those who failed to find the names of their kin or friends in this list could only hope that when the complete roster of the rescued was received it would bring good news.

Newspaper men were besieged by the inquirers who could not believe that the White Star offices were giving out all the news of the disaster. Vice President Franklin was locked in his private offices throughout the day and few persons were permitted to see him.

ROYAL PERSONAGES EXPRESS CONDOLENCE OVER FATE OF THE TITANIC PEOPLE.

London, April 16.—King George has sent the following message to the White Star company:

"The queen and I are horrified at the appalling disaster which has happened to the Titanic and at the terrible loss of life. We deeply sympathize with the bereaved relatives and feel for them in their great sorrow with all our hearts."

(Signed) "GEORGE R. and I." The queen mother Alexandra has sent a message of sympathy to the company in which she says:

"It was with feelings of deepest sorrow that I heard of the terrible disaster to the Titanic and of the awful loss of life. My heart is filled with grief and sympathy for the bereaved families of those who have perished."

The Duke of Connaught.

Ottawa, April 16.—The following message was sent this afternoon on behalf of his royal highness, the Duke of Connaught, to the owners of the Titanic:

"White Star Company, Broadway, New York.
"I am desired by his royal highness, the governor general of Canada, to send you the following: 'I desire to express through the owners of the Titanic my very deep and heartfelt sympathy for the relatives and friends of all those who lost their lives in this terrible catastrophe.'"

(Signed) "LIEUT. COLONEL LOWTHER, "Military Secretary."

Sympathy in France.

Paris, April 16.—The press of France united in expressing sympathy for England and the United States over the catastrophe to the Titanic, saying that this is an international tragedy. The White Star office here has been crowded all day with relatives and friends of passengers on the steamer, fearful of the worst, yet clinging desperately to hope. Many arrived at daylight.

MAJOR ARCHIBALD BUTT



BIG SHIP CARRIED PLENTY OF BOATS

London, April 16.—In response to a telegram of inquiry as to the number of boats carried by the Titanic and all Cunard steamships follow the southern routes in order to avoid the icebergs.

"Longitudinal Stress."

Chicago, April 16.—Captain Charles Campbell, veteran seaman attached to the government hydrographic office here, said tonight that "longitudinal stress" on the big boat probably caused the sudden sinking when the Titanic struck the iceberg.

"There is no doubt in my mind that longitudinal stress caused the sudden plunge," the captain said, "when the impact occurred, one end of the boat was turned upward, naturally. The rivets on the bottom of the vessel then broke and in my opinion the entire bottom of the boat was severed from the rest of the craft."

"It is a mistaken idea that slow boats are less perilous than fast steamers. Fast ships are much safer. A slow boat striking the iceberg as in the case of the Titanic would have met the same fate and there would have been no difference in results."

"The Titanic apparently struck the iceberg a mile or more away from the ice that was visible. In large icebergs it is nearly always the case that a large portion of the ice is covered with water. Some section is visible but a portion a mile or more in length may have been under water. The steamer evidently struck the submerged portion, unmindful of any impending danger."

ENLISTED FOR THE WAR.

Creston, Iowa, April 16.—"I think we are going to win the fight this year, but if we do not, we are in for three years of the war."

Coined Roosevelt made this declaration today in one of a dozen speeches. He spent the day on the way to Nebraska, where he is to begin a two days campaign tomorrow.

BOOTLEGGER CONVICTED.

Helena, April 16.—(Special.)—J. T. Tibbon of Missoula was found guilty today in the federal court of having sold liquor to Indians. He was adjudged guilty some time ago of a similar offense. Judge Bourquin sentenced him to 90 days in jail and to pay a fine of \$200.

A Square Deal

WHEN you send your job-printing order to The Missoulian Print Shop, you are sure of getting a square deal. You get what you order and you get it executed in the best way. That is because The Missoulian is right at home; you have a chance to see your work if you wish, before it is finished; you have the chance to select your material and to talk with the men who do the work. Under these conditions, you are certain to receive satisfaction. The Missoulian is equipped to give you the best service in general job printing, in bookbinding, in furnishing special work. Its plant is up to date, its workmen are the best that can be obtained, its material is high class. Add to this the fact that The Missoulian is a home institution, whose people are patrons of home merchants and home manufacturers, and you have all the reason you require for sending us your printing orders. Telephone for a man today; he will call and talk with you about your printing needs. You will be satisfied.

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