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# The Evening Journal

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WILMINGTON, DELAWARE, WEDNESDAY, APRIL 17, 1912 12 PAGES

ONE CENT

## SEA SENDS MESSAGES TODAY PLACING DEATH LIST AFTER TITANIC CRASH AT 1,473--ONLY FEW MEN AMONG THE 705 SURVIVORS

### HARMONY AMONG THE REPUBLICANS

State Convention Chose Na-  
tional Delegates Who Go  
Unpledged

SENATOR DUPONT READ  
THE PARTY PLATFORM

Special to THE EVENING JOURNAL.  
DOVER, Del., April 17.—Never have  
the Republicans of Delaware had a more  
harmonious State convention than that  
of yesterday to elect delegates to the  
National convention in Chicago and to  
choose a new State committee. The six  
National delegates elected—Senator  
Henry A. duPont, Senator Harry A.  
Richardson, Governor Simeon S. Pen-  
newill and Edmund Mitchell, delegates at  
large; and Mr. George W. Marshall and  
Huby R. Vale, delegates from the Con-  
gressional district—were not pledged and  
are free to go to the National conven-  
tion to support whoever they deem to be  
the best candidate for the party. While  
sentiment in the convention was over-  
whelmingly in favor of President Taft,  
the only contest revealing but seven  
supporters of former President  
Roosevelt, the convention followed the  
long standing custom and did not in-  
struct the delegation. Instructions could  
have been given to the National dele-  
gates to support President Taft if the  
convention desired, but there was no  
wish to depart from the time-honored  
procedure of sending an unbound dele-  
gation to act in the best interests of the  
party as the delegation would see fit.

The party platform as read by Sen-  
ator Henry A. duPont was adopted with  
much enthusiasm. Senator duPont was  
applauded as he mounted the platform,  
and all references to President Taft and  
his able, prudent and successful con-  
duct of national affairs in general were  
cheered. The platform in its entirety  
was printed yesterday. It is understood  
that Senator duPont drafted the refer-  
ences commendatory of President Taft's  
administration. The Senator before read-  
ing the platform explained that it dealt  
only with National issues, and State is-  
sues would be taken up by the next Re-  
publican State convention, which nomi-  
nates the State ticket.

The platform was adopted shortly af-  
ter the afternoon session convened. Syl-  
vester D. Townsend, Jr., of Wilmington,  
was made permanent secretary of the  
convention and Thomas S. Lewis of Wil-  
mington permanent secretary. The hon-  
orary vice-presidents were General T.  
Coleman duPont, who, however, did not  
take a place on the stage but mingled  
among the delegates; State Senator  
Alexander P. Corbit, John Carrow and  
Cornelius P. Swain.

**No Change in Rules.**  
There was an interesting time over the  
report of the committee on rules. Among  
other things it submitted a recommenda-  
tion that the party rules be changed to  
provide for another colored member of  
the State committee, one already being  
provided for by the constitution. Charles  
H. Maul moved that two addi-  
(Continued on Second Page.)

### W. F. HARRITY DELAWAREAN DIES SUDDENLY

By The United Press.  
PHILADELPHIA, April 17.—Wiliam  
Francis Harritty, former post-  
master and secretary of state of Penn-  
sylvania, and a widely known Demo-  
cratic politician, died suddenly at his  
home in Overbrook today. For sev-  
eral weeks he had been suffering with  
a general breakdown, with other com-  
plications, that proved fatal.  
Mr. Harritty was born in Wilming-  
ton, Del., in 1859. He was admitted to  
the bar in 1873, and became a member  
of the law firm of Harritty, Thompson  
and Haig.

### DEMANDING VENGEANCE, LONDON OPENS RELIEF WORK

By The United Press.  
LONDON, April 17.—Vengeance for  
the 1,492 persons who went down to  
death in the sea with the ice-crushed  
Titanic was demanded today by prac-  
tically every London journal. The de-  
plorable lack of life-saving facilities  
aboard the gigantic liner has aroused  
widespread indignation, and there was  
today a universal demand for a drastic  
investigation of the conditions un-  
der which all modern trans-Atlantic

### ALL STATE WANTS THE BOULEVARD

Representatives of Boards of  
Trade Want duPont High-  
way Completed Under  
Amendment Law

DOWN STATE MEN TELL  
OF BENEFITS OF ROAD

What was termed by Josiah Marvel,  
as the first and best meeting of the  
business men of the State, was held  
in the duPont Assembly Hall last  
evening when over 125 members of  
the boards of trade of Delmar, Sel-  
byville, Georgetown, Frankford, Sea-  
ford, Milford, Lewes, Dagsboro, Rehoboth  
and this city approved the pro-  
posed duPont boulevard and adopted  
resolutions calling for the early com-  
pletion of the road.  
The resolution urges Governor Pen-  
newill to call a special session of the  
Legislature to consider the proposed  
amendments to the boulevard law as  
suggested by General duPont. The  
legislators will be urged to carefully  
consider the amendments. Not con-  
tents with this alone, it was decided  
to maintain an organization of the  
State board of trades until the work  
on the road is started anew.  
The resolutions formally adopted by  
Continued on Page Eleven.

### SAYS CATASTROPHE WAS KNOWN MONDAY

By The United Press.  
NEW YORK, April 17.—That the  
fate of the Titanic was known in New  
York on Monday morning, was the  
statement made unofficially about the  
offices of the Cunard Line today. It  
was said that on Monday morning a  
prominent New Yorker appeared at  
the Cunard offices and declared that a  
"person in authority" had received a  
message telling of the sinking of the  
great liner. He was urged to make  
the news public, but declared that it  
"must be suppressed" according to  
his story.

It was gathered that the man who  
asserted that the news had been re-  
ceived was not an officer of the White  
Star Line, but a very prominent Wall  
street man.  
Investigation at Montreal today in-  
dicated that the sinking of the Ti-  
tanic was known to the officials of the  
White Star Line long before it was  
made public and at the very time that  
reassuring reports, asserting that all  
on board had been saved, were being  
given out.

Many of the messages sent out on  
Monday declaring that the passengers  
and crew of the Titanic were safe, it  
was ascertained, originated in the  
New York offices of the White  
Star Line. It is known that the news of  
the disaster was sent to Montreal  
Monday afternoon, was confirmed by  
a telephone message from New York  
and was kept quiet for hours. Mean-  
time the White Star reassuring bulle-  
tine continued.

The despatch received in Montreal  
saying the Virginian was towing the  
Titanic to port, came from the wire-  
less operator at Cape Race, who was  
in a position to furnish the most au-  
thentic news of the disaster. His  
message was addressed to the press  
of Cape Race and the United States, and  
was accepted in Montreal and trans-  
mitted elsewhere as authentic. No ex-  
planation has been received from the  
operator, but it is believed that he  
received a wireless from the sea  
which, in his judgment, warranted his  
message.

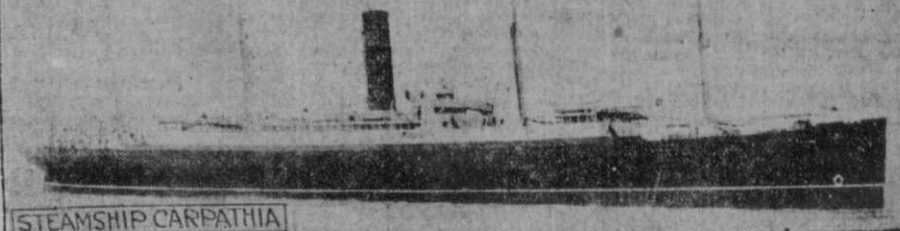
Both the public and marine circles  
in Montreal were bitter today at the  
apparent suppression on Monday of  
the all-important news of the great  
loss of life, by the White Star officials.

steamers conduct their desperate  
speed competition to cut a few hours  
from the sailing time between Europe  
and America.  
Editorially the newspapers demand  
that the speed mania be stopped that  
the dangerous northerly course, where  
the Titanic met disaster, be deserted  
and the longer, but safer southern  
route to be followed throughout the  
year.

The revision of the Board of Trade  
regulations as to life-saving facilities  
was also demanded.  
The White Star line officials admitted  
that the Titanic carries but twenty  
life boats in her davits. These boats  
had a capacity of 370 passengers,  
and from the list of survivors it  
was apparent that one or more of  
the boats was disabled in the collision,  
or they were not filled to capac-  
ity in the scramble to leave the sink-  
ing ship. Besides the life boats the Ti-  
tanic carried a number of collapsible  
rafts, none of which were launched  
according to the number rescued.

The Lord Mayor today opened a  
subscription list for the relief of the  
widows and orphans of the crew of  
the Titanic

### The Titanic, Greatest Ocean Liner Ever Built, Carried Passengers Noted in Every Walk of Life



### CITY FOLK HEAR FRIENDS ARE SAVED

Wilmington people who have rela-  
tives or friends who were booked on  
the Titanic have been fortunate in learning  
that the names of all of them appeared  
in the list of those saved.

The list of those of special concern to  
Wilmington people follows: Miss Emily  
Rugg, of England, a niece of Mr. and  
Mrs. F. W. Queripel, of this city.  
Harry Anderson, of No. 815 Pine  
street.

E. P. Calderhead, a son-in-law of Mr.  
and Mrs. Charles Pabst, of San An-  
tonio, Texas, who are visiting Mrs. John  
Fehrenbach in this city.

Mrs. J. W. M. Cardeza and her son, of  
Chestnut Hill, Pa., cousins of Dr. J. D.  
M. Cardeza, of Claymont.

Mrs. Walter B. Stephenson, of Haver-  
ford, Pa., who is the mother-in-law of  
Arthur S. Cookman, grandson of the late  
Charles W. Howland, of Wilmington.  
Mr. and Mrs. Elmer Taylor, formerly  
of Smyrna.

Mr. and Mrs. Beckwith and Miss Helen  
Newsom, of New Hampshire. Mrs.  
Beckwith is the mother, and Miss Newsom  
the sister of William Newsom, until  
a few months ago a member of the  
office force of the Breakwater Company  
at the Bellevue quarries.

### MOORE SAYS SENTIMENT IS FOR ROAD

Representative Alfred B. Moore, who  
spent yesterday in Dover, said today  
that he found strong sentiment for the  
duPont road among the many visitors  
from every section of the State gathered  
at the capital. "They simply are for  
the road," he said. "I went to Dover to  
learn the sentiment in the various sec-  
tions of the State," said Mr. Moore, "and  
with but few exceptions everybody I  
met was favorable to it." He said that  
the objections involved matters that  
could be easily settled between the land  
owners and the road engineers.

Representative Moore said that he and  
some other members of the Legisla-  
ture, including Speaker Denward W.  
Campbell, of the House, had conferred  
with Governor Pennewill yesterday on  
the question of calling a special session  
of the Legislature to discuss the pro-  
posed amendments to the boulevard law.  
While THE EVENING JOURNAL  
reporter was talking to Representative  
Moore, Senator William F. Blackstone,  
of Georgetown, came along. He, too,  
favors the road and says that all the  
opposition in his section of the State  
principally concerned the width of the  
road.

### NEWARK COUNCIL WANTS THE BOULEVARD BUILT

Special to THE EVENING JOURNAL.  
NEWARK, April 17.—The Newark  
Town Council went on record last night  
as favoring the duPont Boulevard.  
Following the meeting of Council for or-  
ganization E. C. Wilson presented a  
resolution favoring the boulevard and  
directing that copies be sent to the mem-  
bers of the Legislature and to General  
T. Coleman duPont.

Joseph H. Hossinger was chosen presi-  
dent and S. B. Herdman secretary and  
treasurer of the Council.  
Allen T. Reed was reappointed town  
clerk; F. M. Lutton, assessor; S. B.  
Herdman, tax collector; Jacob Schen-  
superintendent of water and light, and  
Elwood Woodrow, engineer.

**TO INSTALL OFFICERS.**  
Grand Master Jacob F. Snyder and  
staff will install the officers of Ori-  
ental Lodge No. 12, I. O. O. F., at New-  
ark, on Thursday night.

NEW YORK, April 17.—The 866  
passengers taken from the Titanic's  
lifeboats are aboard the Cunard  
Carpathia, which is headed for this  
port and should arrive Friday. Among  
the 318 passengers in her first cabin  
list and 259 occupying the second cab-  
in were persons noted all over the  
world as financiers, society leaders,  
transportation magnates, literary ce-  
lebrities, journalists and business men.  
Perhaps the best known of those be-  
lieved to be lost was Colonel John Ja-  
cob Astor, Frank D. Millet, the artist;  
James Clinch Smith, New York society  
man, and Major Archibald Butt, Presi-  
dent Taft's aide, were other celebri-  
ties. An idea of the size of the Ti-  
tanic may be had by comparing her  
with other noted structures. As shown  
in the cut from left to right they are:  
Bunker Hill monument, Philadelphia  
city hall, Washington monument, Me-  
tropolitan building in New York;  
Woolworth building in New York; the  
Titanic, the Cologne cathedral, the  
Great Pyramid and St. Peter's cathed-  
ral in Rome.

### B. F. DILWORTH A HEART VICTIM

Benjamin F. Dilworth, aged 66 years,  
one of the best known farmers of New  
Castle county, died at his home near  
Ashland last evening. Death was due to  
heart trouble from which Mr. Dilworth  
had suffered for some time.

Mr. Dilworth, who was born at Dil-  
worthtown, Pa., but lived in this State  
for many years. He is survived by his  
widow and four children, Anna L. Dil-  
worth, William N., L. Ernest and Town-  
send Dilworth. The last named is a den-  
tist in Philadelphia, while the others live  
on the homestead.

The funeral will take place on Friday  
afternoon with services at the house at  
130 o'clock. Interment will be private  
in Longwood cemetery.

### MRS. R. R. BOWERS DEAD AT 86 YEARS

Mrs. Rebecca R. Bowers, widow of  
James L. Bowers, died this morning at  
her home, No. 419 Washington street,  
aged 86 years. Mrs. Bowers was the  
mother of State Revenue Collector Isaac  
W. Bowers, and former Constable Chas.  
F. Bowers. Her other children are Mrs.  
Mary B. Reed, Lebanon, Del.; James W.  
Bowers, Philadelphia; William L. Bow-  
ers, and Mrs. Elizabeth R. McCauley.

In addition to her children Mrs. Bowers  
is survived by nine grand and ten  
great grand children. She belonged to  
the Society of Friends.

Funeral services will be held at No.  
419 Washington street on Friday even-  
ing at 8 o'clock and interment made at  
Still Pond, Md., on Saturday. Mrs. Bowers  
had been complaining for three years  
but during the past four months had  
been seriously ill.

**OBSERVING THIS LAW.**  
Fire Chief Moran inspected the  
moving picture theatres last night to  
learn whether the city ordinance,  
passed some time ago by Council, was  
being obeyed. He said he found that  
the managers of the different houses  
were doing all they could to live up  
to the law.

**WEATHER.**  
By The United Press.  
WASHINGTON, April 17.—Indica-  
tions are that there will be general  
rains tonight and tomorrow in the  
Eastern States.

By The United Press.  
WASHINGTON, April 17.—For Del-  
aware: Rain tonight and Thursday  
morning, probably followed by clear-  
ing; colder.

### FATE OF TITANIC PASSENGERS

White Star Figures: On Board 2,178  
Saved . 868  
Lost . 1,310

Marconi Wireless Figures:  
Saved . 700  
Lost . 2,000

At 1.30 o'clock the Figures as Given Were:  
Dead 1473. Saved 705.

**Bodies of Corpses Reclaimed From Sea,  
on Way to Port Aboard Leyland Liner  
Californian--Absence of Reassuring News  
From Col. Astor, Major Butt and Other  
Distinguished Men Leads Friends to  
Give Up Hope--Relatives Crowd White  
Star Line Offices for Information.**

### CARPATHIA SENDS MESSAGE THAT SURVIVORS ARE WELL

By The United Press.  
NEW YORK, April 17.—1.30 o'clock.—There are only 705 surviv-  
ors of the Titanic on board the Carpathia, according to a wireless  
message received here at 1.10 this afternoon. It came from Winfield  
Thompson, a Boston newspaper man, who is a passenger on the  
Franconia. He says that the Carpathia will reach here at 8 o'clock  
tomorrow night.

Revised figures given out by the White Star Line officials today  
relative to the loss of life resulting from the mammoth Titanic  
smashing into a submerged iceberg off the Newfoundland Banks,  
show that 1473 of the passengers and crew lost their lives and that  
705 were saved. Of the 2,178 persons on board the liner when she  
struck, the only ones who survive the wreck are those now on  
board the Carpathia of the Cunard Line. Most of them are women  
and children.

Announcement also is made that the captain and crew, and the  
men passengers on the Titanic conducted themselves with such  
heroism that not a woman or a child who was on the Titanic when  
she struck was drowned. If the information obtained today be cor-  
rect, all are safe aboard the Carpathia will be on shore in a few  
hours.

There is a discrepancy in the figures given out by the White Star  
Line and the Marconi Wireless managers. The latter figures show  
that 2,000 persons were on board the Titanic, and that only 700 of  
them were saved. It is taken for granted, however, that the figures of  
the White Star Line are accurate as it has in its possession the rec-  
ords showing the ship's company and her passengers, and no ex-  
pense has been spared in the effort to ascertain who has been saved  
and who drowned. There have been several changes in the lists  
of those saved. More than seventy-five thought to have been  
drowned are safe on the Carpathia. No information has been receiv-  
ed to show, however, that Colonel John Jacob Astor, Major Archi-  
bald W. Butt, Henry Harris, theatrical manager; Isidor Straus, mil-  
lionaire New York merchant, or many other men of prominence for-  
merly reported as having been drowned, have escaped death in the  
two mile downward plunge of the world's greatest steamship.

The ocean already is beginning to give up its dead and the  
bodies of several of the victims have been recovered and are being  
brought to land for identification. Within a few days, it is thought,  
many more bodies will be found and picked up by passing steam-  
ships or by boats sent there for that express purpose by wealthy  
persons who desire to recover their dead.

All sorts of theories are being advanced relative to the precise  
cause of the quick sinking of a craft that had been declared to be  
"unsinkable." Until the survivors have landed and told their stories  
however, little of definite nature will be known. And even then reli-  
able information bearing on the causes doubtless will be scant as  
the men who were navigating the Titanic when the crash came, went  
down with her, and most of the others were in bed and asleep when  
the submerged iceberg was encountered with such destructive effect.

(Continued on Second Page)

### SHIP PUTS OUT FROM HALIFAX CARRYING COFFINS TO SCENE OF DISASTER

By Marlen E. Pew, Staff Correspondent of the United Press.  
HALIFAX, N. S., April 17.—With two hundred coffins, prac-  
tically the entire supply of caskets in this town stacked on her  
forward deck, the cable ship Mackay-Bennett sailed this after-  
noon to explore the scene of the foundering of the Titanic and  
pick up any floating bodies, restoring them to their loved ones  
ashore.

When this mournful death ship passed out of harbor thou-  
sands of citizens lined the docks making a silent demon-  
stration of sympathetic interest, and a British flag at the Citadel  
was dropped to half mast.

In addition to her crew of eighty men, the Mackay-Ben-  
nett carried an undertaker and a staff of embalmers; a full  
equipment of embalming implements and a large quantity of  
ice.

If any bodies are found they will be brought here. It is not  
believed that the ship will return before ten days.

### TO-DAY'S TEMPERATURE THE BELT DRUG STORE.

1.30 P. M.	58
12.00 M.	57
10.00 A. M.	56
8.00 A. M.	57