

SURVIVORS OF THE TITANIC DUE IN NEW YORK AT 9 P. M. THURSDAY

868 ON BOARD CARPATHIA;
TITANIC DEATH LIST 1,312

Rescue Ship Less Than
600 Miles From Goth-
am at Noon.

NO WORD OF NOTABLES

Name of President Hays of the
Grand Trunk Not in List of
Saved.

The steamer Carpathia, bearing survivors of the Titanic, variously estimated at from 710 to 868, was less than 600 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 1,312 lives. Sable Island was in brief communication with the rescue ship.

No additional names of survivors were obtained. The scout cruiser Salem is somewhere off Nantucket for the purpose of relaying ashore through its sister cruiser Chester a connected account of the disaster. It is expected the Carpathia will reach New York Thursday night or Friday morning.

BUT 700 ABOARD, REPORT.

New York, April 17.—Camperdown wireless station at Halifax today sent the Associated Press a dispatch to the effect that the Carpathia reported but 700 survivors aboard, and that over 2,000 were lost, the total aboard having previously been given at 2,200. Camperdown station, replying to an inquiry as to the discrepancy in figures, said nothing was known on board the Carpathia as to the number of lost, but that the total saved is only 710. Estimates of 2,200 on the Titanic embraced those sailing from all ports as far as company officials have been able to give information. The Carpathia is expected to reach New York Friday morning.

New York, April 17.—An anxious throng of relatives and friends of passengers on the Titanic faced another day of heartbreaking 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 on the list of survivors. The names of Astor, Straus, Widener, Butt, Millet, Stead, Guggenheim and Roebbing are among the prominent names still missing from the list of saved.

NO NEW NAMES ADDED.
No new names have been added to the list of 328 known persons saved. There are on board the Carpathia 540 survivors whose names have not been sent by wireless. Little hope remains there are any survivors aboard a steamship other than the Carpathia. The Titanic carried to their death 1,312 souls. It is estimated approximately one hundred and forty members of the crew are saved, their presence to man lifeboats being required to insure the safety of passengers. It is estimated 400 steerage passengers were saved. This completes the total of 868 survivors aboard the Carpathia.

HAVE ONLY 79 MEN.
Names of only 79 men rescued have been telegraphed from the Carpathia, whereas the names of 249 women appear in the tabulations. Of 400 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 of that ship before many hours passed are the scout cruisers Salem and Chester, ordered by the government to get the details of the story of the Titanic's last hours aloft.

MESSAGES FROM CARPATHIA.
New York, April 17.—The White Star line made public this morning the following message from the Carpathia:

"The Carpathia was east of Ambrose 596 miles at 11 p. m. Tuesday. All well."
By Ambrose is meant Ambrose channel, the entrance to the New York harbor lines. Officials think the Carpathia will arrive at 9 tomorrow night.

ENCOUNTERS STORM.
Halifax, April 17.—Sable Island was in wireless communication this morn-

The Weather

Forecast Till 7 P. M. Tomorrow, for
Rock Island, Davenport, Moline,
and Vicinity.

Unsettled and continued cool to-
night and Thursday, frost tonight
with the lowest temperature near the
freezing point.

Temperature at 7 a. m. 36. High-
est yesterday 48, lowest last night
26.

Velocity of wind at 7 a. m. 12 miles
per hour.

Precipitation up to 7 a. m., none.
Relative humidity at 7 p. m., 66,
at 7 a. m. 70.

Stage of water 9.5, a rise of .5
in last 24 hours.

J. M. SHERIER, Local Forecaster.

ASTRONOMICAL EVENTS.

(From noon today to noon tomorrow.)
Sun sets 6:42, rises 5:16. Evening
stars: Mars, Saturn. Morning stars:
Venus, Jupiter, Mercury.

BELGIAN AIRMAN
KILLED IN A FALL

Versailles, April 17.—John Vor-
rept, a well known Belgian airman,
was killed today. He fell 600 feet
while making a flight here. His mono-
plane collapsed.

the Chinese Merchants' Association of
America, who is in Cleveland to-
day.

"It is the duty of sailors when a
Chinese vessel goes down to save the
men first, children next and women
last," said the agent. "This is on the
theory men are most valuable to the
state, that adoptive parents can be
found for children and that women
without husbands are destitute."

FOR AN INVESTIGATION.
Washington, April 17.—A resolution
will be introduced in the senate, prob-
ably today, providing for a thorough
probe of the Titanic tragedy. It is
proposed to summon survivors of the
disaster as witnesses.

SYMPATHY FROM POPE.

Rome, April 17.—Both Pope Pius
and King Victor Emmanuel have ex-

CRAZED MAN
FIRES DEPOT

Burlington Operator in
Missouri Also Tries to
Kill Engineer.

MADDENED BY LIQUOR

Holds Crowd at Bay and At-
tempts Escape on Locomotive
—Ex-Bandit's Relics Lost.

Liberty, Mo., April 17.—Crazed by
drink, H. R. Starritt, middle track op-
erator for the Burlington at Kearney,
Mo., became a raving maniac. When

FIND GIRL'S BODY
IN CHICAGO RIVER

Chicago, April 17.—The body of an
unidentified young woman between 19
and 25 years old was taken from the
Chicago river yesterday near the
Twelfth street bridge. The woman
was well dressed and wore expensive
jewelry. The body apparently had
been in the water about three months.

The police are unable to learn
whether she committed suicide, was
murdered or accidentally fell into the
water. No marks of violence were
found on the body, but it has been in
the water so long that they might
have disappeared.

The young woman was 5 feet 6 in-
ches tall, weighed 140 pounds, had black
hair, dark brown eyes, and a high
forehead. A set of perfect teeth may
be one of the means of identifying the
body. They are pure white, and none
of them ever had been filled. She
wore a good quality of clothing. It
consisted of a black skirt, red sweater
vest, black kimono jacket, white silk
gloves, white waist, black cloth shoes,
and black stockings. A lynx boa was
found with the body.

On the fingers of her right hand

NATION'S TRIBUTE TO JOHN
PAUL JONES IS UNVEILEDICE FLOE BIGGEST
MENACE OF DEEP

New York, April 17.—Icebergs, such
as the one that spelled disaster for the
Titanic, are one of three sources of
greatest peril to vessels navigating the
north Atlantic. The other two are fog
and derelict wrecks. The iceberg men-
ace has been greater this spring than
in any recent year.

In the last 50 years there have been
an even dozen disasters to big liners
for which icebergs were responsible.
A majority of these occurred off New-
foundland and the Grand Banks, in the
general vicinity of the Titanic's grave.

VESSELS SUNK BY ICEBERGS.

The list of these disasters includes:

Ship	Place of disaster	Year	Lives lost
Canadian, mid-Atlantic	1862	45	
Immigrant ship, off Cape Race	1864	158	
Vicksburg, off Cape Race	1869	65	
Warrior, Grand Banks	1873	29	
North Star, Cabot Straits	1881	67	
Medway, off Newfoundland	1882	29	
Valiant, Grand Banks	1897	79	
Snowbird, Cape Race	1898	6	
Endymion, Grand Banks	1900	8	
Islander, off Alaska	1901	67	
Albatross, mid-Atlantic	1903	22	
Titanic, off Cape Race	1912	1,234	

GREATEST PERIL FOR YEARS.

The drift of ice this spring has been
farther south than for years. Vessels
arriving here and abroad have reported
ice fields extending far down into
the southern track, and skippers have
told of being shut in by ice as far as
they could see on every side of the
horizon.

The size of the bergs which have
been encountered varies greatly, but,
according to reliable reports, bergs
reaching from 50 to 100 feet to the
top of their walls, with pinnacles and
spires extending to a height of 250
feet or more, have not been unusual.
Below the water some of these giant
bergs extend to a depth of probably
500 or 1,000 feet.

Increasing steamships from Europe
which have been held up down the bay
by fog for the last 24 hours or more
all report having passed numbers of
large icebergs and ice fields in the
vicinity where the Titanic was lost.

LAPLAND PASSES MANY BERGS.

The Red Star liner Lapland, from
Antwerp and Dover, reports that it
passed a number of large and small
icebergs in the vicinity of longitude
40.50 and latitude 42, and that the ice
fields extended as far north and south
of the course as the eye could reach.

The steamer Niagara, from Havre,
reported that the evening of April
10, in latitude 44.07 and longitude
50.40, it saw many icebergs, followed
by an ice field, and that the liner
steamed around the field until 3 o'clock
the following afternoon.

While steaming through the ice fields
the wash of the sea hurled a large
block of flint-like ice against the port
bow of the Niagara and perforated one
plate in two places. A little water en-
tered the ship, but the leak was soon
stopped.

ICE FIELD OF GREAT EXTENT.

The steamship President Lincoln of
the Hamburg-American line, which ar-
rived yesterday from Hamburg, report-
ed that April 12 it entered a large field
of ice, dotted in all directions with
large and small icebergs. Captain Ma-
gin said it was easy to imagine that
the ship was in the midst of a polar
country covered with nothing but ice
and snow rather than on the Atlantic
ocean.

The President Lincoln and two other
steamers sighted were obliged to
shift their courses due north in order
to clear the ice field, which was not
accomplished until after four hours'
steaming. The center of the field, Cap-
tain Magin said, was in latitude 41.55
north latitude and longitude 50.14 west,
which is close to the point where the
Titanic struck an iceberg two days
later.

The steamer St. Laurent, from Bor-
deaux, reported the same ice field,
while Captain Wood of the steamship
Etonian, which arrived last night from
Antwerp, reported that April 12 he en-
countered a field of ice 108 miles in
length.

AGREEMENT IS PROBABLE
ON THE METAL SCHEDULE

Washington, April 17.—Cummins
of Iowa, progressive republican, in con-
ference with democratic members of
the finance committee today, submit-
ted his bill for revision of the metal
schedule of the tariff law. It provides
for a considerable reduction on iron
and steel rates—about midway between
the present tariff and the house demo-
cratic bill. The democratic members
thought an agreement with Cummins
could be reached.

ROOSEVELT RUNS INTO
A STORM IN NEBRASKA

Hastings, Neb., April 17.—It was
snowing when Roosevelt began his
Nebraska campaign here today. Biting
cold resulted in the abandonment of a
plan for an outdoor meeting, and Roose-
velt spoke in the opera house.

Statue to Famous Naval
Commander Located at
Washington.

PRESIDENT A SPEAKER

Admiral Dewey Pulls Cords That
Drop Flags Covering the
Memorial Shaft.

Washington, April 17.—A statue
of John Paul Jones, the first great
commander of the American navy,
moulded to show him as he stood on
the deck of the Bonhomme Richard
in the terrible fight with the Serapis
125 years ago, was unveiled here to-
day with simple but impressive cere-
monies. President Taft and General
Horace Porter were the only speak-
ers on the program. To Admiral
Dewey was assigned the task of pull-
ing the cords that released the flags
about the statue.

The unveiling of the statue brought
to a close a movement begun several
years ago to provide some appropri-
ate memorial to the memory of the
great naval hero.

WORK COSTS \$50,000.

It started when a wave of public in-
terest was excited by the discovery in
France and removal to America of the
remains of the early sea fighter. Much
difficulty was experienced in selecting
a design for the memorial from the
large number of models submitted by
famous sculptors. The choice finally
fell upon the design offered by Charles
H. Niehaus of New York for a statue.
A setting for the statue included a
fountain, pylon and approaches, the
whole work costing \$50,000.

CLOSE TO WHITE HOUSE.

The memorial is located on the
northwest shore of the Tidal basin in
Potomac park, at the foot of Seven-
teenth street, not far from the White
house, the Pan-American Union build-
ing, the Home of the Daughters of the
American Revolution and other beau-
tiful buildings. It is the first statue to
be erected within the limits of the
new Potomac park, and is also the
first purely naval monument to be rais-
ed in this city since that unveiled in
memory of Admiral Dupont in 1884.

DIFFERS FROM OTHER.

The Jones memorial differs in many
respects from other similar structures
in the national capital. It consists of
a marble pylon of classic design as the
background for a colossal bronze fig-
ure of the intrepid naval commander
of the early days of the republic.

The pylon is a massive rectangular
tower about 15 feet in height. It oc-
cupies the center of an ornamental
fountain, water for which is supplied
from the bronze heads of dolphins, on
each side of the pylon.

OF HEROIC PROPORTIONS.

The statue of John Paul Jones
stands at the base of the monument in
front of the pedestal. It is of heroic
proportions, being about 19 feet high.
The great naval commander is shown
in full uniform, with an expression and
pose suggestive of his indomitable
will and unconquerable spirit. He has
been modeled as though watching a
naval engagement. His right hand is
clenched and his left hand clutches a
sword. As the sculptor put it, "Here
is the representation of a man cap-
able of doing almost anything and not
simply a man who can do only one
thing."

SEVERAL INSCRIPTIONS.

There are several appropriate in-
scriptions on the memorial suggested
by Representative Lemuel P. Padgett
of Tennessee, chairman of the house
committee on naval affairs, and ap-
proved by the Jones Memorial com-
mission, consisting of the secretaries of
war and navy and the chairmen of the
congressional committees on library.
Under the statue is inscribed

"1747 First 1792."

To compel foreign men-of-war
To strike colors to the Stars and
Stripes."

There are two inscriptions on the
rear of the pylon. One of these is on
the stone forming the cap of the shaft.

REPLY TO BRITON.

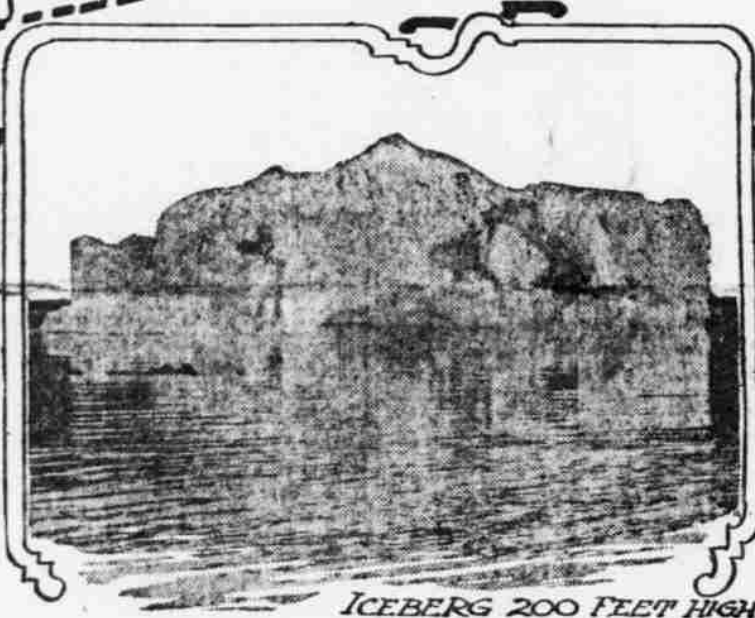
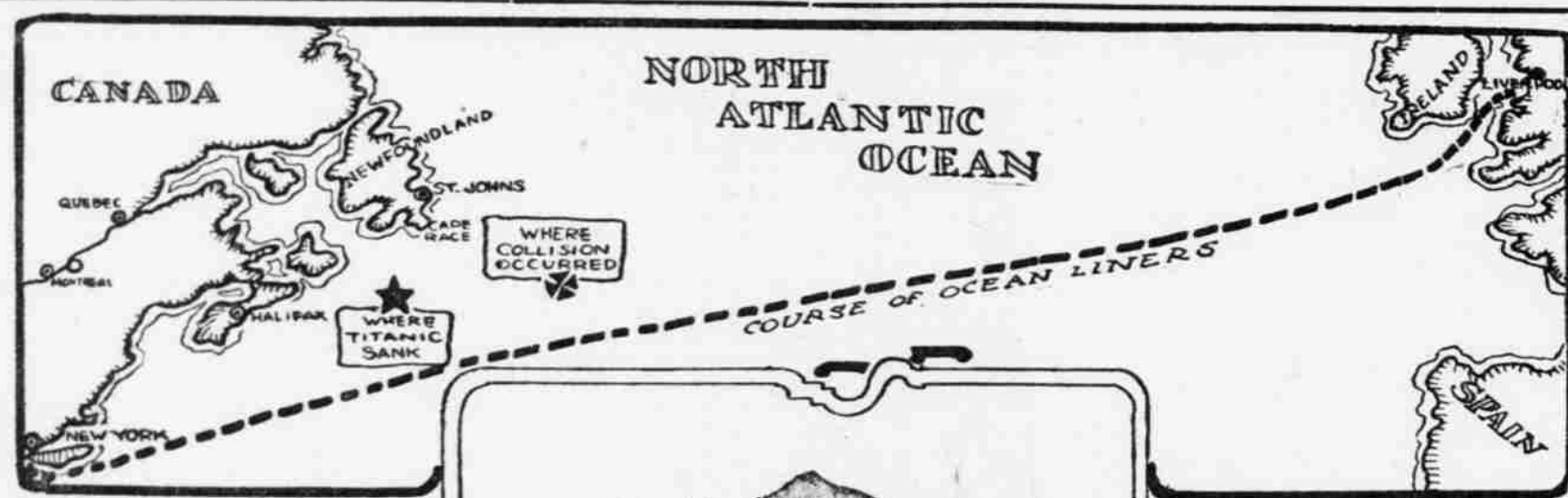
It embodies the language popularly
attributed to Commodore Jones when
called upon by the commander of the
British frigate Serapis to surrender
the American ship Bonhomme Rich-
ard. The inscription is arranged in
two lines, and without quotation
marks as follows:

Surrender?

I have not yet begun to fight.
The other inscription is just below
the base relief representing Commo-
dore 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.

Iceberg and Map Showing Scene of Titanic Disaster



Captain E. J. Smith, commander of
the Titanic, who died at his post.

pressed their deep sympathy for the
victims of the Titanic disaster.

DEATHS IN A DAY

Philadelphia, April 17.—William F.
Harry, 62, former chairman of the
democratic national committee, is
dead. He achieved fame as manager
of the campaign of Grover Cleveland
in 1892.

Morgan is 75.

New York, April 17.—J. Pierpont
Morgan is today celebrating his 75th
birthday at Aix Les Bains, France. Ac-
cording to cablegrams, Morgan is in
excellent health.

Commission Form Loses.

Aurora, Ill., April 17.—At Aurora the
commission form of government propo-
sition was defeated by a vote of 3,189
to 1,156 yesterday.

Hamilton for Senate.

Des Moines, April 17.—Daniel W.
Hamilton of Sigourney, a prominent
democratic leader, today announced
himself as a candidate for United
States senator.

Delay Mrs. Grace's Hearing.

Atlanta, Ga., April 17.—The case
against Mrs. Eugene H. Grace was con-
tinued again. She is charged with
shooting her husband, and will have a
hearing next Tuesday.

Marquette, Wis.—The Ann Arbor car
ferry reached Menominee from Frank-
fort, Mich., on the first trip of the sea-
son. It did not have much trouble
in cutting its way across the ice fields
on Green Bay.

Engineer White of an eastbound freight
train refused to leave the yards until
his orders and clearance card agreed.
Starritt fired several shots at him and
his conductor, Chittenden, and several
stock shippers.

He also accidentally set fire to the
depot and watched it burn while he
threatened bystanders with the revol-
ver and prevented them from attempt-
ing to save the contents of the office or
freight house. He then tried to es-
cape on the engine of the freight train.

OPERATOR STARTS TO SHOOT.

When White declared he would not
leave the yards unless the orders and
clearance cards were made to agree,
Starritt began shooting. Almost simul-
taneously the flames burst forth from
the stove, into which he had poured
coal oil on paper, and ignited oil spill-
ed on the floor. The flames spread
from the office to the freight house and
waiting rooms.

Citizens, attracted to the scene by
the shots and the fire, were held at bay
by Starritt. Meanwhile the train crew
had pulled the train to a place of safety
and returned to help the citizens
capture the crazed operator. City Mar-
shal Alva Maret arrested the operator
just as he had climbed into the cab of
the engine and was attempting to dash
with the train down the track.

EX-BANDIT'S RELICS LOST.

Three trunks burned in the depot
were filled with relics of war times,
which were lost by Frank James, for-
mer bandit, who had shipped them to
his old home here.

James and his wife arrived here and
were grieved at the loss. Starritt was
held on a minor charge, pending an in-
vestigation, but was released by Mayor
Jeannette on \$200 bonds. Starritt was
re-arrested and brought to jail here.