

THE JONES COUNTY NEWS

Vol XXXIII—No. 19.

Ellisville, Miss., Thursday, April 18, 1912.

One Dollar a Year.

PRIMARY ORDERED

All Mississippians May Express Their Personal Preferences For the Democratic Nominee.

Jackson, April 18.—The Democratic state executive committee in session here today, ordered a special preferential primary election to be held on May 7, to choose delegates to the national Democratic convention to be held at Baltimore.

A state convention was also called, to be held on May 15, when the returns from the special primary will be canvassed.

The action of the committee in calling a presidential primary came as a distinct surprise, as it was understood in all quarters that the members of the committee were opposed to this action and that they would ignore the joint resolution passed at the recent session of the state legislature.

The calling of the election means that a vigorous campaign will be waged by the respective candidates for president.

While sentiment in Mississippi is generally in favor of Underwood, it is by no means certain that he will capture a majority of the Mississippi delegates and the other candidates for the nomination are expected to put up a vigorous fight.

It is said that Underwood men will open headquarters here at once, and it is expected that Clark and Wilson will do likewise. Both Clark and Wilson have strong friends throughout the state, even though a majority of the politicians have expressed a preference for Underwood.

PASCAGOULA ROAD MAY BE EXTENDED

Pascagoula, April 17.—Information reached this city today that the pendency who recently bid in the annexing of the Southern Railroad at this point. In front of the courthouse in this city, have applied for a charter at Jackson for a railroad from this city to Memphis. The applicants for the charter are given as J. L. Dantzier, president of the L. N. Dantzier Lumber Company, of Moss Point, L. C. Fry, banker of Mobile, and W. W. Boudin, banker, of New Orleans. The capitalization is given at \$545,000. The statement coming from Jackson is that the headquarters of the new road will be at Pascagoula, and that it is generally believed that the properties will pass under the control of the Frisco system. It is stated that the road will be extended into Memphis, connecting with the Frisco system at some point on the old Mobile, Jackson & Kansas City road.

Notice.

All boys and girls who are interested in the tomato and corn club work at the following schools, Pendford, Clear Water, Liberty, Pack, Shady Grove, Hoy, Howard, Myrick, Huddleston, Mill Creek, Longino, Antioch, Mt. Vernon, Flynt are requested to meet me at Supt. Stringer's office at Laurel, April 27, to organize and to elect a local president. Come at 10:30 a. m., for business.

A. C. KNIGHT,
Manager.

FARMERS UNION MEETS AT ELLISVILLE

Ellisville, April 17.—The County Farmers' Union met here today, and was opened with a public meeting at the Agricultural high school. About sixty farmers were in attendance, and an audience of about 125 listened to splendid addresses by Mr. Pate, of the Agricultural and Mechanical College, and by Mr. McKay, of Jackson, who is connected with extension work in horticultural and truck farming. Dinner was served at the Agricultural high school to all in attendance.

Mr. Wyatt Collins, the president of the County Farmers' Union was in charge of the meeting, most of the arrangements for which were made by Prof. John R. Hutcheson, who is president of the local union.

HATTIESBURG WILL RETAIN COMMISSION PLAN OF GOVERNMENT

Hattiesburg, April 17.—The election held yesterday to determine whether or not the city would return to the aldermanic form of government, resulted in a victory for the commission form of government. Of the 657 votes cast, 483 were for the commission form while 174 were in favor of returning to the aldermanic form. Heavy rain during the entire day prevented voting like a full vote being cast.

LONG AND HEROIC FIGHT

Five Counties Inundated Today and Property Loss Will Reach Up Into the Millions.

Greenville, April 18.—The long and heroic fight which the citizens of the Yazoo-Mississippi Delta have made to protect themselves from the ravages of the rushing torrent of water now pressing through the valley toward the Gulf came to naught last night about 11:30 o'clock, when the levees at Beulah, near the line of Bolivar and Coahoma counties, gave way.

The break this morning is nearly a half mile wide and the water is coming through with a rush.

Beulah is forty miles north of Greenville, in the upper delta, which means that at least five of the largest and richest counties along the river will be inundated. It is believed that the portion of Coahoma county north of Sunflower river will escape serious damage, but Sunflower, Issaquena, Washington and Sharkey counties are directly in the path of the flood. A large portion of Bolivar, including the towns of Cleveland and Rosedale, are already under water.

Another Arkansas Break.

Vicksburg, April 18.—The Arkansas river levee, fifteen miles north of Arkansas City, collapsed last night. A gap two hundred feet wide was torn in the dyke, and water, which will eventually join with that coming through the crevasse at Panther Forest, Ark., is rapidly flowing through the breach.

Arkansas City is the only town of importance in the pathway of the flood.

Worse at Tallulah.

Tallulah, La., April 18.—The conditions at Tallulah grow hourly worse, and the end is not yet in sight. The water has risen rapidly since yesterday. The meat supply is exhausted, and the condition of the poorer whites and negroes is critical.

Most Horrible Disaster In History of the Ocean

Only 675 of the 2,200 Persons Aboard the \$10,000,000 Floating Palace Are Known to Have Been Saved From Watery Death When the Titanic Went to the Bottom.

THAT FEW MEN ARE AMONG SAVED IS TESTIMONY OF THEIR HEROISM

When the Carpathia Arrived at the Scene of the Catastrophe, the Titanic Had Gone to the Bottom and Only 675 Persons in the Life Boats Were Left Upon the Surface.

New York, April 16.—More than 1,500 persons, it is feared, sank to death early Sunday when within less than four hours after she crashed into an iceberg the mammoth White Star Line steamer Titanic, bound from Liverpool to New York, on her maiden voyage, went to the bottom off the New Foundland banks.

Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence only 675 are known to have been saved. The White Star Line offices in New York, while keeping up hope to the last, were free to assume that there had been horrible loss of life. Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. The nearest approaching it in magnitude were the disasters to the steamers Atlantic in 1873, when 574 lives were lost, and La Bourgogne, 1898, with a fatality list of 571.

Were Any Others Taken Off.

Should it prove that other liners, notably the Allan liners Parisian and Virginian, known to have been in the vicinity of the Titanic, had picked up other of her passengers, the extent of the calamity would be greatly reduced. This hope still remains.

News of the sinking of the liner and the terrible loss of life in consequence came early last evening with all the greater shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition and that all her passengers had been saved or taken off. The messages were mostly unofficial, however, and none came direct from the liner, so a lurking fear remained of possible bad news to come.

Flash of Her Sinking Received.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Ria, within 100 miles of which the liner struck the iceberg, word that at 2:20 o'clock, three hours and fifty-five minutes after receiving her death blow, the Titanic had sunk. The news came from the steamer Carpathia, relayed by the White Star liner Olympic and revealed that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

675 Passengers Found in Lifeboats
Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from the meager reports received up to a late hour, were some 675 survivors of the disaster. These, according to the advices, the Carpathia picked up and is now on her way with them to New York.

For the rest, the scene as the Carpathia came up was one of desolation. All that remained of the \$10,000,000 floating palace, on which nearly 1,500 passengers had been voyaging luxuriously to this side of the Atlantic were some bits of wreckage. The biggest ship in the world has gone down, snuffing out in her downward plunge, it ap-

Few Men Among Those Saved.

A significance in the Carpathia dispatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove that no other vessel picked up any passengers of the sinking liner this might mean that few of the men on board have been saved, as the proportion of women and children among the passengers was large. The same facts would likewise spell the doom of practically the entire crew of about 800.

Notables Aboard Vessel.

Among the notables aboard the ill-fated vessel were: John Jacob Astor, Benj. Guggenheim, Geo. D. Widener, J. P. Thayer, Clarence Moore, all millionaires; W. T. Stead, the famous war correspondent, was also a passenger, as were Foster, Futrelle, the noted travel writer.

New York, April 17.—The detail of the steamship Titanic, which sank off the coast of New Foundland early Monday morning, is placed at 1,302.

The steamer Carpathia, which arrived at the scene of the disaster soon after the Titanic went to the bottom of the sea, is proceeding slowly through the ice floes toward New York with 808 survivors of the disaster on board. These were picked up in the open sea, where they had been set adrift in the lifeboats of the wrecked ship, and many of them were rendered unconscious from exposure. The survivors were picked up in the open sea, where they had been set adrift in the lifeboats of the wrecked ship, and many of them were rendered unconscious from exposure. The life boats were adrift more than six hours before the arrival of the Carpathia and the suffering from the bitter cold was intense.

Of the 808 passengers picked up by the Carpathia, more than 600 are women and children. It is said that the capacity of the life boats were insufficient to care for half of the ship's crew and that preference was given to the women and children. The men, as a rule, remained on the sinking ship and went down to death.

Only meager details of the disaster are thus far available, as the wireless apparatus on the Carpathia is not working well and the land batteries have been unable to decipher many of the messages.

President Taft has ordered the secretary of the navy to dispatch the scout cruisers Salem and Chester to the scene at once from Hampton Roads to meet the Carpathia, and send by wireless to the government a complete list of the Titanic's survivors. The Chester was caught by wireless forty miles off the Chesapeake capes, and by four o'clock was steaming northward to get as soon as possible in touch with steamers bearing news of the disaster.

The revenue cutters were notified to be ready to proceed to the Carpathia if necessary.

All day fearful, anxious throngs swarmed the offices of the White Star line, and overflowed Broadway,

stopping traffic at times and keeping the police busy maintaining order.

Col. John Jacob Astor is believed to be among the missing. His wife, and maid are on the Carpathia.

Isador Strauss, the millionaire merchant, Benj. Guggenheim, the copper magnate, Edgar J. Meeve, vice-president of the Braden Copper Company, are still unaccounted for.

Sank Faster Than Expected.

Montreal, April 17.—A definite statement that neither the steamer Parisian or the Virginian succeeded in rescuing any of the Titanic's surviving passengers was made tonight by the general agent of the passenger line, Geo. Hannah, of the Allen line. He said it was believed the Titanic sank more rapidly than those aboard expected she would and that work of loading the boats and getting passengers over the side had not been completed when the final plunge occurred.

Washington, April 17.—The flickering hope that Major Archibald Butt, aide to Taft and former President Roosevelt, and Clarence Moore, a Washington capitalist and social leader, were saved from the wreck of the Titanic, fled from Washington today, when the list of the rescued was made public. The names of neither Butt nor Moore appeared.

Roll Now Complete.

New York, April 18.—The roll of the Titanic disaster is now complete. That the casualty list is complete was "proclaimed" the transatlantic that only thirty-three hundred and thirty-three of the six hundred and eighty-two passengers of the Titanic are safe on the rescue ship.

The two hundred and eighty-two cabin passengers whose names did not appear in the lists sent ashore yesterday by the wireless probably must be conceded as among the one thousand three hundred and twelve lost.

Thousands of hopeful hearts were turned to despairing ones, when the United States scout cruisers, Chester, wireless to shore that she was in communication with the Carpathia and asked for a full list of first and second cabin survivors, that the Carpathia reported that all names had already been sent ashore.

The remainder of the saved were passengers in the steerage, and members of the crew. From the Carpathia, which was approximately six hundred miles from New York this morning, which is expected, if it keeps up thirteen knots an hour, to reach here at eight o'clock Thursday night, came the new report of a number of survivors aboard.

Through the Cunarder, Francoeur, which established wireless communication with the Carpathia, came the message, which included statement: "She has a total of ten hundred and five survivors aboard."

The previous statement that Carpathia had been that it eight hundred and sixty-eight survivors. Communication was had with Carpathia through the scout cruiser Chester, and the shore station at Siasconsett. The Chester came slowly to the saved passengers of the cabin of the Titanic.

Prominent Men Go Down.

The very sending of these could but help to confirm the fatal belief that there were no more names in the first and second cabin passengers to send. This left hardly the possibility of the names of well-known men, such as John Jacob Astor, Wm. T. Stead, Isador Straus, Major Butt and Benj. Guggenheim, could have been omitted in the transmissions of names. That those men have gone down with the ship there remains hardly a doubt.