

1,500 MEN GO DOWN TO WATERY GRAVE; ONLY WOMEN AND CHILDREN ARE SAVED FROM TITANIC AFTER IT STRIKES SUBMERGED ICEBERG

Greatest Steamer In World Goes Down In
Mid-Atlantic Only Few Hours After
Running Into Big Obstruction

JOHN JACOB ASTOR AND OTHER
NOTABLES DROWN IN THE SHIP

Out of 2,538 Souls, Only 866, all Women and Children, are
Saved.—These Picked Up in Lifeboats Sur-
rendered to Them by the Men.

CONGRESS WILL TAKE ACTION TO
RECURRENCE OF DISASTER.
Washington, D. C.—Congressional action to assure adequate life-
saving facilities on ocean liners may be expected as a result of the
Titanic disaster, according to Chairman Alexander of the house
merchant, marine and fisheries committee. House representatives
today unanimously adopted a resolution of sympathy for relatives
of the victims of the disaster.

Cape Race.—Only a few hours after she struck a submerged iceberg
1100 miles out in the Atlantic, the giant White Star passenger steam-
ship Titanic, on her maiden voyage, sank yesterday morning with ap-
proximately 1,500 passengers and members of the crew.

News of this terrible sequel to the crash of the ship into an almost
hidden mass of ice that had floated down from the Arctic ocean, was sup-
pressed all day yesterday and not until this morning did the world dis-
cover the extent of the tragedy. Even today there are variations in the
reports that prevent an absolute statement of the number of victims.

Unparalleled in the history of the sea were the scenes on board the Ti-
tanic when she sank at 3 a. m., Monday morning, after striking an ice-
berg at 1:30 a. m. Sunday night.

Greatest Sea Disaster.
With 866 women and children in twenty modern lifeboats on the
calm sea, but amid cakes of ice, surrounding the vessel at a safe distance
the remaining men passengers and the crew of 800, or 1492 in all, went
down when the crushed plates and bulkheads let in the water faster than
the pumps could throw it out.

The last wild scenes on the vessel probably will never be known, for
all are apparently dead, including Capt. Smith, commodore of the
White Star line.

Whether the crew stood at their posts bravely or fought with passen-
gers for life rafts and life preservers will never be known.

This is the greatest sea disaster in history, particularly because of the
large number of prominent and wealthy people on board. The reports
show, however, that the women and children were sent to the boats first,
regardless of whether they were rich or poor, members of the leisure
class or just laborers.

In the darkness, it is very likely that the wives and mothers of
those who sank were in ignorance of their fate, although not far distant,
but the details of this part of the tragedy will not be known until the
Carpathia arrives her with her 866 survivors.

It is thought that nearly all the passengers were asleep when the crash
came, and that they hurried to the boats in their night clothing. They
must have suffered terribly for eight hours in the lifeboats before they
were rescued.

All Steamers Arrived Too Late.
Although a half dozen steamers were summoned by wireless when the
tragedy occurred, to rush to the scene, they arrived too late. As stated
by Captain Gambell of the Virginia, only the wreckage of the Titanic was
found.

The Carpathia will reach New York with the survivors late Thursday
or Friday morning. There is a slight hope yet of saving a few on life
rafts.

The best information is that only the women and children, to the num-
ber of about 850, were saved and that these were picked up from life-
boats by the Carpathia. The others of the 2,400 passengers and members
of the crew on the boat remained heroically with the vessel, surrendering
to the helpless women and children in their night clothing. All the vessels
that are summoned by wireless, according to the most responsible re-
ports, arrived too late to give succor to those on board the ill-fated
monster.

Eclipses All Fiction.
That the stories of the catastrophe as told by the half-frenzied sur-
vivors will eclipse anything in fiction, is certain from the brief and dis-
jointed information that is available here from wireless sources.

The crashing of the ship's steel prow upon the solid ice must have
struck the ears of the ship's company and forecasted the horrors that
were soon to come. There must have been a rush to deck with a few
wraps hastily picked up in the mad flight, only to get word immediately
that the ship was wounded to the death and that there was no chance
that all could be saved.

In the midst of an ice field, tossing and tumbling in a strong swell
that is never absent from the Grand Banks and with bitter piercing at-
mosphere cutting the tender flesh to the bone, the men and women and
children faced the inevitable end.

There must have been sad farewells when the loved ones parted.
Hundreds embraced their wives and their babies for the last time and
then the stalwart began the work of putting the great lifeboats to sea.
The number of boats was cruelly small. Over the side and into the
ice fields, they must have been very heavy.

Other vessels just into port, both here and on the other side, describe
the ice fields as almost solid and it is certain that the greatest care must
have been taken in launching the boats so that they were not overturned.

Whether or not the unfortunate women and children in the boats wit-
nessed the final plunge of the wounded leviathan as she staggered to the
bottom, carrying with her their nearest and dearest, will not be known
until they tell their stories here. It is likely, however, that they did.
The lights of the great floating hotel probably remained extinguished un-
til the final plunge.

The women and children, it seems certain, suffered greatly while the
frail boats in which they had taken refuge tossed like corks on the
surface of the water. It was long after daylight when the Carpathia fi-
nally arrived, only to find a score of heavy laden life boats and the wreck-
age of the Titanic.

Say Only 650 were Saved.
Charleston Navy Yard, Mass.—A
wireless dispatch says:
"Six hundred and fifty women and
children now on board the liner Car-
pathia are the only ones saved from
the Titanic. The others went down
with the ship. Other rescue ships
failed to find any more of the Titan-
ic's passengers."
This wireless message was relay-
ed by two ships which caught it off
Cape Cod at 5 o'clock this morning.
It was repeated twice clearly.
New York City.—Utterly stunned
by the disaster in the sinking of the

Titanic, thousands of men, women
and children stormed the office of
the White Star Line this morning for
information, but little was received.
The officials merely said there had
been loss of life but that they hoped
for the best.

The Cunard line gave out a wire-
less dispatch saying that the Car-
pathia had rescued 800 passengers
and that it was proceeding slowly to
New York through a field of ice.

The White Star Line officials are
suppressing wireless reports.

Company Suppresses Facts.
Relatives of the missing charge the
company not only with the suppres-
sion of facts but with sending out
cheering reports yesterday when the
officials knew better.

The list of rescued women and
children was given out by the White
Star officials, as sent by wireless by
the captain of the Olympic. The list
contains 600 names, but the story of
the disaster, how the women and
children were placed in boats during
the night and how they suffered for
eight hours before the other steamer
came and how the Titanic foundered
with its men passengers and crew is
suppressed.

Varying Reports.
Because of the variance between
the official and unofficial reports, it
is impossible to say at 11 o'clock
how many of these on the Titanic
were saved and how many were lost.
With 846 on the Carpathia, the death
list would be 1492, if all the rest
were lost, for the Titanic carried a
total of 2358 passengers and mem-
bers of the crew when it sailed.

A wireless from the Carpathia says
that Mrs. John Jacob Astor was sav-
ed, but that her husband may be
lost.

Cape Race.—A wireless from the Ol-
ympic says that the Carpathia has
rescued 866 from the Titanic but that
there are grave fears for the rest
of the passengers and crew.

Virginia Was Too Late.
Boston, Mass.—Officials of the Al-
lan line do not believe the report
that their steamer Virginia has 400
Titanic survivors on board. The Vir-
ginia can't be reached by wireless. A
telegram from Sable Island says that
no victims were rescued by the Pa-
risian.

Montreal, Canada.—Capt. Gam-
bell of the Virginia reports to the
company's agent here by wireless
that his rescue trip to the Titanic was
fruitless. "We arrived too late to re-
scue any one," he says. Now he is
proceeding to Liverpool. This means
that the only ones saved were in
the boats picked up by the Carpa-
thia, 866 in all.

Notables on Board.
New York City.—Among those on
the lost Titanic, who probably are
all dead are the following:
John Jacob Astor, head of the
New York Astor family; Henry B.
Harris, the theatrical magnate from
St. Louis; Isador Strauss, a New York
merchant; William Stead, editor of
the Review of Reviews; Charles Mel-
ville Hays, president of the Grand
Trunk railroad; Benjamin Guggen-
heim, fifth son of Meyer Guggenheim;
Frank D. Millet, artist; Clarence
Moore, a Washington clubman; Ma-
jor Archibald Butt, President Taft's
aide; Jacques Frutelle, author, and
J. Bruce Ismay, president of the In-
ternational Mercantile Company.

Gloom at White House.
Washington, D. C.—Gloom prevail-
ed at the White House today. Pres-
ident Taft was visibly touched and
kept in constant communication with
the White Star officers, trying to get
news of his side, Major Butts, who
was on his way back from Europe on
the Titanic. In the House of Repre-
sentatives, the sea horror was refer-
red to by Rev. Henry W. Codert, the
blind chaplain, when he opened the
house with prayers. He prayed for
more stringent laws to protect those
who travel by water.

When it comes to vessels of great
size, such as vessels of 45,000 tons
or more, carrying 3,000 passengers,
there are not enough lifeboats to car-
ry the passengers to safety in case of
accident, said Supervising Inspector
General George Usher of the steam-
boat inspection service today. Such
boats are required to carry enough
life preservers for each passenger.

Tearful Crowd in London.
London, England.—A tearful but
excited crowd surrounds the White
Star offices, demanding information,
which is not given. Dignified busi-
ness men and nobility rubbed elbows
with laborers and many denounced

the officers of the company for re-
ports of yesterday that all were sav-
ed. All the ships and many of the
buildings are carrying flags at half
mast. In parliament speeches were
made lauding the man for sending
the women and children away in
boats and remaining to face death.

Staggers Insurance Companies.

London, England.—Whether the
underwriters that carried policies on
the ill-fated Titanic will be able to
meet their obligations will not be
known for several days. The losses
are staggering, amounting to \$10,-
000,000 on the ship. Of this no less
than \$5,000,000 was on diamonds on
board, besides insurance on a half
million dollar cargo, registered mail
and the property of passengers. The
insurance on the steamer was \$3,-
700,000. All the lost diamonds were
covered by insurance.

The vessel sank in two miles of
water and the companies will be un-
able to recover anything.

One woman passenger carried
\$600,000 insurance on her personal
jewels.

The rumor that J. Pierpont Mor-
gan was on board is denied at his
office today. He is now in France.

The postoffice authorities say that
the Titanic carried 3,500 bags of
mail, or 10,000,000 pieces, for all
parts of the United States.

Grief in Germany.
Berlin, Germany.—Profound sym-
pathy was expressed in the Reich-
stag today in discussing the Titanic
disaster. All Berlin is shrouded in
gloom. On board the Titanic were
scores of Germans as well as Ameri-
cans well known here.

Paris, France.—Retiring United
States Ambassador Bacon came near
being a passenger on the Titanic. He
changed his mind and will leave with
the French delegation.

On Maiden Voyage.
The White Star liner Titanic, the
largest vessel afloat, left Southamp-
ton April 10 on her maiden voyage
for New York. She was a vessel of
46,328 tons, 882 feet 6 inches long
and displaced 66,000 tons. Titanic
carried about 1,300 passengers, of
whom 350 were in the first cabin.
Capt. E. J. Smith is in command.

The Titanic is a luxuriously fitted
out vessel and her accommodations
for cabin passengers are elegant. The
Titanic has accommodations for
3,000 passengers and carries a crew
of 860.

That icebergs are prevalent in the
Atlantic just now was made known
when it was learned the Cunard liner
Carmania and the French liner
Niagara had with them last week.

The Niagara had several plates
stove in off the Grand Banks Thurs-
day and the Carmania herself had an
exciting day threading her way
through floes.

HOLINESS SUMMER
CAMPMEETING DATE.
The South Dakota State Holiness
Association will hold its annual cam-
pmeeting on the association's grounds
at Riverside R. R. station, near
Mitchell, June 27th to July 7th,
1912. Rev. Dr. C. J. Fowler, of West
Newton, Mass., president of the Na-
tional Holiness Association, and one
of the most able pulpits men in this
country, with Rev. C. F. Weigle, of
Pasadena, Cal., will be the evange-
lists.

The Association is looking forward
to this to be one of the greatest
campmeetings it has ever held and
invites all who can to come and en-
joy the meetings and share in the
blessings that must surely come to
every thoughtful person attending.

Also, the Association expects to
build a large wooden tabernacle to
be ready for use on the same grounds
and about the same time the follow-
ing year, 1913, when the National
Holiness Association will hold its an-
nual campmeeting there, and have se-
cured some of the most prominent
and able men of the Association and
of the country to officiate, which will
furnish the people of this state a
privilege they rarely if ever had.
Keep both of these meetings in mind
and plan to attend.

TWO MORE PETITIONS.
Pierre, S. D.—The nominating pe-
titions of Thomas Thorson, as a re-
publican candidate for National Com-
mitteeman; and Dighton Corson as a
candidate for re-election to the su-
preme court, were filed with the se-
cretary of state Saturday.

MARRIED AFTER SCATTERING ASHES OF HER FATHER

Former South Dakota
Girl in Weird
Ceremony

BRIDE A SPEAKER

Prominent on Platform, Once
Reported Engaged to
Clark

Huron, S. D.—Word has reached
Huron of the marriage at Los An-
geles, Cal., of Miss Hattie Rose
Laube, formerly of this city, and a
well known political speaker in this
state, to A. N. Seward, the dispatch
telling of the event saying: "A weird
and solemn ceremony was perform-
ed at Inspiration Point, Mount Lowe,
last midnight, when Arthur N. Sew-
ard and Hattie R. Laube were united
in marriage, after the bride had cast
to the four winds the ashes of her
father. The bridegroom said that
for five years Miss Laube had refus-
ed to marry him, believing it her
duty to attend to her invalid father.
Last week the father died and Miss
Laube considered all barriers to the
wedding removed."

Miss Laube was a woman of edu-
cation and during the McKinley cam-
paign she made quite a sensation in
this state as a platform lecturer and
political speaker. Some time after
she removed from this city to Cal-
ifornia announcement was made of
an alleged matrimonial engagement
between her and United States Sen-
ator Clark, the multi-millionaire cop-
per king of Montana. This brought
her into new prominence and all her
lecture appearances brought out large
crowds. The denial of the engage-
ment by Senator Clark only added
to the interest of the public in the
affair. Later announcement was made
of her engagement to a well known
Californian, engaged in fruit raising
and interested in certain patent
rights with Mr. Laube. As the story
was told, this engagement was also
a myth, and no marriage ever result-
ed from it. It was hinted, however,
that the lady's financial standing
was considerably enhanced by the
liberal sum paid for patent rights,
but not for the hand of the fair
maiden. After this nothing more was
heard from either Miss Laube or her
father, until the recent announce-
ment of his death was made, follow-
ed by the news of her rather sensa-
tional marriage.

DEMOCRATIC CONTEST
IN SECOND DISTRICT

BARRETT OF ABERDEEN AND
FISK OF REDFIELD BOTH
WANT THE NOMINATION
FOR CONGRESS.

Pierre, S. D.—The filing of certi-
ficates of nomination is beginning to
"pick up" in the department of the
secretary of state. The list presented
today was that of Frank LeCocq, of
Armour, as a candidate for railway
commissioner of the southern dis-
trict; and C. H. Dillon, of Yankton,
as a republican candidate for con-
gress from the first district. Two
filings by democrats as congressional
candidates in the second district in-
dicates that there is to be a contest
in that party in the district. The
petitions of G. Boyd Barrett, of Aber-
deen and of E. M. Fisk, of Redfield,
for the democratic congressional nom-
ination in the second district has
been filed.

PUTS END TO BAD HABIT.
"Things never look bright to one
with 'the blues.' Ten to one the
trouble is a sluggish liver, filling the
system with bilious poison, that Dr.
King's New Life Pills would expel.
Try them. Let the joy of better feel-
ings end 'the blues.' Best for stom-
ach, liver and kidneys, 25c at Diehl
& Brown's.

We can Serve You Outside of Your Regular Checking Accounts

Safe Deposit Boxes, \$1.00 a year and upward.
Interest Bearing Certificates of Deposit.
Prompt Collection Service.
Travelers Checks and Letters of Credit.

The First National Bank

Through the Open Doorway of a Bank

many a young man has won his way upward in the
business world. The habit of saving money regular-
ly, quite as much as the accumulated funds, has laid
a firm foundation for business success later on.
Without money in bank there is no chance for ac-
quiring property by the average man.

We invite you to begin saving in this bank. You
will receive courteous attention, interest at the rate
of 4 per cent per annum compounded quarterly on
your money, and a degree of security which only the
most conservative banking can afford.

No matter where you live, you may, bank with us,
using the mail for deposits and withdrawals. Per-
fectly safe, convenient and satisfactory. Full in-
formation sent on request.

The First Trust and Savings Bank

AN OLD AGE PENSION of the most practical
sort is provided by a savings account in this bank,
added to steadily during the working years of life.

In old age the dividends will prove a welcome
help. In case of need the principal can also be drawn
upon.

Nothing is more satisfying than to know that one's
old age is provided for.

Why not make use of this bank to accomplish
this result?

Commercial & Savings Bank MITCHELL, SOUTH DAKOTA.

H. R. Kibbee, President, J. T. Morrow, Vice-President,
C. B. Wilt, Cashier, E. A. Loomer, Asst. Cashier.

That Financial Re- verses

May come to any man at any time is only too evi-
dent in the experience of every community

So That

An individual who at one period of his life may be
thoroughly responsible financially, at another time
may be entirely without resources or responsibility.

This Is

A very serious objection to the employment of an
individual as executor or administrator.

Offices of Trust

Involve many important duties which only a mod-
ern and reliable trust company can properly dis-
charge.

The Service

We render is far-reaching in scope, embracing
banking in all its branches, trust functions of every
character, property management and

4 Per Cent Interest, Com- pounded Quarterly on Savings

Inspect our vaults before selecting a safety deposit
box. Absolutely fire and burglar proof, \$1.00 per
year and up.

The Mitchell Trust Co.