

The Madison Daily Leader.

MADISON, SOUTH DAKOTA, FRIDAY, APRIL 19, 1912

SILENT AS SHE ENTERS HARBOR

Rescue Ship Carpathia Refuses to Answer Inquiries Regarding Titanic.

ASTOR NOT ON BOARD VESSEL

Hope Abandoned for Safety of All the Prominent Men on Wrecked Liner.

New York, April 19.—Fog delayed the arrival of the Cunard liner Carpathia, carrying survivors of the Titanic disaster. Wireless messages bombarded the Carpathia continuously, but with little result. Even a message from President Taft asking for news of his aide, Major Archibald Butt, remained unanswered and the indications are that no details of the disaster will be known until the Carpathia reaches port.

Judging from the nature of the few messages received from the survivors aboard the Carpathia the inference is that most of them are unaware of the awful tragedy which occurred aboard the Titanic after she was abandoned.

Thus many wives are ignorant that their husbands have perished and are hoping they were picked up by some passing liner which subsequently rendered service similar to that of the Carpathia.

In New York all preparations were made to receive the survivors when they land. Food, clothing, ambulances and other necessities and luxuries have been provided; the police protection will be ample and every measure will be taken to protect the unfortunate who have been under such a terrible strain.

UNCERTAINTY REGARDING EXACT NUMBER OF DEAD.

The wireless report that there are only 705 survivors of the Titanic aboard the Carpathia still persists, but no word as far as can be learned has come from the Carpathia in the last twenty-four hours giving the exact number of shipwrecked persons aboard.

From figures available at the White Star line offices it is probable that the number of dead totals 1,312. The Carpathia sent ashore the names of 125 third class passengers and requested the White Star line to send a ship's officer and fourteen sailors on two tug boats to take charge of thirteen Titanic lifeboats at Quarantine. This would indicate that only thirteen lifeboats had been found available for rescue work instead of twenty as had been approximated.

All hope has been given up that Colonel John Jacob Astor, Isidor Straus, Benjamin Guggenheim, George D. Widener, Major Archibald Butt, military aide to President Taft; Henry B. Harris, the theatrical manager, and Charles M. Hays, president of the Grand Trunk railway, have been saved.

The Carpathia's wireless operator sent word that Colonel Astor was not on the Carpathia and he did not know whether Benjamin Guggenheim or Major Archibald Butt were. The scout cruiser Salem requested information regarding Major Butt from the Carpathia but the Cunarder gave no answer.

GEORGE D. WIDENER NOT ON THE CARPATHIA.

George D. Widener, the Philadelphia capitalist, is not aboard the Carpathia. That information was received by the White Star line offices. No mention was made of his son, Harry Elkins Widener, in the wireless dispatch. Many of the wireless messages by survivors to their families show that they hold hopes that those from whom they had been separated were safe aboard other steamers.

Only a few of those who still clung to a faint hope that their family or friends might still be numbered among the saved aboard the Carpathia remained all night at the White Star line offices. The wireless word received from the cruiser Chester that the first and second passenger lists had been sent ashore was a heavy blow to the many who kept vigil for many hours at the office of the company.

Special arrangements have been made to care for the survivors when the Carpathia docks. Customs regulations have been suspended and there will only be a short inspection at quarantine by the health department as is mandatory under the law.

CENSORSHIP ON THE CARPATHIA

Requests for Information on Titanic Wreck Ignored.

New York, April 19.—Beyond even the mystery of how the mammoth Titanic met her fate another mystery, evolved by the events of the last three days, has forced itself to the front. Although the rescue ship Carpathia was within the zone of wireless communication for hours during the night and both shore stations and relaying ships were able to obtain from her long lists of survivors among the steerage passengers, and to send and receive numerous short messages from and to private individuals, not a word of matter descriptive of the manner in which the steamer received her death blow, or how those on board the doomed liner comported themselves in the face of impending doom, reached the shore.

Given the names of the first and second cabin passengers and the assurance which the Carpathia furnished, that she had no more of these to offer, the word of worldwide interest demanded of the Cunarder was that which would reveal the long withheld secret of what took place on the Titanic's decks when it became known that the fate of the giant liner was sealed.

But that word was not spoken. Neither was there any explanation forthcoming from the surviving officers of the Titanic as to how their ship came to strike the hidden obstacle in the ocean. From the Marconi offices word came that repeatedly, when the wireless working conditions were practically perfect, the Carpathia was asked to convey to the waiting world some idea of what were the momentous happenings on the Titanic in the terrible three hours and fifty-five minutes between the time when she struck the iceberg off the banks and that of her final plunge to the bottom.

GREED CAUSE OF DISASTER

Admiral Dewey Criticizes Methods of Steamship Companies. Washington, April 19.—"I think that every passenger who crosses the Atlantic takes his life in his hands," said Admiral George Dewey. "For myself I would rather go around the world in a well equipped battleship than make a trip across the North Atlantic in a transatlantic vessel.

"The greed for money making is so great that it is with the sincerest regret that I observe that human lives are never taken into consideration."

DOZEN VICTIMS IN MILLIONAIRE CLASS

Twelve Men Lost With Titanic Worth \$162,000,000.

New York, April 19.—Twelve of the men missing from the Titanic represented wealth estimated at \$162,000,000.

John Jacob Astor, of course, heads the list with an estimated fortune of \$125,000,000. Then, in order, came the following:

Benjamin Guggenheim, fifth of the Guggenheim smelter kings, \$10,000,000.

Isidor Straus, merchant and philanthropist, \$5,000,000.

George D. Widener, Philadelphia traction promoter, \$5,000,000.

Arthur Ryerson, Philadelphia, \$5,000,000.

Charles M. Hays, president of the Grand Trunk railroad, \$3,000,000.

William C. Dulles, Philadelphia, \$2,500,000.

Harry Elkins Widener, son of George D., \$2,000,000.

C. Duane Williams, Philadelphia, \$2,000,000.

George D. Wick, Youngstown, \$1,000,000.

Henry B. Harris, theatrical owner and manager, \$1,000,000.

Frederick Sutton, Philadelphia, \$500,000.

Mrs. George D. Widener, who was saved, carried with her three ropes of pearls insured for \$750,000. Part of her insurance contract was that she should wear them through the voyage and not entrust to the baggage.

Minnesota Politician Dead.

St. Paul, April 19.—August Koerner, state treasurer in 1894, died suddenly at the Mounds Park sanitarium. Mr. Koerner was a veteran of the Civil war and came to Minnesota in 1867. He was a member of the house in the Twenty-eighth session and was prominent politically in Minnesota for more than twenty years.

STRUCK ICEBERG FEARFUL BLOW

Titanic Believed to Be Going at Fast Rate of Speed at Time of Collision.

CAPTAIN HAD BEEN WARNED

Operator on Parisian Sent Messages to Big Liner Regarding Danger Ahead.

Halifax, N. S., April 19.—It is believed here, following the arrival of the steamer Parisian and the receipt of many wireless dispatches, that when the Titanic was wrecked Sunday night she was proceeding at a fast rate of speed.

Captain Haines and Wireless Operator Sutherland of the Parisian insisted that the night was clear and that, therefore, Captain Smith was undoubtedly holding to his course and making good time. If this is so it would account for the magnitude of the tragedy, as the Titanic must have struck the iceberg a fearful blow which shattered her entire forward structure.

Haines and Sutherland declared that Captain Smith must have known all day Sunday and Sunday night that gigantic icebergs, the largest seen in years, were floating fully 100 miles south of the dangerous ice line usually observed by Atlantic navigators. Sutherland says that the Titanic was 100 miles astern of the Parisian on Sunday.

Talked With Titanic Operator.

"I knew poor Jack Phillips, the wireless operator, very well," said Sutherland, "but I had not seen him for some months. I sent him a word of greeting and then put through a message for Captain Haines concerning the ship's business. Later I got the Mesaba on the wireless and reported having sighted more huge icebergs. The Mesaba was at this time running between the Titanic and the Parisian and was relaying my messages concerning icebergs to the Titanic.

"The weather was clear and we could see the bergs clearly Sunday night."

Sutherland said that his last communication with the Titanic direct was at 10:30 p. m. (ship's time) on Sunday. As the official statement of the White Star line is that the Titanic struck at 10:20 p. m., New York time, the last wireless communication from the Titanic to the Parisian was only about an hour before the Titanic struck against the side of a floating mountain of ice.

SENATE COMMITTEE BUSY

Hurries to New York to Take Testimony of Titanic Survivors.

Washington, April 19.—The senate commerce committee has appointed a sub-committee of seven, headed by Senator William Alden Smith of Michigan, to take testimony in the investigation of the wreck of the Titanic. Chairman Smith will leave at once for New York, accompanied by a senate sergeant-at-arms, to procure witnesses to attend immediate hearings. J. Bruce Ismay will be among the first asked to testify.

Senator Smith said he feared his committee would be without jurisdiction to compel Mr. Ismay and other British subjects connected with the International Mercantile Marine to attend its hearing and give testimony.

HAS NO WORD OF HUSBAND

Mrs. Thayer Reports Herself and Son Safe.

Philadelphia, April 19.—Grave doubt exists here regarding the safety of John B. Thayer, second vice president of the Pennsylvania railroad, who with his wife and fourteen-year-old son were on board the Titanic.

A wireless message was received here signed by Mrs. Thayer, reading: "Jack, Margaret and I safe. No news of Mr. Thayer."

Margaret is Mrs. Thayer's maid and Jack is the son. The message came from the Carpathia via Halifax.

Did Not Wait for Ismay.

New York, April 19.—The Cadiz sailed without waiting for H. Bruce Ismay, managing director of the White Star line, now on the Carpathia, who it was reported had requested that the steamer be held until he arrived in order that he might return to England at once. Mr. Ismay was one of the Titanic's passengers.

JOHN JACOB ASTOR.

Definitely Stated Millionaire Is Not Aboard Carpathia.



ASTOR AND OTHER NOTABLE MEN AMONG DEAD.

New York, April 19.—Definite word was received from the Carpathia stating that Colonel John Jacob Astor was not among those on board that vessel. The Carpathia has been strangely silent, wireless inquiries being for the most part unanswered. The ship, however, is sending out messages for survivors of the Titanic she is bringing to port and from these it is gleaned that among the notable men who almost certainly went down with the great ship are numbered William T. Stead, Benjamin Guggenheim, Charles M. Hays, president of the Grand Trunk railway, Isidor Straus and possibly also his wife; Major Archibald Butt, aide to the president; H. B. Harris, theatrical manager; J. B. Thayer, vice president of the Pennsylvania, and Jacques Futrelle, the noted novelist.

Mason Dies on the Gallows. London, April 19.—Frederick Henry Seddons, the first Mason ever sentenced to death in England by a brother Mason, so far as known, was hanged on the gallows of Petersville prison. Seddons employed every means in the Masonic ritual to escape death. Seddons and his wife were tried jointly for the murder of Miss Ella Burrows, who lived with them, and who died of arsenic poisoning.

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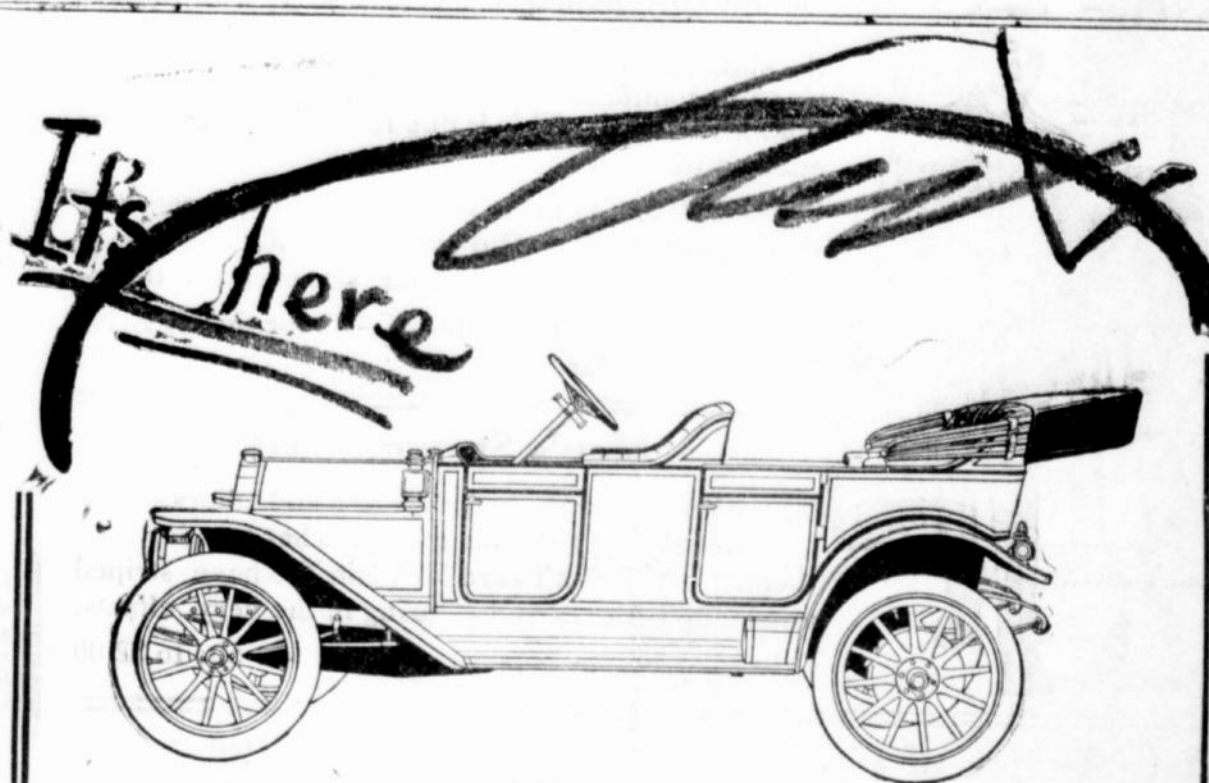
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