

FATALITIES IN STORM

SOUTHERN AND CENTRAL ILLINOIS PAY TRIBUTE.

MANY ARE HOMELESS AND LOST

Flood Stricken South Sends Out Pleas for Aid—Killed and Injured in Illinois Tornado—Porto Rico Wants In.

Chicago.—Thirty-two persons are known to be dead, half a score are so severely injured they may die and a hundred and fifty others are hurt as a result of two tornadoes which swept over southern Illinois in one instance and across northern Illinois into Indiana in the other late Sunday evening.

Twelve were killed at Bush, Ill.; five at Williams, names not obtainable; three at Hoddick, Ill., and nine at Morocco, Ind.

Others may be found beneath the wreckage of what was Bush, every building being demolished. Forty injured from this town alone were brought into Murphysboro, where the storm severely injured three.

Flood Victims Appeal for Aid.

New Orleans.—Harrassed on all sides by the mighty Mississippi river, which at the present time inundates twelve prosperous villages in Mississippi near Greenville, and handicapped by the lack of money and facilities with which to battle the water which is sweeping over their homes, the people of Greenville have sent out countless messages to every available source calling for aid.

Want Territorial Government.

Washington.—Porto Rico is anxious to become a full-fledged member of the union and to be represented by a star in the American flag. The leaders of the Porto Rico people understand that it is out of the question to realize this ambition immediately, but they insist their island is now ready for territorial government and a committee headed by Eugene Bentz, representing its progressive citizens, has just reached Washington with a memorial addressed to President Taft.

To Rescue of Americans.

Tucson, Ariz.—Nelson Rhoades, Jr., head of several sugar refineries in Sinola, has wired from Guaymas to his agents here that he had chartered a ship and was rushing to the rescue of thirty Americans whom he believed to be in imminent danger in the sugar factory town of Bavolot, state of Sinola. Rhoades stated that the revolutionists had captured Culcan, the capital. He declared that American residents were poorly armed and were about to take refuge on a nearby island. His vessel will pick up foreigners at every port.

Caspar Blackburn for Annapolis.

Washington.—Representative Loeb says that Paul F. Maxwell, whom he appointed to Annapolis, had decided not to enter the examinations and that the first alternate, Caspar K. Blackburn of Omaha, is now at Annapolis to prepare for the place. Blackburn is the son of Thomas W. Blackburn of Omaha, and has been attending school in New Hampshire.

Lincoln.—Charles Morley, the only survivor of the trio of criminals who killed three Nebraska penitentiary officials in a sensational break from prison last month, was not an entire novice in the art of breaking jail.

Memorial for Stead.

New York.—Hundreds of delegates to the men and religion congress, who were to have listened to an address by William T. Stead, the English journalist, lost in the Titanic disaster, Friday joined in memorial services for Mr. Stead at Carnegie hall.

Washington.—The grim visaged statue of John Paul Jones, the first great commander of the American navy, molded by the hand of the sympathetic sculptor to show him as he stood on the deck of the Bon Homme Richard in her flight with the Seraphis off the coast of England more than 120 years ago, was unveiled here Wednesday.

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FIND MANY FLOATERS

STEAMER MACKAY-BENNET PICKS UP TITANIC DEAD.

A WEEK AFTER GREAT DISASTER

Chicago Mayor Pleads for Aid for Destitute Survivors—Theatrical Manager's Wife Declares Wreck a Cruel Murder—Last Tributes in Many Houses of Worship.

Chicago.—"These families, whose fathers and husbands sacrificed their lives and went down with the ship, in order that women and children might be saved, must not be left in destitution," said Mayor Harrison's appeal.

New York.—A week has passed since the Titanic, the greatest marine achievement in the history of the world, sank in midocean. Much of the story is still untold, and many a day will pass before the world will fully realize or comprehend the significance of a disaster which must rank in many respects as the most stupendous in modern history.

The number of dead probably will never be exactly determined, inasmuch as the complete passenger list went down with the doomed vessel. The number of survivors is fixed at 705 by the report of Captain Rostron of the Carpathia.

St. Johns, N. F.—Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster, according to a report received.

It is said a number of bodies which were recovered were sunk again, as they were without identification marks. The names of those identified could not be obtained through the Cape Race wireless station.

The sixty-four bodies recovered are regarded as identifiable, according to the report. Those that were sunk were presumably in a condition making their preservation impossible.

Money Pouring In.

New York.—Money continued to pour into the relief fund for the Titanic victims.

When the books of Mayor Gaynor's relief fund were closed for the day, \$71,877.75 had been acknowledged. The women's relief committee announced that its fund amounted to about \$25,000 tonight.

Requiem for Dead.

New York.—Chimes of Old Trinity, of St. Patrick's and of the Cathedral of St. John the Divine tolled in unison Sunday a requiem for the Titanic's heroic dead.

"Nearer My God to Thee," the strains of which were heard by the survivors as the Titanic took her final plunge, was sung in all churches of the city.

At Trinity church the Rev. Dr. William T. Manning, the rector, spoke of the lessons taught by the world's greatest marine disaster and the greatness of character shown by those who perished.

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For Emil Brandeis. Omaha, Neb.—Memorial services were held Sunday afternoon in memory of Emil Brandeis, a prominent Omaha merchant, who with many others, lost his life when the ill-fated Titanic went to the bottom of the Atlantic ocean a week ago.



EMIL BRANDEIS.

vice, consisting of sacred songs and words of praise and regret by many of Mr. Brandeis' friends, was held in the Brandeis theater, the stage of which was covered with flowers.

Declares Victims Murdered.

New York.—"Fifteen hundred people were not drowned on the Titanic; fifteen hundred people were murdered, cruelly and foully murdered—that's the story, the true story of this awful wreck, I shall tell the world the second I am able."

These were the words of Mrs. Henry B. Harris, widow of the millionaire theatrical producer, Mrs. Harris spoke these words between sobs as she lay in her flower filled apartments that look out over Central park, and into the very windows where Mrs. John Jacob Astor, another freshly-made widow, is also living over and over again those wild hours in the ice-strawed Atlantic.

"No one has begun to tell the whole truth about the wreck of the Titanic," Mrs. Harris sobbed. "I shall appear before the senate investigation committee and tell what I know. It will wake the world at last to the real horror of the disaster."

"I was the last woman to leave the deck of that ship. I was put into a collapsible boat along with two other women and scores of the crew, women and children—and our husbands—were torn from us so the men of the crew could go along."

"But I am glad I waited, I had a few extra minutes with my husband—and I learned why that boat went to her grave—I learned of the carelessness with which she was handled, which amounts to murder—plain, cold blooded murder."

"We were standing at the side of Major Butt. We had been helping him putting people into the boats. Major was the real leader in all that rescue work. He made the men stand back and help the women and children in. But he was never rough as was said. He was authoritative in the most courteous manner. He was surely one of God's noblemen."

No Trace of Fear.

"As I was lowered into the boat after I had bid my husband the last good-bye I watched the major as he stood by Mr. Harris. He was motionless without a trace of fear in his eyes. Just ten minutes later I watched the waves sweep over them—my husband and the major—as they both stood at attention like the heroes that they were."

"Major Butt never fired a shot as has been said; he acted the part of the greatest hero, the hero who is as tender as his soul is brave."

Mrs. Harris declared that she knows the truth about the sinking of the Titanic as perhaps do one else knows it.

Tribute of Rabbi Hirsch.

New York.—At the Free synagogue in Carnegie hall Rabbi Emil G. Hirsch of Chicago paid tribute to the heroism of the Jews who lost their lives.

"It will be a long time," he added, "before the world will forget the quiet and manly heroism of Isidore Strauss and the wifely devotion of Mrs. Strauss, who refused to be saved without him."

Sent Truth When Learned.

London.—Captain Haddock of the White Star line steamer Olympic on arriving at Plymouth Saturday morning from New York denied that the Olympic sent out a wireless report to the effect that the Allan liner Virginian was towing the Titanic and that all of the latter's passengers were safe.

The passengers of the Olympic, which is a companion ship of the ill-fated Titanic, subscribed \$7,000 to the relief fund for the survivors.

Washington.—In St. Paul's Episcopal church, where he had been a worshiper, service in commemoration of Major Archibald Butt and the other victims of the Titanic disaster were held Sunday.

Engineer John Adams of Ottumwa, Ia., was buried under his engine in twenty-eight feet of water in Cone's lake, near Muscatine, and his fireman, John Moriarty, was fatally injured.

SPUR OF ICEBERG RIPS BOTTOM OFF GIGANTIC SHIP

Titanic Is Literally Disemboweled by Submerged Floe While Speeding.

PLACID SEA HIDES DEATH

Little Shock Is Felt When Vessel Strikes—Passengers for Half an Hour Believe Damage Is Slight—Pathetic Stories of Survivors.

New York, April 19.—It was the submerged spur of an iceberg of ordinary proportions that sent the White Star liner Titanic more than two miles to the bottom of the Atlantic off the banks of Newfoundland.

The lifeboats that were launched were not filled to their capacity. The general feeling aboard the ship was, even after the boats had left its sides, that the vessel would survive its wound, and the passengers who were left aboard believed almost up to the last moment that they had a chance for their lives.

The captain and officers behaved with the utmost gallantry and there was perfect order and discipline in the launching of the boats and after all hope had been abandoned for the salvation of the ship for those who were on board.

Just before it went down the Titanic broke its back.

The great liner was plunging through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes.

The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid a collision with it.

The speed of the Titanic, estimated to be at least twenty-one knots, was so terrific that the knife-like edge of the iceberg's spur protruding under the sea cut through her like a can opener.

The shock was almost imperceptible. The first officer did not apparently realize that the great ship had received its death wound and none of the passengers it is believed had the slightest suspicion that anything more than a usual minor accident had happened.

The first officer did what other unstartled and alert commanders would have done—under similar circumstances—that is, he made an effort by going full speed ahead on his starboard propeller and reversing his port propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg.

Return to Card Game.

To illustrate the placidity with which practically all the men regarded the accident it is related that four who were in the smoking room playing bridge calmly got up from the table, and, after walking on deck and looking over the rail, returned to their game.

The four remained only for a few moments on deck. They resumed their game under the impression that the ship had stopped for reasons best known to the commander and not involving any danger to her.

Within a few minutes stewards and other members of the crew were sent round to arouse the people. Some utterly refused to get up. The stewards had almost to force the doors of the staterooms to make the somnolent appreciate their peril.

Mr. and Mrs. Astor were in their room and saw the ice vision flash by. They had not appreciably felt the gentle shock and supposed then nothing out of the ordinary had happened. They were both dressed and came on deck leisurely.

It was not until the ship began to take a heavy list to starboard that a tremor of fear pervaded it.

The crew had been called to clear away the lifeboats, of which there were twenty, four of which were col-

lapsible. The boats that were lowered on the port side of the ship touched the water without capsizing. Some of the others lowered to starboard, including one collapsible, were capsized. All hands on the collapsible boats that practically went to pieces were rescued by the other boats.

Sixteen boats in all got away safely. It was even then the general impression that the ship was alright and there is no doubt that that was the belief of even some of the officers.

At the lowering of the boats the officers superintending it were armed with revolvers, but there was no necessity for using them as there was nothing in the nature of a panic and no man made an effort to get into a boat while the women and children were being put aboard.

Begin to Jump Into Sea.

As the ship began to settle to starboard, heeling at an angle of nearly forty-five degrees, those who had believed it was all right to stick by the ship began to have doubt and a few jumped into the sea.

One man who had a Pomeranian dog leaped overboard with it and striking a piece of wreckage was badly stunned. He recovered after a few minutes and swam toward one of the lifeboats and was taken aboard.

Under instructions from officers and men in charge the lifeboats were rowed a considerable distance from the ship itself in order to get away from the possible suction that would follow the foundering.

There was ample time to launch all boats before the Titanic went down, as it was two hours and twenty minutes afloat.

So confident were all hands that it had not sustained a mortal wound that it was not until 12:15 a. m., or thirty-five minutes after the berg was encountered, that the boats were lowered.

It was evident after there were several explosions, which doubtless were the boilers blowing up, that it had but a few minutes more of life.

The ship broke in half amidship and almost simultaneously the after half and the forward half sank, the forward half vanishing bow first and the other half stern first.

The sinking ship made much less commotion than the horrified watchers in the lifeboats had expected. They were close enough to the broken vessel to see clearly the most gruesome details of the foundering.

Some of the rescued were scantily clad and suffered exceedingly from the cold, but the majority of them were prepared for the emergency. In the darkness aboard the ship that came shortly after the collision it was impossible for those in the boats to distinguish the identity of any of the persons who leaped into the sea.

Some of the stewards who formed part of the lifeboat crew say that after the ship hit the berg the majority of the cabin passengers went back to their staterooms and that it was necessary to roust them out and in some instances force life preservers upon them.

The lifeboats' crew were made up of stewards, stokers, coal trimmers and ordinary seamen. It is said that the davits were equipped with a new contrivance for the swift launching of the boats, but that the machinery was so complicated and the men so unfamiliar with it that they had trouble in managing it.

Among the first of the passengers to leave the pier were Washington Dodge, his wife, and his seven-year-old son, whose large eyes shone with excitement from beneath the rolls of white mufflers that bound him from head to foot.

A camera man set off a flashlight directly in front of the party, but it only seemed to please the little boy. He shouted with joy. Mr. Dodge said he estimated that the time the ship sank was 12:15 a. m.

He said the last man he saw was Archibald Butt, who was standing stiff and erect on the deck. Mr. Dodge was asked if he heard any shots. He replied "Yes."

"I am afraid so," said Mr. Dodge. First Woman in Lifeboats. Mrs. Dickinson Bishop of Detroit said:

"I was the first woman in the first boat. I was in the boat four hours before being picked up by the Carpathia. I was in bed at the time the crash came, got up and dressed and went back to bed, being assured there was no danger. There were very few passengers on the deck when I reached there. There was little or no panic, and the discipline of the Titanic's crew was perfect. Thank God my husband was saved also."

P. D. Daly of England said he was above deck A and that he was the last man to scramble into the collapsible boat. He said that for six hours he was wet to his waist with the icy waters that filled the boat nearly to the gunwales.

Men Praised by Women. One of the few women able to give an account of the disaster was Miss Cornelia Andrews of Hudson, N. Y.

"The behavior of the men," she said, "was wonderful—the most marvelous I have ever beheld."

"Did you see any shooting?" she was asked. "No," she replied, "but one officer did say he would shoot some of the steerage who were trying to crowd into the boats. Many jumped from the decks. I saw a boat sink."

Miss Andrews was probably referring to the collapsible boat which overturned. She said that the sinking of the ship was attended by a noise such as might be made by the boilers exploding. She was watching the ship, she said, and it looked as if it blew up; anyhow, it broke in two.

Story by Swedish Officer. Lieut. Hakan Bjornstjorn Steffanson of the Swedish army, who was journeying to this country on the Titanic to see about the exportation of pulp to Sweden, narrowly escaped being carried down in the sinking ship when he leaped out from a lower deck to a lifeboat that was being lowered past him.

Henry Woolner of London also made the leap in safety. Lieutenant Steffanson thinks he made the last boat to leave the ship and was only about a hundred yards away when it went down with a sudden lurch.

He had about his experience as he lay in bed at the Hotel Gotham, utterly worn out by the strain he had been under despite his six feet of muscle. It was also the first time he had discarded the dress suit he had worn since the shock of collision startled him from his chair in the cafe where he and Mr. Woolner were talking.

"It was not a severe shock," said the lieutenant. "It did not throw anyone from his seat; rather it was a twisting motion that shook the boat terribly. Most of the women were in bed. We ran up to the smoking room, where most of the men were rushing about trying to find out what was the matter, but there was a singular absence of apprehension, probably because we believed so thoroughly in the massive hull in which we were traveling."

Sought to Calm Women. "We helped to calm some of the women and advised them to dress and then set about getting them in boats. There seemed to be really no reason for it, but it was done because it was the safest thing to do.

"The men went about their task quietly. Why should they have done otherwise—the shock was so slight to cause much ruin. Mr. Woolner and I then went to a lower outside deck. It was deserted, but as we wished to find out what had happened we went down a deck lower. Then for the first time did we realize the seriousness of that twisting which had rent the ship nearly asunder. We saw the water pouring into the hull and where we finally stood water rose to our knees.

"Woolner and I decided to get out as quickly as we could and as we turned to rush upward we saw sliding down the port side of the drowning ship a collapsible lifeboat. Most of those it contained were from the steerage, but two of the women were from the first cabin. It was in charge of two sailors.

Jump Into Sinking Boat. "Let's not take any chances," I shouted to Woolner, and as I came nearly opposite us, swinging in and out slowly, we jumped and fortunately landed in it. The boat teetered a bit and then swiftly shot down to the water. Woolner and I took oars and started to pull with all our might to get from the ship before she sank, for now there was little doubt of what would happen.

"We could see some gathered in the steerage, huddled together, as we pulled away, and then cries of fear came to us.

"We had hardly reached a point a hundred yards away—and I believe the boat I was in was the last to get safely away—when the horrible screams came through the night and the ship plunged swiftly down. It was so terribly sudden, and then there was a vast quiet, during which we shivered over the oars and the women cried hysterically. Some of them tried to jump overboard and we had to struggle in the shaky boat to hold them until they quieted down.

Victims Float to Surface. "There was little widespread suction from the sinking ship, strange to say, and shortly after it went down people came to the surface, some of them struggling and fighting to remain afloat, and some were very still. But they all sank before we could reach them.

"It was bitterly cold and most of us were partly wet. It seemed hours before the Carpathia came up and took us aboard. Why, it was so cold that on board the Titanic we had been drinking hot drinks as if it were winter. The weather was absolutely clear, there was not the slightest fog or mist."

Aged Editor Drops Dead. Cleveland, April 19.—Col. Isaac F. Macker of Sandusky, O., for 40 years editor of the Sandusky Register, one of the earliest members and directors of the Associated Press and formerly commander of the Ohio G. A. R., died suddenly of apoplexy here while in a downtown store with his wife. He was sixty-eight years old.