

VOTE FOR
Woodruff Ball
OF
Valentine, Cherry County
FOR
State Senator
At the Republican Primaries
April 19, 1912

Has lived 15 years in the district and has been closely identified with the growth and development of Northwestern Nebraska. If he is elected to the senate our district will have a man who can take front rank in the senate and our interests will be carefully guarded.

He has never before been a candidate for office. Let us have new blood in the state house.

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SEE how much more uniform in quality
SEE how pure—how good
SEE how economical—and
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1,200 LIVES BELIEVED TO BE LOST

Big Steamer Titanic Sinks in Atlantic.

LINER STRIKES ICEBERG
Of 2,200 Persons on Steamer 866 Are Saved.

COMPANY ADMITS LOSS OF LIFE
Carpathia Finds Only Boats and Wreckage at Scene.

MARINE DISASTERS.
1894, June 25—Steamer Norge wrecked on Rockall reef in the North Atlantic; 600 lives lost.
1895, Jan. 30—German steamer Elbe sunk in collision with British steamer Crathie in North sea; 335 lives lost.
1895, March 11—Spanish cruiser Regenta foundered at entrance to the Mediterranean; 400 lives lost.
1898, July 4—French line steamer La Burgoyne in collision with British sailing vessel Cromartyshire; 571 lives lost.
1904, June 15—General Slocum excursion steamer took fire going through Hell Gate, East river; more than 1,000 lives lost.
1906, Jan. 21—Brazilian battleship Aquidaban sunk near Rio Janeiro by an explosion of the powder magazines; 212 lives lost.
1906, Aug. 4—Italian emigrant ship Sirio struck a rock off Cape Palos; 350 lives lost.
1908, March 22—Japanese steamer Mutsu Maru sank in collision near Hakodate; 260 lives lost.
1911, Sept. 21—French battleship Liberte sunk by explosion in Toulon harbor; 232 lives lost.

While the fate of the majority of the 2,100 persons on board the mammoth White Star liner Titanic, which sank on the Newfoundland banks, after a collision with an iceberg, still remains in doubt and it is inferred that more than 1,200 persons were lost, a note of good cheer came from the ocean ways by wireless this morning. It was in the shape of a wireless message from the White Star liner Olympic, one of the vessels hovering near the scene of the disaster, flashing the news that 866 of the Titanic's passengers, mostly women and children, were being brought to port by the Cunarder Carpathia. Other messages later brought confirmatory tidings.

First reports were that the Carpathia had saved but 675 persons. The new figures reduced the list of those for whose fate fear was left by nearly 200, and if, as seems probable, practically all those saved were passengers, it would appear that all but approximately 450 of the vessel's passengers are accounted for. A partial list of the survivors received from the Carpathia includes the names of many women of prominence who were on the steamer.

No Word of Awful Scene.

After the first desperate calls of the Titanic for help had been sent flying through space and brought steamers for hundreds of miles around speeding to the scene, what seems to have been an impenetrable wall of silence was raised between her and the anxious world. The giant liner, so far as advices appear, went to her fate without so much as a whisper of what must have been the scenes of terrible tragedy enacted on her decks. In the lack of even a line from a survivor, imagination pauses before trying to conjecture what passed as the inevitable became known.

No information had been received from the Virginian or Parisian at the White Star line offices, although it was said "to be known" that many of the Titanic passengers were on these vessels.

Vice President Franklin said he had cancelled arrangements for the special trains which they had planned to send to Halifax to bring the rescued passengers to this city by rail, as it was believed that the boats which had Titanic's passengers aboard would steam direct for New York.

The message received from Captain Haddock, as made public by Mr. Franklin, read:

"At 2:20 a. m. Titanic foundered. Carpathia proceeding to New York with passengers."

There was reason to believe, however, that the message was considerably longer than the above.

One of Mr. Franklin's assistants, in announcing earlier that the Titanic had gone down, said that the Car-

pathia was proceeding to New York with survivors.

Other than the news that 866 persons, largely women and children, had been rescued from the liner's boats by the Cunarder Carpathia, several hours passed without a word as to the fate of the remainder of those on board at the time of the fateful crash. Along the entire Atlantic coast wireless instruments were attuned to catch from any source the slightest whisper of hope that possibly one of the many steamships that rushed to the assistance of the stricken Titan of the seas, bore other survivors of the sunken vessel.

Question as to Two Ships.
As the Titanic sank before 3 o'clock in the morning it was not hoped that the Virginian could reach the scene before 10 a. m. at the earliest, while the Parisian was said to be some distance farther away, it was feared even by the White Star officials, trying their best to calculate differently and yet accurately, that they would not have reached the scene in time to be of service.

The steamer Virginian was finally heard from at 2:15 o'clock. It did not report the presence of any survivors on board, the message from it stating that it would bring to St. Johns, N. F., such survivors as it "may rescue."

The Titanic itself lies buried two miles below the ocean's surface, midway between Sable Island and Cape Race. Its position when it struck the iceberg was given at latitude 41:46 north, longitude 50:14 west.

Floats Four Hours.
According to the Carpathia's advices the liner, which struck the iceberg at 10:25 o'clock Sunday night, sank at 2:20 o'clock Monday morning, nearly four hours later, not more than half a degree south of the point where the collision occurred. It seems improbable from this that the liner, after the accident, made much headway under its own steam.

It seems established that there were about 2,100 persons on the liner. This was the estimate of the line officials in New York, who gave the number of passengers as 1,320, the remainder of 880 making up the crew.

Among the passenger aboard were Colonel and Mrs. John Jacob Astor, Alfred G. Vanderbilt, Major Archibald Butt, military aide to President Taft; F. D. Millet, the artist; Mr. and Mrs. Isidor Straus, J. G. Widener of Philadelphia, President Hays of the Grand Trunk railway, J. Bruce Ismay, managing director of the White Star line; W. T. Stead, Emil Brandels and others.

BALFOUR RIDICULES HOME RULE BILL
Debate on Measure is Resumed in House of Commons.

London, April 16.—Ex-Premier A. J. Balfour, who resumed the debate in the house of commons on the "government of Ireland bill," ridiculed the government measure, describing it as an "unsymmetrical and botched federal scheme, utterly unworthy of British statesmanship."

"Was this lopsided scheme," the opposition leader asked, "imitating the architect of the great federal system beyond the seas?"

RULING ON U. S. RAIL POWERS
Supreme Court Will Decide on Combination of Two Pacifics.

Washington, April 16.—The power of the government to prevent combinations in restraint of trade between naturally competing railroad lines will be tested by the United States supreme court's decision in the Union Pacific case, which will be argued for final disposition this week.

The government is seeking to compel the Union Pacific Railroad company to relinquish its control of the Southern Pacific system on the basis that the two lines are competitors in transcontinental transportation and that, therefore, one of them is not lawfully entitled to hold stock in the other. The circuit court decided that the law had not been violated, but the government appealed.

YESTERDAY'S RESULTS

National League.

At Cincinnati:	R.H.E.
Pittsburgh	000 000 002 00—2 11 1
Cincinnati	011 000 000 01—3 11 1
Adams-Simon; Fromme-McLean.	
At Brooklyn:	R.H.E.
Philadelphia	800 020 000—10 16 1
Brooklyn	103 000 002—6 7 3
Moore-Doolin; Kent-Erwin.	
At Boston:	R.H.E.
Boston	000 001 111*—3 9 1
New York	000 000 000—0 7 1
Perdue-Kling; Matthewson-Myers.	
At St. Louis:	R.H.E.
St. Louis	100 001 000—2 5 4
Chicago	001 016 001—5 13 3
Hammon-Bliss; Cheney-Archer.	
American League.	
At Philadelphia:	R.H.E.
Boston	000 000 100—1 6 1
Philadelphia	400 000 000*—4 11 0
Cicotte-Nuamaker; Plank-Thomas.	
At Chicago:	R.H.E.
Chicago	103 019 52*—12 17 1
Detroit	010 032 010—7 11 4
White-Block; Mullin-Stanage.	
At New York:	R.H.E.
Washington	000 000 001—1 8 0
New York	000 000 000—0 4 2
Johnson-Ainsmith; Quinn-Street.	
At Cleveland:	R.H.E.
Cleveland	006 010 01*—8 13 2
St. Louis	112 100 000—5 9 2
Mitchell-Easterly; Lake-Krichell.	

COOK DEMOCRATS BADLY DIVIDED

Chicago Convention Splits and Elects Two Delegations.

SITUATION BECOMES TENSE.

Several Times It Seemed Bloodshed Was Imminent—Hearst-Harrison Men Chop Down Armory Doors and Force Way into Convention Hall.

Chicago, April 16.—Three hours' delay was experienced in calling the Democratic county convention and the disturbance which for a time threatened to end in bloodshed finally resulted in two conventions, one of the factions known as the Hearst-Harrison forces and the other the followers of Roger C. Sullivan, national Democratic committeeman.

The victory, if there was any victory, went to the Hearst-Harrison faction, who, with the aid of the police, and reinforced by the direct orders of County Judge Owens, battered down the doors of the Seventh regiment armory, in spite of the refusal of the militiamen within to open the doors, and took their seats in the hall.

The roll of delegates was called by Election Commissioner Czarnecki, a Republican, on the orders of County Judge Owens, and lists of delegates to the state convention were prepared for approval of the delegates in the hall.

Under the leadership of John McGillen, chairman of the Cook county Democratic central committee, the Sullivan delegates to the convention went to another hall to hold their convention.

With two sets of delegates elected to the state convention at Peoria, April 19, the convention there will be obliged to decide which faction is rightfully seated.

After the police entered the armory Captain Oetigan was arrested and taken to Judge Owens' chambers.

LATEST FROM PENNSYLVANIA

Delegations Nearly Unanimous for Roosevelt and Wilson.

Philadelphia, April 16.—Latest revised advices from Saturday's state-wide primaries show that Governor Wilson of New Jersey will receive the entire vote of the state delegation to the Baltimore national convention. In addition the anti-Guffey people will control the state organization, the Palmer-Guthrie federation having won a sweeping victory.

Roosevelt will have sixty-seven delegates to the national convention, compared with President Taft's nine. The Roosevelt forces will control the state convention, which will elect twelve delegates at large, by an overwhelming majority, which will enable them to dictate their own platform.

U. S. ORDERS THREE AIRSHIPS

Carrying Capacity and Speed of Ascent Doubled, According to Report.

Washington, April 16.—A detailed report of progress in aeronautics about to be submitted to congress by the war department will show that the efficiency required in aeroplanes now being purchased is twice that of the machines at present in use.

Both the carrying capacity and speed of ascent have been practically doubled. The machines must be able to stop the engine when a thousand feet in the air and glide a mile before coming to earth.

Orders have been placed with the Wright company for three machines, to be delivered in June.

Bryan Touring Ohio.

Ravenna, O., April 16.—William Jennings Bryan started on a two-days' swing through Ohio, urging Democratic voters to vote against Governor Harmon, and to support Governor Wilson in the presidential primaries, May 21. In his Ravenna speech, Bryan charged Governor Harmon with being Wall street's candidate for the presidency.

Fort Dodge Saloons Still Closed.

Fort Dodge, Ia., April 16.—The hopes of the Fort Dodge saloon men that they could reopen were shattered by an injunction issued by Judge Albrook, which stopped the canvassing of the saloon consent petitions. The days attacked its legality. Judge Albrook will hand down a final decision April 21.

Jury in Lewis Case Still Out.

St. Louis, April 16.—The jury in the case of E. G. Lewis, charged with using the mails to defraud, reported to Federal Judge Amidon, who gave further instructions and sent the jury back to deliberate. The case has been with the jury since 6 o'clock Friday afternoon.

New Destroyer Launched.

Bath, Me., April 16.—The torpedo boat destroyer Joatt was launched here. The lines of the Joutt are practically the same as those of the Trippe, the Reid and Flusher, also built here. The contract requires a speed of twenty-nine and a half knots.

Shortage Is \$2,430.70.

Newton, Ia., April 16.—According to the report made by state municipal examiners, the amount of shortage in the city funds here which must be accounted for by Roy B. Fiske, city clerk, is \$2,430.70.

ALL ARROWS

LEAD TO THE BEE HIVE
LEADING VARIETY STORE

Next Saturday, Apr. 20

For the sale of the Chicago bankrupt's stock of Ladies' Handbags, Silk Elastic Belts, Novelties in Jewelry, Hair Barrettes, and many other articles on display in show windows

Other Specials for Saturday Only:

10-quart heavy retinned dish pan

A 12x16 oak frame mirror

A 5-qt. enameled stewpan

An 8-qt. heavy tin stew kettle with bail

A beautifully decorated salad bowl

And a variety of other useful articles for

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Office Phone, 5 Res. Phone, 48

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