

GREATEST MARINE HORROR IN HISTORY; 1,341 SOULS LOST

TITANIC GOES DOWN AFTER HITTING ICE

Newest and Largest Steamer in World Sinks
Before Vessels Hurrying to Aid Reach
Scene of Collision.

**MEN OF WEALTH AND PROMINENCE AMONG PASSENGERS WHO
LOST LIVES—STEAMSHIP CARPATHIA PICKS UP 888 PASSEN-
GERS WHO HAD TAKEN TO LIFEBOATS—ALL OTHERS OF
TOTAL OF 2200 ON BOARD BELIEVED TO HAVE BEEN
LOST—RESCUED MOSTLY WOMEN AND CHILD-
REN—CARPATHIA PROCEEDING TO
NEW YORK WITH SURVIVORS
ON BOARD.**

Steamship Carpathia, Cape Race, Newfoundland, April 16.—Captain Rostron sent the following wireless dispatch to the Associated Press this morning:

"Titanic struck iceberg and sank Monday 3 a. m.; 41:06 north latitude, 50:26 west longitude. Carpathia picked up many passengers."

A revised estimate of the loss of life aboard the Titanic early this morning is 1,230 people. There is no mention among the survivors of John Jacob Astor and Major Archibald Butt. Mrs. Astor was saved. A wireless says the Carpathia has on board 888 survivors. The rescued passengers drifted in life boats for hours.

Montreal, April 16.—The weather signal station on the Gulf of St. Lawrence reported today that heavy fog lay off Nova Scotia and that a violent thunder storm broke in that neighborhood last night and is traveling eastward. It was said that such conditions left little hope for the rescue of any survivors of the Titanic that might still be adrift in rafts or boats.

New York, April 16.—White Star line announced officially at 11 o'clock that they had received positive news that the number of survivors on board the liner Carpathia was 888. This dispatch was sent to the White Star line from the Carpathia, which, it is understood, is in wireless communication with the Carpathia, now proceeding to New York.

A wireless message sent by Captain Rostron of the Carpathia to the Cunard line here from latitude 41:45 north and longitude 50:20 west reads as follows:

"Am proceeding to New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering the circumstances with so much ice about, considered New York best. Large number icebergs and twenty miles field ice and bergs among us."

The 888 survivors of the ill-fated Titanic, who are now on board the steamship Carpathia steaming to this city, are not expected to arrive before Friday morning. The Carpathia is a thirteen knot liner and it was estimated early today that it would take her from seventy-five to eighty hours to reach port.

Two messages received shortly after 10 o'clock today by the Marconi Wireless Telegraph Company from the company's station at Cape Race and Sable Island make it appear that there are none of the Titanic's passengers on either the steamship Parisian or the Virginian.

The appalling magnitude of the wreck of the giant liner Titanic has been but little mitigated by the fragmentary information which has filtered in to day.

The rescuing steamer Carpathia has 888 survivors on board, according to the latest news received at the offices of the White Star line in New York City. This increases the list of saved by about 200 from the number first reported.

But, except for this, the favorable details are insignificant compared with the supreme fact that the Titanic is at the bottom of the Atlantic and that the shattered wreck took with her about 1,341 victims to their deaths, according to revised figures.

The Carpathia, having on board the only survivors accounted for, is coming in slowly to New York. All hope for details of the tragedy and its effect are centered on this ship. She will be in wireless communication with Sable Island tonight, with Nantucket on Thursday and she will reach New York some time Thursday night.

THREE CITIES OVERWHELMED.

London, Paris and New York are grief stricken and overwhelmed by the news of the disaster. Tearful crowds of relatives and friends of passengers on board the Titanic thronged the steamship offices in all three cities waiting hour after hour for news that more often than not when it does come means bereavement and sorrow. People in Paris and London went to bed last night in the belief that all the passengers on board the Titanic had been saved; this morning brought them the appalling truth.

Of the survivors on board the Carpathia by far the larger number are women and children. Many men of great prominence on two continents are among the missing.

No word has been received of John Jacob Astor; his wife however has been saved. Alfred G. Vanderbilt was not on board the Titanic as first reported. He is in London, Isidor Straus, the New York millionaire merchant and philanthropist, who was on board, has not been reported among the survivors.

New York, April 16.—The tidings saved, crew and passengers, latter that the Titanic had sunk came in a brief wireless dispatch to Cape Race, Newfoundland, shortly after 7 o'clock last night from the White Star liner Olympic, which reported that the Titanic had foundered at about 2:20 a. m. Monday in latitude 41:16 north and longitude 50:14 west. The message added that the steamship Carpathia, then on her way to Naples, had reached the scene of the wreck at daybreak and found only boats and wreckage and that all the Titanic's boats were accounted for and "about 675 souls

of the balance of the passengers and the crew."

The wireless dispatch from Cape Race, Newfoundland, telling of the sinking, also gave the information that the steamship California was remaining and searching the vicinity of the disaster.

Many Thrilling Experiences.

The brief wireless dispatches so far received show that the passengers and crew passed thru thrilling experiences from the very moment that the monster Titanic crashed into the iceberg in the dead of night until the Carpathia, several hours later, reached the scene and rescued the survivors from life boats floating in a sea of ice. The collision occurred at a time when most of the passengers had retired or were about to go to bed. The shock of the collision sent many of the passengers to the decks partly dressed.

Many Scantly Clad.

A wireless dispatch came thru Campdown, Nova Scotia, saying that the passengers were ordered to life boats at once and that many were scantily clad as they took their places in the boats. This would indicate that the Titanic's condition was such that no time could be spared to return to state rooms for additional clothes.

Ice a Handicap.

Danger still confronted even those who were so fortunate as to be put aboard the life boats. Huge quantities of field ice covered the ocean. A wireless dispatch says that in the darkness the crews had to guide their boats with the greatest care to prevent being jammed and overturned. The ice was so heavy that the life boats could not force their way thru it and as a result the boats became widely separated. The air was biting cold and the chill that rose from the ice floes caused the passengers to huddle close together to keep warm. All thru the night the life boats bobbed helplessly between the shifting cakes of ice while the survivors prayed for dawn to come.

Big Ship Dives Into Sea.

Shortly after 2 o'clock the sinking Titanic made her great dive into the sea, carrying with her hundreds of persons to death.

Daylight came and with it arrived the Cunarder Carpathia, which found only the score of life boats filled with crew and passengers floating helplessly about the vicinity where the Titanic had passed under the waves.

Worst in History.

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. Nearest approaching it in magnitude were the disasters to the steamer Atlantic in 1873, when 674 lives were lost, and to La Bourgogne in 1898, with a fatality list of 571.

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

Hope is Dispelled.

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 its passengers had been safely taken off. The messages were mostly unofficial, however, and none came direct from the liner, so that a lurking fear remained of possible bad news to come. Shortly after 7 o'clock last night there came finishing over the wires from Cape Race, within 400 miles of which the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, 3 hours and 53 minutes after receiving the death blow, the Titanic had sunk.

Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from 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 its 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 1,400 passengers had been voyaging luxuriously to this side of the Atlantic, was some bits of wreckage. The biggest ship in the world had gone down, smothering out in its downward plunge, as appeared, hundreds of human lives.

Women and Babies Saved.

A significant line in the Cape Race dispatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove that the other vessels picked up any passengers of the sinking liner this might mean that few of the men on board had 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 860.

In the cabins were 250 women and

children, but it is not known how many there were among the 740 third class passengers.

In the first cabin there were 128 women and fifteen children, and in the second seventy-nine women and eight children.

First News of Sinking.

Cape Race, N. F., April 16.—The steamer Olympic reports that the Titanic's position at daybreak Monday, but found boats and wreckage only. It is reported that the Titanic had foundered at about 2:20 o'clock a. m. in latitude 41:16 north and longitude 50:14 west.

The message adds that all the Titanic's boats were accounted for and "about 675 souls saved, crew and passengers, latter nearly all women and children."

There were about 2,200 persons in all, crew and passengers, on board the Titanic. The report from the Olympic stated that the Leyland liner California was remaining and searching the vicinity of the disaster. The Carpathia, it was stated, was returning to New York with the survivors.

MANY MILLIONAIRES ABOARD.

Astor, Benjamin Guggenheim and Others Among Passengers.

New York, April 16.—Untold wealth was represented among the passengers of the Titanic, there being on board at least six men each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first class passenger list would reach over half a billion dollars.

The wealthiest on the list is Col. John Jacob Astor, head of the famous house whose name he bears, who is reported to be worth \$150,000,000. Mr. Astor was returning from a tour of Egypt with his bride, who was Miss Madeleine Force, whom he married in Providence on Sept. 9.

Guggenheim Fifth Son.

Benjamin Guggenheim, probably next in financial importance, is the fifth of the seven sons of Meyer Guggenheim, who founded the American Smelting and Refining Company, the great mining corporation, and is a director of many corporations including the International Steam Pump Company, of which he is also president. His fortune is estimated at \$95,000,000. His wife, whose name does not appear on the steamer's list, is the daughter of James Seligman, the New York banker.

George D. Widener is the son of P. A. B. Widener, the Philadelphia "traction king," whose fortune is estimated at \$50,000,000.

Tender Stratus, one of New York's most prominent drygoods merchants and notable for his philanthropies, has a fortune also estimated to be worth \$50,000,000. He is a director in various banks, trust companies and charitable institutions.

J. Bruce Ismay, president and one of the founders of the International Mercantile Marine, who has always made it a custom to be a passenger on the maiden trip of every new ship built by the company, is said to be worth \$40,000,000. It was Mr. Ismay who, with lives were lost, and to La Bourgogne in 1898, with a fatality list of 571.

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

Among others of reputed wealth who were on board are J. B. Thayer, vice president of the Pennsylvania railroad; Clarence Moore, a well known sportsman, whose wife was Miss Mabel Swift, daughter of E. C. Swift, the Chicago meat packer, and Charles M. Hays, president of the Grand Trunk Pacific and vice president and general manager of the Grand Trunk railway of Canada.

Other persons of note on the first cabin list are W. T. Stead, writer, journalist and war correspondent; Jacques Futelle, the short story writer; Fredrick M. Hoyt, a well known New York yachtman; Dr. Washington Dodge of San Francisco; Henry Sleeper Harper, grandson of John Wesley Harper, one of the founders of the Harper Bros. Publishing House; William E. Carter of Philadelphia and Newport; and Thomas Pears, a Pittsburgh steel manufacturer.

Ship's Life Boats Insufficient.

London, April 16.—The apparent fact that the Titanic's boats were not sufficient to accommodate the ship's personnel is causing much comment here, although the papers are chary of discussing the subject. The law does not provide the number of boats the largest ships shall carry. It applies only to ships displacing up to 10,000 tons, as it was passed before the present great liners were designed.

POWERS SEEK MEDIATION.

Secure Italian Terms and Call on Ports to Open Negotiations. Constantinople, April 16.—Representatives of the foreign powers today took the first step to endeavor to bring about mediation between Turkey and Italy when an identical note was presented to the Turkish foreign minister, Asim Bey, at his private residence. The substance of the communication is that having ascertained the Italian terms of peace the powers desire to know the port's terms. Asim Bey asked for time to formulate his reply, which is practically to be that Turkey declines to enter into negotiations on the basis of the Italian pretensions.

The Weather.

Sun rises April 17 at 5:21, sets at 6:41. Iowa—Fair tonight and Wednesday; frost tonight; rising temperature in west portion Wednesday.

South Dakota—Fair tonight and Wednesday; frost tonight; warmer Wednesday.

GRAHAM ASSAILS MANN

Delivers Bitter Assault on Minority Leader, Declaring Mann Had "Knowingly" Uttered Deliberate Falshood In Effort to Discredit Him—Charges Mann Falsified Records in the Case.

Washington, April 16.—For the purpose of making the flat charge that Mr. Mann, the minority leader, "knowingly" had uttered a deliberate falshood in an effort to discredit him, Representative Graham, of Illinois, chairman of the house interior department expenditure committee, today delivered a bitter assault on his colleague. The attack grew out of Mr. Mann's allegation a few days ago that Chairman Graham had befriended and advised Mrs. Helen Pierce Gray, alleged by him to be a woman lobbyist, active on the Indian legislation.

An affidavit which Mr. Mann had said proved his allegations was read by Mr. Graham, who said it was neither proof nor even an affidavit as Mr. Mann had alleged.

Mr. Graham, shaking his fist at Mr. Mann, declared that he was justified in the belief that Mr. Mann "was trying to get these charges before the country when he had knowledge that they were absolutely false." Mr. Graham charged that Mr. Mann virtually had falsified the records in the case. While Mr. Mann was pilloried he sat grimly in his seat and offered no interruption.

GIRL ROBS DENTIST

Steals \$1,500 in Paper Money From Employer But Later Becomes Confused While Aiding in Search and Dentist's Suspicions Are Aroused—Money Found on Her Person.

Dubuque, April 16.—Dr. R. E. Hagerty, a prominent dentist of this city, was this morning robbed of \$1,500 in paper bills by his office girl, Miss Mildred Key. After assisting the dentist in searching the office for the missing money the girl became suddenly confused and Dr. Hagerty's suspicions were aroused. She was searched and fourteen \$100 bills with two \$50 bills were found on her person. The dentist refused to prosecute Miss Key, after discharging her.

MEXICAN SITUATION ALARMS.

Apprehension in Official Circles Indicated by Conference. Washington, April 16.—Apprehension in official circles of the Mexican situation was indicated today by conferences at the White House in which President Taft and cabinet, Huntington Wilson, acting secretary of state, and Maj. Gen. Leonard Wood, chief of staff of the army, participated. General Wood held an earnest conversation with Secretary Stimson on his arrival. Mr. Wilson then was summoned from the state department and the three officials went into the cabinet room.

HAWAII DELEGATES FOR TAFT.

Delegation to Chicago Instructed to Support President For Renomination. New York, April 16.—John J. D. Trence, chairman of the committee of special organization of the National Republican League has received the following from J. P. Cook, chairman of the Taft Republican League of Hawaii:

"Taft League victorious. Delegates Kubilo, Frear, Renton, Rice, Baldwin and Morr instructed unanimously for Taft."

WOMAN FLIES ACROSS CHANNEL.

Miss Quimby, American, First of Her Sex to Make Flight. Boulogne-sur-Mer, France, April 16.—Miss Harriet Quimby, an American air woman, crossed the English channel from Dover this morning, landing at Harfleur, near this port.

Miss Quimby is the first woman to fly across the channel alone. Her flight occupied two hours.

LOCAL BULLETIN.

PAGES, SIX, NINE, TEN, ELEVEN. City News: Elks Minstrels Make Hit. Play at Eldora Tonight. Business Building Collapses. St. Paul's Calls Rev. Mr. Babine. Mr. and Mrs. Smith Celebrate Golden Wedding Anniversary. Aged Man Lost Here. General News of City.

TITANIC SURVIVORS MOSTLY WOMEN

Few Men Among List of Those Rescued from
Lifeboats—Colonel Astor and Many
Notables Dead.

**MEN OF WEALTH AND PROMINENCE IN WORLD GIVE PLACES IN
LIFE BOATS TO MEMBERS OF WEAKER SEX—PARTIAL LIST
OF SURVIVORS SENT BY WIRELESS—MAJOR BUTT, WILL-
IAM T. STEAD, BENJAMIN GUGGENHEIM, F. D. MILLET,
ISADORE STRAUS, J. G. WIDENER AND OTHER NOTED
MEN LOST—MRS. ASTOR, MRS. WIDENER, AND
OTHERS RESCUED—SURVIVORS BEING
BROUGHT TO NEW YORK.**

New York, April 16.—The official announcement of the White Star line of positive news that there are 888 survivors of the Titanic on board the steamship Carpathia and the fact that the names of only a portion of those saved have been sent in by wireless shows that there are many persons rescued from the Titanic whose names have not been received here.

Many notable persons were passengers on the Titanic and the names of many of these do not appear in the list of survivors. From dispatches received at a late hour it would seem almost certain that among those who perished were the following:

John Jacob Astor.
Maj. Archibald Butt, personal aide to President Taft.
Charles M. Hays, president of the Grand Trunk Pacific of Canada.
William T. Stead, the English journalist and war correspondent.
Benjamin Guggenheim, brother of Senator Guggenheim and one of the wealthiest men in the world.
F. D. Millet, the artist.
J. D. Widener, of Philadelphia.
Isidor Straus, millionaire merchant and philanthropist.
Henry B. Harris, theatrical producer and manager.
Col. Washington Roebling, builder of the Brooklyn bridge.
The names of Mrs. Astor, Mrs. Hays and Mrs. Widener appear among the list of survivors, but the names of their husbands are missing, which makes it certain that they are not among the living.

No Hope For Others.
St. Johns, Newfoundland, April 16.—All hope that any of the passengers or members of the crew of the Titanic other than those on the Carpathia are alive was abandoned this afternoon. All the steamers which have been cruising in the vicinity of the disaster have continued on their voyages.

Partial List of Survivors.
Cape Race, April 16.—The steamship Carpathia, which is believed to have on board all the survivors of the Titanic disaster, started early today to send by wireless to this station the list of the Titanic's survivors.

Great difficulty was experienced in getting many of the names correctly, and more than a score of mistakes on the Titanic's original passenger list, but it is believed that many of those were passengers who had booked at the last moment.

Second Class Passengers.
The names of the rescued second cabin passengers so far as they check with the Titanic's published list are as follows:

A. Angle, William; Abelson, Hannah.
B. Ball, Ada R.; Biss, Miss Kate; Beane, Edward; Beane, Miss Ethel; Bryhl, Miss Dagmar; Bystron, Miss Carolina.
C. Collyer, Mrs. Charlotte; Collyer, Miss Margery; Christy, Miss Alice; Christy, Miss Julia; Clark, Mrs. Ada Maria; Cameron, Miss; Collett, Mrs. Stuart; Caldwell, Albert F.; Caldwell, Mrs. Sylvia; Caldwell, Aiden G.
D. Drew, Mrs. Lulu; Davis, Miss Agnes; Davis, John M.; Duran, Florentina; Duran, Ascension; Davis, Miss Mary; Doling, Mrs. Ada; Doling, Miss Elsie.
E. Faunthorpe, Mrs. Lizzie.
F. Garside, Miss Ethel.
H. Hewlett, Miss Mary D.; Harris, George; Herman, Mrs. James; Herman, Miss Kate; Herman, Miss Alice; Holt, Miss Annie; Hart, Mrs. Esther; Hart, Mrs. Eva; Harper, Miss Nina; Ham-
(Continued on Page 12.)