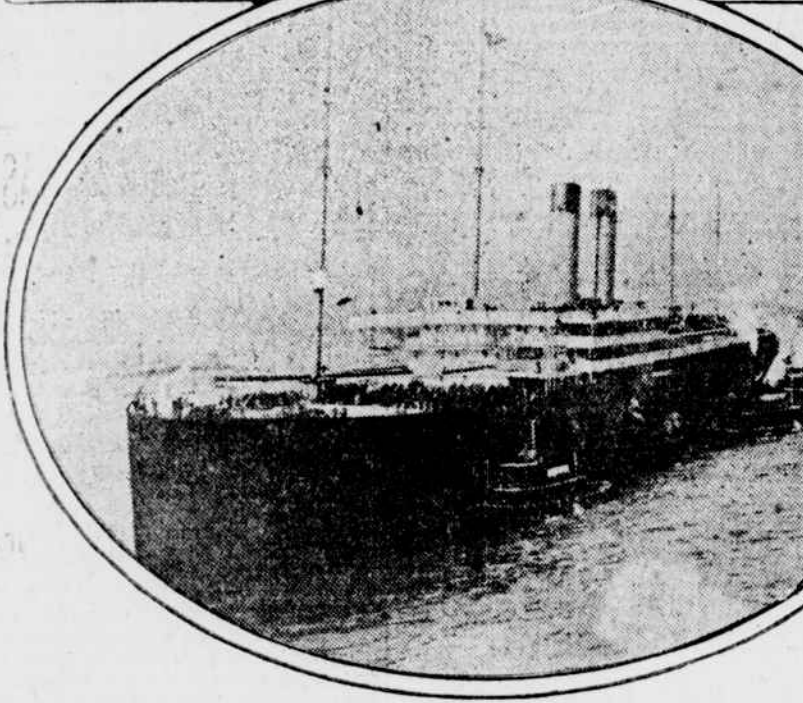
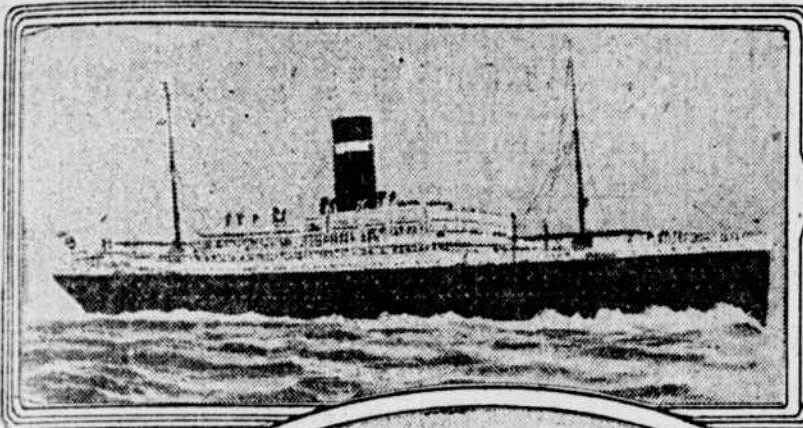


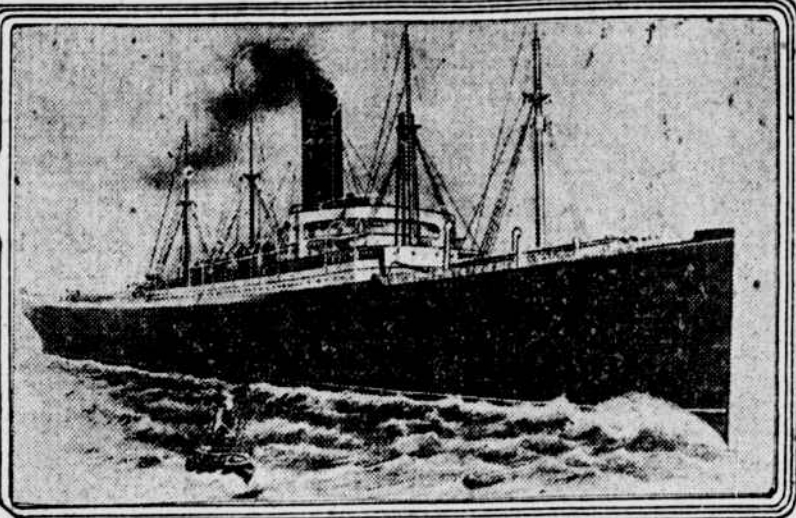
# GREAT ATLANTIC LINERS THAT RUSHED TO THE AID OF THE TITANIC.

THE ALLAN LINER VIRGINIAN.  
Which got the first call for help.

THE CUNARDER CARPATHIA.  
Which picked up the survivors of the Titanic.



THE WHITE STAR LINER BALTIC.  
Which turned back to aid the Titanic.



CAPTAIN E. J. SMITH  
The first and only commander of the Titanic.

## MANY PEOPLE OF NOTE ON THE LOST STEAMER

Aggregate Wealth of Financiers  
Estimated at More than Half  
a Billion Dollars.

### COL. ASTOR AMONG THEM

Other Family Names Those of  
Straus, Ismay, Widener,  
Thayer, Guggenheim,  
Roebeling and Roths.

Taking into account accidents both at sea and on land, the mishap to the Titanic probably put in jeopardy at one time a greater number of people of financial prominence than any other of modern record. Wealth aggregating more than a half billion dollars is represented in the Titanic's passenger list.

#### Colonel John Jacob Astor.

John Jacob Astor ranks first among the wealthy passengers with his estimated fortune of \$50,000,000. He is on his way home from Egypt with his bride, formerly Miss Madeline Force. Colonel Astor has written several books and is the inventor of an improved bicycle brake and an improved turbine engine. He was a colonel on the staff of Governor Levi P. Morton and served as a lieutenant colonel during the Spanish-American War in Cuba on the staff of General Shafter. He presented to the government for use in this war a mountain battery said to have cost \$100,000. He has been manager of the Astor estates since 1891, building the Astoria Hotel in 1897, which is now a part of the Waldorf-Astoria. Colonel Astor's offices are at No. 23 West 5th street, in Manhattan, and from them he has directed the management of his realty holdings throughout the city. Besides attending to his realty interests, he is connected with many corporations.

#### Benjamin Guggenheim.

The next wealthiest passenger is Benjamin Guggenheim, who is said to have a fortune of \$35,000,000. His greatest interest was formerly in the great smelting companies founded by his father, which were consolidated in 1907 into the American Smelting and Refining Company. Shortly after that he retired from active business life, but in 1906 became interested in power and mining machinery. He married Miss Floretta Seligman, daughter of James Seligman, a New York banker, in 1904. They have three children.

#### Isidor Straus.

Probably \$30,000,000 more is added to the array of wealth in the person of Isidor Straus. Mr. Straus was born in Rhineish Bavaria in 1845, coming to this country in 1854 with his parents. He first entered business in 1866 in company with his father as an importer of crockery and glassware. With his brother, Nathan, he became a partner in the R. W. Macy & Co. department store in 1888. He was elected to the 52d Congress in 1893 and was active in the formation of the Wilson tariff. Mr. Straus is well known for his philanthropic work.

#### George D. Widener.

Equal to Mr. Straus's wealth is that of George D. Widener, the "traction king" of Philadelphia, who was also returning home on the Titanic. Mr. Widener is the son of Peter A. Brown Widener, who founded the street railway interest in his home town. Mr. Widener formerly was in the American Tobacco Company, from whose directorate he resigned with others last February.

#### Charles Melville Hays.

Charles Melville Hays, president of the Grand Trunk Railway Company, is the best

of a string of pearls, some of which were as big as pigeon's eggs, totalled the value of \$750,000. Last year he bought for her a summer home at Newport, for which, it was reported, he paid \$150,000. He is connected with the Widener-Elkins traction syndicate of Philadelphia.

#### J. Bruce Ismay.

Another \$50,000,000 is added to the list by the presence of J. Bruce Ismay among those on the Titanic. To him is credited also the first idea of building the Titanic herself. The greater part of his wealth is represented in shipping enterprises. He is chairman of the White Star Line. In 1904 he was elected president of the International Mercantile Marine Company. He is the oldest son of the late Thomas Henry Ismay, founder of the White Star Line. He was born in 1852, receiving his education at Harrow. He served a five-year apprenticeship in the offices of the White Star Line, subsequently becoming the agent of the company in this city.

#### W. A. Roebeling, 2d.

Washington A. Roebeling, 2d. son of the builder of the Brooklyn Bridge and president of the John A. Roebeling's Sons' Company, with an estimated \$25,000,000 as his share, is another wealthy passenger. The elder Roebeling got the bridge building interests from his father, with whom he was associated in many such enterprises, carrying out the work of the greatest one across the East River, which was planned by John A. Roebeling, but not yet started when he died.

#### John B. Thayer.

Then comes John B. Thayer, vice-president of the Pennsylvania Railroad, with \$10,000,000. He was born in Philadelphia in 1852, and worked up to his present post from a clerkship in the auditor's office of the Empire Fast Freight Line, through various stages of railroad work in a number of lines, until he joined the Pennsylvania company, in 1891. He lives at the Broadway street station in Philadelphia. He was accompanied by his wife and his son, J. B. Thayer, Jr., a noted Pennsylvania fullback.

#### Some Well Known Names.

There are an equal number of names well known to newspaper readers. Besides Mr. John Jacob Astor and Mrs. George D. Widener, the passengers include William E. Carter, of Bryn Mawr, and his wife, who created a sensation a year ago, when the harem skirt was much talked of, by appearing at the Bellevue-Stratford in a gown of that cut of a pronounced variety and coloring. Mrs. Frederick Joel Swift, of Brooklyn, was also in the wreck. She is prominent in church work in Brooklyn, and is the widow of a wealthy builder who died in 1907. In November of last year she was robbed by the "polite burglar," who appeared in her room one night, with a lighted candle and a buttonhole bouquet, begging her pardon profusely as he gathered up jewelry to the value of \$7,500. He later communicated with her, saying that he was sorry and returned the loot.

#### The Countess of Roths.

Among the passengers also were the Countess of Roths, a member of one of the oldest families in the Scottish peerage, and Mrs. Clarence Moore, formerly Mabel Swift, daughter of the Chicago pork packer. From Massachusetts were Mrs. J. M. Brown, of Acton; Miss Elizabeth M. Eustis, of Brookline; Jacques Futrelle, the author; Herbert Henry Hilliard, of Boston; Timothy J. McCarthy, of Boston; Mrs. W. B. Stephens, of Brookline, and Percival W. White, of Nelson D. White & Sons, cotton manufacturers, of Winsted, Mass., and East Jaffrey, N. H.

#### Two especially prominent Englishmen.

Two especially prominent Englishmen were also on board—William T. Stead, editor of the English "Review of Reviews," and Norman Craig, K. C., barrister-at-law, and a member of Parliament on the Conservative side.

#### Charles Melville Hays.

Charles Melville Hays, president of the Grand Trunk Railway Company, is the best

#### known railroad man on board the Titanic.

He was born in Rockland, Ill., on May 14, 1856, and entered the service of the Atlantic & Pacific Railroad Company in 1873. He was general manager of the Wabash for many years and became its vice-president in 1893. In 1896 he resigned from the service of the Wabash and became general manager of the Grand Trunk Railway Company of Canada at Montreal.

#### William T. Stead.

William Thomas Stead, editor of the English "Review of Reviews" and "Masterpiece Library," is on his way to this city to take part in the conservation congress of the Men and Religion Forward Movement. Mr. Stead is sixty-three years old. He became editor of "The Pall Mall Gazette" in 1893, and in 1899 he founded the English "Review of Reviews." After a visit to the Titanic in 1908 he started on a peace crusade and issued a weekly paper called "War Against War." He was one of the strongest opponents of the Boer war, wrote "I Shall I Stay My Brother Boer" and published other articles opposed to the war. He lives in London.

#### Karl H. Behr.

Karl H. Behr, regarded as one of the greatest all-around athletes produced by Yale, was a passenger. He was one of the leading lawn tennis and golf players of the country, and two years ago he won the golf championship of New Jersey. Mr. Behr secured third place among the tennis players of the country, and shortly afterward he played on the American team in the international tournament in England. He came within a stroke of winning the cup from the Australian team.

#### Frederick M. Hoyt.

Frederick M. Hoyt, who was on board with his wife and sister, is the commodore of the Larchmont Yacht Club. Mr. and Mrs. Hoyt live at No. 112 East 73d street.

#### George A. Harder.

Mr. and Mrs. George A. Harder were returning on the Titanic from their honeymoon. Mrs. Harder was Miss Dorothy Annan, of Brooklyn. They were married on January 8 at the home of her father, Mrs. Eben D. Knowlton, at No. 36 West 11th street, Manhattan.

#### Clarence Moore.

Clarence Moore, of Washington, was associated with W. B. Stephens in the capital city. He was a well known sportsman and master of the foxhounds of the Chevy Chase Club and of the London Hunt, at Leesburg, Va. He was a member of the prominent Washington clubs, the New York Yacht Club and the Travellers' Club, of Paris, France. He was born in 1853.

#### Henry Sleeper Harper.

Henry Sleeper Harper, who was formerly a member of the firm of Harper Brothers, was on board with Mrs. Harper. They had been in Europe for three months, and were returning to their home, at No. 131 East 21st street. Mr. Harper was forty-five years old.

#### Emil Brandeis.

Emil Brandeis, one of the passengers, is Omaha's largest merchant. He is an uncle of Mrs. Irving Stern, of this city, and has a brother who lives here.

#### Taft INQUIRES ABOUT AID

Sends Message Concerning Major Butts' Safety—Franklin's Reply.

One of the many messages of inquiry received at the White Star Line offices last night was that of President Taft, who asked for information regarding his aid, Major Butts. The President's message read: "Have you any information concerning Major Butts? If you will communicate with us at once, we shall greatly appreciate it."

#### Henry B. Harris.

Henry B. Harris, the theatrical manager, was aboard, accompanied by his wife. He was born in 1849, beginning his theatrical work with the Howard Athenaeum, at Boston. His name became known when he undertook the management of May Irwin.

#### and later Peter Dailey, Lily Langtry.

Amelia Bingham and Robert Edeon. He was manager of the Hudson Theatre in 1903, the Hackett in 1904, and during the season of 1905-06 he had sixteen companies on the road. He is president of the Henry B. Harris Company, president of the National Producing Managers of America and a member and director in a number of theatrical organizations.

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## Special Sale of Gorham Plated Ware

The Gorham Company, Fifth Avenue and Thirty-sixth Street, has placed on sale, at greatly reduced prices, certain articles in discontinued designs of Gorham Plated Ware particularly desirable for use in out-of-town homes.

### The Gorham Co.

Silversmiths

5th Avenue & 36th Street  
17 & 19 Maiden Lane

## EXPERTS HERE SURE BIG LINER WAS UNSINKABLE

White Star Officials Held to This  
Opinion Until Late  
Last Night.

### RELATIVES THROG OFFICE

All Through the Day They Were  
Assured All Was Well—Vast  
Ice Fields Far to  
the South.

All day yesterday up to 7 o'clock last night the White Star Line officials in this city maintained a positive belief that the 4,600-ton steel liner, with her fifteen watertight compartments, was unsinkable. Throughout the day it was generally believed by shipping men that the Titanic would keep afloat indefinitely and would ultimately be saved.

But shortly after 7 o'clock, with the signs of emotion and the long strain strong in his face, Vice-President P. A. S. Franklin called the reporters into his office and said quietly:

"We have reason to believe that the Titanic went down at 2:20 o'clock this morning."

It was the first definite news that the officials of the company had put during the day of the condition of the boat; at least such was the impression they gave out, qualifying most of their statements with the reservation that their knowledge came entirely from press dispatches.

"We have heard nothing directly from Captain Smith himself," Mr. Franklin said. "We are not sending any orders from here, but we have his hands full with being bothered with orders. We attribute our failure to hear from him to the fact that the wireless apparatus is disabled."

When it was pointed out that the failure of the wireless apparatus seemed to indicate that the ship was in a bad way, since the power for the wireless was derived from auxiliary engines which could be operated even though the boat could not proceed under her own propellers, Mr. Franklin's confidence in the safety of the ship appeared to be unwavering.

"We place absolute confidence in the Titanic," he said. "We believe the boat is unsinkable, and, although she may have been struck at the bow and the pumps in the water, we know that she would remain on the surface. We do not attach any significance to the fact that there are no Marconi messages from the vessel. We think it denotes nothing but the fact that the boat is in wireless communication with other steamers, or she may have gotten off all the messages she wanted to send, but we are extremely sorry for the annoyance and inconvenience to our passengers and the travelling public. You can make our views as forceful as you want regarding the capabilities of the ship to withstand any exterior damage."

### Thought All Were Safe.

Confidence in the ultimate safety of all the passengers was also expressed by the steamship officials. In the middle of the morning the contents of a wireless dispatch were given out stating that the women and children had been taken off in the lifeboats and small craft on board the vessel. This would indicate that the danger was great, although it was said that the sea was calm and the pumps were being worked to the utmost, and the water-tight compartments in the forward part of the ship that had become flooded with water were holding well. If these continued to hold, it was said, the vessel would make port safely.

"We figure that the Virginian, of the Allan Line, will be alongside the Titanic by 10 o'clock," it was said in issuing the morning's contents of a wireless dispatch were given out stating that the women and children had been taken off in the lifeboats and small craft on board the vessel. This would indicate that the danger was great, although it was said that the sea was calm and the pumps were being worked to the utmost, and the water-tight compartments in the forward part of the ship that had become flooded with water were holding well. If these continued to hold, it was said, the vessel would make port safely.

### Relatives Besiege Offices.

The telephone wires of the company were kept busy with anxious inquiries from those who had friends or relatives aboard the ship, and there were crowds all day long demanding definite news. To all practical the same answer was given—Mr. Franklin's statement that he felt sure there would be no loss of life and his confidence in the unsinkable qualities of the ship. This seemed to have convincing effect and there was no excitement among the anxious inquirers.

Among those who appeared in person to make inquiries were W. H. Force, father of Mrs. John Jacob Astor, who was among the passengers, J. G. Dobbin, secretary to the passengers, accompanied by Mr. Force, Colonel Martin, Jr., was also among those who visited the office, but he would not say whose welfare he was interested in. Magistrate Robert Cornell, whose wife was on the steamer, sent one of his court attendants to ask for tidings. Ex-Senator Clark was also seen at the office, but he was said to have come simply to make arrangements for transportation, having nothing to do with the Titanic.

J. P. Morgan, Jr., also visited the offices of the line. When asked if the Mr. and Mrs. Morgan listed among the passengers were relatives he said they were not. Colonel Appleton was another inquirer anxious about his sister-in-law.

Belief in the seaworthiness of the liner even in her injured condition was not confined to official statements, as was shown when Captain Jameson of the American liner St. Paul, dropped into the offices. He gave the opinion of an expert that the boat could not go down.

"From what I know of the ship's construction," he said, "I do not think she can sink. The fifteen water-tight compartments will keep her afloat."

J. H. Welsford, a Liverpool shipowner, who reached New York yesterday on the liner Carmania, gave an account of the Grand field the ship encountered off the Grand Banks nearly a hundred times," he said, "but never before have I seen ice so far south and in such a great body."

"An interesting feature of the field," he continued, "was the fact that the sea, although presenting a surface like glass, was without all of the moisture the family possessed, besides some of the home-hold goods they treasured too much to leave behind. Mr. Kelly, who is living at No. 45 West 71st street, said last night that he had paid \$500 deposit on April 14, bringing with her without all of the money she had been brought to New York by his mother to-day. She spent all the afternoon at the White Star Line offices trying to get information. His fiancée came very near taking passage on the Titanic also."

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Furs placed in our cold rooms now are out of your way, safe from moth and accident, and in an atmosphere which keeps them in perfect condition. Call 3761 Greeley for messenger.

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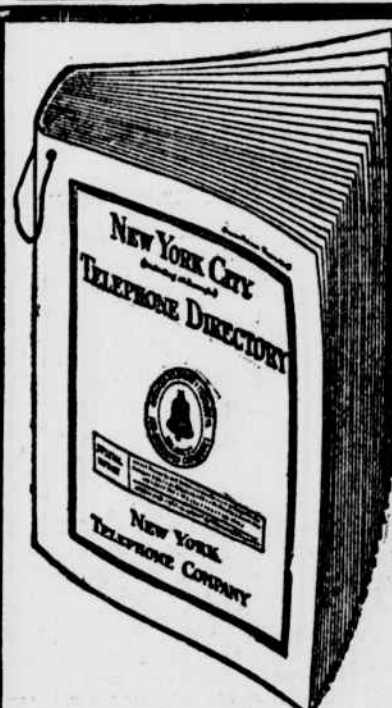
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### EXHIBITION AND SALE OF ANCIENT LACES

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Many specimens are exquisite enough to frame and place in a gallery, while others are of a more practical nature and can be utilized in many ways.

HOMES FURNISHED WITH TASTE AND ECONOMY



## Telephone Directory

Goes to  
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May 9th.

The Summer Edition of the New York Telephone Directory goes to press Thursday, May 9th. Telephone service must be arranged for on or before that date in order to have directory listings appear in this issue. Call, write or telephone to nearest Commercial Office.

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