

## Toll of 1,377 Lives Will, It Is Expected, Result in Probe of Ill-fated Steamship Titanic's Life-saving Equipment

Partial List of Survivors Is Given Out by White Star Line Officials, Together with the Names of Those Who Probably Have Been Saved and Those Who Boarded Vessel at Cherbourg.

NEW YORK, April 16. PARTIAL list of the survivors of the ill-fated Titanic was given out at the company's offices today. These include Mrs. John Jacob Astor and her maid. (The list up to the present includes:)

APPLETON, Mrs. E. W.  
ASTOR, Mrs. John Jacob, and maid.  
BARKWORTH, A. H.  
BAXTER, Mrs. James.  
BRAYTON, George A.  
BECKWITH, Mr. and Mrs. R. T.  
BEHR, Karl H.  
BISHOP, Mr. and Mrs. D. H.  
BLANK, Henry.  
BENTHAM, Miss Lillian.  
BONNELL, Miss Caroline.  
BOWEN, Miss G. C.  
BOWERMAN, Miss Elsie.  
BROWN, Mrs. J. J.  
BROWN, Mrs. J. J.  
CALDERHEAD, E. P.  
CARDELL, Mrs. Churchill.  
CARDEZA, Mrs. J. W.  
CARDEZA, Thomas.  
CARTER, Miss Lucille.  
CARTER, Mrs. William E.  
CARTER, Master William.  
CASE, Howard E.  
CAVENDISH, Mrs. Turrell W. and maid.  
CHAFEE, Mrs. H. F.  
CHAMBERS, Mr. and Mrs. M. C.  
CHERRY, Miss Gladys.  
CHEVRO, Paul.  
CROSBY, Mrs. E. G.  
CROSBY, Miss.  
DANIEL, Robert W.  
DAVIDSON, Mrs. Thornton.  
DEVILLIERS, Mrs. B.  
DICK, Mr. and Mrs. A. A.  
DODGE, Mr. and Mrs. Washington and son.

DOUGLAS, Mrs. Fred C.  
DOUGLAS, Mrs. Walter.  
FLYNN, J. J.  
FORTUNE, Mrs. Mark, Miss Lucille, Miss Alice.  
FRAUENTHAL, Dr. Henry and Mrs. FRAUENTHAL, Mr. and Mrs. T. G.  
FROLICHER, Miss Margaret.  
FUTRELL, Mrs. Jacques.  
GIBSON, Mrs. Leonard.  
GIBSON, Miss Dorothy.  
GOLDENBURG, Mrs. Samuel.  
GOLDENBURG, Miss Ella.  
GORDON, Sir and Lady Cosmo Duff.  
GRACIE, Colonel Archibald.  
GRAHAM, Mr.  
GRAHAM, Mrs. William.  
GRAHAM, Miss Margaret E.  
GREENFIELD, Mrs. Lee D.  
GREENFIELD, Mr. William B.  
HARRIS, Henry.  
HARDER, Mr. and Mrs. George A.  
HARPER, Henry S. and man servant.  
HARPER, Mrs. Henry S.  
HAWKESFORD, Henry J.  
HAYS, Mrs. Charles M. and daughter Margaret.  
HARRIS, Mrs. Henry B.  
HIPPACH, Miss Jean.  
HOGGESS, Mrs. John C.  
HOYT, Mr. and Mrs. Fred M.  
ISMAI, J. Bruce.  
LEADER, Mrs. A. F.  
LINES, Mrs. Ernest.  
LINES, Miss Mary C.  
LONGLEY, Miss G. F.  
MADILL, Miss Georgietta A.  
MARSHAL, Pierre.  
MARVIN, Mrs. D. W.  
MINNIHAN, Mrs. W. E.  
MINNIHAN, Miss Daisy.  
NEWELL, Miss Madeline.  
NEWELL, Miss Marjorie.

NEWSOM, Miss Helen.  
OSTBY, E. C.  
OSTBY, Miss Helen R.  
OMOND, Mr. Flennad.  
PEUCHEN, Major Arthur.  
POTTER, Mrs. Thomas, Jr.  
PAILAS, Emilio.  
PADRO, Julian.  
PARISH, Mrs. L.  
PORTALUPPI, Mrs. Emilio.  
QUICK, Mrs. Jane O.  
QUICK, Miss Wennie O.  
QUICK, Miss Phyllis O.  
REBOUF, Mrs. Lillie.  
RIDEHAL, Mrs. Lucy.  
RUGG, Miss Emily.  
RICHARD, Mr. and Mrs. Emily and son.  
RHEIMS, Mrs. George.  
ROBERT, Mrs. Edward S.  
ROLMANO, C.  
ROSENBAUM, Miss Edith.  
ROTHSCHILD, Mrs. Martin.  
ROTHSCHILD, Countess of.  
ROTHSCHILD, Adolphe.  
SALAMAN, Abraham.  
SCHABERT, Mrs. Paul.  
SEWARD, Frederick.  
SILVEY, Mrs. William D.  
SIMONUS, Colonel Alfonso.  
SINCOCK, Miss Maude.  
SMITH, Mrs. Marion.  
SLOPER, William T.  
SNYDER, Mr. and Mrs. John.  
SPENCER, Mrs. W. A. and maid.  
STENGEL, Dr. Max.  
STENGEL, Mr. and Mrs. C. E. H. E.  
STONE, Mrs. George M.  
SWIFT, Mrs. Frederick Joel.  
TROT, Miss Edna S.  
THAYER, J. B.  
TAUSSIG, Miss Ruth.

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Mr. and Mrs. C. E. Henry Stengel



Only 868 Survivors, Mostly Women and Children, Who Were Put Off in Lifeboats and Later Picked Up by Carpathia, Which Was First to Reach the Scene.

### OTHER STEAMERS REPORT THEY HAVE NO PASSENGERS ABOARD

Head of Government Steamboat Inspection Service Believes Liner Bottom Torn Away by Submerged Berg After Crashing Into Big Floe; White Star Line Ordered to Furnish Report.

IN the most colossal tragedy of the sea—the wreck of the White Star liner Titanic in midocean—1,377 lives were lost and 868 saved.

Hint of an impending United States probe into the appalling death toll was given by the telegraphed demand of Inspector-General Uhler, of the government steamboat inspection service, for a quick report from the White Star line on the number of lifeboats and rafts carried by the Titanic.

Inspector-General Uhler said today he believed the Titanic plunged into the iceberg with such momentum that the impact buckled her to pieces. The vessel in all probability, he added, ran over a submerged end of the berg, which ripped open her bottom, and her safety compartments thus quickly filled and the vessel became a helpless mass of twisted steel wedged in a mountain of ice.

The magnitude of the disaster has been but little mitigated by the fragmentary information which has filtered in today.

The rescuing steamer Carpathia has 868 survivors on board, according to the latest news received at the offices of the White Star line in New York. 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 1,377 victims to their death.

The first reports giving the total survivors at 675 were varied by more favorable news early today, first from Captain Rostron, of the Carpathia, who gave the number at about 800, and later by the positive announcement of the White Star line that there are 868 survivors of the Titanic on board the Carpathia.

But with these revised figures there remain 1,377 passengers and members of the crew of the Titanic who are today unaccounted for and apparently lost.

The liners that steamed under forced draught to the Titanic's aid when her wireless operator sent out the despairing "S. O. S." call for aid before midnight yesterday—too late to render help.

Captain Gambell, of the Virginian, reported to the Allan line officers by wireless that "he arrived too late." The Parisian likewise reports that she has no passengers of the Titanic on board.

Storm conditions and heavy fogs off Nova Scotia make the rescue of any survivors who might still be adrift in rafts or boats improbable.

Even General Manager P. A. S. Franklin, of the International Mercantile Marine Company, the last to admit the extent of the disaster, said significantly today: "I repeat that we do not know of any passengers that can be considered positively safe outside of the reported 800 taken off by the Carpathia."

And the Olympic, the sister ship of the fated Titanic, after cruising in the neighborhood of the wreck for any chance lifeboats or rafts, has gone on toward Liverpool, where Captain Haddock will make his report.

This, together with the silence of the other ships that might have arrived in time to pick up some of the passengers or crew, is indicative of the appalling extent of the loss of life.

How great is this, the most stupendous disaster of maritime history, can hardly be conveyed in words and figures.

There were 2,245 men and women on board the Titanic when she sank, and on into an iceberg 1,150 miles due east of New York at 10:25 Sunday night.

With a last frantic call for help her wireless broke down at midnight. At 2:30 o'clock, according to meagre reports, the huge vessel, the largest that ever sailed the seas, sank to her grave. She carried down with her 1,445 men, including practically all of her crew of 850.

Among those men were distinguished kings of finance, great thinkers and society leaders. Their combined wealth exceeded \$1,000,000,000.

Colonel John Jacob Astor and William T. Stead are drowned. Mrs. Astor, who was rushed to the lifeboats with the other women when the leviathan was first known to be doomed, is saved. She is on board the Carpathia.

The Titanic was worth \$10,000,000. In her safes were more than \$5,000,000 in bonds and diamonds belonging to her passengers. In the first wild panic that followed the striking of the iceberg, the men, dominated by the masterful captain, put the women in the lifeboats.

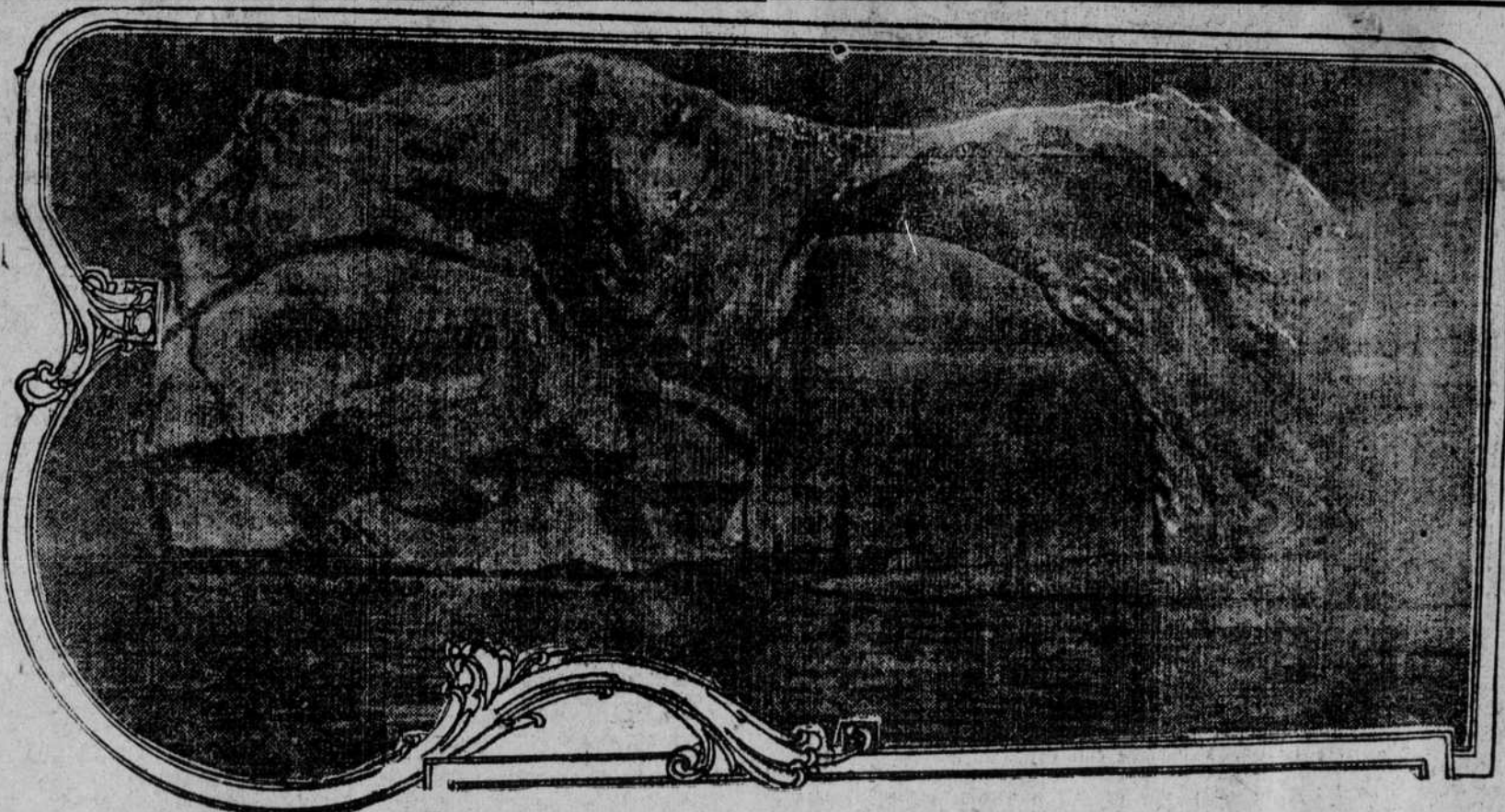
Then the boats put off from the ship and faded into the night, leaving the sinking vessel and the men who stayed behind to meet their death.

What that parting meant, the tremendous tragedy of it, may never be known in its entirety. But it was one of the saddest of all history.

The women, dressed in flimsy apparel caught up in the first wild rush from their berths, remained during the night in the lifeboats.

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### Iceberg Such as Titanic Rammed, Sending Giant Vessel to Bottom



### ROMANCE IN ARSON CASE

Louisa Evelyn Tronson, the woman who on January 21 last was accused of setting fire to her South Orange tea house, called the "Kopper Kettle," and who later pleaded guilty on an indictment charging her with arson, late yesterday afternoon, on advice of Edward J. Hayward, a New York lawyer, retracted her plea of guilty and elected to stand trial.

This took place in Judge William P. Martin's court-room about 5:30 p. m. when no one except the court attendants, the people interested and the lawyers were there.

Judge Martin said today: "The reason that I granted a new hearing in this case was for the reason that Mrs. Tronson had not been shown to me to be insane by physicians.

"Three told me that she was not insane, therefore, on request of counsel, I had nothing to do but allow the woman to go to trial."

Back of this is a story of unrequited love. Mrs. Tronson had for years lived with her husband and even after he had deserted her in England she still believed in him. Up to two years ago Mrs. Tronson said her husband would return to her.

He was in England. She could not locate him and failing in that gave up all hope. She met a young man whom she loved. Then a couple of months later she found out that her first husband was still living.

The fact that her first husband was still living, it is alleged, drove the woman into what was called a degree of insanity that the medical men in the case have found hard to define.

CARNEGIE'S NIECE TO WED.  
LEXINGTON, Ky., April 16.—Society here was taken by surprise today at the announcement of the wedding of Mrs. James L. Hever, favorite niece of Andrew Carnegie, to Dr. Marius Johnson, of this city, to be held tomorrow.

### Fire Chief Sloan Is Dead, Had Been Ill a Long Time

Fire Chief Joseph E. Sloan, whose death had been expected hourly since early this morning, when he lapsed into unconsciousness, died at 1:15 o'clock this afternoon at his home, 825 Washington street. At the time of his death members of his family were at his bedside hourly awaiting the end. While he had been in ill-health for several years it is thought that his last illness was greatly aggravated by the injuries he received in the High street factory holocaust November 28, 1910. Although not in the best of health, Chief Sloan remained on duty until ten days ago, when he was forced to take to his bed.

When notice of the chief's death was received at fire headquarters Deputy Chief Paul J. Moore at once issued orders that the flags at all the fire stations throughout the city be placed at half-mast. Mayor Haussling also ordered that the flags on all municipal buildings be lowered to half-mast.

Commissioner T. Edward Burke, who was at fire headquarters when the news of Chief Sloan's death was received, said that his loss will be keenly felt by the entire department. He referred to his record since he entered the department in 1867, and said that at late chief, by his gentle disposition and fairness, had endeared himself to every member of the department. The other members of the board likewise praised the late head of the department and expressed sorrow at his death. The members of the board held a special meeting this afternoon to take action on the chief's death.

Chief Sloan's record in the department is one full of achievement. On more than one occasion he was injured. While on duty during the High street factory fire it was believed that he had suffered fatal injuries.

On that day, while the firemen and police were recovering the bodies of the twenty-five girl victims, the chief

### ROBBERS DO CLOTHES JOB

In full view of the flaming arc lamps on Broad street during thieves invaded the heart of the city, breaking into six stores near the Four Corners last night. Four of the places entered were on Branford place and two on Broad street.

John F. O'Hara, of 4 Branford place, was the heaviest loser. Clothing to the value of \$300, cash \$35 and a check for \$10 were taken. The thieves were evidently familiar with their surroundings, for only the best clothes were selected. A pair of trousers for Board of Works Commissioner Dr. Frank Kramer, two pairs of trousers for Joseph P. Norton, a local sporting editor, and two suits for Carl Jacobson, who was having them hurried so as to meet his friend Henry Blank, of Glen Ridge, a passenger on the ill-fated Titanic, were taken.

J. E. Mulligan, a tailor, of 6 Branford place, was robbed of \$100 worth of clothing. Walter Parsell reports a fountain pen missing. Dr. H. K. Gerow found his cabinet broken open. His gold and silver fillings which were locked in the safe were undisturbed.

The office of the Pomerooy Surgical Company of 825 Broad street, which can be reached from the rear of the Branford street addresses, were entered and many instruments taken. The offices of the New Jersey Baptist Convention Association were also ransacked.

STRICKEN WHILE RIDING.  
ATLANTIC CITY, April 16.—C. C. Whiting, of 60 West Seventy-sixth street, New York, started for his home yesterday, and when the bus in which he was riding reached the depot it was found he was dead. He was rushed to the hospital, but not a spark of life was left.

### Record of Fire Chief Joseph E. Sloan

Joseph E. Sloan's record in the department:  
Joined Engine No. 4, May 3, 1867.  
Made captain March 1, 1888.  
Made battalion chief September 7, 1897, and deputy chief April 1, 1908.  
Was transferred from Engine No. 4 to No. 9 July 28, 1873, and it was while with this company that he was made captain. November 11, 1895, he was detailed to Engine No. 4.  
Chief Sloan was a veteran of the Civil War. He served three years with the Thirtieth New Jersey, in which company he enlisted in 1862 at the age of 18.  
Was appointed chief of the fire department June 2, 1911, succeeding the late William C. Astley.

was directing the work of destroying the tottering walls so as to prevent further loss of life and property.

While doing so he was directly beneath the north end wall. The water tower was directed at it and the mass of brick was dislodged as soon as the stream struck it. A cry of warning went up from the firemen and spectators who saw the chief's danger. He started to retreat, but was too late. He stumbled in the debris.

Several hundred pounds of brick and mortar fell to the ground in back of the chief, who was on his knees at the time. He was buried up to his hips. It

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### Jerseyites in Wreck

Of the New Jersey passengers of the Titanic three at least are known definitely to be aboard the Carpathia, bound for New York with the survivors.

They are Mr. and Mrs. C. E. Henry Stengel, of 1075 Broad street, Newark. Mr. Stengel is senior partner of the firm of Stengel & Rothschild, leather manufacturers.

Henry Blank, of 138 Ridgewood avenue, Glen Ridge, who has a wife and five small children, is reported to be safe on board the Carpathia.

The fate of W. A. Roebing, 24, of Trenton, a member of the famous New Jersey family of engineers, another passenger on the Titanic, is in doubt.

W. Anderson, 45, of 72 East Passaic, a wealthy garment manufacturer, sailed on the Titanic. It is not known whether he was saved or not. Mr. Walker is worshipful master of Hope Lodge, P. and A. M., of East Orange.

Jonathan Shepherd, of Newark, a brother of Miss Frances Shepherd, of 10 South Twelfth street, was assistant third engineer on the ill-fated Titanic. He was formerly on the Olympic and was transferred with many other engineers to the Titanic for her maiden trip across the Atlantic.

His sister, a trained nurse, who is staying in Elizabeth, was heart-broken at the news of the Titanic disaster. "He took me over the Olympic once," she told an Evening Star reporter, "and explained how safe and strong it all was. And then to think! have given up all hope now. He was one of the crew. I suppose he stayed with his engines. And that means—that means—"

She broke off sobbing.

Two other Trenton men, Stephen Weart Blackwell and Frank Stanley,

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Park Office, Macknet & Doremus, 100 Broad st., 4th fl.