

TITANIC, THE LARGEST OCEAN LINER IN THE WORLD, GOES TO THE BOTTOM WITH 1304 SOULS ON BOARD; BUT 866 ARE SAVED

First Reports Stated That Only 675 Had Been Saved--Olympic Dispatch Increases The Number 200

AFTER FIRST DESPERATE CALL FOR HELP SILENCE REIGNED

Hope Gradually Dies Out As Hours Pass Without Available of Encouragement--Liner Sank After Striking Iceberg--Now Lies Two Miles Under Water

While the fate of the majority of the 2100 persons on board the mammoth White Star Titanic, which sank early yesterday on the New Foundland banks after a collision with an iceberg, still remains in doubt, and it is feared more than 1200 persons were lost, a note of good cheer came from the ocean ways by wireless between 1 and 2 o'clock 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 Cunard 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 felt by nearly 200, and if, as seems probable, practically all those saved were passengers, it would appear that all but approximately 450 of the vessels 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.

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 last night's 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 even trying to conjecture what passed as the inevitable became known and it was seen that of the more than 2000 human lives with which she was freighted there could be hope of saving, as it appears, far less than a half.

Other than the news last evening that 866 persons, mostly women and children, had been rescued from the liner's boats by the 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 tuned to catch from any source the slightest whisper of hope that possibly might come from one of the many steamships which rushed to the assistance of the stricken Titanic. But from none of the ships reported to be at or near the scene of what, viewed in the light of probabilities, may be recorded as the world's greatest mariner horror, came the slightest syllable of encouragement to the anxiously waiting world.

Early last night there was hope that any moment might bring word of cheer. But anxiety deepened and many friends and relatives of those who sailed on the Titanic began to despair as hour after hour passed and the night grew old without word from either of the Allan liners, Parisian or Virginian, believed to be, with the exception of the Carpathia, the vessels nearest the Titanic's ocean burial place when she made her plunge.

As the Titanic sank before 3 o'clock in the morning and 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 further 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 Virginia was finally heard from at 2:15 o'clock this morning. She did not report the presence of any survivors on board, the message from her stating that she would bring to St. Johns, N. F., such survivors as she "may rescue." The fact that the Virginian was to go out of her course to put into St. Johns on her voyage to Liverpool was taken as a favorable indication, arousing hope that after all she might have picked up some of the victims of the wreck and was bringing them in port.

The Titanic herself lies buried two miles beneath the ocean's surface between Sable Island and Cape Race. Her position when she struck the iceberg was given a latitude 41.46 north, longitude 50.14 west.

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, in the latitude 41.16, longitude 50.14, or not more than half a degree south of the point where the accident occurred. It seems improbable from this that the liner, after the accident, made much headway under her own steam. It seems established that there were about 2100 persons on the liner. This was the estimate of the line officials in New York, who gave the number of passengers as 1320, the remainder of 860 making up the crew.

Greatest Marine Disaster 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 574 lives were lost and La Bourgogne, in 1898, with a fatality list of 571.

News of Sinking Double Blow

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 her passengers had been safely taken off. The messages were mostly unofficial, however, and none came direct from the liner, so a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within four hundred miles of which the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, three hours and 55 minutes after receiving her deathblow, the Titanic had sunk. The news came from the steamer Carpathia, relayed by the White Star liner Olympic, and revealed that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Scene Was One of Desolation

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 1400 passengers had been voyaging luxuriously to this side of the Atlantic were some bits of wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appears, hundreds of human lives.

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 no other vessel 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 small. The same facts would likewise spell the doom of practically the entire crew of about 860.

In the cabins were 230 women and children, but it is not known how many there were among the 740 third class passengers.

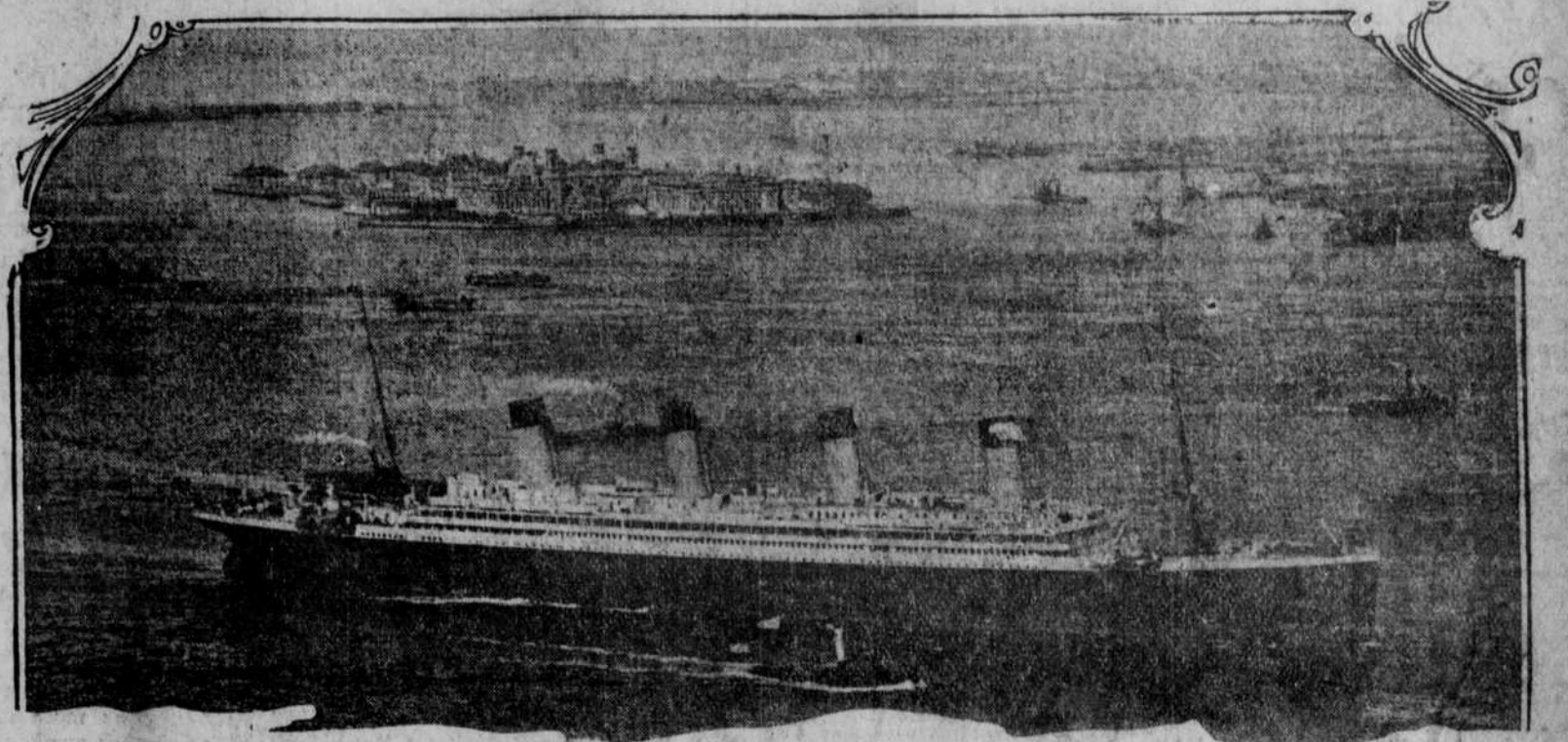
Notable Persons' Fate Unknown

Notable persons, travelers on the Titanic, whose fate was in doubt in the lack of definite advices as to the identity of the survivors, were Mr. and Mrs. John Jacob Astor, Maj. Archibald Butt, Charles M. Hays, president of the Grand Trunk Pacific, of Canada, his wife and daughter; W. T. Snead, Benjamin Guggenheim, F. D. Millet, the artist, and John G. Wisner, M. D., of Philadelphia; Mr. and Mrs. Isadore Strauss, J. B. Thayer, vice president of the Pennsylvania railroad; J. Bruce Ismay, Henry B. Harris, the theatrical manager, and Mrs. Harris and Col. Washington Roebling, builder of the Brooklyn bridge.

A ray of hope appeared shortly before 11 o'clock last night, in a message to New York from the operator at the Marconi wireless station at Sable Island, near the scene of the disaster. Answering an inquiry regarding the delivery of messages to the passengers on the Titanic the operator replied that it was difficult to deliver them, "as the passengers are believed to be dispersed among several vessels," even this faint indication that other vessels than the Carpathia had picked up survivors of the Titanic was eagerly seized upon by thousands of relatives and friends of those who had started on her for this country.

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VESSEL WHICH WENT TO BOTTOM YESTERDAY



The White Star Liner Titanic, Which Sank Yesterday Morning at 2:20 O'clock After a Collision With An Iceberg Off the Canadian Coast--The Titanic Was the Largest Liner Afloat and Was on Her Maiden Voyage--she Carried About 2200 Souls and It Is Not Believed More than 675 Were Saved.

FIRST NEWS OF DISASTER RECEIVED FROM CAPE RACE

Wireless Message From Olympia Brings News That Titanic Was Not Making For Port With All On Board Safe.

White Star Official Cannot Deny Many Lives Lost

THE OLYMPIC'S MESSAGE

New York, April 15.—The Olympic's dispatch follows: "Carpathia reached Titanic position at daybreak. Found boats and wreckage only. Titanic sank about 2:20 a. m., in 41:16 north, 50:14 west. All her boats accounted for containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner Californian remained and searching exact position of disaster. Loss likely total 1800 souls."

It is believed here that this is an error unless the Titanic had more passengers on board than reported. The list as given out showed 1310 passengers and a crew of 860, or 2170 persons in all. Deducting 675, the known saved, would indicate a loss of 1304 persons.

Cape Race, N. F., April 15.—The steamer Olympic reports that the steamer Carpathia reached the Titanic's position at daybreak today but found boats and wreckage only. She 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 2200 persons in all, crew and passengers on board the Titanic.

Franklin Confirms News of Disaster

New York, April 15.—Vice President Franklin of the White Star line, at 8:40 o'clock conceded that there had been "a horrible loss of life" in the Titanic disaster. He said that he had no information to disprove the Associated Press report from Cape Race to the effect that only 675 of the passengers and crew had been rescued. He said that the monetary loss could not be estimated tonight, although he intimated that it would run into the millions. "We can replace the money," he added, "but not the lives. It is horrible."

Mr. Franklin continued: "As far as we know, it has been rumored from Halifax that three steamers have passengers on board, namely, the Virginian, the Carpathia and Parisian. Now, we have heard from Captain Haddock that the Titanic sank at 2:20 this morning. We have also learned from him that the Carpathia had 675 survivors on board. It is very difficult to learn if the Virginian and the Parisian have any survivors on board. We have asked Captain Haddock and our agent at Halifax to ascertain if there are any passengers aboard the two steamships."

Impossible To Get Any Particulars

"We very much fear, however, that there has been a great loss of life, but it is impossible for us to give further particulars until we have heard from the Parisian and Virginian. We have no information that there are any passengers aboard these two steamships."

Mr. Franklin said there was a sufficient number of life boats to take all the passengers from the Titanic. He said he had been confident today, when he made the statement that "the Titanic was unsinkable," that the steamship was safe, and that there would be no loss of life. The first definite news received came in the message from Captain Haddock, he said, and was given to the Associated Press at once.

Vice President Franklin positively refused to give out the full text of the message received from Captain Haddock of the Olympic, reporting the sinking of the Titanic. This attitude led to the belief that the message intimated a loss of life, which the company desired to confirm before spreading alarm.

All First Cabin Passengers Saved

Mr. Franklin said Captain Haddock's message was very brief, and neglected to say all the crew had been saved. It said that the Carpathia had six or seven hundred of the Titanic's passengers aboard, including all of the first cabin, and that the vessel should reach New York Friday morning.

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 vessel trains which they had planned to send to Halifax to bring the rescued passengers to this city by rail. It was believed that the boats which had the Titanic passengers aboard would steam direct for New York.

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LOUISIANA FACES WORST FLOOD IN HISTORY OF STATE

Waters Twenty Feet High and Mile Wide Pours Through Crevasse

WORK DESPERATELY AGAINST GREAT ODDS

Violent Cloudburst Aggravates Situation, Better Work Is Undertaken at Vicksburg--Federal Aid Voted for Sufferers

Parts of 13 parishes in northeastern Louisiana are today facing a deluge unparalleled in the history of disastrous floods of the lower Mississippi valley. Numerous small towns in east Carroll and Madison parishes already are wiped out, vast stretches of valley lands are covered by from six to 20 feet of water and a well of the devastating flood waters 20 feet high and more than a mile in width is rushing through the great Dog Tail crevasse near Alsip, La.

Thousands Homeless Already thousands are homeless and destitute. What will be the toll when the waters from the Panther Forest and Red Fork crevasses in Arkansas join their destructive forces with the sea of water pouring through the Dog Tail breach no one can say. Parts of 13 Louisiana parishes and two Arkansas counties will be under water and a conservative estimate is that the homeless in that territory will total at least 50,000, maybe 75,000. No human agency can check the rushing waters before they have reached the Red river, which means that a large per cent of a territory 160 miles in length and from 8 to 9 miles in breadth will be inundated.

No further breaks occurred in the levees of the Mississippi yesterday but at many points the flood waters already have exceeded previous record stage and the United States engineers and state levee boards from Vicksburg south are working desperately against great odds.

Cloudburst Sunday To add to the alarming situation a cloudburst in the Tensas basin of north Louisiana yesterday gave forth from four to six inches of rainfall in the brief space of 10 hours. High winds accompanied the rain and made more difficult the work of rescue in the overflooded district and the almost hopeless efforts of some to save their few remaining chattels.

Relief work is centered at Vicksburg, Miss., where already hundreds of homeless and destitute people from the flooded Louisiana territory are quartered. Governor Brewer of Mississippi has sent tents and supplies there for the unfortunate and yesterday Governor Sanders of Louisiana ordered tents and bedding sent to the Mississippi city. Large supplies of tents also are en route to Vicksburg from the federal authorities at St. Louis. Although a number of negroes are

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TODAY'S AGE-HERALD

- 1-1304 down when Titanic goes to bottom.
- First news of disaster received from Cape Race.
- Louisiana faces worst floods in its history.
- Hundreds going toward state capital for convention.
- Committee meets at capital today.
- Mrs. Reid boosts coming tag day.
- Cultman sold for Clear View wood.
- Farmers badly behind in work.
- Duke of Connaught invests in Calhoun.
- Editorial comment.
- Weather permitting aviation meet opens today.
- Medical convention begins today.
- Dr. Oates coming to confer about new bill.
- Society.
- Sports.
- Titanic worst disaster in years.
- First broadside fired by Mr. Taft.
- Capt. J. L. Dean dies in Opelika.
- New explosive company formed.
- New Orleans bank ordered closed.
- Crowned heads losing prestige.
- Markets.
- Underwood grows strong in New York.
- Latest cases at Asheville Monday.

HUNDREDS GOING TOWARD CAPITAL FOR CONVENTION

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Will Precipitate First Clash Should a resolution prevail denying officeholders the right to represent the state on the delegation, the majority of those mentioned above will be barred. It is expected that the introduction of that resolution will precipitate one of the first clashes on the floor.

There are many subjects on which division will occur in case the subjects are broached. One will be the matter of incorporating in the platform a prohibition plank. Another will be in reference to the indorsement of

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