

# FIFTEEN HUNDRED PERISH. BOAT GOES DOWN, MANY LIVES LOST

The Giant Titanic, Queen of the Ocean, Sank  
After Receiving Her Death Blow  
From the Iceberg.

## GREATEST CATASTROPHE

The "Unsinkable" Ship Now Rests on the Sands, Two  
Miles Straight Down from the  
Ocean's Level.

### THE CHIVALRY OF THE SEA

Women and Children Were Placed in Life Boats  
First and Saved, While Men Remained  
to the End.

### CAPTAIN REFUSED TO LEAVE

Wireless Clicks, Like Tear Drops, Tell of the Frantic Rush  
of Other Ships to the Sinking  
Titanic.

[United Press Leased Wire Service.]  
NEW YORK, April 16.—Hope for the safety of passengers of the ill-fated Titanic, which foundered early Monday morning off the Grand Banks of New Foundland other than those reported by wireless from the Cunarder Carpathia en route to this city, was practically abandoned this afternoon. Latest reports placed only 866 persons, and they chiefly women and children, on the Carpathia, while even the officials of the White Star line admitted there was practically no hope for the remaining 1,492 of the ship's company of 2,858 souls.

That all would have had a chance of safety had there been life boats and rafts enough, was the general belief of navigators. But the liner, newest and greatest of trans-Atlantic ships, carried only twenty large, modern life boats, and they were loaded to the gunwales with the women and children who, in accordance with the unwritten law of the sea, had been put over the side first.

Most of the men were missing. Colonel John Jacob Astor, Maj. Archie Butt, President Taft's aide; Benjamin Guggenheim, Wm. T. Stead, F. D. Millet, Henry B. Harris—all of them well known personages who had taken passage on the gala day of the Titanic's departure from her home port—are not included in the list of those reported saved. The inference was that they had remained on the ship and gone to the bottom with her, a sacrifice to the custom which fails to compel enough life boats on ocean steamers to take off everyone on board.

**The Last Hope.**  
Up until noon there has been a faint, glimmering hope that in addition to the Carpathia, other vessels that had rushed to the scene on receipt of the wireless appeal for aid, had been in time to make rescues. Rumor had the Allen liner Virginian taking off some. But this hope faded when Captain Gambell wirelessed his agent that he had reached the scene too late.

"There was none left to rescue and I am proceeding on my voyage," was the melancholy word sent, and with it crumbled the hopes of the White Star agents here who said this was the best chance of cutting down the death list.

Vice President Franklin of the White Star, stunned by the magnitude of the disaster, said soon after noon that the Carpathia would reach this city with the survivors late Thursday or early on Friday. He said that he believed the Olympic was standing off the wreck, combing the sea while acting as a wireless relay station to Cape Race. This, however, he carefully explained, as conjecture. He said that the California, of the Anchor

line, was also searching for survivors but that he had no direct word from her.

**One Straw to Cling To.**  
One scant hope that was clung to by the line officials that there might be survivors unaccounted for, came from the deduction that the steamer had drifted some 34 miles between the time she struck and the time she sank. There was a chance that some of the life boats or the life rafts that were lowered first might have drifted away and not been reached by the Carpathia. Although admittedly only a straw, it was clung to by relatives of those whose names were not included in the list of survivors which was sent to this city.

That most of the women and children were in the boats picked up by the Carpathia was believed by marine experts here to indicate positively that the iron discipline of the merchant marine was maintained to the last. Captain Smith of course, his friends say, went down with his ship.

Reports from the stations along the Nova Scotia coast say that the weather off shore today was foggy and that there was a heavy thunderstorm last night which traveled eastward. The weather conditions, it was frankly stated, left little hope of rescuing any survivors that might still be afloat.

The wireless people admitted they were unable to get messages to any of the steamers in the vicinity. They said that they had been unable to pick up the Carpathia, although they had many messages for the survivors who were on board. They said, however, that they were trying to reach her by a system of relays and hoped to do so if not today then tonight, when atmospheric conditions would be better for wireless telegraphing.

**Relatives Heart-Broken.**  
The scenes at the offices of the White Star line were heart-rending in the extreme. Millionaires and wives of millionaires importuned the officials to do something, but to all the one reply was made: "We have done all we can. Money can do no more."

One to whom this reply was made was Mrs. Benjamin Guggenheim, wife of the smelter king who was among the missing. She told Vice President Franklin that she was prepared to spend any amount to charter steamers to go to the rescue, but he gently told her that this would be of no avail.

"We spared no expense to get ships to the rescue," he said. "Vessels are standing by and searching for survivors. All we can do is to hope for the best."

That the stories of the half-frenzied survivors will eclipse anything in fiction was certain from the brief and disjointed information that was available here from the wireless sources. The collision occurred in the deepest darkness and after many of the passengers had retired for the night.

The crashing of steel upon solid ice must have struck the ears of the ship's company and forecasted the horrors that were soon to come. There must have been the rush to the decks, with the few wraps hastily picked up in the mad flight, only to get word immediately that the ship was wounded to death and that there was no chance of all being saved.

**Facing the End.**  
In the midst of an ice field, tossing and tumbling in the strong swell that never is absent from the Grand Banks and with the bitter piercing atmosphere cutting tender flesh to the bone, men and women faced the end.

There must have been sad farewells. Loved ones were parted. Hundreds em-

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### Live News for a Live Newspaper

Every line in The Gate City this evening about the Titanic disaster was received by this paper over the wire from the United Press Associations, which furnishes The Gate City with its full leased wire service, and then it was a physical impossibility to handle all of the report, so complete and extensive was it in its scope of the greatest sea tragedy in modern times. The superiority of the report over all other press associations stands out with additional strength when a comparison is made. Not a line of this report was clipped from a morning paper. The Gate City is the only newspaper in the United States in a city the size of Keokuk taking the full leased wire report from a big press association.

### ONE CHANCE IN A THOUSAND

News of the Disaster From the Offices  
of the White Star Line,  
Owners of the  
Vessel.

### HOPING AGAINST HOPE

Officials are Stunned by the Catastrophe and Are Frantic to Hear  
Some Definite  
News.

[United Press Leased Wire Service.]  
NEW YORK, April 16.—At 7 o'clock this morning the White Star line received a Macconigram from the Carpathia stating that among the survivors on board were Mrs. John Jacob Astor and maid.

In sending this word to Vincent Astor, her step-son, the agents of the line said: "We hope that we will be able before long to tell you that your father is safe."

"We are hoping for the best," they said. Privately the line officials said they feared that Astor and all of the noted men on board went down with the steamer. They could figure out no way that they might have escaped.

### One Chance in a Thousand.

NEW YORK, April 16.—The White Star line officials said at 8 a. m. that the latest word they had from the scene of the wreck of the Titanic was that there were only 866 survivors of the vessel's company. They are all on board the Cunard liner Carpathia, which is hurrying with them toward this city. The company was receiving a list of the survivors relayed from the Olympic to the land stations. All of the Titanic's boats, they said, "had seemingly been accounted for."

The company did not believe there was any chance that any of the missing had been saved, although the officials emphasized the fact that neither the Parisian nor the Virginian had been spoken. There is a chance, but it is only one in a thousand, they said, that the other steamers managed to rescue the men who remained on the liner after they had sent their women and children away.

### Company Hysterical.

NEW YORK, April 16.—At 8:20 Vice President Franklin of the White Star line emerged from his private office and said that the line was absolutely without information other than what it had already made public. He was well high hysterical and said: "This is a horrible, horrible disaster. We have no further authentic information regarding the wreck other than some of the survivors are on the Carpathia coming back here. Whether the Virginian, or the Parisian managed to rescue any more, we don't know."

"We are trying our best to get some information. I have asked Montreal by long distance telephone to tell me whether the Virginian is coming back."

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### A NIGHT OF BLACK TERROR

Darkness Redoubled the Horrors of  
the Ocean When the Gallant Ship  
Received Her Death  
Blow.

### THE WOUNDED GIANT

Unparalleled in History Were the  
the Scenes Which Accompanied  
the Foundering of the  
Titanic.

[United Press Leased Wire Service.]  
CAPE RACE, April 16.—Unparalleled in history, the scenes that accompanied the foundering of the Titanic on the ice strewn banks of New Foundland were marked by intense suffering and rare heroism, according to the few disjointed and fragmentary messages that have been picked up by the wireless operators along the coast.

It was a night of black terror. Sunday had been cloudy and foggy, but the great liner had been steadily held on her course. Precautions were taken to guard against accident, but it seemed certain today that it was necessary to keep considerable headway on the giant vessel, so that she would remain manageable. The smash came at 10:25 Sunday night. Many of the passengers were undoubtedly in their beds at the time, but all must have been routed out immediately, as Captain Smith was too experienced a navigator to overlook any precaution or to fail to realize that the force of the collision had inflicted a mortal wound despite the assertions he had made many times that the Titanic was unsinkable.

### The Horrors of the Ocean.

It was a black night, the thick muggy atmosphere so peculiar to the banks and the darkness redoubled the horrors of the ocean. The ship's company, assembled on the great decks of the floating hotel which was so soon to become the grave of many of their number, could have had little time to make their toilet. Many of the passengers must have been garbed as they came from slumbers, carrying only the wraps hastily caught up in the moments that followed the horrible grinding of steel upon ice.

Signals were burned, rockets, sent up, as the wireless snapped out its frantic appeals for help, while the stalwart seamen told off by their commander to man the life boats, began the work of getting the big boats over the side and filled with their precious human freight.

It appeared today that there was no need for the order "women and children first," but that the men stood aside and pushed their women folk to the boat decks, where the lifeboats were being filled as quickly as possible. Wives and sisters in tears, with the last kisses of husbands and brothers on their lips, were

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### ONLY 650 SAVED SOBS WIRELESS

Marconi Message Twice Repeated  
Gives Heartbreaking  
News.

[United Press Leased Wire Service.]

**CHARLESTON NAVY YARD  
WIRELESS STATION, Mass.**  
April 16.—"Six hundred and fifty, mostly women and children, are on board the liner Carpathia, are the only ones saved from the Titanic. Others went down with the ship and wreckage. Other rescue ships failed to find any more of Titanic's passengers."

This Marconi message, relayed by at least two ships, which caught it some distance east and north of Cape Cod and sent it within speaking distance of the United States wireless station here was picked up by navy wireless operators shortly before 5 o'clock this morning. The message was perfectly clear, according to Wireless Operator Charles Kemper. It was twice repeated and it is thought to be from an authoritative source, although it was unsigned.

### TOTAL DEATHS PLACED AT 1,492

If Early Reports Are Correct,  
Death List is Appalling.

[United Press Leased Wire Service.]

NEW YORK, April 16.—Because of the variance between the official and the unofficial reports, it was almost impossible to say definitely at 10:30 this morning just what the number of saved and lost was, as a result of the sinking of the Titanic. The latest word received from the Carpathia placed the number on her at 866. If all of the others were lost, the death list would number 1,492 as the manifest of the Titanic, telegraphed from London this morning, said there were 2,358 persons on board when the liner started. These were the latest definite figures.

### ARRIVED TOO LATE TO SAVE ANY

Last Faint Ray of Hope Has  
Gone Out.

[United Press Leased Wire Service.]

MONTREAL, April 16.—The last faint hope that more of the passengers and crew of the Titanic might have been saved went glimmering today when Captain Gambell of the Virginian reported to his agents here that his rescue trip had been fruitless.

"We arrived too late to rescue anyone," says Gambell, "and we are proceeding to Liverpool."

This was accepted here as meaning that the only persons saved were those taken from the lifeboats by the Carpathia.

### EIGHT HUNDRED REPORTED DROWNED

Fragment of Wireless Message  
Says They Went  
Down.

[United Press Leased Wire Service.]

NEWPORT, R. I., April 16.—The wireless station here picked up the following fragment of a message that was being relayed from one liner to another:

"Eight hundred went down on the Titanic."

The message was unsigned and incomplete.

[United Press Leased Wire Service.]

### A Ray of Hope.

BOSTON, April 16.—The local offices of the White Star line say that a wireless from St. Johns, N. B., says that the Allan liner Virginian is headed for that port. If that is true, it is believed she must have on board survivors of the Titanic as she is a mail steamer and was eastward bound. Every effort is being made to speak with her and ascertain the facts.

