

HERE IS LIST OF SURVIVORS OF STEAMER TITANIC

Names Sent In by Captain Haddock Are Mostly of Women

GIVEN OUT BY WHITE STAR LINE OFFICERS

Shows Men on Ill-Fated Boat Heroically Thought of Women and Children

NEW YORK, April 16.—The following list of survivors was sent by wireless by Capt. Haddock of the Olympic to the White Star Line office: Mrs. Edward D. Appleton, Harry Anderson, Mrs. Rose Abbott, Miss G. M. Burns, Miss Middle Olivia, Mrs. M. J. Renago, Miss Apple Renault (or Elliott), Miss Ruth Taussig, Miss Ella Thor, Maj. Arthur Penchen, E. Z. Taylor, Mrs. E. Taylor, Gilbert Tucker, J. B. Thayer, John Rogerson, Mrs. Lord Rothschild, Miss Edith Rosenbaum, Mrs. Geo. Rheims, Mrs. Geo. N. Stone, Miss Emma Segesser, Fred Steward, Miss Shutter, Wm. T. Sloper, Fred Joel Swift, Paul Sobabel, Mr. and Mrs. J. O. Spedden, Robert Douglas Spedden, Mr. and Mrs. Alfred Snyder, Miss Augusta Sorefcia, R. Spencer Silverthorn, Alphonius Simoniis, Mrs. Lucien Smith, Mrs. Walter P. Stephenson, Abraham Solomon, Mrs. Wm. B. Silbey, Mr. and Mrs. L. E. Helery Stengel, Mrs. W. A. Spencer and maid, Miss Taussig (or Hauszig), John Flynn, Miss Mabel Fortune, Miss Alice Fortune, Miss Fortune, Mrs. Mark Fautini, Henry W. Fraternal, Mrs. J. F. Frantel, Miss Margaret Freilicher, Mrs. Jacques E. Preutelle, Col. Arthur Gracie, Mrs. Wm. Graham, Miss Graham, Mr. Graham, Miss Lucie E. Carter, Master William Carter, Mrs. Churchill Cander, N. P. Colderhead, Miss Victorine Chandan, John, O'Connell, Mrs. Turrence Cavendish and maid, Mrs. H. L. Chaffee, Mrs. D. D. Casselero, Mrs. Wm. M. Clarke, Mrs. B. Chubbace, Miss E. G. Crosby, Miss H. Rescible, Miss Jean Huppuch, Mrs. L. Y. B. Harris, Mrs. Alexander Halverson, Miss Margaret Bay, Mr. and Mrs. Ed. Kimberley, F. A. Kennymann, Miss Emilie Kinchen, Miss G. F. Longley, Mrs. A. F. Leader, Miss Bertha Lorton, Miss Ernest Lives, Miss Mary Cline, Mrs. Singrid Lindstrom, Gustave F. Lemneur, Mademoiselle Amadilli, Madame Mellicard, Mrs. Tucker and maid, Mrs. J. B. Thayer, J. B. Thayer, Jr., Henry Woolner, Miss Anna Ward, Richard M. Williams, Mrs. P. M. Warner, Miss Helen A. Wilson, Miss Willard, Miss Mary Wick, Mrs. George B. Widener, Mrs. J. Stuart White, Miss Marie Young, Mrs. Thomas Potter, Jr., Mrs. Edna S. Roberts, Countess of Rothen, C. Holmann, Mrs. Susan Rogerson, Miss Emily B. Rogerson, Mrs. Arthur Rogerson, Master Allison and names, Miss K. E. Anderson, Miss Elizabeth Penhart, Miss E. W. Allen, Mr. and Mrs. D. Bishop, Mr. Blank, Miss A. Bassina, Mrs. James Baxter, Mrs. George A. Bay, Miss C. Bonnell, Mrs. J. M. Brown, Miss G. Bowen, Mr. and Mrs. R. D. Beckwith, Carl B. Barrett, Miss Bessette, Mrs. William Bucknell, Miss Bathworth, Mrs. H. B. Stefanuson, Miss E. Bowerman, Mrs. J. J. Brown, Mrs. D. W. Martin (or Marvin), Phillip Emmock, James Gough, Miss Roberta Malmy, Mr. Pirie, Mr. Marshall, Mrs. Ninaham, Mrs. Daisy Ninahan, Mrs. Madeline Newell, Mrs. Marjorie Newell, Mrs. Helen W. Newson, Helen Ormond, E. C. Ostby, Miss Helen

NEW YORK MILLIONAIRE IS UNACCOUNTED FOR



JOHN JACOB ASTOR
He was a passenger on the steamship Titanic, which struck an iceberg at sea Sunday night. Mrs. Astor and her maid are reported safe, but he has not been accounted for.

Ostby, Miss Middle Olivia, Thomas Cardeza, Mrs. J. W. Cardeza, Miss J. Cummings, Mr. Washington Sir Cosmos Duff Gordon and Lady Gordon, Fred C. Douglas, Miss Dorothy Gibson, Mrs. Samuel Goldenberg, Miss Ella Goldenburg, Mrs. Lee Greenfield, Mrs. Washington Lodge, Mrs. John Jacob Astor and maid, Mrs. Leonard Gibson, Mrs. I. C. Hogboom, W. J. Hawkstord, Henry Harper and valet, H. Haran, Mr. and Mrs. Fred M. Hoyt, Henry Homer, George Harder, Mrs. Harder, Mrs. Charles M. Hayes, Mrs. Ida S. Hipack, Paul Chiver, Miss Gladys Cherry, Mrs. and Mrs. V. C. Chambers, Mr. and Mrs. W. E. Carter, Madam Devellien, Robert W. Daniel, Mrs. Thornton Davidson, Walter Douglas, Mrs. Sarah Daniel, Alfred Drachenstedt, Mrs. Caroline Endres, Miss Ellis, Miss Bolton Earnshaw, Miss Francatelli, Miss Antonette Flegenhelm, Annis Abeleson, William Angel, Leonora Anuncion Durante, Argene Genovese, Miss Edith Brown, Miss Ada Balls, Edward Beal, Mrs. Ethel Esane, Miss Dagnan Buyl, Mrs. Caroline Bystrom.

ILL-FATED TITANIC CARRIED GROUP OF NOTED PASSENGERS

Col. Astor, William T. Stead and C. M. Hays Among Passengers on Ship

SELDOM HAS STEAMER HAD SUCH GALAXY OF MEN

NEW YORK, April 16.—Seldom in the history of navigation has a steamer carried so many noted persons as thronged the Titanic on her maiden trip. Hardly any of the noted passengers were saved, according to the meagre advices available. The toll of death, stupendous and eclipsing that of all previous marine disasters, remained today inexplicably large. Col. John Jacob Astor, direct head of the famous Astor family, ranks as the largest individual land owner, so far as values are concerned, in America. Henry B. Harris is a power in the theatrical world, a native of St. Louis and an official in various managerial associations. Isidor Straus is a brother of Nathan and Oscar S. Straus and New York's most prominent Hebrew merchant. William T. Stead, noted London author and for years editor of the Review of Reviews, was enroute for a brief tour of the United States. Charles Melville Hays, president of the Grand Trunk railroad, considered one of the most brilliant of railroad officials, was returning from a business trip in England. Benjamin Guggenheim, fifth of the seven sons of Meyer Guggenheim, has for years been in charge of the Guggenheim mining interests. Frank D. Millet, a noted artist and traveler, was returning from a trip to Italy where he was at the head of the American Academy at Rome. Clarence Moore, one of Washington's most prominent society and sportsmen, was returning from England where, as master of the Chevy Chase Hunt of Washington, he had purchased a new pack of hounds. Maj. Archibald W. Butt, military aide to President Taft, had been abroad on a vacation. Jacques Preutelle, the writer of fiction, had been on a pleasure trip with his wife. J. Bruce Ismay, president of the International Mercantile Marine Co., which controls the White Star line was also on board. Ismay is reported safe.

SCENES OF HORROR MARK SHIP TRAGEDY WHEN TITANIC SANK

Passengers in Panic as Giant Steamer Hits Iceberg Off Cape Race

STALWART SEAMEN MAN BOATS AS WIRELESS WORKS

Men in Role of Heroes as Women and Children Are Thought of First

CAPE RACE, April 16.—Unparalleled in history, the scenes that accompanied the foundering of the Titanic on the ice banks of Newfoundland were marked by intense suffering and rare heroism, according to the few 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 Capt. 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 confident assertions he had made many times that the Titanic was unsinkable. It was black night, the thick muggy atmosphere so peculiar to the banks, and the darkness redoubled the horrors of the occasion. The ship's company, assembled on the great decks of the floating hotel which was soon to become the grave of many of their number, could have had little time. Many of the passengers must have been garbed as they came from slumber, carrying only the wraps hastily caught up in the moments that followed the horrible, grinding of steel upon steel.

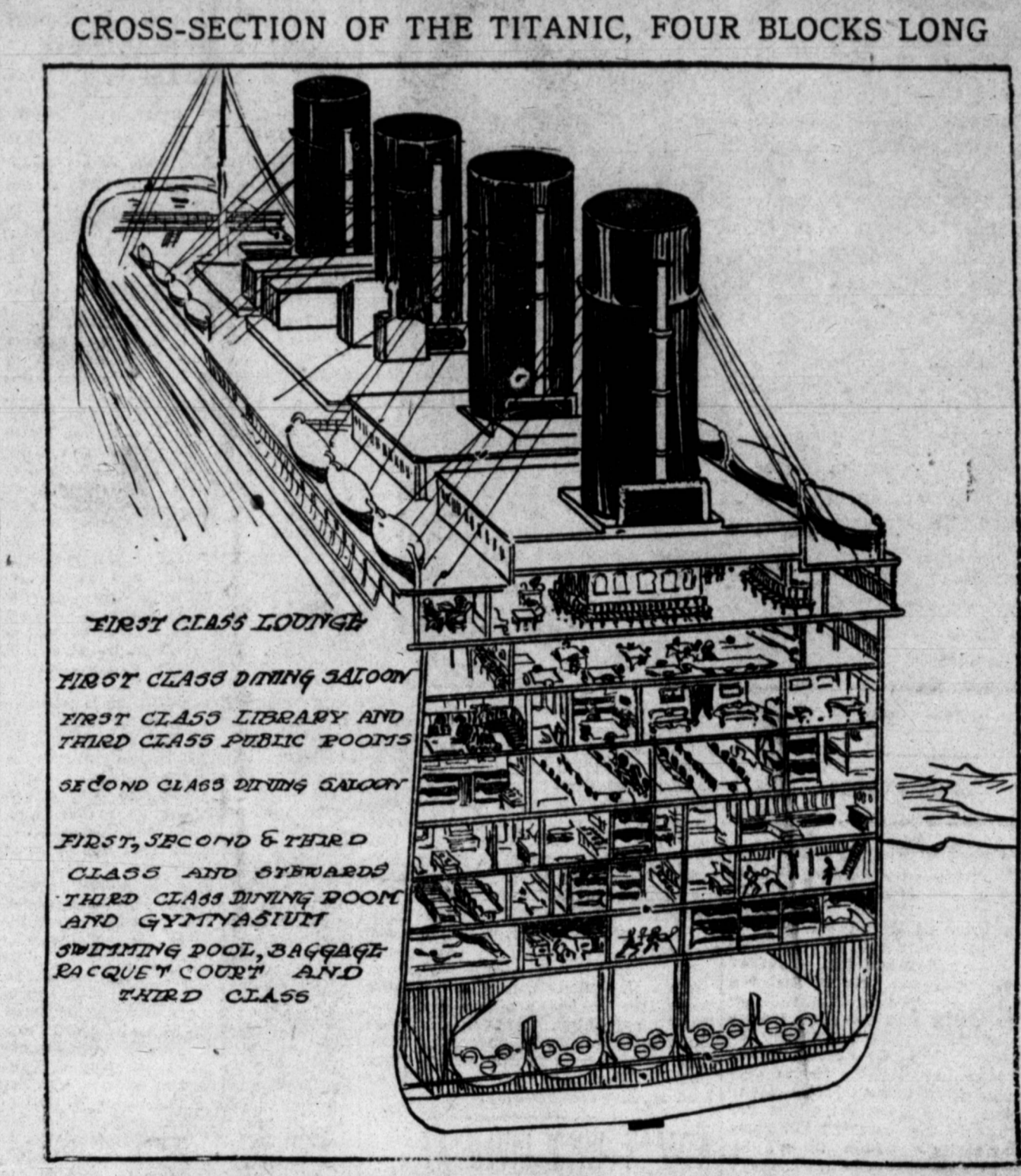
Cotton signals were burned, rockets sent up, as the wireless snapped out its frantic appeal for help, while the stalwart seamen, ordered by their commander to man the lifeboats, began the work of getting the big boats overside and filled with their precious human freight. It appeared today that there 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 marshalled to their places while the wounded giant staggered and sunk lower with every lurch of the sea.

FRIENDS FEAR FOR HIS SAFETY IN SHIPWRECK



CAPT. ARCHIBALD BUTT.
President Taft's personal aide who is reported to have been a passenger on the ill-fated steamship Titanic. Friends fear for his safety.

866 ACCOUNTED FOR; 1,492 MISSING IN SHIPWRECK



Cross section of the wrecked steamer Titanic, giving an idea of her tremendous size and capacity. Imagine all these decks stretching nearly four blocks long, and you get an impression of the steamer's ability to carry and care for 2,000 persons.

Men, women and children, many hysterical and weeping, stormed the offices and vainly begged for word of comfort regarding the fate of their loved ones.

Few got any satisfaction. For the great majority all that the company would say was that there had been loss of life, but they were hoping for the best. To relatives of noted passengers a private audience was granted, and it was quietly whispered that the outlook was most serious. But even they did not get all of the facts which the company had in its possession, and apparently it was able to muzzle the wireless as messages sent direct to ships on the scene were held up while not a single word was permitted to penetrate from the fog-bound banks of Newfoundland where the worst tragedy of recent years was being enacted.

Charges were freely made by relatives of the missing that the company not alone withheld news of the disaster but that it was responsible for the messages of comfort received yesterday saying all of the passengers had been rescued and the disabled liner was being towed to port. But the officials refused explanation. They admitted they had known for some hours before they made public announcement that the Titanic had foundered but they defended their action by saying that until Capt. Haddock of the Olympic confirmed the reports they had not felt justified in alarming the people of the nation.

When the first announcement was made last night that the Titanic had sunk and that there "was probable loss of life," the offices of the line were immediately besieged by anxious men and women all waiting for a word of comfort or assurance. To all the statements was made that the Titanic had foundered and that there was loss of life, but that no names were then available.

The word reached many while they were in the theaters and the restaurants and soon great automobiles and vehicles of all descriptions were rolling up to the offices and discharging their freight of anxious humanity.

Soon the offices were crowded and the line had extended far out into the street.

Among the first to reach the offices of the line was Vincent Astor, only son of Col. John Jacob Astor. He was worried but hopeful when he arrived and was admitted to the private office of Vice-President Franklin. He was accompanied by A. J. Biddle and the representative of the Astor estate. Half an hour later the young man emerged weeping bitterly; was assisted into his automobile and taken home.

Sylvester Burns, private secretary of Isidor Straus, another victim, remained at the offices of the line all night, hoping against hope, that Straus might have been saved. He went home at 8:30, saying that there was no doubt that his employer and all of the other noted men on board had perished.

Other relatives of the missing continued to arrive and all were told that the list of survivors would be made public as soon as possible. This came to the White Star offices by wireless, but the work of compiling it was slow, as it had to be sent from the Carpathia to the Olympic, and it relayed to another ship which sent it into the wireless station at Siasconset, Mass., and from there it came into this city over the land lines. But before they would give the list out, the officials verified it.

It was seen at once that there had been no class distinction, but that the women of the steerage had been cared for in the same manner as their more fortunate sisters of the first and second-class. The women had been taken off and the men remained to die, and even in their deep sorrow it was plain that most of those who heard the sad news were proud to know this fact.

The officers of the line were seemingly stupefied by the news. Only once did Vice-President Franklin flash and flare up and that was when he was told that it was reported and generally credited that the company had withheld its news so that re-insurance might be secured. He said:

There were 2,358 persons on the Titanic when it struck an iceberg, Sunday night.

The White Star line officials say there is a chance, but only one in a thousand, that other steamers besides the Parisian and Virginian managed to rescue men who remained on the liner after the women and children had been safely placed aboard other boats. Definite news from the Parisian and Virginian is awaited with grave anxiety.

"That is an absolute lie and those who make the statement know they lie. We did not admit the Titanic was sunk until we were absolutely assured that it was a fact. We are now doing all we can to find out who were saved and who were lost."

When Franklin was asked why the company gave out the wireless which it said that it had received from the Olympic yesterday saying that all of the Titanic's passengers were safely on board the Carpathia he failed to reply.

Besides the personal appeals for news, the offices were deluged with frantic appeals by long distance telephone and telegraph. To all the same reply was made that as soon as the actual facts were known the news would be made public.

It was accepted everywhere from the start that Capt. E. J. Smith, Admiral of the White Star fleet went down with his ship. For forty years he had been a navigator and for more than twenty a master of ocean ships. His first accident came last fall when, as master of the Olympic he was on the bridge when that sister ship of the Titanic was smashed by the British cruiser Hawke. Then at the outset of his work as commander of the Titanic he had encountered an accident when he just missed destroying the steamer New York by failing to shut off his engines when passing her berth at the Southampton docks.

His friends said there could be nothing for the veteran to live for after losing the Titanic. The very fact that he had failed to "sense" the ice bergs would always have been held against him and the men who knew him best said he would hardly have lived to come to port even though he had saved his passengers.

Alfred G. Vanderbilt, at first supposed to have been lost, cabled his relatives here that he did not sail.

NEWPORT HEARS 800 PERISHED ON STEAMER TITANIC

Message Is Vague and Definite News Is Awaited With Grave Anxiety

AWAIT TIDINGS FROM OTHER STEAMSHIPS

Incomplete Reports Tell of Maritime Horror When Vessel Hit Iceberg

NEWPORT, R. I., April 17.—The wireless station here picked up the following fragment of a message, relayed from one liner to another: "Eight hundred went down on the Titanic." The message was unsigned and incomplete.

The Allan liner Virginian is reported to be headed for St. Johns, N. B. It is possible she may have some survivors from the shipwreck.

NEW YORK, April 16.—Vague reports that could not be verified reached steamship circles here at 10:30 that there had been additional rescues. One of these reports was that the Virginian of the Allan Line, the first vessel to start for the Titanic, had on board more than 400 survivors and was headed to St. Johns, N. B. Every effort was being made by the line officials to get in touch with the Virginian and if possible to confirm this rumor which had revived hope.

CAPE RACE, April 16.—A wireless message picked up today from the Olympic confirms the report that the steamer Carpathia with 866 survivors of the Titanic, mostly women and children, is being rushed to New York. The message concludes: "Grave fears are felt for the safety of the balance of the passengers and crew."

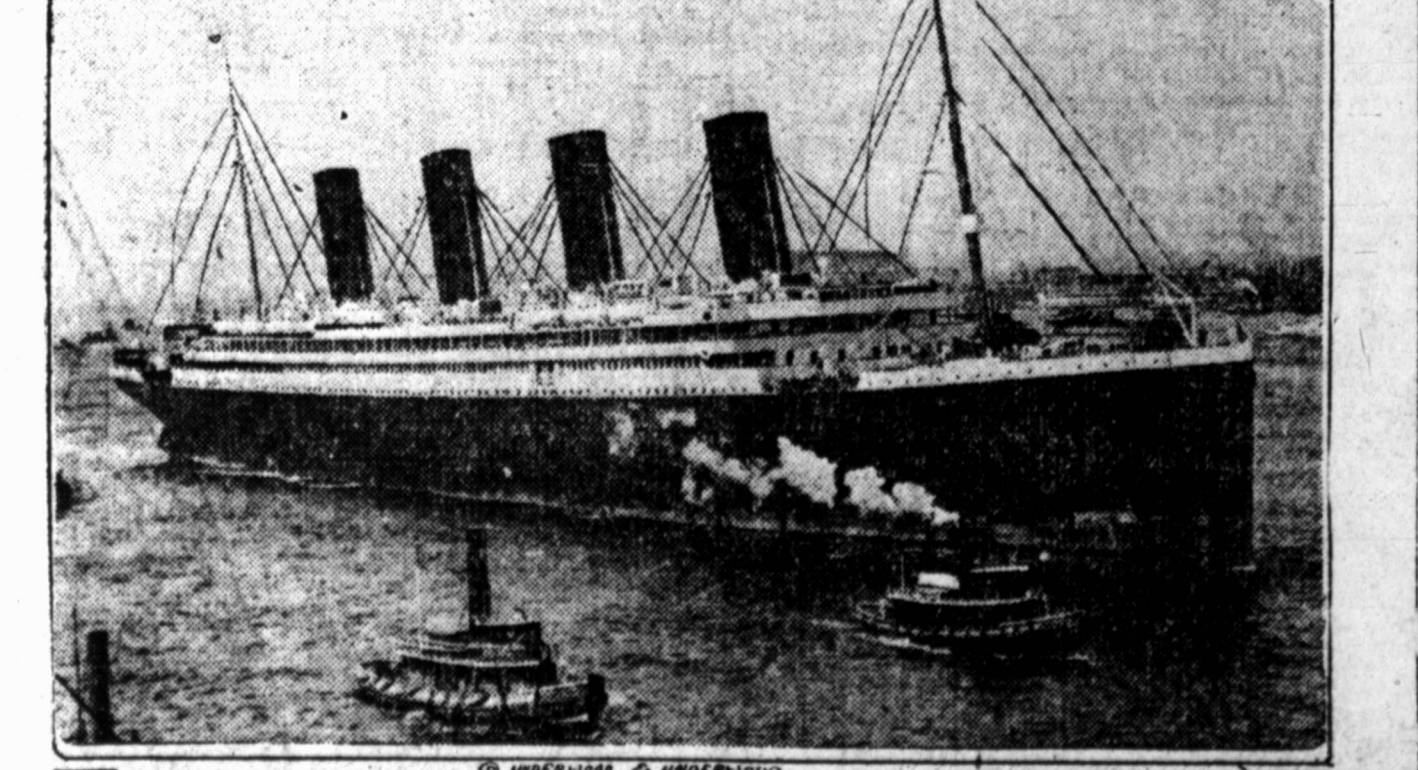
There were 2,358 persons on the Titanic when it struck an iceberg, Sunday night. The White Star line officials say there is a chance, but only one in a thousand, that other steamers besides the Parisian and Virginian managed to rescue men who remained on the liner after the women and children had been safely placed aboard other boats. Definite news from the Parisian and Virginian is awaited with grave anxiety.

FAMOUS JOURNALIST IN TITANIC'S PASSENGER LIST



WILLIAM T. STEAD.
Famous London journalist is reported to have been a passenger on the ill-fated steamship Titanic. Grave fears are felt for his safety.

WORLD'S GREATEST LINER IN ICEBERG CRASH



This late photograph is a good likeness of the steamer Titanic, largest of the world's great liners, as she appeared before her thrilling crash with a submerged iceberg at sea.

Relatives And Friends Clamor For Tidings

NEW YORK, April 16.—New York and the whole United States are utterly stunned by the weight of the terrible disaster that followed the loss of the giant liner Titanic on her maiden voyage. It was hard to realize that the latest creation of marine architecture, the great steamship which only yesterday when news that she had been in collision was received was proudly branded by her owners as "unsinkable" now lay below the water of the Atlantic off the banks of Newfoundland, and had carried with her much of the flower of American and British manhood. Not since the ill-fated French liner Bourgoyne was rammed and sent to the bottom with all of her company by the great iron freighter Cromartyshire on July 2, 1898, have such scenes been witnessed as were enacted at the offices of the White Star Line on lower Broadway throughout the night and today.

Vote in the Democratic Caucuses Today for Wilson

It is the duty of every good Democrat today to go to the voting booth in his district and cast his ballot for the Woodrow Wilson delegate to the county convention. There will be Wilson delegates to vote for in every precinct. If you are told different, call up the headquarters of the Wayne Woodrow Wilson club, Cherry 2829, and notify the man who answers the phone. The bosses will have their voters out. The bosses will control unless good Democrats in the rank and file of the party, whose choice is Wilson, get to the caucuses and vote for Wilson delegates. Don't fail to vote. The caucuses are held from 4 until 8 p. m.

CRAPE FROM DOOR OF HOME THIEF'S PLUNDER

The proverbial character who "steals the pennies from a dead man's eyes" is gone one better by some unknown thief who stole the crane from the door of Leo Pau when he was in the body of Leo's father is awaiting the police. The theft was reported to the bureau.

THE WEATHER

For Detroit and vicinity Tuesday night and Wednesday night cooler than tonight; moderate westerly winds becoming variable. For Lovewell (Michigan): Cloudy and colder tonight; Wednesday fair; moderate north and northwest winds. (one year ago today): Highest temperature 83; lowest, 31; sun, 20; partly cloudy weather. The sun sets today at 6:14 p. m. and rises Wednesday at 6:02 a. m. Windy Tax Rate Lower. Patent Applications filed by Barbara A. Barish, 37 Congress-st. Wash.