

# FULL FIRST AND SECOND CLASS PASSENGER LIST

The list of first cabin passengers, who embarked at Cherbourg and Southampton, is as follows:—

## FIRST CLASS LIST.

Allen, Miss E. W.  
Allison, R. J. wife, daughter, son, maid and nurse.  
Anderson, Harry.  
Andrews, Miss Cornelia I.  
Appleton, Mrs. E. D.  
Artage-Veytia, Raymond.  
Astor, John Jacob, wife, man servant and maid.  
Aubert, Mrs. N. and maid.  
Barkwith, O. H.  
Bannmann, J.  
Baxter, Mrs. James.  
Baxter, Quigg.  
Beattie, T.  
Beckwith, R. T. and wife.  
Behr, K. H.  
Bishop, D. H. and wife.  
Blackwell, Stephen Weart.  
Blank, Henry.  
Bonnell, Miss Caroline.  
Bonnell, Lily.  
Borebank, J. J.  
Bowen, Miss.  
Bowerman, Elsie.  
Brady, John B.  
Brandels, E.  
Brayton, George.  
Brown, Dr. Arthur Jackson.  
Brown, Mrs. J. J.  
Brown, Mrs. J. H.  
Bucknell, Mrs. S. W. and maid.  
Butt, Major Archibald.  
Calderhead, E. P.  
Cardell, Mrs. Churchill.  
Cardeza, Mrs. J. W. M. and maid.  
Cardeza, T. D. M. and man servant.  
Carlson, Frank.  
Carran, F. M.  
Carter, William E., wife and maid.  
Carter, Lucille.  
Carter, Master.  
Case, Howard B.  
Cavendish, T. W., wife and maid.  
Cheffee, Herbert F., and wife.  
Chambers, N. C., and wife.  
Cherry, Miss Gladys.  
Chevro, Paul.  
Chidbail, Mrs. E. M.  
Chisholm, Robert.  
Clark, Walter M., and wife.  
Clifford, George Quincy.  
Calley, E. P.  
Compton, Mrs. A. T.  
Compton, Miss S. W.  
Compton, A. T., Jr.  
Cornell, Mrs. R. C.  
Craffon, John B.  
Crosby, Edward G., wife and daughter.  
Cummings, John Bradley, and wife.  
Daly, P. D.  
Daniel, Robert W.  
Davidson, Thornton, and wife.  
Devillers, Mrs. B.  
Dick, A. A., and wife.  
Dodge, Washington, wife and son.  
Douglas, Mrs. F. C.  
Douglas, W., wife and maid.  
Earnshaw, Mrs. Boulton.  
Endres, Miss Caroline.  
Eustis, Miss E. M.  
Adams, Miss E.  
Franklin, Mrs. T. T.  
Flynn, J. J.  
Freeman, B. L.  
Fortune, Mark, three daughters and son.  
Franklin, T. P.  
Frauenthal, T. G.  
Frauenthal, Dr. Henry and wife.  
Freilicher, Miss Marguerite.  
Futrelle, J., and wife.  
Arthur, George.  
Gibson, Mrs. L.  
Gibson, Miss D.  
Goldenberg, E. L., and wife.  
Goldenberg, Mrs. E. L.  
Goldschmidt, George B.  
Gracie, Colonel Archibald.  
Graham, Mr.  
Graham, Mrs. William.  
Graham, Miss Margaret E.  
Greenfield, Mrs. L. D.  
Greenfield, W. B.  
Gigle, Victor.  
Guggenheim, Benjamin.  
Harder, George A., and wife.  
Harper, Henry Sleeper, wife and man servant.  
Harrison, W. H.  
Haven, H.  
Hawkesford, W. J.  
Hays, Charles M., wife, daughter and maid.  
Head, Christopher.  
Hest, W. F.  
Hilliard, Herbert Henry.  
Hopkins, W. E.  
Hoppach, Miss Jean.  
Hippach, Miss Jean.  
Hegeboom, Mrs. John C.  
Heversach, A. O., and wife.  
Hoyt, Frederick M., and wife.  
Rosenbaum, Miss.  
Ross, J. Hugo.

Roths, Countess, and maid.  
Rowe, Alfred.  
Ryerson, Arthur, wife, maid, two daughters and son.  
Saalfeld, Adolph.  
Schabert, Mr.  
Seward, Frederick.  
Schutes, Miss E. W.  
Silverthorne, Mr.  
Sliver, William B., and wife.  
Simoni, Colonel Alfonso, president of the Swiss Bankverein.  
Sloper, William T.  
Smart, John M.  
Smith, J. Clinch.  
Smith, E. W.  
Snyder, John, and wife.  
Spedden, Frederick C., wife, son and maid nurse.  
Spenser, W. A., wife and maid.  
Stahelin, Dr. Max.  
Stead, W. T.  
Stehli, Max Freilicher, and wife.  
Stengel, C. E. H. E., and wife.  
Stephenson, Mrs. W. B.  
Steward, A. A.  
Stone, Mrs. George M., and maid.  
Straus, Isidor, wife, man servant and maid.  
Sutton, Frederick.  
Swift, Mrs. Frederick Joel.  
Tausig, Emil and wife.  
Tausig, Ruth.  
Taylor, E. S., and wife.  
Thayer, J. B., wife and maid.  
Thayer, J. B., Jr.  
Thorne, G., and wife.  
Tucker, G. M., Jr.  
Uruchurtu, Mr.  
Vanderhoef, Wyckoff.  
Walker, W. Anderson.  
Warren, F. M., and wife.  
Weir, J.  
White, M. J.  
White, Percival W.  
White, Richard F., wife, maid and man servant.  
Wick, George D., and wife.  
Wick, Miss Mary.  
Widener, George D., wife, man servant and maid.  
Widener, Harry.  
Willard, Miss Constance.  
Williams, Duane.  
William, N. M., Jr.  
Woolner, Hugh.  
Wright, George.  
Young, Miss Marie.

## SECOND CLASS LIST.

The second class passengers were:

Angle, William and wife.  
Ashby, John.  
Abelson, Samson.  
Abelson, Hanna.  
Andrew, Edgar.  
Bentham, Lillian.  
Balls, Ada R.  
Bliss, Kate.  
Bateman, Robert J.  
Beesley, Lawrence.  
Belker, Mrs. A. O. and three children.  
Butler, Reginald.  
Beane, Edward.  
Beane, Ethel.  
Beauchamp, H. J.  
Dr. Brito, Jose.  
Byles, Rev. Thomas R. D.  
Bambridge, Mr.  
Bowen, Solomon.  
Brown, Mildred.  
Bailey, Percy.  
Botsford, W. Hull.  
Berreman, William.  
Bryhl, Carl.  
Byrd, Dagmar.  
Byrd, Karolina.  
Banfield, Frederick J.  
Colander, Erik.  
Coleridge, R. C.  
Collyer, Harvey.  
Collyer, Charlotte.  
Collyer, Marjorie.  
Corbett, Irene C.  
Corey, Mrs. C. P.  
Chapman, John H.  
Chapman, Elizabeth.  
Carter, Rev. Ernest C.  
Carter, Lillian.  
Christy, Alice.  
Christy, Julia.  
Clarke, Charles V.  
Clarke, Ada Maria.  
Cameron, Clear.  
Colander, Erik.  
Collett, Stuart.  
Chapman, Charles.  
Carbines, William.  
Cottrell, Harry.  
Caldwell, Albert F.  
Caldwell, Sylvia.  
Caldwell, Alden G.  
Von Drachstedt, Baron.  
De Carlo, Sebastiani.  
Denbury, Herbert.  
Drew, James V.  
Drew, Lulu.  
Drew, Marshall.  
Davis, Agnes.  
Davis, John F.  
Duran, Florentine.  
Duran, A.

Deacon, Percy.  
Davies, Charles.  
Dibden, William.  
Davis, Mary.  
Denton, William J.  
Dolling, Ada.  
Def, Lena N.  
Fox, Stanley.  
Fahlstrom, Arnel.  
Faunthorpe, Harry.  
Faunthorpe, Lizzie.  
Fillbrook, Charles.  
Fjunkt, Annie.  
Fynney, Joseph.  
Gaskell, Alfred.  
Gaskie, William.  
Gaskie, Ethel.  
Gilbert, William.  
Gale, Harry.  
Gale, S.  
Gill, John.  
Giles, Ralph.  
Givard, Hans K.  
Greenberg, Samuel.  
Giles, Frederick.  
Giles, Edgar.  
Gavey, Lawrence.  
Hewlett, Mary D.  
Harris, Walter.  
Harris, George.  
Herman, Samuel.  
Herman, Jane.  
Herman, Kate.  
Herman, Alice.  
Hold, Stephen.  
Hold, Annie.  
Hunt, George.  
Hickman, Leonard.  
Hickman, Stanley.  
Hood, Ambrose.  
Howard, Benjamin.  
Howard, Ellen T.  
Hart, Esther.  
Hart, Eva.  
Harper, John.  
Harper, Nina.  
Hamalainen, Anna and infant.  
Hoffman, Mr. and two children.  
Hocking, Elizabeth.  
Hocking, Nellie.  
Hocking, George.  
Hodges, Henry P.  
Hiltner, Martha.  
Hett, Bertha.  
Jeffert, Clifford.  
Jeffery, Ernest.  
Jacobsohn, Sidney S.  
Jacobsohn, Amy F.  
Jenkins, Stephen.  
Jenkins, Dr. J. C.  
Jarvis, John D.

Kantor, S., and wife.  
Keane, Daniel.  
Kano, Nora A.  
Kirkland, Rev. Charles.  
Karnes, F.  
Kelly, F.  
Kviller, John Henrik.  
Learnot, Rene.  
Linjan, John.  
Leyson, Robert W. N.  
Laroche, Joseph and wife.  
Laroche, Simonne.  
Laroche, Louise.  
Lamb, J. J.  
Leitch, Jessie.  
Lamora, Amelia.  
Louch, Charles.  
Louch, Alice.  
Levy, E. F.  
Lehman, Bertha.  
Lahtigen, William, and wife.  
Masgiavacchi, Emilio.  
Marshall, Mr.  
Marshall, Mrs.  
Morawek, Ernest.  
Malachard, Noel.  
McCrle, James.  
Mellinger, Elizabeth, and child.  
Mantilla, Joseph.  
Mayberry, Frank H.  
Myles, Thomas F.  
Mack, Mary.  
Moudd, Thomas.  
Mitchell, Henry.  
Mallet, A., and wife.  
Mallet, Master A.  
Matthews, W. J.  
McKane, Peter.  
Mellers, William.  
Meyer, August.  
Milling, Jacob.  
Nicholls, Joseph.  
Norman, Robert D.  
Nye, Elizabeth.  
Nasser, Nicholas, and wife.  
Nesson, L.  
Otter, Richard.  
Oxenham, Thomas.  
Phillips, Robert.  
Phillips, Alice.  
Palne, Dr. Alfred.  
Pengelly, Frederick.  
Pallas, Emilio.  
Padro, Julian.  
Parker, Clifford.  
Parish, Mrs. L.  
Ponzell, Martin.  
Portaupp, Emilio.  
Pulsam, Frank.  
Quick, Jane.  
Quick, Vera W.  
Quick, Phyllis.

Renouf, Peter H.  
Reboul, Lillie.  
Riddale, Lucy.  
Rogers, Harry.  
Emile, Richard.  
Rogers, Selma.  
Reeves, David.  
Reynolds, Miss E.  
Richards, Emily.  
Richards, William.  
Richards, George.  
Sweet, George.  
Sjostedt, Ernest A.  
Smith, Augustus.  
Slincock, Maude.  
Sliner, Richard J.  
Smith, Marion.  
Sobey, Hayden.  
Stokes, Philip J.  
Stoster, H. M.  
Sedgwick, F. W.  
Saharp, Percival.  
Sinkinen, Anna.  
Stanton, S. Ward.  
Swane, George.  
Shelley, L. Manita.  
Silven, Lillie.  
Strant, M. E. I.  
Trout, Miss E.  
Turpin, William J.  
Turpin, Dorothy.  
Toomey, Ellen.  
Trojaniansky, Moses A.  
Tervan, Mrs. A. T.  
Veale, James.  
Wilkinson, Mrs. George.  
Wilkinson, Ada C.  
Ware, William J.  
Weisz, Leopold.  
Weisz, Matilda.  
Wheaton, Edward.  
Ware, John James.  
Ware, Florence L.  
Webber, Susan.  
Wilhelm, Charles.  
Wright, Marion.  
Watt, Beanie.  
Watt, Bertha.  
West, E. Arthur.  
West, Ada.  
West, Constance.  
West, Barbara.  
Wheeler, Edwin.  
Wells, Mrs. Addie.  
Wells, Miss J.  
Wells, Ralph.  
Walcroft, Nellie.  
Williams, C.  
Yodis, Miss H.  
Uruchurtu, Mr.  
Vanderhoef, Wyckoff.  
Walker, W. Anderson.

## CAPT. SMITH'S RECORD UNMARRIED 43 YEARS THEN HIS FATE TURNED

### KNOWN AS GRAND OLD MAN OF SEA Had Charge of First Voyages of All Great Vessels of His Employers.

Bad luck came to Captain E. J. Smith, commander of the Titanic, after an unbroken career of forty-three years on the sea, during which time he worked up from apprentice to commander of the largest steamship in the world. During all this time, up to last September, when his vessel, the Olympic, crashed into the British cruiser Hawke, in the Solent he did not figure in a single disaster. Since then, however, misfortune has come thick and fast, for in February the Olympic struck what is believed to have been a submerged wreck and lost a blade from one of her propellers, which made it necessary to put her in dry dock and last Wednesday the Titanic in leaving Southampton on her maiden voyage narrowly missed being in collision with the New York, of the American line, which had been pulled from her anchorage by suction from the new ocean giant.

For the collision between the Olympic and the Hawke no responsibility was ever placed, but the cause was the great suction caused by the new steamship. Although the British admiralty court, after a thorough investigation exonerated from all blame the officers of the Hawke, and although the Olympic was compelled to go into dry dock at heavy expense to her owners, the company apparently did not seek to

## CAPTAIN SMITH BELIEVED SHIP WAS UNSINKABLE

That Captain Smith believed the Titanic and the Olympic to be absolutely unsinkable is recalled by a man who had a conversation with the veteran commander on a recent voyage of the Olympic.

The talk was concerning the accident in which the British warship Hawke rammed the Olympic.

"The commander of the Hawke was entirely to blame," commented a young officer who was in the group. "He was 'showing off' his warship before a throng of passengers and made a miscalculation."

Captain Smith smiled enigmatically at the theory advanced by his subordinate, but made no comment as to this view of the mishap.

"Anyhow," declared Captain Smith, "the Olympic is unsinkable, and the Titanic will be the same when she is put in commission."

"Why," he continued, "either of these vessels could be cut in halves and each half would remain afloat indefinitely. The non-sinkable vessel has been reached in these two wonderful craft."

"I venture to add," concluded Captain Smith, "that even if the engines and boilers of these vessels were to fall through their bottoms the vessels would remain afloat."

## GREAT MARINE DISASTERS OF HISTORY

Vessel and Scene.	Lives Lost
The Atlantic, White Star line, sunk on Mars Head, off Halifax, N. S., in a storm, April 2, 1873	546
The Pomerania, sunk in midnight collision with a bark in the English Channel, November 25, 1878	47
The Naronic, White Star line, lost on the Atlantic and never heard from, February, 1893	330
The Elbe, North German Lloyd line, sunk in collision with the steamship Cathrie, January 30, 1895	74
The Ville de St. Nazaire, French line, burned in a storm off Cape Hatteras, March 7, 1897	40
La Bourgoyne, French line, sunk by British Steamship Cromartyshire, off Sable Island, July 4, 1898	584
The Norge, founded at sea, July 3, 1904	750
The General Slocum, excursion vessel, burned near New York Harbor, June 15, 1905	959
The Larchmont, sunk in collision with the schooner Harry Knowlton off Atlantic coast, Feb. 12, '07	183
The Berlin, wrecked off Holland coast, February 21, 1907	150
The Aden, sunk off Socotra, on the east coast of Africa, June, 1907	78
The British cruiser Gladiator, sunk in collision with the steamship St. Paul off the Isle of Wight, April 12, 1908	30
The Ying King, founded off Hong Kong, July 28, 1908	300
The Folgefouden, sunk at sea, August 23, 1908	70
The Taish, sunk off Etoro Island, Japan, November 6, 1908	150
The San Pablo, sunk off Philippine Islands, November 27, 1908	100
The Republic, White Star line, rammed and sunk by steamship Florida, off Nantucket, all passengers saved, January 24, 1909	70
The Abenton, wrecked off the Spanish coast, February 2, 1911	70
The Koombuna, wrecked April 8, 1911	150
The Asla, ran aground on Finger Island, April 23, 1911	40
The Tucapel, wrecked off the coast of Chili, September 5, 1911	81

## CAPT. SMITH'S BRAVE WORDS TO REPORTERS SCOUTING DISASTER

In 1889, when he shipped as apprentice on board the Senator Weber, an American clipper purchased by A. Gibson & Co., of Liverpool, in 1876 he got a commission as fourth officer of the square rigger Lizzie Fennel and in 1880 was appointed fourth officer of the White Star line's old steamship Celtic, which subsequently was sold to the Thingvall company and renamed the America. He attained the rank of captain in 1887 when he took command of the old Republic later going to the old Baltic. Next he was in command of the freight steamship Cufic and then of the Runic. Afterward he went to the old Adriatic, then the Celtic, the British and the Celtic, in the Australian trade.

COMMANDER ALL FIRST VOYAGES.

It was in 1892 that the White Star line bestowed its first great honor on Captain Smith when it made him commander of its largest steamship, the Majestic, on her maiden voyage. Since that time he has commanded every large steamship of the White Star line on her initial trip. When he was put in command of the Titanic it was reported that he would retire after he had conducted her across the Atlantic and back, but the White Star officials afterward announced that he would have charge of the Titanic until the company built a larger and finer steamship.

## \$5,000,000 INSURANCE ON TITANIC

The insurance on the Titanic herself amounted, according to the local agents of Lloyd's, to somewhere in the neighborhood of \$5,000,000, of which a part at least was carried by the International Mercantile Marine Co. in the shape of a surplus fund for insurance purposes and another part by the White Star line.

But a very large amount, probably exceeding \$3,000,000, was carried by the Lloyd's agencies in the shape of policies drawn by as many different marine insurance companies. These policies covered every possible contingency and the premiums on them were figured accordingly.

The loss is therefore over \$5,000,000, as the vessel cost before launched a cold \$10,000,000 cash.

## NARONIC ON SECOND TRIP DISAPPEARED

In the melancholy roll of marine tragedies, that which overtook the Titanic stands alone in the fact that it is the first on record wherein a conspicuous vessel has met disaster on her maiden voyage.

There was another star-crossed craft—and singularly enough she belonged to the same line—which went to the port of missing ships on her second voyage, this being the Naronic, a fine new steamship which attracted much attention on her arrival here from the yards of her British builders. Carrying about 200 all told, she steamed out of her port on her return voyage. That was nearly twenty years ago, and since then there has been no word as to how she met her fate.

SEA TWO MILES DEEP

Halifax, N. S., Monday.—Capt. Peter Johnson, inspector of lights for Nova Scotia and one of the most experienced on the coast, said this afternoon he could hardly credit the story that the Titanic struck an iceberg. He held to the view that it was a submerged wreck. It is very rare that a berg is found in latitude 44° north as early as this.

Mr. Johnson says, only gets down there in July or August. Where the damage was received he figured out to be 42 miles east southeast of Sable Island or about 400 miles from Halifax, too far south for the ice at this time of the year. The water is very deep, and as he looked at the chart spread before him in the dockyard, he said it was two miles to the bottom.

## JACK BINNS DESCRIBES HIS COMRADE, PHILLIPS, OPERATOR ON THE TITANIC

(By Jack Binns.)

Wireless operator on the liner Republic when that liner was sunk in collision several years ago.

New York, April 16.—The man in charge of the wireless aboard the Titanic—the man who sent over the the bleak sea the "S. O. S." call for help, and who kept sending it until the vessel sank beneath the waves—was John George Phillips, a pale-faced, serious English youth of 26 years, who came from Godalming in Surrey.

He was regarded by his superiors in the Marconi service as one of the most efficient operators on the staff. He had been with the service for six years, had served on the Mauritania, on the Oceanic and the Olympic before being assigned to the new giant of the seas.

The operating room on board the Titanic is situated just abaft the officers' quarters on the boat deck, and is the best equipped station at present afloat. Phillips was in

control of the most powerful wireless set that has ever been used in connection with rescue work at sea.

The power for sending purposes was taken from a five kilowatt alternator and was capable of transmitting a message five hundred miles under the most adverse circumstances.

His receiving apparatus was duplicated, and consisted of a magnetic detector together with the latest Marconi invention, the valve.

In addition to the ordinary accumulator and cell emergency set, the station was equipped with an emergency dynamo run by oil fuel on the boat deck, which would supply power so long as the ship remained afloat.

Phillips was a man who could be relied upon to handle a grave situation with the greatest dispatch, and the messages that came through showed that he was not only sticking nobly to his post, but was utilizing the system coolly and judiciously.

## LACKED ENOUGH BOATS

Time Enough to Save All But  
No Facilities.

New York, N. Y., April 16.—The toll of dead on the Titanic may be traced directly to lack of sufficient life saving appliances on the equipment of the ship.

Inquiry today at the bureau of inspection of steam vessels disclosed the shocking fact that there is scarcely a ship sailing out of New York that is provided with life boats to the full measure of its passenger list.

In the case of the Olympic, for instance, which is identical with the Titanic, save that she is 3,000 tons lighter, the number of passengers and crew carried is 3,447, while her sixteen life boats and four collapsible boats, with their rafts, have only a total capacity of 1,171.

About the same percentage maintained on the Titanic, it would seem, since out of a total of 2,300 in round numbers, who sailed on the ship, with every opportunity existing for all to be taken off in safety, but 616, or a third of the total, were saved, because there were no more in which to carry them safely.

Bureau of inspection officials admitted frankly that these conditions exist. There is no way to prevent it, they said. No ship is required to have sufficient boat room to accommodate its complete passenger and crew list, because it would be impossible, was said, to carry such a number of life boats in positions where they could easily be lowered into the water. It was likewise admitted that with all the advances that have been made in adding to the size and speed and carrying capacity of ocean liners, little progress has been achieved in providing for the safety of the most precious burden that the ships are designed to carry.

## WRECKS SINCE APRIL 1

Vessels lost at sea since April 1, 1911	66
Lives lost	1718
Claims filed at Lloyd's	\$35,000,000
Lives Lost.	
March 28, 1912—Steamship Koombuna, founded off coast of Australia	130
March 23, 1912—New Foundland mail steamer Bruce, founded off Louisburg, N. S.	2
March 16, 1912—Fishing schooner Patricia, founded off Nova Scotia	3
March 16, 1912—Steamship Oceana, lost off Beachy Head, England	14
Jan. 18, 1912—Schooner Wistow Hall, lost off Aberdeenshire, Scotland	53
Nov. 23, 1911—Torpedo boat destroyer Harusame, coast of Japan	45
Nov. 23, 1911—Steamship Roumania, Adriatic Sea	60
Nov. 20, 1911—Seven vessels, between San Francisco and Sydney	281
Oct. 18, 1911—Steamship Rosedale, coast of Australia	26
Sept. 5, 1911—Steamship Tucatil, coast of Chili	81
Aug. 9, 1911—Steamship Emir, Straits of Gibraltar	93
May 25, 1911—Steamer Taborza, coast of Central America	20
April 17, 1911—Steamer San Fernando, coast of Spain	21

## WRECKS FROM ICEBERGS

May 5, 1909—Lake Champlain, bow stove in off Cape Race; 1,000 passengers taken in safety to St. John's, N. F.

May 27, 1909—Furness liner Almeriana, bow stove in off New Foundland coast; 110 passengers taken in safety to St. John's.