

Giant White Star Liner Titanic, Largest Ship Ever Built, Goes Down After Collision With Iceberg in Atlantic Ocean With Frightful Loss of Life

1,800 PERSONS REPORTED DROWNED

COLONEL BUTT A PASSENGER

President's Aide Was Return-
ing Home After an Offi-
cial Mission

BODY OF COLONEL ASTOR RECOVERED

His Young Wife Safe Aboard
the Carpathia Which
Picked Her Up
from Boat

WASHINGTON, April 15.—The news of the Titanic disaster tonight spread sorrow over official Washington. The report is especially distressing on account of the fate of Major Archibald Butt, the President's military aide, who was aboard the vessel returning from Europe.

Major Butt's trip to Europe was partly an official mission, in that he bore a message to the Pope from President Taft, thanking His Holiness for creating three American cardinals.

Major Butt had achieved greater popularity than any of his predecessors in the position of military aide to the President. He came to Washington from the South as a newspaper correspondent, and was a favorite with the McKinley, Roosevelt and Taft administrations. He served in the war as a military aide to President McKinley. He served as military aide to President Roosevelt, and was retained in that position by President Taft, whose constant companion he has been since. Recently he was raised from the rank of captain to that of major.

Astor's Body Recovered.
NEW YORK, April 15.—The Bradstreet commercial agency gave out a telegram tonight received from the Olympic, sister ship of the Titanic, saying that Colonel John Jacob Astor was among the survivors, and that his body had been recovered, and that his wife was safe on the Carpathia.

Shortly before 10 o'clock tonight, Vincent Astor, the only son, rushed into the office of the White Star Line, 9 Broadway, seeking news.

"Have you heard from your father?" he was asked.

"Nothing, except what I have read in the newspapers," he replied, his voice tremulous with emotion.

Then the nineteen-year-old son of the great millionaire, turned away and left the steamship company's office. He had rushed to New York on the train leaving Boston, where he is a student at Harvard, as soon as rumors that his father was one of the victims of the awful sea horror had reached his ears.

When he returned to the city tonight, he was met by his mother, who was waiting for him at the hotel where he was staying.

Colonel Astor and his young bride, formerly Miss Helen Force, departed for New York, January 31, last, for Europe, to complete their honeymoon.

The dead millionaire was the fourth of the direct line to bear the Christian name of Astor, and was the youngest of the four.

Colonel Astor was born at New York, in 1892, and was the youngest of the four. He was the son of John Jacob Astor, who was the founder of the Astor family.

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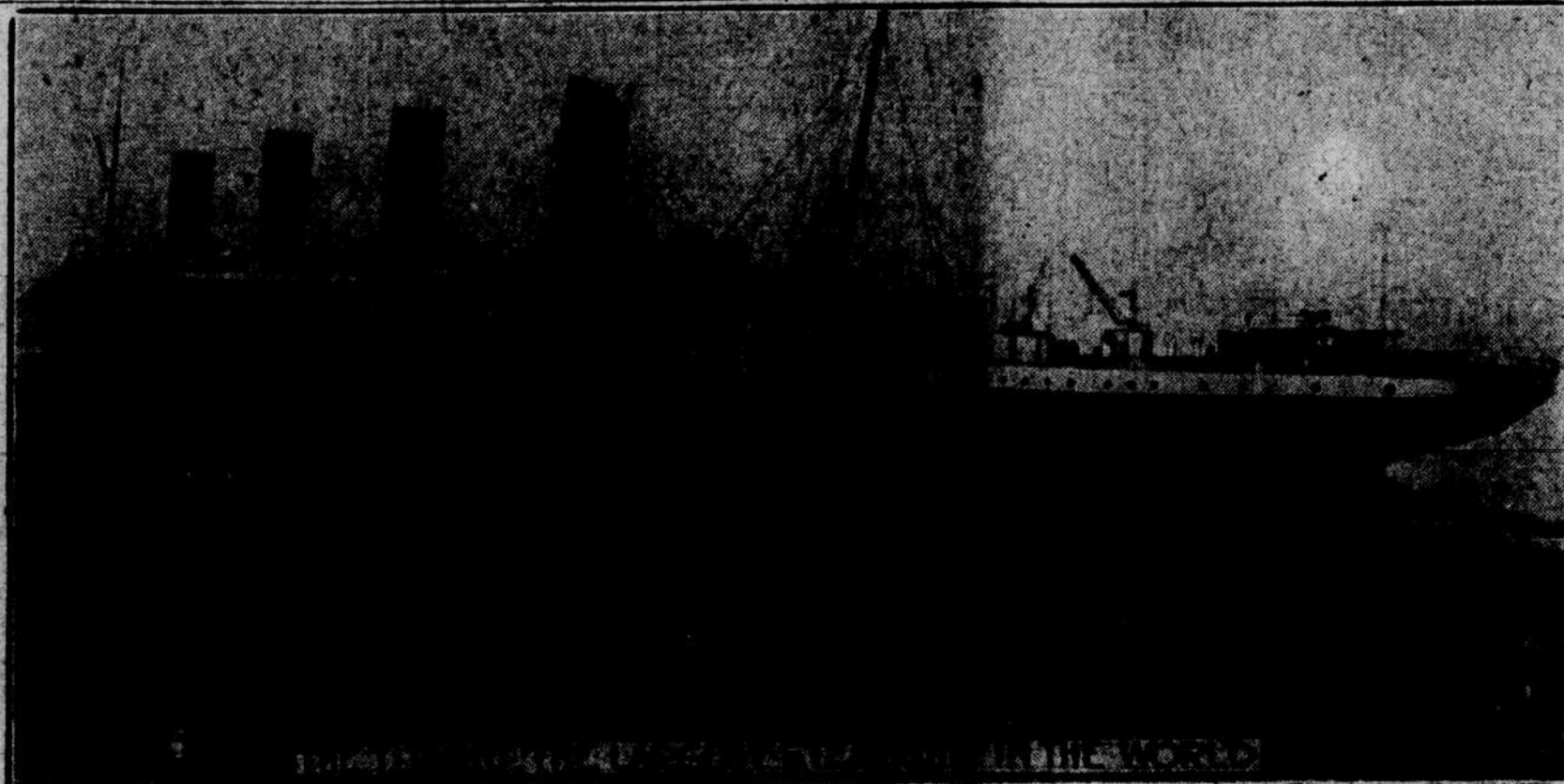
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NEW YORK, April 15.—The steamship Titanic, of the White Star Line, the largest vessel afloat, was on her maiden voyage and was due in this port April 16. The Titanic was of 46,328 tons register, with a displacement of 52,310 tons. Her total length was 852 feet 6 inches, her breadth 92 feet 6 inches, and she was 115 feet from the keel to the top of the smokestacks. She had eleven decks, which were equal to what was called a skyscraper a few years ago. The vessel would carry 4,000 persons, including passengers and crew, and this in spite of the fact that the staterooms were unusually spacious, beds taking the place of bunks in most of the apartments. Two recalcitrant suits on the Titanic cost \$4,350 each for the trip, the occupants having a private promenade deck on which they had as much privacy as on the piazza of their own home.

A Floating Palace

The Titanic possesses the great length of 852 feet 6 inches and a beam of 92 feet 6 inches. Over the boat deck, the Titanic's beam spanned 94 feet even, from rail to rail. The main promenade deck alone had an unbroken sweep of 180 yards on either side of the ship.

The Titanic was also one of the remarkable features of the new glances. Varying from 5 feet to 9 feet, 6 inches in height, they were all roomy. Some of the 3-berth cabins were 17 by 16 feet, 6 inches in size.

A great swimming pool, squash racket court, gymnasium and the Turkish baths were all closely together on a lower deck, from which elevators carried passengers to the various upper decks.

Three screws propelled by turbine and reciprocating engines, furnished the motive power of the vessel.

INSURANCE CARRIED ON LINER WAS \$5,000,000

John Jacob Astor Goes Down With Great Leviathan

NEW YORK, April 15.—John Jacob Astor was among the passengers who went down with the ship, according to a wireless dispatch received by Bradstreet's tonight, from the liner Olympic.

SON OF COLONEL ASTOR IS TOLD

ABANDONS TRIP TO HALIFAX TO
MEET FATHER, WHO HE
THOUGHT SAVED.

NEW YORK, April 15.—Late tonight the White Star Line Company's office was besieged by a throng of persons, who demanded some word from their loved ones aboard the ill-fated ship.

Another son of the family was the secretary of Mr. John Strain, who learned nothing. The secretary said that John Strain, a son, was on the America, coming from London.

Mr. W. A. Adams, president of the 145 Riverbank Drive, learned from the information concerning Mr. Strain, that Mrs. J. W. Strain was a passenger.

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Real Value of Titanic Estimated at Near Ten Million Dollars

CARGO WAS WORTH
SOME \$1,250,000

No Specie Aboard Although
a Number of Valuable
Postal Packets Were
Carried

LONDON, April 15.—The insured value of the Titanic is five million dollars, while her real value is estimated at near \$10,000,000. Of the insured value of the White Star line, the risk of the first \$750,000 of damage, the underwriters only meeting any claim in excess of that amount.

The cargo is understood to be worth \$1,250,000. Of the five millions at risk in the open insurance market, three-quarters is held in London, and the remainder in Liverpool, with some aid from Hamburg.

All the baggage and mails and valuables of passengers were insured privately.

The original rate of insurance on the vessel at Lloyd's was \$3.75 per \$100.

When the news of the disaster came the rate immediately jumped to \$500 per \$100. On the news that the vessel was slowly steaming for Halifax the figure dropped to \$150 per \$100.

So far as known there was no specie on board the ship, although a large number of valuable postal packets were carried.

"If the vessel makes port, the owners face a loss of at least \$750,000, in the event of a total loss it will be a serious matter, for the ship cost ten millions to build. For insurance purposes her hull was valued at \$1,000,000, and in addition there were many miscellaneous items to take into account. I don't suppose the owners are covered to the extent of more than five millions."

There were 2,412 mail bags aboard the Titanic when she left Southampton. It is stated that the proportion of registered packets carried was heavier than usual. There were no parcels. The letters addressed to Canada, consisted of the usual mid-week mail from North and South America, and the Canada Islands in the Pacific.

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PREVIOUS BIG SEA DISASTERS

| Date | Name | Accident | Lost |
|-------------------|------------------|-------------|------|
| April, 1872 | Atlantic | Foundered | 585 |
| May 1872 | Schiller | Collision | 312 |
| January, 1882 | Cimbrias | Collision | 389 |
| October, 1882 | Utopia | Collision | 563 |
| August, 1882 | Warship Victoria | Collision | 368 |
| January, 1882 | Wagon | Collision | 326 |
| July 4, 1894 | Bourgoigne | Collision | 525 |
| July 3, 1894 | Norge | Foundered | 750 |
| Sept. 12, 1905 | Mikasa | Explosion | 599 |
| June 15, 1904 | General Slocum | Fire | 959 |
| February 12, 1907 | Larchmont | Collision | 183 |
| February 21, 1907 | Berlin | Run aground | 150 |
| April 25, 1908 | Gladiator | Collision | 30 |
| July 28, 1908 | King King | Foundered | 30 |
| August 24, 1908 | Folgenfonden | Foundered | 70 |
| November 6, 1908 | Talish | Sunk | 150 |
| January 23, 1909 | Republic | Collision | 150 |
| February 2, 1911 | Abenton | Wrecked | 70 |
| April 19, 1911 | Iroquois | Wrecked | 20 |
| April 29, 1911 | Asia | Run aground | 40 |
| September 5, 1911 | Tucapel | Wrecked | 81 |
| October 2, 1911 | Hatfield | Collision | 20 |
| April 3, 1911 | Koombuna | Wrecked | 150 |

OFFICIAL OF WHITE STAR LINE IN STATEMENT SAYS HE FEARS MANY ARE LOST

Captain Haddock, of the Olympic, in Wireless Dispatch
Made No Report Concerning Number of Passengers Taken from Titanic Before Sinking

NEW YORK, April 15.—Vice-President P. A. S. Franklin, of the White Star line, said tonight:

"We have heard the rumor from Halifax that three steamers, the Virginian, Parisian and Carpathia, stood by the Titanic. We have received a wireless from Captain Haddock, of the Olympic, that the Titanic went down at 2:20 A. M. We have also heard indirectly that the Carpathia has 675 survivors aboard. The total passengers and crew on the Titanic numbered 2,000. It is very difficult to say whether the Virginian and the Parisian have any survivors on board, until we get a direct report. We have asked for that report from our Halifax agent, and from others."

The Carpathia is proceeding direct to New York. We very much fear there has been a serious loss of life. But it is impossible at this time to assure ourselves that the other steamers have or have not survivors aboard."

"The Titanic carried a sufficient number of life boats to set all her passengers off within four hours, and we are very hopeful that both the Virginian and the Parisian have passengers on board."

"The situation, however, is very serious. It looks like a horrible loss of life."

"The Titanic was supposed by experts to be unsinkable. She was insured, but not fully. Her value was between \$7,500,000 and \$8,000,000."

Mr. Franklin said that Captain Haddock, of the Olympic, in his wireless dispatch, had not made a report concerning the loss of life on board the Titanic.

Vice-President Franklin refused to give out the full text of the message, which he 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.

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

NEW YORK, April 15.—At 11 o'clock tonight Vice-President Franklin issued the following statement at the White Star office, No. 9 Broadway:

"We have received absolutely no definite news within the last two hours. The Virginian and the Parisian were not due to meet the Titanic until 10 A. M."

"There is no rule of the sea, but it is customary in cases of this kind for the women to be saved first, even the women in the staterooms would be taken off before the men passengers of the first and second class. The Carpathia, however, has not yet reached."

"(Continued on Second Page.)"

Whole Crew Goes Under With Ship

Wireless Tells News of Most
Dreadful Disaster

MANY DISTINGUISHED AMERICANS WERE ON BOARD GIANT LINER

Hundreds of Women and Children Put in Open Boats, and Picked Up by Rescuers

LOSS REPRESENTED BY SINKING OF TITANIC

Probably 1,800 lives.
Value of the vessel, \$10,000,000.
Value of jewels carried by women passengers, \$5,000,000.
Baggage and mails, \$2,000,000.
Loss from probable litigation and indemnities, \$5,000,000.

THE TITANIC'S FATAL VOYAGE

Left Southampton on Wednesday, April 10th, on her maiden trip. Narrowly escaped collision with liner New York before leaving port when smaller vessel was dragged from her moorings by the suction of the new liner.

Proceeded at top speed for New York until she struck huge iceberg at 10:35 Sunday night, 450 miles south of Cape Race. Flashed wireless "S. O. S." as water flooded through hole in her forward plates.

Distress signal first picked up by the Allan Line steamer Virginian, and later by the Carpathia, the Baltic and the Parisian, and several other vessels which were too far away, however, to reach the vessel in time to render assistance.

At 12:07 Monday morning, the Titanic's wireless station was silenced. Message stating that the ship was sinking and the women were being taken off in small boats ended abruptly.

Information, given out Monday afternoon stated all the passengers had been taken off and the liner was being towed to Halifax. This information discredited by a wireless message received in New York at 8:55 from the liner Carpathia stating that the Titanic had gone down with all on board except 670 women and children.

At 9 o'clock officials of White Star Line in New York gave out message from Captain Haddock, of the Olympic confirming the report of the great catastrophe.

The disaster has also been confirmed from several sources. It is the greatest maritime disaster of modern times.

NEW YORK, April 16—1 A. M.—It is now reported by wireless from Cape Race that eighteen hundred lives were taken in the sinking of the Titanic, which from now on will be known as the greatest maritime disaster of modern times. The great liner, up to 24 hours ago, bearing the proud title of the largest vessel afloat, is tonight at the bottom of the Atlantic with all of her crew and one thousand of the passengers.

Six hundred and seventy women were taken off the liner after her appalling collision with a submerged iceberg, and they are tonight on the Carpathia, making either for Boston or New York.

It is feared that not one of the Titanic's passengers list of distinguished and wealthy men is alive. It is believed that not a man of the crew of the Titanic is alive to tell the tale of the epochal sea horror.

A mute evidence of the disaster that overwhelmed the Titanic on her maiden trip, is the comment of the captain of the Carpathia in a wireless message received tonight:

FOUND ONLY WRECKAGE
"We found only a sea covered with wreck and debris."

The Carpathia's captain also said he had picked up the survivors in the boats and had sheltered them on board. They will be landed at either New York or Boston some time Thursday. The Carpathia gave the full extent of the disaster by saying that the Titanic had gone to the bottom at 2:20 Monday morning.

HUNDRED SHIPS OFF FOR SCENE

Tonight a hundred vessels of all descriptions are making for the scene of the disaster at top speed in the 1,000 miles of the Atlantic. The vessels are from all parts of the world, and are expected to arrive in the next few days.

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