

# Hundreds Lose Lives When Floating Palace Sinks

## CHILDREN AND WOMEN SAVED FROM TITANIC

Several Californians Believed to Be Drowned in the Terrible Disaster

Continued From Page 1

pathia, the vessels nearest the Titanic's ocean burial place when it disappeared. As the Titanic sank at 2:20 o'clock, and it was not thought the Virginian could reach the scene before 10 a. m. at the earliest, while the Parisian was said to be some distance farther away. It was feared even by the White Star officials, trying their best to calculate accurately, that they would not have reached the scene in time to be of service.

### NO SURVIVORS REPORTED

The steamer Virginian finally was heard from at 2:15 o'clock this morning. It did not report the presence of any survivors on board, the message from the vessel stating that it would bring to St. Johns, N. F., such survivors as it "may rescue."

The fact that the Virginian was to go out of its course to put into St. Johns on its voyage to Liverpool was taken as a favorable indication, arousing hope that after all it might have picked up some of the victims of the wreck and was bringing them into port.

The Titanic lies buried two miles beneath the ocean surface midway between Sable Island and Cape Race. Its position when it struck the iceberg was given as latitude 41.46 north, longitude 50.14 west.

### SINKING OF THE TITANIC

According to the Carpathia's advice, 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 latitude 41.46 north, longitude 50.14 west, or not more than half a degree south of the point where the collision occurred.

It seems improbable from this that the liner after the accident made much headway under its own steam. It seems established that there were about 2,100 persons on the wrecked liner. This was the estimate of the line officials in New York, who gave the number of passengers as 1,320, the remainder of 880 making up the crew.

News of the sinking of the Titanic and of the terrible loss of life came early last evening at the greater shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not sinking, and that a large number had been taken off safely.

The messages were mostly unofficial, however, and none came directly from the liner, which remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within 400 miles of the liner had struck an iceberg, word that at 2:20 o'clock Monday morning, 3 hours and 55 minutes after receiving its death blow, the Titanic had sunk. Left on the surface, however, were lifeboats from the Titanic, and in them, it appears, according to meager reports received at a late hour, were some survivors of the disaster. These the Carpathia picked up, and is on its way with them to New York.

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 over 1,300 passengers had been voyaging luxuriously to this side of the Atlantic, were bits of wreckage. The biggest ship in the world had gone down, snuffing out in its downward plunge, it appeared, hundreds of human lives.

### WOMEN AND BABIES SAVED

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 had been saved, as the proportion of women and children among the passengers was largely in the same ratio. It would likewise spell the doom of practically the entire crew of 880 men.

In the cabin were 230 women and children, but it is not known how many there were among the 740 third class passengers. In the first cabin there were 128 women and 15 children, and in the second cabin 79 women and 8 children.

### NOTABLE PASSENGERS

Notable persons, travelers on the Titanic, whose fate is in doubt in the lack of definite advice as to the identity of the survivors, are: Mr. and Mrs. John Jacob Astor; Major Archibald Butt, aide to President Taft; Charles M. Hays, president of the Grand Trunk Pacific railway, his wife and daughter; W. T. Read, Benjamin Guggenheim; F. D. Millet, the artist, and G. D. Widener of Philadelphia; Mr. and Mrs. Isidor Straus; J. B. Thayer, vice president of the Pennsylvania railway; J. Bruce Ismay, managing director of the White Star line; Henry B. Harris, the theatrical manager, and Mrs. Harris, and Colonel Washington Roebling, the builder of the Brooklyn bridge.

### RAY OF HOPE

A ray of hope appeared shortly before 11 o'clock last night in a message to the night operator at the Marconi wireless station at Sable Island, near the scene of the disaster.

Answering an inquiry regarding the delivery of wireless messages to the passengers of the Titanic the operator reported 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 set sail on the liner for this country.

### INQUIRERS FRANTIC

News of the probable terrible loss of life in the sinking of the Titanic was limited in its circulation in the early evening, but by 9 o'clock it had brought a great crowd of persons to the White Star line offices.

Women were in tears and men were frantic after their plea for assuring news was met with the frank admission that little was known of the fate of the passengers who were not in the first or second cabin.

All of the White Star officials and subordinates available were on duty in the offices, and planned to make a night of it under siege by reporters, relatives of passengers and others.

### CONCEDED LOSS OF LIFE

Vice President Franklin at 3:40 o'clock conceded that there had been

SOME OF THE MORE NOTABLE PASSENGERS ON THE TITANIC WHEN THE VESSEL WENT TO THE BOTTOM OF THE ATLANTIC.



Map showing the position of the Titanic when it met with the disaster that cost more than 1,300 lives.

## STEAMERS HEARD "S. O. S." SIGNALS

NEW YORK, April 15.—The first wireless message from the Titanic, received shortly after midnight Sunday, announced that the liner had struck an iceberg off the banks of Newfoundland and was in a sinking condition. Transfer of the passengers to the lifeboats began at once.

The accident occurred at 10:25 o'clock last night. Two hours later the ship's wireless apparatus, which had been working so badly as to permit of only intermittent and fragmentary messages, failed completely. The last words sent by the operator, J. A. Phillips, told that the vessel was apparently doomed, "sinking by the head," and that the women passengers were being rushed into the lifeboats.

The Titanic's first S. O. S. message was received by the Allan liner Virginian, which, according to the position given by the Titanic's operator, was not more than 170 miles away. The captain of the Virginian at once started his vessel at full speed for the scene of the disaster.

The Titanic's accident happened in latitude 41.46 north, longitude 50.14 west. This point is about 1,150 miles due east of New York city and 450 miles south of Cape Race (N. F.) wireless station.

All the messages from the ship were relayed to the Cape Race wireless station by the Virginian and forwarded by the Marconi company to New York city.

The Titanic's twin ship, the Olympic, which left New York last week, was also in direct communication with the sinking ship from a point about 300 miles away and started at once for the scene.

The Titanic, which was on its maiden trip, was in charge of Captain E. J. Smith, who was on the bridge of the big Olympic when that boat collided

with the British cruiser Hawke last September.

The other officers of the Titanic were Surgeon W. F. N. O'Loughlin, Assistant Surgeon J. E. Simpson, Purser H. W. McElroy, Second Purser B. L. Brooker and Chief Steward A. Latimer.

The presence of many icebergs in the path of trans-Atlantic liners was indicated by wireless last week. Twelve hours before the news of the Titanic's accident reached the world the serious menace of the icebergs was pointed out by the arrival here of the Cunard line steamer Carmania, which reported having dodged 25 big bergs, some of them more than 250 feet high.

The Carmania reported that the French steamship Niagara had a worse experience, having bumped into small bergs which punched holes in her hull. The Niagara had this experience on Thursday, and unless she has greatly reduced speed she should reach port some time today. The Titanic undoubtedly ran into this same ice bank.

Seattle Man on Liner  
SEATTLE, April 15.—Hugh R. Rood, vice president and general manager of

the Pacific Cressington company, whose name appears in the list of the Titanic's passengers, is a wealthy Seattle man who had been spending the winter on the continent with his wife, Mrs. Rood and her maid were to sail later.

CAPTAIN SMITH IS UNFORTUNATE  
[Special Dispatch to The Call]  
NEW YORK, April 15.—Captain E. J. Smith, who commanded the Titanic, has of late been pursued by ill luck. The captain first fell upon evil days when he was in command of the Olympic and that vessel was run into by the British cruiser Hawke. The testimony of witnesses placed the blame upon the cruiser, and Captain Smith was retained in command of the Olympic until the Titanic came out, when, as commodore of the fleet, he was sent to the newer vessel. And now this last command has plunged to the bottom.

At this hour no one knows whether the captain went down with his ship, but it is feared that the captain, who is required by sea law to be the last to leave, was among the drowned.

In nearly every one of the great tragedies of the sea the masters have almost invariably bowed to the merciless rule that the captain who loses his ship must not himself survive.

Captain Ward of the Rio Janeiro, wrecked in San Francisco bay, closed the door of his stateroom and shot himself.

Deloncle of the Bourgogne stood with folded arms upon the bridge of the French liner as she sank. Von Goessel of the Elbe died likewise. Captain Griffith of the Mohagan held to the bridge until the waters engulfed him.

Vanderbilt Safe in London  
NEW YORK, April 15.—Mrs. Cornelius Vanderbilt received a cable message late today from Alfred G. Vanderbilt, her son, saying that he had not sailed on the Titanic and was safe in London. This announcement was made at the Vanderbilt home tonight.

## RESIDENTS OF SACRAMENTO ON BOARD VESSEL

Stephen Hold and Wife and H. Klaber Passengers on the Titanic

[Special Dispatch to The Call]

SACRAMENTO, April 15.—Three Sacramento persons were on board the ill-fated liner Titanic, which sank in the North Atlantic ocean this morning. They are Mr. and Mrs. Stephen Hold and Herman Klaber of Portland, whose wife formerly was Gertrude Ginsberg of this city.

Mr. and Mrs. Hold had been visiting Mrs. Hold's parents in Cornwall, Wales, for the last 10 months, and in a letter received by W. H. Bradley of this city a few days ago they stated that they intended to depart from Liverpool on the Titanic April 10.

Klaber, who is a hop broker, went abroad about three months ago, and wrote his wife that he intended returning to America on the Titanic. She begged him not to make the trip on the vessel, because it was the liner's maiden voyage.

## Pajamas Unusual Display

We are showing an unusually large assortment of PAJAMAS—in madras, oxfords, soisette and soft, silky fabrics—in solid colors, small figures, or in hair line stripes.

\$2, \$2.50, \$3, \$3.50

HASTINGS CLOTHING CO.  
Post and Grant Ave.



EAST

Through the Canadian Rockies

SEPTEMBER AND OCTOBER are delightful months to make the trip via this route. You can also have a delightful ride on Puget Sound from Seattle to Victoria and Vancouver.

Through tickets can be purchased from your local agent.

Itineraries planned.

Correspondence solicited.

G. M. JACKSON,  
Gen. Agt. Pass. Dept.  
645 Market St., Palace Hotel Bldg.  
San Francisco

## LADIES' DAY AT LURLINE BATHS

TUESDAY AND FRIDAY MORNINGS  
From 9 o'clock Until Noon

The Lurline  
SALT WATER BATHS

Are Reserved Exclusively For Women and Girls

HOT AIR HAIR DRYERS FOR WOMEN BATHERS

BUSH AND LARKIN STS.

ROCK COD FISHERMAN'S PROTECTIVE UNION  
MEIGGS WHARF, FOOT OF TAYLOR  
FRESH ROCK COD SOLD EVERY DAY EXCEPT SATURDAYS AND MONDAYS  
Take Taylor or Powell Street Cars.

## We invite you to help celebrate the TWENTY-FIFTH ANNIVERSARY

of the introduction of

"Onyx" Hosiery

Which will take place on

Wednesday, April 17th

THE course of "ONYX" Hosiery during this quarter of a century has been one of Uninterrupted Progress and of Unvarying Excellence, greatly appreciated by the Men and Women of this Country who have been most Loyal in their support of and Demand for the "ONYX" Brand.

In recognition of this spirit of loyalty, we are offering through your dealer, on the date mentioned, the following Special Values:

### FOR WOMEN

Women's "ONYX" Black, White and Tan Gauze, Lisle with "DUB-L" TOP and High Spliced Heel; a Very Superior Quality. Our regular 50c value which will be offered at the Anniversary Sale Price 35c per pair, 3 for \$1.00

Women's "ONYX" Black Silk Lisle; Special Gauze Weight; "DUB-L" TOP; Reinforced Heel, Sole and Toe; Finest Quality of Mercerized Yarn. One of the regularly advertised 50c values. Anniversary Sale Price 35c per pair, 3 for \$1.00

### FOR MEN

Women's "ONYX" Black Pure Thread Silk; Seasonable Weight; Splendid Value. One of our Representative numbers, containing all the Latest Improvements, as "DUB-L" Silk Tops, etc. Actual value \$1.50 per pair. Anniversary Sale Price \$1.00 per pair

Men's "ONYX" Black Silk Lisle. Our Best. Most Advertised and Most Reliable 50c quality; which has done more to build up our Men's Hosiery than any other number. For this sale in BLACK only. Never sold at less than 50c per pair. Anniversary Sale Price 35c per pair, 3 for \$1.00

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