

# 1300 PERISH IN WRECK OF THE TITANIC

## Only 866 Saved When World's Greatest Liner Sinks at Sea

### POLICE NET OUT FOR DORR

Stockton Man Is Formally  
Charged With Murder of  
Millionaire Marsh

SUSPECT BELIEVED ON  
WAY TO CALIFORNIA

Relatives of Former San Fran-  
ciscan in Ignorance of His  
Whereabouts

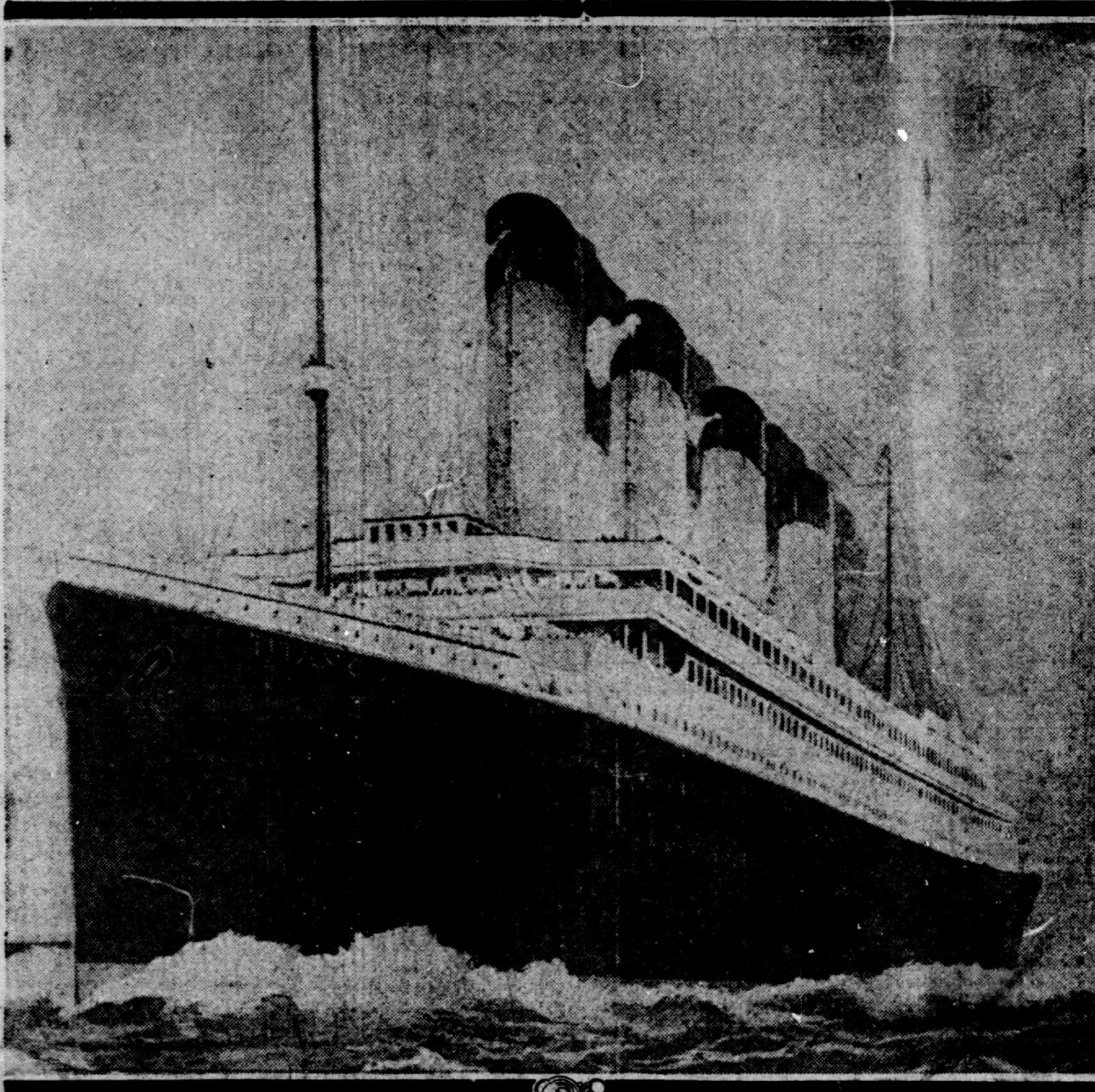
FORMALLY charged by the police  
of Lynn, Mass., with killing  
George E. Marsh, a wealthy  
manufacturer of that city, Wil-  
liam A. Dorr, formerly of San Fran-  
cisco and more recently the proprietor  
of a motorcycle establishment in  
Stockton, is being hunted throughout  
the length and breadth of the United  
States as a murderer.

Every transcontinental train is be-  
ing watched in every city west of  
Chicago, for it is believed that the  
suspect is on his way to California. A  
close description of the man has been  
telegraphed all over the west, and  
through this dragnet he is not ex-  
pected to escape.

Until word came yesterday from  
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### THE LOST STEAMSHIP TITANIC

This great vessel was the largest ever built and was on its first trip across the Atlantic. When it went to the bottom after colliding with an iceberg, the disaster cost more than 1,300 lives.



## FAMOUS PERSONS WHO SAILED MAY BE AMONG LOST

Most of the Rescued Are Women and  
Children; White Star Officials Admit  
Horrible Loss of Life

Carthia Taking Survivors to New York; Frantic  
Relatives of Passengers Beseech Company  
Offices for Tidings of Hope

BOSTON, April 15.—A wireless message picked up  
late tonight relayed from the Olympic says that the Car-  
pathia is on its way to New York with 866 passengers  
from the steamer Titanic aboard. They are mostly  
women and children, the message said, and it concluded:

"Grave fears are felt for the safety of the balance of  
the passengers and crew."

NEW YORK, April 15.—While the fate of the majority of the 2,100 persons on  
board the mammoth White Star liner Titanic, which sank early yesterday in the  
Newfoundland banks after a collision with an iceberg still remains in doubt, and  
it is feared that about 1,300 persons were lost, a note of good cheer came from the ocean  
waves by wireless between 1 and 2 o'clock this morning.

It was a wireless message from the White Star liner Olympic, one of the vessels hover-  
ing near the scene of the disaster, flashing the news that 866 of the Titanic's passengers,  
mostly women and children, were being brought to port by the Cunarder Carpathia.  
Other messages later brought confirmatory tidings.

First reports were that the Carpathia had saved only 675 persons. The new figures  
reduced the list of those for whose fate fear was felt by nearly 200, and if, as seems  
probable, practically all those saved were passengers, it would appear that all but approxi-  
mately 450 of the vessel's passengers and 860 men composing the crew are accounted for.

A partial list of the survivors received from the Carpathia include the names of many  
women of prominence who were on the steamer.

After the first desperate calls of the Titanic for help had been sent flying through  
space and brought steamers for hundreds of miles around speeding to the scene, what seems  
to have been an impenetrable wall of silence was raised between here and the steamer.  
The giant liner, so far as last night's advices appear, went to its fate without so much as  
a whisper of what must have been the scenes of a terrible tragedy enacted on her decks.

In the lack of even a line from a survivor, imagination pauses before even trying to  
conjecture what passed as the inevitable became known, and it was seen that of the more  
than 2,000 human lives with which the liner was freighted, there could be hope of saving,  
as it appears, far less than half.

Other than the news last evening that 866 persons, mostly women and children, had  
been rescued from the liner's boats by the Cunarder Carpathia, several hours passed with-  
out a word as to the fate of the rest of those on board at the time of the fateful crash.

Along the entire Atlantic coast wireless instruments  
were attuned to catch from any source the slightest whisper  
of hope that possibly one of the many steamships which  
rushed to the assistance of the Titanic bore other survivors.  
But from noon the ships reported to be at, or near, the scene  
of what may be recorded as the world's greatest marine  
horror, sent not the slightest syllable of encouragement to  
the anxiously waiting world.

Early last night there was hope that any moment  
might bring word of cheer. But anxiety deepened and many  
friends and relatives of those who sailed on the Titanic  
began to despair as hours passed and the night grew old  
without word from either of the Allan liners, Parisian or  
Virginian, believed to be with the exception of the Car-

### No Red Marks

on your nose  
if you wear the  
Equipoise Eye  
Glass, because  
it is made to  
hold on gently,  
but firmly, with an  
even pressure.  
Scarcely noticeable  
on the face and sur-  
prisingly comfort-  
able. Wear One.

California Optical Co.  
(W.D. Fenimore J.W. Davis A.R. Fenimore)  
181 Post St. San Francisco  
1221 Broadway Oakland  
(C. L. Hogue at Oakland Store)

## When You Know What Is Best, Ask For It By Name

By J. R. HAMILTON

Former Advertising Manager Wanamaker's, Philadelphia

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If a man has anything he is proud of, he gives it a name whether it be a  
baby or a pair of boots. And the more he is proud of it, the more he talks  
about it.

Nameless things are seldom good and never reliable. If you want to  
cut down your cost of living the very best way to do it is to learn to ask  
only for standard articles.

When you know the name of a good maker of shirts or shoes, of furni-  
ture or pianos, of hardware or underwear, fix that name definitely in your  
mind and remember it when you come to buy.

Do not allow strange things to come into your home any more than you  
would allow strange people.

The brand and the trademark and the copyright are the letters of  
introduction from the maker to you. In this way he vouches for their  
respectability and guarantees their good behavior in your home.

There is a name for every good product that is made. And most of these  
names are known by every man and woman in America. Manufacturers have  
spent hundreds of millions of dollars to standardize these names in your  
mind. From the lining of a dress to laundry soap; from a cleanser to a  
baking powder; from a suit of clothes to a kit of tools; you could call every  
standard article on the market by name if you would only remember to do  
so when you come to buy.

It is through your carelessness that lies and adulterations creep in. The  
standard is set by good men, but the standard is only maintained by you.

It is time for you to forget the generic name of every article, and re-  
member only the standard name of its quality.

In the advertising news of this paper today you will find many of these  
standard names and brands of quality. This article is written for the sole  
purpose of reminding you to use those names. It is only fair that you  
should do as much for these good manufacturers as they are doing for you.  
It is only right that you should help in this great standardization of good  
products that is going on throughout America.

Begin now to ask by name for everything you buy. And you will find  
your satisfaction growing greater day by day and your optimism extending  
even down to your pocketbook.

## PASSENGERS RESCUED

Women and Children Predomi-  
nate in First List of Sur-  
vivors of Wreck

CAPE RACE, April 15.—Following is  
a partial list of the first class passen-  
gers rescued from the Titanic:

Mrs. Edward W. Appleton.  
Mrs. Rose Abbott.  
Miss G. M. Burns.  
Miss D. D. Cassabero.  
Mrs. William H. Clarke.  
Mrs. B. Chibinece.  
Miss E. G. Crossbie.  
Miss H. E. Crossbie.  
Miss Jean Hippach.  
Mrs. Henry B. Harris (wireless ver-  
sion Mrs. Y. B. Harris).  
Mrs. Alexander Halverson.  
Mrs. Margaret Hays.  
Bruce Ismay.  
Mr. and Mrs. Ed Kimberley.  
Mrs. F. A. Kenyan.  
Miss Emily Kenchen.  
Miss G. F. Longtry.  
Miss A. F. Lender.  
Miss Bertha Lavery.  
Mrs. Ernest Lives.  
Mrs. Susan P. Rogerson.  
Miss Emily B. Rogerson.  
Miss Arthur Rogerson.  
Master Allison and nurse, Miss K. T.  
Andrews.  
Miss Ninette Panhart.  
Miss E. W. Allen.  
Mr. and Mrs. D. Bishop.  
H. Blank.  
Miss A. Basina.  
Mrs. James Baxter.  
Mrs. George A. Bayton.  
Miss C. Bonnell.  
Mrs. J. M. Brown.  
Miss G. C. Bowen.  
Mr. and Mrs. R. L. Beckwith.  
Countess of Rothes.  
Mrs. C. R. Oimane.  
Mrs. Jacob P. (word missed).  
Miss Mary Clines.  
Mrs. Singrid Lindstrom.  
Gustav J. Lescur.  
Miss Georgetta Amidill.  
Mrs. McLeod.  
Mrs. Tucker and maid.  
Mrs. J. B. Thayer.  
J. B. Thayer Jr.  
H. Woolmer.  
Miss Anna Ward.  
Rich M. Williams.  
Mrs. J. Steward White.  
Miss Marie Young.  
Mrs. Thomas Potter Jr.  
Mrs. Edna S. Roberts.  
The above list was received by wire-  
less at Cape Race station from the

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