

Do You Know How It Feels to Face Death on One of World's Mightiest Steamships?

BY FRED L. ROALT
Last January the Olympic, sister ship to the Titanic, from Southampton to New York, labored for three days in a gale which the captain said was the worst he had experienced in 25 years. I was a passenger. For all her tremendous bulk, the Olympic behaved badly. Once a monstrous wave came over the bow, smashed a hatch and flooded the crew's quarters forward. The shock sent a quiver through the vessel from stem to stern. Passengers were sent sprawling. Dishes fell from shelves and tables, and the furniture in the saloons splintered and rattled over the decks. The stateroom passengers fell on their knees and prayed, believing the end had come.

TWO MANY STRAINS
My stateroom steward, an old Scotchman, said: "I don't like these sea ships. They aren't safe. Anything over 16,000 tons is too big. This boat is nearly 300 feet long, and a boat that long can't be right. There are too many strains. Hear the old girl sing!"
Night and day, while the storm lasted, the Olympic voiced her anxiety in a chorus of complaining beams, plates and rivets. The stewards and sailors were frankly worried. The officers tried to laugh away the passengers' fears, but the ship's doctor confessed himself alarmed. "Some day," remarked the deck steward, sliding over a blanketing deck and balancing a tray of tea and wafers, "some day

they'll build one of 60,000 tons, and she'll break in two in mid-ocean."

LIKE LIFE IN SKYSCRAPER
Except when the motion—the rolling and plunging and that sickening, struggling motion which is neither a roll nor a plunge, but a little of both—and the groaning of the ship's timbers reminded us, it was hard to realize that we were afloat.
Life in these leviathans is like life in a skyscraper. There are eleven decks. There are mysterious regions far below which the passengers never see. There are hundreds of grimy tailors whom the passengers never meet.
From any deck the eye cannot see nor the mind grasp the whole picture. Here is the world in small—a world afloat—upper class, middle class and working class. In the first-class passenger part are grilles, cafes, Turkish baths, swimming pools, ball rooms, elevators. It is like an expensive hotel. It was the designer's evident intention to make the passenger forget that he is afloat. Huge and splendid as it all is, the illusion is not perfect. One still remembers the fate of those who "go down to the sea in ships."

ON OLYMPIC'S "ROOF"
We used to climb to the top deck, uncovered, where the four giant stacks towered above us, and the ringing of the wireless sang in the wind. There were long avenues of lifeboats up there, and we amused

ourselves speculating on with what success they could be lowered.
When you leaned over the rail of that deck and looked down, it made you dizzy. Her sides were like the sides of a steel-plated cliff, punctured far below with tiny holes, which were portholes.
When she mounted a wave, it seemed she would never stop until she scraped the sky. When she sank in a trough, it seemed she would never stop until she buried her nose in the ocean floor. The greatest strains seemed to come when, after wallowing in the depths, she struggled to rise. Then the grinding and groaning in her vitals were terrible and indescribable.

TITANIC ENCOUNTERS BERG
With memories of the Olympic fresh in my mind, I can see in fancy the Titanic rushing through the fog that ever hangs over the Banks. She was making perhaps 18 knots. Perhaps less, if the fog was thick. The iceberg burst upon the vision of Capt. Smith. High as were the Titanic's funnels, the berg was higher. Great as was the vessel's bulk, she was a pigmy compared with the floating mountain of ice upon which she was rushing.
I cannot vision the crash. I can only imagine the sharp work of the captain on the bridge, the jangling of the bells in the engine room, the quiver that must have run through the ship as the engines were reversed. It was 2 in the morning. The passengers were sleeping. Perhaps

a haggard-eyed quartet of poker players were cashing in in the smoking room.
"C. D. Q. C. D. Q.!"
How little are even the mightiest achievements of men! When that 45,000-ton bulk of steel hurled itself upon the berg, it was tossed back contemptuously, crumpled and broken. I say I cannot vision the crash, but in the ears of fancy I can hear the sharp, insistent calling of the wireless—"C. D. Q. C. D. Q.!"
The cry went over the water. It was caught by the Carpathia, the Olympic, the Virginian, the Parisian. From the bridges to the engine rooms was telephoned "Full speed!" They turned from their courses and fled in the direction of the cry.
When the Carpathia reached the scene of the disaster, only small boats and a mass of wreckage floating on the water were seen. The Titanic had gone down, with a rush, sucking down wreckage, small boats, and, perhaps, strong men swimming.
The list of rescued contains the names of many women, but few men. It is likely that the women were loaded into the first boats which got clear away before the Titanic went down. If the men had time to take to the boats, it is reasonable to fear that they were sucked down when the Titanic plunged. Then the boilers let go and sea and air were blended in an inferno of fire and flood.

The Seattle Star

ONLY INDEPENDENT NEWSPAPER IN SEATTLE

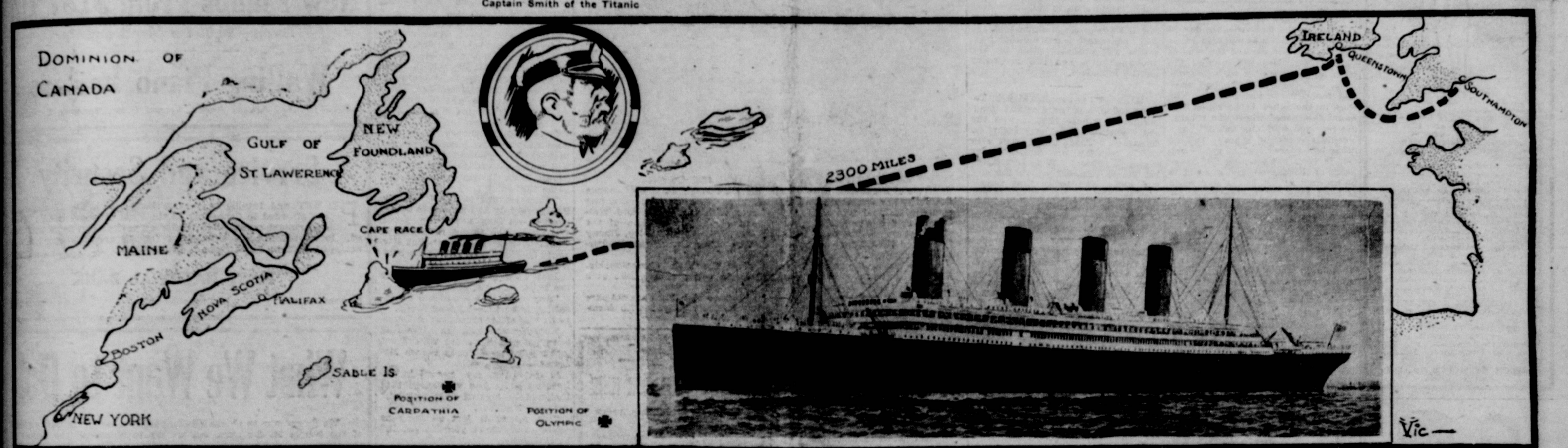
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HOME EDITION

Illustrated Diagram Showing the Position of Titanic When She Rammed Iceberg



1492 TITANIC'S DEAD

MORE BOATS WERE NEEDED

Ship Men Say That if There Had Been Small Boats Enough, Practically All Would Have Been Saved—Relatives and Friends Frantic for News in New York.

NEW YORK, April 16.—It is believed that nearly every soul aboard the Titanic could have been saved if the giant liner had carried lifeboats and life rafts enough to have accommodated her passengers. But only 20 more lifeboats were aboard.

Carpathia Due Thursday
Vice President Franklin of the White Star line is stunned. He said that the Carpathia will arrive in New York on Thursday or early Friday morning. The Olympic, he said, is believed to be heading for the scene of the wreck. He declares the Anchor Line California is also near the scene.

Only One Hope
Only one hope remains. It is believed the Titanic drifted over thirty miles from the time she struck the iceberg to the time she sank and that possibly some of the lifeboats lowered might have drifted away before the Carpathia arrived. The weather off Nova Scotia, however, was foggy last night, and with a heavy thunder storm traveling eastward, little hope is entertained for rescuing the Titanic, who may still be afloat.

The wireless stations today admit their inability to reach any of the vessels supposed to have been in the vicinity. They also have been unable to reach the Carpathia, but are endeavoring to reach her by a relay system.

Mr. Benjamin Guggenheim, wife of the millionaire mining man who is reported among the victims, told Franklin that she was prepared to spend any amount to learn definitely of her husband's fate. She time time admitting they knew the Titanic had foundered several hours before the public announcement was made. Company officials attempted to defend their action by saying they did not feel justified in alarming the world until positive information had been received or one of the steamers carrying the survivors had docked.

Police Reserves Called.
The police reserves were scarcely able to control the crowds in front of the offices of the White Star line. Extra clerks were put on to handle the inquiries, each supplied with a certified list of survivors.

Awful Stories Coming
It is expected the stories to be told by the survivors will eclipse anything in fiction. It is likely that women and children suffered dreadfully while the lifeboats were overcrowded about in the sea prior

to being picked up by the Carpathia. The stock market was nervous in the day because of the disaster, but the early depression was followed by a fair recovery. The tone this afternoon is buoyant.

(By United Press Leased Wire)
NEW YORK, April 16.—All New York is stunned today by the appalling loss of life to passengers aboard the wrecked White Star liner Titanic, which was supposed to have been virtually unsinkable. A long line of hysterical men, women and children besieged the offices of the White Star line, begging for some definite information.

Denounce Company.
Relatives of the missing passengers, as well as the company, charging the officials with having deliberately withheld news of the disaster when they were reasonably certain that the Titanic had gone down with hundreds of passengers.

FINANCIAL LOSSES ARE STAGGERING

NEW YORK, April 16.—The financial loss to the White Star company will be staggering. Officials declared that when the vessel was launched it represented an outlay of \$12,000,000. In addition the Titanic carried a consignment of diamonds estimated to be worth \$5,000,000. This loss, however, is practically covered by insurance.

The loss of the Titanic is the greatest from a financial standpoint in the history of marine insurance. The vessel itself was insured for \$2,700,000. A tremendous sum is represented in the loss of baggage belonging to passengers, the loss from this source alone being placed at \$2,000,000.

PROMINENT PEOPLE MISSING.
CAPE RACE, April 16.—In a list of the Titanic survivors, caught here by wireless, Bruce Ismay, managing director of the White Star line, is the only prominent passenger given as positively saved. A later message mentions Mrs. John Jacob Astor as saved. This probably means that John Jacob Astor and the following persons of world note went down with the liner:

Maj. Archibald W. Butt, military aide of President Taft.
Chas. M. Hays, president of the Grand Trunk Pacific railway, his wife and daughter.
Wm. T. Stead.
Benj. Guggenheim.
F. D. Millet, the artist.
G. B. Widener of Philadelphia.
Mrs. and Mrs. Isidor Straus.
J. B. Thayer, vice president of the Pennsylvania railroad.
Henry B. Harris, theatrical manager, and Mrs. Harris.
Col. Washington Roebling, builder of the Brooklyn bridge.

MORGAN WASN'T ON THE TITANIC
NEW YORK, April 16.—Flat denial of a report that J. P. Morgan, the New York financier, was aboard the lost Titanic was made at his offices here today. It was announced that Morgan is at Aix-les-Bains, France.

Everett Smith Is Judge

Everett Smith, president of the school board, has been appointed by Governor Hays as judge of the superior court to succeed Judge Wilson R. Gay, whose resignation will take effect on May 1.

Judge Smith has been a resident of Seattle for 27 years. For the last 15 years he was a member of the law firm of Smith & Cole. Judge Smith has held no public office except membership on the school board.

The Women First

On the ocean floor, two miles beneath the hurrying waves, off the Newfoundland coast, lies the wreck of the world's largest ship—and 1,492 dead. Among the corpses, upon which the fish have already begun to prey, are the clay shells of millionaires and paupers, lords and freemen. Death, the great leveler, has made equals of them all.

They were brave men, those sailors and passengers who went down with the Titanic. One likes to believe there was not one coward in all their number. The posted lists of the rescued are incomplete but eloquent. They give the lie to those who say the day of chivalry is past.

There is no law of the seas which says that men must stand back and let the women be first in the lifeboats in time of shipwreck.

Yet, the passengers rescued from the Titanic were nearly all women!

The Middle Ages can furnish no finer example of chivalry than this: 1,492 men, millionaires and paupers, lords and freemen, and every man a hero!

There is hope—abundant hope—for the world. Chivalry is not dead in the hearts of men.

The world mourns today. In city, on farm, in palace and hovel, hearts are breaking. Yet the lives of those for whom we weep have not been wholly wasted. The world will not soon forget the example they set. Remembering it, we—millionaires and paupers, lords and freemen—will be bound in closer, stronger, better brotherhood.

Rood Only Seattle Man on Board

Emil Frauenthal, 503 Summit av., reports that his cousin, Dr. Henry Frauenthal of New York, and bride, were on the ill-fated Titanic. The couple were just returning from their honeymoon trip in Europe, and whether they went down with the ship is not yet known.

Members of the firm of the Pacific Crossline company are not sure whether Hugh Rood, vice president of the company, sailed from Europe on the Titanic. Press dispatches give Rood's name on the passenger list, and he may be one of the 1,492 persons drowned. Mrs. Rood remained in England. The Roods resided at the Hotel Perry while in Seattle, and had written the management a few weeks ago for a reservation of rooms.

CALIFORNIANS ON TITANIC

LOS ANGELES, April 16.—Mr. and Mrs. Walter Miller Clark of Los Angeles are feared today to be among the Titanic victims. Clark is the son of J. Ross Clark, vice president of the Salt Lake railway and nephew of former Senator Wm. A. Clark of Montana. Clark, who is 28 years of age, is superintendent of the Los Alamos sugar factory near Santa Ana.

Count Wilhelm Hoff, Bavarian noble, who spent the last year in Los Angeles, was aboard the lost liner. Other Los Angeles members of his party, who are believed to have remained in Paris, were Mr. and Mrs. Willoughby Rodman, Miss Edith Kirkpatrick and Mrs. W. H. Perry, all wealthy society persons.

PARTIAL LIST OF TITANIC SURVIVORS

(By United Press Leased Wire)
NEW YORK, April 16.—While it is admittedly incorrect, the following partial list of survivors from the Titanic disaster is the best that could be gotten from the liner Carpathia up to noon today. The Carpathia's wireless operator has been ceaselessly sending names and messages, and is nearly worn out. Interference by amateur wireless operators has also hindered the accurate transmission. The survivors, so far as ascertained are:

Col. and Mrs. Washington Dodge and son, Mrs. John Jacob Astor and maid, Harry Anderson, Miss E. W. Allen, Mrs. E. W. Appleton, A. S. Barkworth, Mrs. James Baxter, Geo. A. Brayton, Mr. and Mrs. R. T. Beckwith, Carl H. Baehr, Mr. and Mrs. B. H. Blahon, Henry Blank, Miss Caroline Bonnell, Miss C. C. Bowen, Miss Elsie Bowerson, Mrs. J. M. Brown, Mrs. J. J. Brown, Miss Bessette, Mrs. William Bucknell, Karl Burnett, E. P. Calderhead, Miss Churchill Cardell, Mrs. J. W. Cardeza, Thomas Cardeza, Miss Lucile Carter, Mrs. Wm. E. Carter, Master Wm. Carter, Howard B. Cass, Mrs. Turrell W. Cavendish, and maid, Mrs. Gracie Chaffee, Col. Archibald, Mrs. Graham, Mrs. Wm. Graham, Miss Margaret E. and Mrs. Lee Greenfield, Wm. B. Greenfield, Henry Harner, Miss Marjorie Newson, E. C. Ostry, Miss Helen R. Ostry, Fionan and Onaud, Miss Madeline Newell, Miss Marjorie Newell, Mr. and Mrs. Geo. A. Harder, Henry S. Harper and man servant, Mrs. Henry S. Harper, Henry Hawkeford, Mrs. Chas. M. Hays and daughter Margaret, Mrs. Henry B. Harris, Miss Jean Hippach, Mrs. John C. Hogeboom, Mrs. Turrell W. Cavendish and maid, Mrs. H. P. Chaffee, Mr. and Mrs. N. C. Chambers, Miss Gladys Cherry, Paul Chevro, Miss Crosby, Daniel W. Davidson, Mrs. Thornton, Mrs. De Valliers, Mr. and Mrs. A. A. Dick, Mrs. Fred C. Douglas, Mrs. Walter Douglas, J. F. Flynn, Mrs. Fortune, Miss Lucile and Miss Alice Mark, Dr. Henry and Mrs. Frauenthal, Mr. and Mrs. Frauenthal, Miss Margaret Frolicher, Mrs. Jacques Furtelle, Mrs. Leonard Gibson, Mrs. Samuel Goldenberg, Miss Ella Goldenberg, Sir and Lady Cosmo Duff Gordon.

The survivors, numbering 866 persons, mostly women and children, now steaming for New York on board the liner Carpathia, are all that remain of those, including passengers and crew, who sailed aboard the Titanic on its maiden voyage from Southampton last Wednesday.

P. A. Franklin, vice president of the White Star company, admitted here today that it was impossible to give a correct list of the survivors, as it was evident that the Titanic's officers had shown no preference in transferring women passengers to the Carpathia, the women in the steerage being given an equal chance with the wives of the millionaires in the first cabin.

ALL HOPE FADES AWAY.
The hope that additional passengers had been picked up by the Virginian and Parisian, was shattered today, when wireless messages received here announced that these two vessels had arrived on the scene too late to be of assistance.

MEN SANK WITH SHIP.
Not more than a score of male passengers are believed to have been saved, the men evidently insisting that the women and children be transferred first to the Carpathia. The identity of those rescued, however, cannot be definitely determined until the Carpathia arrives here or sends a revised list of the survivors by wireless.

Col. John Jacob Astor, Benj. Guggenheim, Isidor Straus, Col. Washington Roebling, J. B. Thayer and Geo. B. Widener, all multimillionaires, are believed to have gone down with the Titanic.

Icebergs Are Most Dangerous to Ships

(By United Press Leased Wire)
ANN ARBOR, Mich., April 16.—Captain Inman Seably, who was in command of the liner Republic when it sank off the Massachusetts coast and who is now a law student at the University of Michigan here, said today that icebergs are the most dangerous factors with which liners have to contend.

866 PEOPLE ARE RESCUED

Two Thousand Three Hundred Fifty-eight were on board—the Virginian and Parisian Arrived on Scene too Late to Rescue Passengers—Only About 20 Men Are Saved, According to Reports.

(By United Press Leased Wire.)
NEW YORK, April 16.—Lives of 1,492 persons, according to latest estimates here today, were lost when the Titanic sank, after striking an iceberg off the Grand Banks. According to the company, the White Star line, there were 2,358 aboard the Titanic when she struck and of these 866 were saved in the ship's boats and are now speeding to New York aboard the Carpathia.

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Greatest Marine Disaster

The Titanic catastrophe is the greatest marine disaster, in time of peace, in the history of the world. The loss in lives and money, according to the best obtainable reports, is as follows:

Lives lost, about 1,500.
Cost to build the Titanic, \$10,000,000.
Estimated value of jewels carried by women passengers placed at \$5,000,000.
Value of baggage and mail, \$2,000,000.
Loss from probable lawsuits and litigation, \$5,000,000.

MORE STORIES OF THE WRECK ON PAGE 6.