

LAST EDITION.

TUESDAY EVENING.

TOPEKA, KANSAS, APRIL 16, 1912

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## WORLD AWAITS ARRIVAL OF RESCUED PASSENGERS

She Is Bringing 868 Survivors of Titanic Disaster.

Remainder of Passengers and Crew Certainly Perished.

RICH AMERICANS ARE MISSING

List Includes John Jacob Astor and Benjamin Guggenheim.

Isador Straus and Wife Caught Boat by Last Train.

THE GREAT LOSS OF LIFE

Is Attributed to Insufficient Number of Lifeboats.

Any Persons Adrift Must Have Perished From Cold.

The appalling magnitude of the wreck of the liner Titanic has been but little mitigated by the fragmentary information which has filtered in today.

The rescuing steamer Carpathia has 868 survivors on board, according to the latest news received at the offices of the White Star line here. This increases the list of saved by about 200 from the number first reported.



John Jacob Astor, Millionaire, Who Is Supposed to Have Been Lost.

But except for this, the favorable details are insignificant compared with the supreme fact that the Titanic is at the bottom of the Atlantic and that the shattered wreck took with her about 1,550 victims to their death. The first reports giving the total survivors at 675 were varied by favorable news early today, first from Captain Boston of the Carpathia, who gave the number at about 800 and later by the positive announcement of the White Star line that there are 868 survivors of the Titanic on the Carpathia.

### ALL HOPE GONE.

Hope clung desperately to the belief that the Virginian and Parisian of the Allan line may have picked up survivors in addition to those on the Carpathia, but this was dispelled when the Sable Island wireless station reported that Parisian had no survivors, and when the offices of the Allan line in Montreal issued a statement that the captain of the Virginian had sent them a wireless message saying he had "arrived at the scene of disaster too late to be of service." The Virginian has proceeded on her way for Europe.

The Carpathia is coming in slowly to New York. All hope for details of the tragedy and its effects are centered on this ship. She will be in wireless communication with Sable Island tonight, with Nantuxet Thursday and will reach New York some time Thursday night.

London, New York and Paris are grief-stricken, and overwhelmed by the news of the disaster. Tearful crowds of relatives and friends of passengers on board the Titanic thronged the steamship offices in all three cities, waiting hour after hour for news that more often than not meant bereavement and sorrow.

People in Paris and London went to bed last night in the belief that all the passengers on board the Titanic had been saved; this morning brought them the appalling truth.

Of the survivors on board the Carpathia by far the larger number are women and children.

Many men of prominence on two continents are among the missing. No word has been received of Col. John Jacob Astor; his wife, however, has been saved. Alfred G. Vanderbilt was not on board the Titanic as first reported, he is in London. Isador Straus, the New York millionaire merchant and philanthropist, who was on board has not been reported among the survivors.

New York, April 16.—Messages re-



Captain E. J. Smith and His Ill-fated Ship, the Titanic, Which Was Sunk in a Collision With an Iceberg.

ceived shortly after 10 o'clock today by the Marconi company from stations at Cape Race and Sable Island indicate there are none of the Titanic's passengers on either the Parisian or Virginian.

One message read: "The Marconi station at Sable Island has been in communication with the Parisian and the ship has no passengers from the Titanic."

The other message reads: "The Marconi station at Cape Race reports they have had no communication with the Virginian and does not believe any of the Titanic's passengers are on that vessel."

New York, April 16.—The White Star line announced officially at 11 o'clock today that heavy fog lay off Nova Scotia and that a violent thunder storm broke in that neighborhood last night and is traveling eastward. It was said that such conditions left little hope for the rescue of any survivors of the Titanic that might still be adrift in rafts or boats.

Montreal, April 16.—The weather signal station on the Gulf of St. Lawrence reported today that heavy fog lay off Nova Scotia and that a violent thunder storm broke in that neighborhood last night and is traveling eastward. It was said that such conditions left little hope for the rescue of any survivors of the Titanic that might still be adrift in rafts or boats.

New York, April 16.—A wireless message sent by Captain Rostron of the Carpathia to the Cunard line here from latitude 41.45 north and longitude 56.20 west, reads as follows: "Am proceeding to New York unless otherwise ordered with 800. After having consulted with Mr. Ismay and considering the circumstances, I have decided to proceed to New York. Large number icebergs and 20 miles field ice, with bergs amongst."

New York, April 16.—The steamer Titanic lies buried two miles beneath the ocean surface, midway between Sable Island and Cape Race. Her position when she struck the iceberg was given as latitude 41.46 north; longitude 50.14 west.

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 the latitude 41.16; longitude 50.14, 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 her own steam.

It seems established that there were about 2,100 persons on the liner. This was the estimate of the line officials in New York, who gave the number of passengers as 1,240, the remainder of 860 making up the crew.

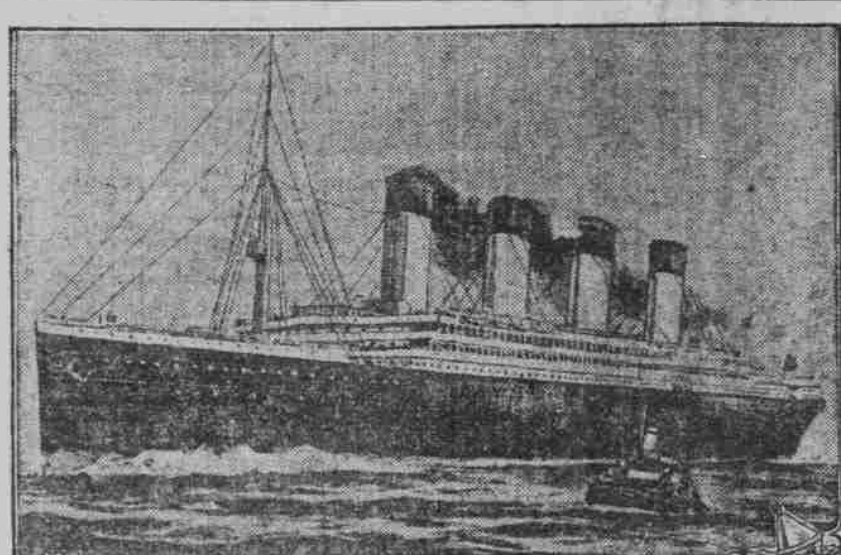
While the fate of the majority of the 2,100 persons on board the mammoth White Star liner Titanic, which sank early yesterday on the 2-wfoundland banks after a collision with an iceberg, still remains in doubt, and it is feared more than 1,200 persons were lost, a note of good cheer came from the ocean waves by wireless between 1 and 2 o'clock this morning.

It was in the shape of a wireless message from the White Star liner Olympic one of the vessels hovering 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 Cunard Carpathia. Other messages later brought confirmatory tidings.

First reports were that the Carpathia had saved but 675 persons. The new figures reduced the list of those for



William L. Seward, English Writer, Who Is Supposed to Have Gone Down on the Titanic.



Captain E. J. Smith and His Ill-fated Ship, the Titanic, Which Was Sunk in a Collision With an Iceberg.

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 approximately 450 of the vessel's passengers are accounted for. A partial list of the survivors received from the Carpathia includes the names of many women of prominence who were on the steamer.

Less Than Half Saved.

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. The giant liner, as far as advices appear, went to her fate without a word.

The Niagara's Narrow Escape.

New York, April 16.—It was near the Titanic wreck scene that, on the night of April 10, the new French liner Niagara crossed into an ice field and was holed by a collision with an iceberg. Captain Juhan, sent out a wireless S. O. S. call. The ship had been brushing against small ice floes for some time when there came a severe shock. The passengers in alarm rushed to the decks in swarms but the commander found that although the ship was leaking, she was in no immediate danger, whereupon he sent out a second wireless saying that he could proceed to New York under his own power. The ship, on arrival here today, showed no indication that she had suffered, although there was some water in the hold.

No Hope of Further Rescue.

Halifax, April 16.—The Parisian steamed through much heavy field ice looking for passengers from the Titanic. No life rafts or bodies were sighted among the floating wreckage, which covered a large area.

The Parisian reports that the weather was cold and that even if persons had been on the wreckage they would in all probability have perished from exposure before they could have been picked up. The Parisian is expected here tomorrow morning.

### Ordered to Hang Around.

New York, April 16.—Officials of the Marconi company said that they had been trying to communicate with the steamships Megantic, Minewaska and Vaderland, all outward bound, and which appear to be in a position to get into communication with the Carpathia.

The weekly communication chart of the Marconi company shows the location of all ships at sea and the California of the Leyland line appears to be near the scene of the wreck today. Along the entire Atlantic coast, wireless stations have been asked to get into communication with the Carpathia.

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Other than the news that 866 persons, largely women and children, had been rescued from the liner's boats along the Canadian coast, several hours passed without a word as to the fate of the remainder of those on board at the time of the fateful crash.

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Ships Will Change Course.

London, April 16.—Alexander Carlisle, designer of both the Titanic and Olympic, said today:

"I never thought there was such a thing as an unsinkable ship. When the news first came that the Titanic was sinking by the head, I thought it likely she would reach port."

The fact that she sank within four hours after the impact with the ice indicates that her side was torn out.

One of the best known London representatives of the Standard Oil company, W. H. Harrison, failed to sail on the Titanic as he had intended. He is the father of the former second secretary of the United States embassy in London, Leland Harrison, now secretary of embassy at Bogota, Colombia.

Mrs. Isador Straus had not intended to sail on the Titanic but reached a sudden determination to take the new liner and caught the boat train at the last minute. The message received by the parents of J. A. Phillips, the wireless operator on the Titanic last night stating, "Mak-

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 and 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 Carpathia, the vessels nearest the Titanic's ocean burial place when she made her plunge.

As the Titanic sank before 3 o'clock in the morning and it was not hoped that 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 Virginian's crew that they were trying their best to calculate differently and yet accurately, that they would not have reached the scene in time to be of service.

of service and is proceeding on his voyage to Liverpool."

Carpathia Due Thursday.

Washington, April 16.—The Carpathia will arrive at New York Thursday afternoon, according to a wireless dispatch received by Collector Jacob, in Assistant Secretary of the Treasury Curtis has directed that the customs regulations be waived and that the landing of everybody be facilitated.

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Hundreds of Residents and American Tourists

Had Relatives on Board the Steamer Titanic.

THROG OF WEEPING WOMEN

Some With Sons on Board Besiege Ship's Office.

Ambassador Bacon Planned to Be a Passenger.

Paris, April 16.—The American colony in Paris was grief-stricken today by the news of the loss of life caused by the wreck of the Titanic. Hundreds of residents and American tourists at the hotels had relatives on board.

All went to sleep last night comforted with the assurance called here that all had been saved, and it was only when they received this morning's newspapers that they learned of the disaster.

The White Star office was besieged by weeping women, several of whom had sons on board. Among these was Mrs. William Dulles, who collapsed.

There is hardly a hotel here at which relatives of passengers are not staying and these are waiting anxiously for definite news.



Henry B. Harris, the New York Theatrical Producer, One of the Titanic's Passengers Reported Among the Missing.

It has been established that Lady Duff-Gordon, who is known in Paris as "Lucile," the name under which she conducts her dressmaking business, sailed on board the Titanic with her husband, Sir Cosmo Edmund Duff-Gordon. They appear on the official passenger list as Mr. Morgan and wife. Robert Bacon, United States ambassador to France with his wife and daughter, had planned to sail on the Titanic, but the delay in the arrival of Myron T. Herrick, his successor caused Mr. Bacon to postpone his departure.

### Life Saving Apparatus.

New York, April 16.—Statistical information of the life saving apparatus of the Olympic, sister ship of the Titanic, was given out today by the bureau of inspection of steam vessels. Figures for the Titanic are not available but as the ships are almost identical in size it is not likely that their equipment materially differs.

The Olympic has 16 lifeboats and four rafts calculated to accommodate 1,171 persons. This means about one-third of the total number of passengers and crew together which is 3,441, can be accommodated. It was said at the bureau that no ship is required to have sufficient boat room to accommodate all its complete passenger and crew list.

The Olympic carries 3,455 life preservers and 48 life buoys and these equipments are made in compliance with the regulations of the British Board of Trade. The United States bureau has no power except to see that each steamship meets the requirements of its home government.

### Much Mail Lost.

New York, April 16.—Postmaster Edward M. Morgan said today that the Titanic had on board 3,500 sacks of mail. It is not likely he said they were saved.

As the standard ocean mail bag holds about 2,000 letters it is estimated that seven million pieces of mail matter have been lost.

### Many Names Not Received.

New York, April 16.—The official announcement of the White Star line of positive news that there are 868 survivors of the Titanic, on board the steamship Carpathia, and the fact that the names of only 315 of those saved have been sent in by wireless shows

that there are 553 persons rescued from the Titanic whose names have not been received here.

### IN A SEA OF ICE.

The Titanic Life Boats Floated for Hours.

New York, April 16.—The brief wireless dispatches received so far show that the passengers and crew of the Titanic passed through thrilling experiences from the very moment that the monster crashed into the iceberg in the dead of night until the Carpathia, several hours later, reached the scene and rescued the survivors from life boats floating in a sea of ice. The collision occurred at a time when most of the passengers had retired or were about to go to bed. The shock of the collision sent many of the passengers to the decks partly dressed. A wireless dispatch came through Camperdown, N. S., saying that the passengers were ordered to the life boats at once and that many of the scantly clad as they took their places in the boats. This would indicate that the Titanic's condition was such that no time could be spared to return to state rooms for additional clothes.

Danger still confronted even those who were so fortunate as to be put aboard the life boats. Huge quantities of field ice covered the ocean, a



First Class Reading and Writing Room of the S. S. Titanic.

wireless dispatch says, and in the darkness the crews had to guide their boats with the greatest care to prevent being jammed and overturned. The ice was so heavy that the life boats could not force their way through it and as a result the boats became widely separated. The air was biting cold and the chill that rose from the ice floes caused the passengers to huddle close together to keep warm. All through the night the life boats bobbed helplessly between the shifting cakes of ice while the survivors prayed for dawn to come.

Shortly after 2 o'clock the sinking Titanic made her great dive into the sea, carrying with her hundreds of persons to death.

Daylight came and with it arrived the Cunard Carpathia, which found only the score of life boats filled with crew and passengers floating helplessly about the vicinity where the Titanic had passed under the waves.

In the melancholy roll of marine tragedies that which overtook the Titanic is the first on record wherein a mother and her child perished on her maiden voyage.

The nearest approach to such an unfortunate fate was the case of a young couple, who were married only a few days before the disaster.

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## NAME TAFT MEN

President and Curtis Endorsed at First District Convention.

Trouble Over Endorsement of Anthony Opponent.

JACKSON DELEGATES SEATED

No Fight Made Despite High-handed Actions.

Taft Men to Ask Same Treatment at Independence.

Atchison, Kan., April 16.—In Taylor hall this afternoon, ex-Governor W. J. Bailey, of Atchison, and A. E. Crann, of Holton, were named as delegates to the national Republican convention in



First Class Reading and Writing Room of the S. S. Titanic.

Chicago in June. Taft and Curtis were enthusiastically endorsed over the mildest matters of protest. When it came to the tributes for Congressman Anthony there was trouble and Judge Stewart, of Doniphan, carried to the convention floor an opposition that troubled Anthony's supporters.

It was 2 o'clock when the convention was called. Every county was represented with a full delegation. Shawnee county had delegates on the side lines and more at home of the regular Shawnee delegates. 25 were present in the hall, while nine alternate journeyed to Atchison in the vain hope that they would be seated. This left four of the Shawnee county crowd to find seats in the visitor's gallery.

### An Exchange of Courtesy.

The seating of the Jackson county delegation was one of the things which for a time seemed to require delicate handling. But the committee-selected delegates were shown the utmost courtesy by the Taft-controlled convention. The mere fact that the Jackson county committee had named men who favored the rough rider, did not discount the welcoming of Taft.

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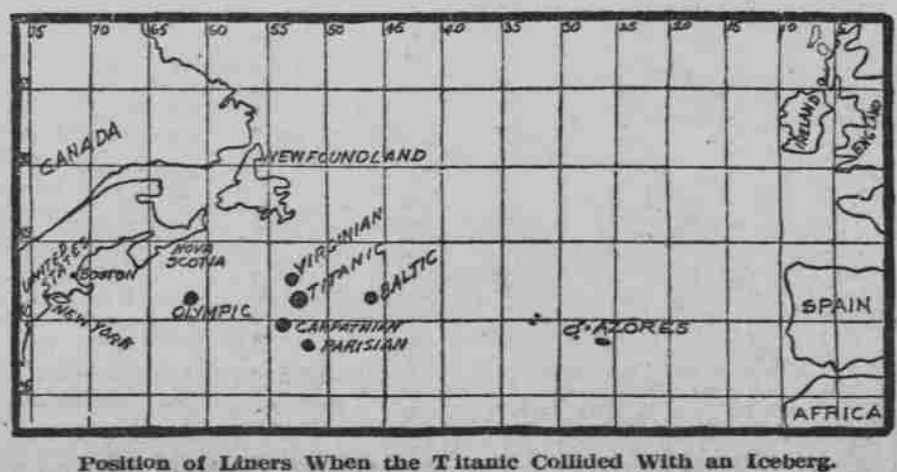
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Position of Liners When the Titanic Collided With an Iceberg.