

THE WASHINGTON HERALD

The Herald has the largest morning home circulation, and prints all the news of the world each day, in addition to many exclusive features.

SHIPS SCOUTING FOR POSSIBLE SURVIVORS

1,800 LIVES LOST AS TITANIC SINKS

Wireless Reports from Searchers Say Few Men Were Saved in Greatest Maritime Catastrophe in History.

New York, April 16 (1 a. m.).—It is reported by wireless from Cape Race that 1,800 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 twenty-four hours ago bearing the proud title of the largest vessel afloat, is to-night at the bottom of the Atlantic, with all of her crew and 1,000 of the passengers. Six hundred and seventy women were taken off the liner after her appalling collision with a submerged iceberg, and they are to-night on the Carpathia making for either Boston or New York.

It is feared that not one of the Titanic's passenger 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. As 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 to-night:

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

Survivors Picked Up.

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 Thursday. The Carpathia also gave the full extent of the disaster by saying that the Titanic had gone to the bottom at 2:20 Monday morning.

To-night a hundred vessels of all descriptions are making for the scene of the disaster at top speed in the faint hope that some of the survivors may yet be saved. But it seems a forlorn hope. The giant boat, racing for America in an attempt to delight its distinguished passenger list with a trip that would startle the world, hit the iceberg with terrific force. The impact was sufficient to tear great seams in the vessel's prow and dislodge one or more of the watertight compartments. Fighting a losing battle, the pride of the maritime world went to the bottom.

Operator Working Frenziedly.
At every wireless station on the Atlantic coast from New York to Cape Race, wireless operators are to-night bending over their instruments, feeling for the pulsations of the marvelous heretofore waves that will bring further details of the catastrophe. The stations that faithfully recorded every piece of information that came from the deep hear nothing. Extra men are on duty, spurred by hundreds of telegrams from all parts of the world for some intelligence of those on board. During the afternoon, and as far into the night as midnight, tiny bits of news filtered in over the marvelous mechanism, but after that there was silence.

In this city all the steamship officers remained open all night. Crowds thronged the White Star Line offices on Lower Broadway, clamoring for some information of the Titanic. To all there was the same reply:

"Nothing more has been heard."

CARPATHIA'S REPORT.

That the sinking of the Titanic was witnessed from the bridge of the Carpathia, which was leading the Parisian and the Virginian to the rescue, is believed here to-night. That the vessel was seen through the glasses of the Carpathia's captain to be afloat is regarded as the source of these early encouragements.

The Titanic carried the most notable list of passengers ever borne across the ocean.

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

Atlantic by one ship. Home-coming American tourists arranged their sailings weeks ago, so as to ride the new wonder of the seas on her maiden voyage.

Went Down at 2:20 a. m.
To-night's dispatches state that the Titanic went down at 2:20 o'clock this morning. The delay in the transmission of the news attributed to the fact that all dispatches have been subject to difficult relays.

The collision of the Titanic with an iceberg is now known to have been a head-on crash that occurred while the liner was proceeding at full speed.

She was a day ahead of her schedule, and it is considered probable that an attempt to have a record-breaking voyage was the sole ambition of her crew. Her forward plates were completely wrecked, a gaping wound opening below her water line and letting the water into her forward compartments. In the meantime the lifeboats were manned and into them were packed as many of the women and children as they could hold. The boats were put off while there was yet some hope of holding the leviathan about until her wireless messages could bring help.

Miss Shaw Brave.
Later and more comprehensive messages tell of great bravery on the part of the passengers. There was a minimum of disorder. John Jacob Astor, who, with his wife, was returning from their long honeymoon abroad, saw his wife placed in a lifeboat and easily away. Col. Astor was drowned. The work of saving the lives of the great crowd of passengers as much as possible, the work of keeping the pumps in operation and the engines throbbing—these tasks and countless

PRESIDENT TAFT'S AID AMONG THE MISSING



MAJ. ARCHIBALD W. BUTT.

from spending the winter in Europe, were among those on the Titanic. Among the best known of the passengers of the ship were Mr. and Mrs. George D. Widener and their son, Harry Elkins Widener. It had been reported several weeks ago, when the Wideners sailed for Europe, that their daughter, Miss Eleanor Elkins Widener, had sailed with them in purchase her trousseau for her wedding to Fitz Eugene Dixon, of this city, which is to take place in June.

Mr. Widener is a son of P. A. B. Widener, the traction magnate, and lives at the Widener home, Lynwood Hall, Elkins Park. Mrs. George Widener is a sister of George W. Elkins and a daughter of the late William L. Elkins, also a traction magnate.

Mr. and Mrs. John B. Thayer and their son, John B. Thayer, Jr., were on their way home from a six weeks' trip in Europe. Mr. Thayer is a son of Mrs. John B. Thayer, of Haverford, and is second vice president of the Pennsylvania Railroad.

Mrs. Thayer, who was Miss Marion L. Morris, is now at the hands of some women in this city.

Mr. and Mrs. William E. Carter, who with their son and daughter, William T. Carter, and Miss Lucille Polk Carter, were on board the Titanic, were making their annual spring trip from Europe to this country.

Mr. Carter is a son of Mrs. William T. Carter. Mrs. Carter is one of the most beautiful of American women, living in Europe. She was Miss Lucille Polk, of Baltimore, before her marriage and of the blood type.

William Crothers Dulles, who makes his home at Goshen, N. Y., where he has an estate called Top Hill Farm, is a son of Mrs. Andrew Cheves Dulles, of 45 South Twelfth Street. Mr. Dulles sailed with his mother for Paris January

Continued on Page Three.

MANY MILLIONS ARE INVOLVED IN LOSS OF TITANIC

Owners and Underwriters Stand to Lose More Than \$10,000,000.

CARRIED HEAVY MAIL

Tremendous Cargo and Priceless Gems Go to Bottom with Ill-fated Ship.

London, April 15.—The insured value of the Titanic is \$5,000,000, while her real value is estimated at nearer \$10,000,000. Of the insured value the White Star Line ran the risk of the first \$700,000 of damage, the underwriters only meeting any claim in excess of that amount. The cargo is understood to be worth \$1,500,000. Of the \$5,000,000 at risk in the open insurance market three-quarters are 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 packages were carried. One of the London underwriters, in an interview, said: "If the vessel makes port the owners face a loss of at least \$1,000,000. In the event of a total loss it will be a serious matter, for the ship cost \$10,000,000 to build. For insurance purposes her hull was valued at \$5,000,000, 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 \$5,000,000."

March Mail Aboard.
There were 24th mail bags aboard the Titanic when she left Southampton. It is stated that the proportion of registered parcels carried was heavier than usual. There were no parcels. The letters addressed to Canada consisted of the usual midweek mail from North and South America and the Canada Islands in the Pacific.

Much of the Titanic's cargo was destined for New York stores, and comprised the spring and summer display of European fashions. These goods comprised expensive lace from Calais, the finest silks from the Far East, an immense consignment of cotton material from Manchester, and, in addition, there was a considerable stock of wines. The main cargo sent the famous "E. O. E." wireless call for help in John George Phillips, of Godalming, in Surrey. Marconi officials say he is one of the most trusted and efficient men in their employ. He was twenty-six years of age, and had been with them six years. He had operated wireless stations all over the world and on many famous vessels. His equipment on the Titanic possessed a range of 300 miles under all conditions. No definite information can be obtained here to-night as to the amount of valuables on board, but it is estimated that in addition to the private collections of jewels belonging to the wealthy women passengers she had on board at least \$5,000,000 worth of diamonds consigned to dealers. She also took a large amount of bonds.

WASHINGTON CLUBMAN IN LIST OF DROWNED



—Photo by Harry Doring. CLARENCE MOORE.

prised the spring and summer display of European fashions. These goods comprised expensive lace from Calais, the finest silks from the Far East, an immense consignment of cotton material from Manchester, and, in addition, there was a considerable stock of wines. The main cargo sent the famous "E. O. E." wireless call for help in John George Phillips, of Godalming, in Surrey. Marconi officials say he is one of the most trusted and efficient men in their employ. He was twenty-six years of age, and had been with them six years. He had operated wireless stations all over the world and on many famous vessels. His equipment on the Titanic possessed a range of 300 miles under all conditions. No definite information can be obtained here to-night as to the amount of valuables on board, but it is estimated that in addition to the private collections of jewels belonging to the wealthy women passengers she had on board at least \$5,000,000 worth of diamonds consigned to dealers. She also took a large amount of bonds.

NATURE OF BERGS TOLD BY EXPLORER

Sir Ernest Shackleton Gives Views on the Titanic Disaster.

HOW FLOES ARE LOCATED

London, April 15.—Sir Ernest Shackleton makes the following statement concerning the North Atlantic icebergs, prevalent at this season of the year, and how they may be detected by ships.

"Northern bergs are formed of land and ice carved off from land glaciers in the winter time. There is a general break up of ice in the spring, and the danger zone consists not only of the actual icebergs, but the great floes of ice that come drifting down until they generally melt in the warmer Gulf stream."

Speaking of the detection of icebergs, Sir Ernest said the usual method is to take the temperature of the water every half hour. Generally, also, when the ship is nearing ice there is a mist, owing to the difference of temperature of atmosphere and water. If the ice is to the windward of the vessel, one feels the cold air; but very often it is to the leeward, and it is difficult to tell if it is in close proximity or not.

"A great many vessels which have prevailed at this season of the year, and how they may be detected by ships. The days of wireless telegraphy, have been undoubtedly lost striking icebergs. "A ship like the Titanic might easily strike an iceberg and be badly damaged. This has been an abnormal year as regards the downward drift of ice from the North. In misty weather, even if you take the temperature every half hour, the ice may suddenly loom ahead. The great danger is not always in the big iceberg, but the berg that is almost submerged. When a berg topples over on getting into a warmer current it lies practically submerged. In case of a vessel going at high speed, it is just as dangerous to strike a submerged berg as to strike a rock. An iceberg of the north polar regions has seven parts below water to one part above."

The World Mourns.

The world stands aghast at the terrible disaster to the newest and greatest achievement of the world's most famous marine architects. Coming, as it did, at a time when most of the 3,000 souls on board the steamship were asleep, many of them probably dreaming of the pleasure of arriving home after an absence on foreign shores, the catastrophe is doubly acute.

Husbands separated from their wives, parents from their children, the scenes must have been heart-breaking when the awful fact was realized that the thousands literally faced death.

Without the absolute and definite knowledge that all the missing are lost, there is a slight hope that some may have been rescued, and some homes may still be happy over the safety of a loved one.

Pray God this hope may not be dashed! Standing out prominently in this greatest of catastrophes is the bravery of the men. With the meager news at hand of the last few minutes on board the ill-fated ship, it is shown they willingly gave their lives so the women and children might be saved.

Some one blundered! Who or how, it would be unjust to say without a more complete knowledge of all that occurred from the time the leviathan of the deep left its dock until the end. Probably it was due to the ambition of the officers in charge to make a record trip, one that would put the name of the Titanic in the mouths of millions who are always interested in such events.

It matters little now what the cause; the sad fact remains that in thousands of homes there is grief and mourning. To all, especially those who were so well known and so generally respected in Washington, The Herald takes it upon itself to voice the sentiments of its tens of thousands of readers when we extend the sincerest and deepest sympathy to those who have suffered.

WORKING HEROICALLY FOR NEWS OF WRECK

"Jack" Binns Flashes Wireless Waves Over Ocean in Endeavor to Get Messages from Ship's Survivors.

Marconi station, Wanamaker's store, New York, April 15.—The wireless office of the Wanamaker stores, at Broadway and Eighth streets, conducted jointly by John Wanamaker and the Marconi Wireless Telegraph Company, were converted into a branch office of The Washington Herald to-night.

"Jack" Binns, the hero of the Republic-Florida disaster, when he shot to the world the wireless C. Q. D. and saved the lives of more than 2,000 passengers and crew, took charge for The Herald. The office was directed by David Sarnoff, manager of this station, assisted by J. H. Hughes, an expert Marconi operator. With every bit of energy at their command, these men stood by their work and fired scores of messages and captured many concerning the wreck. From all over the coast line and far from the interior, even to Chicago, appeals for news of the disaster were heaped upon the temporary office.

The Wanamaker Marconi office is located on the roof of the famous department store, and is one of the most powerful along the Atlantic seaboard. To-night, through all of the pandemonium of wireless controversy and confusion that prevailed, this station managed to pick up direct communication with Siasconsett, Sagaponack, Cape Cod, Hatteras, Sable Island, and many other stations along the coast.

Heard Faint Signals.
Faint signals were heard from the Olympic, but owing to the terrible confusion and disruption of static conditions, Mr. Hughes was unable to pick up the strands of direct communication. No other New York office was able to report any communication at all with the Olympic. Here are some of the wireless messages picked up:

"Cape Race, Newfoundland, April 15.—The latest advice from the Olympic states that she is in the zone of the disaster. Olympic confirms that steamship Carpathia reported the position last reported by the Titanic as 41° N. and 50° W. about daylight. The Carpathia found only a sea covered with debris and wreckage, and picked up a number of the Titanic's small boats."

The survivors declared that the Titanic foundered about 2:30 a. m. with the remainder of the passengers and crew. In the boats there were about 65 souls. Those were saved, with some of the crew who manned the boats and some of the passengers. The latter were principally women and children. The total persons on board, crew and passengers, numbered 1,530.

California Searching.
The California is searching in one direction and the Olympic in another for possible survivors.

Cape Race, N. F., April 15.—8:55 p. m.—Orders to cancel the special train for passengers from Halifax to New York. We are now informed, means that the Carpathia is headed direct for New York. Halifax, Nova Scotia (10:35 p. m.).—Orders have been countermanded for the special train to convey the surviving Titanic passengers to New York. It is believed here that the Carpathia, carrying the survivors, is trying to make either New York or Boston.

Halifax, Nova Scotia (10:35 p. m.).—Orders have been addressed to the Carpathia to make New York if possible; otherwise to land the passengers taken from the Titanic at Boston, and advised that no special train can be held in waiting.

Heavy Loss of Life.
10:40 p. m.—A bulletin has just been issued by Vice President Franklin, of the White Star Line office. In this bulletin he concedes that there has been horrible loss of life in the Titanic disaster, and gives out portions of a dispatch from the captain of the Carpathia.

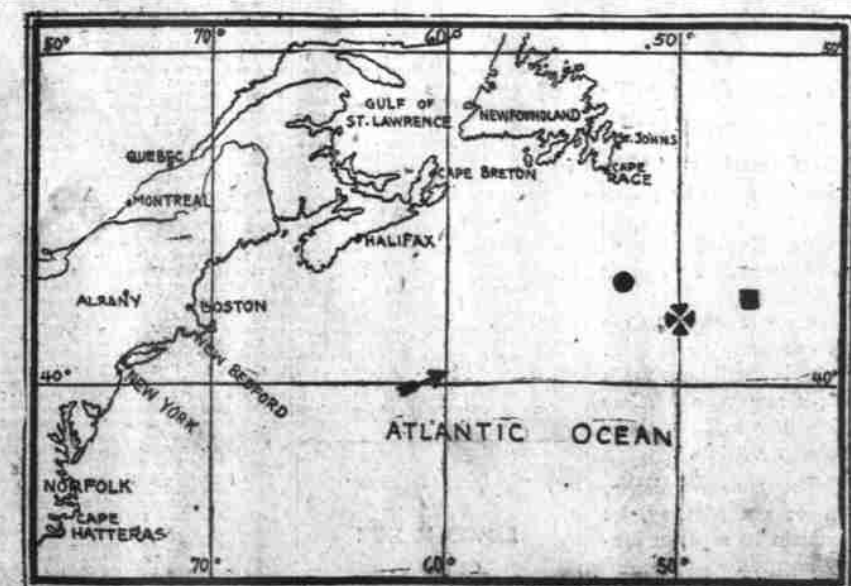
At midnight wireless messages, picked up by this station state positively that 1,800 lives were lost in the sinking of the Titanic. The desperate efforts of friends and relatives in this city to learn at any cost the fate of passengers aboard the Titanic

Facts About the Titanic.

The world's biggest ship.
Length, 852 feet.
Displacement, 66,000 tons.
Tons register, 45,000.
Beam, 92½ feet.
Depth, 84 feet.
Carrying capacity, 2,500 persons.
Crew, 885.
Average speed, 25 miles an hour.
The cost of the great ship ran into the millions, and she was fitted up like a palace, with tennis courts, palm gardens, Turkish and electric baths, ballroom, winter gardens, and "regal" suites. This was her first voyage.

Foreigners Made Homeless.

Boston, Pa., April 15.—Fire to-day destroyed 12 tenement houses. Two hundred and fifty foreigners who occupied the tenements were made homeless, losing everything they owned.



Star shows where the Titanic was when the collision occurred. The circle shows where the Virginian was when she started to aid. The arrow shows the position of the Olympic, and the square the location of the Baltic.

THE HERALD PRINTS THE NEWS RIGHT AND FIRST

The Washington Herald was the first paper in the Nation's Capital to tell the news of the disaster to the Titanic. The Herald, in its FIRST extra, which was on the street at 4:30 a. m. yesterday, stated that the Titanic was SINKING.

The afternoon papers printed unconfirmed reports to the effect that all passengers had been saved. Later reports last night stating that the Titanic had sunk at 2:30 a. m. bore out The Herald's statements in its FIRST extra.

When you read it in The Herald it is so.