

Relatives of Passengers on Ill-Fated Steamer Get Little Encouragement at White Star Offices

GREAT STEAMSHIP DISASTERS OF HISTORY

Vessel and Scene.	Lives Lost.
The Atlantic, White Star Line, sunk on Mars Head, off Halifax, N. S., in a storm, April 2, 1873.	546
The Pomerania, sunk in midnight collision with a bark in the English Channel, November 25, 1878.	47
The Naronic, White Star Line, lost on the Atlantic and never heard from, February, 1893.	74
The Elbe, North German Lloyd Line, sunk in collision with the steamship Cathie, January 30, 1895.	330
The Ville de St. Nazaire, French Line, burned in a storm off Cape Hatteras, March 7, 1897.	40
La Bourgogne, French Line, sunk by British steamship Cromartyshire, off Sable Island, July 4, 1898.	584
The Norge, founded at sea, July 3, 1904.	750
The General Slocum, excursion vessel, burned near New York harbor, June 15, 1905.	959
The Larchmont, sunk in collision with the schooner Harry Knowlton, off Atlantic coast, February 12, 1907.	183
The Berlin, wrecked off Holland coast, February 21, 1907.	150
The Aden, sunk off Socotra, on the east coast of Africa, June, 1907.	78
The British cruiser Gladiator, sunk in collision with steamship St. Paul, off Isle of Wight, April 12, 1908.	30
The Ying King, founded off Hongkong, July 28, 1908.	300
The Folgefouden, sunk at sea, August 23, 1908.	70
The Taishu, sunk off Etoro Island, Japan, November 6, 1908.	150
The San Pablo, sunk off Philippine Islands, November 27, 1908.	100
The Republic, White Star Line, rammed and sunk by steamship Florida, off Nantucket, all passengers saved, January 24, 1909.	6
The Abenton, wrecked off the Spanish coast, February 2, 1911.	70
The Koombuna, wrecked April 3, 1911.	150
The Asia, ran aground on Finger Island, April 23, 1911.	40
The Tucapel, wrecked off the coast of Chile, September 5, 1911.	81



CABIN PASSENGERS BOOKED ON THE STEAMER TITANIC

FIRST CABIN COMPLETE

A. Miss E. W. Allen, H. J. Allison, wife, daughter, and son, maid, and nurse, Harry Anderson, Miss Cornelia A. Andrews, Thomas Andrews, Mrs. E. D. Appleton, Raymond Artaga-Veytia, Col. John Jacob Astor, wife, maid, and maid, and Mrs. A. Aubert and maid.

B. O. H. Barkworth, J. Baumann, Mrs. J. S. Baxter, Quigg Baxter, T. Beattie, R. L. Beckwith and wife, K. H. Behr, D. N. Bishop and wife, H. Bjornstrom, Steven W. Blackwell, Henry Blank, Miss Caroline Bonnell, Lily Bonnell, J. Borebank, Miss Bowen, Elsie Bowler, man, John B. Brady, E. Brandels, George Brayton, Dr. Arthur Jackson, Mrs. J. J. Brown, Mrs. J. M. Brown, Mrs. S. W. Bucknell and maid, Major Archibald Butt.

C. E. P. Calderhead, Mrs. Churchill Cardell, Mrs. J. W. M. Cardesa and maid, T. D. M. Cardesa and maid, T. M. Carlson, P. M. Carran, J. P. Carran, William Carter, wife, and maid, Lucille Carter, Master Carter, Howard B. Cate, T. W. Cavendish, wife, and maid, Herbert F. Chaffee and wife, N. C. Chambers and wife, Miss Clara Cherry, Paul Chevre, Mrs. E. M. Chibnall, Robert Chisholm, Walter M. Clark and wife, George Quincy Clifford, E. P. Collins, Mrs. A. T. Compton, Miss S. W. Compton, A. T. Compton, Jr., Mrs. R. C. Cornell, John B. Craton, Edward G. Crosby, wife, and daughter, John Bradley Cummings and wife.

D. P. D. Daly, Robert W. Daniel, Thornton Davidson and wife, Mrs. B. Devillers, A. A. Dick and wife, Washington Dodge, wife, and son, Mrs. F. C. Douglas, M. E. Douglas, wife, and maid, W. O. Dulles.

E. Mrs. Boulton Earnshaw, Miss Caroline Endres, Miss E. M. Eustis, Miss E. Adams, Mrs. A. F. L. Eganheim.

F. J. I. Flynn, B. L. Foreman, Mark Fortune, wife, and three daughters and son, T. P. Franklin, T. G. Frauenthal, Dr. Henry Frauenthal and wife, Miss Marguerite Frolicher, J. Futrell and wife.

G. Arthur Gee, Mrs. L. Gibson, Miss D. Gibson, E. L. Goldenberg and wife, George B. Goldschmidt, Col. Archibald Gracie, Mr. Graham, Mrs. William Graham, Miss Margaret E. Graham, Mrs. L. D. Greenfield, W. B. Greenfield, Victor Giglio, Benjamin Guggenheim.

H. George A. Harder and wife, Henry Harper, wife, and maid, and maid, Henry B. Harris and wife, W. H. Harrison, H. Haven, W. H. Hawkins, Charles M. Hays, wife, daughter, and maid, Christopher Head, W. F. Heat, Herbert Henry Hilliard, W. E. Hopkins, Mrs. Ida S. Hippach, Miss Jean Hippach, Mrs. John Hogeboom, A. O. Holverson and wife, Frederick M. Hoyt and wife.

I. Miss A. E. Ioham, Mrs. Lemay and maid.

J. Birnbaum Jakob, C. C. Jones, H. F. Julian.

K. Edward A. Kent, F. R. Kenyon and wife, E. N. Kimball and wife, Herman Klaber.

L. William S. Lambert, Mrs. A. Leader, E. G. Lewis, Mrs. Ernest H. Lines, Miss Mary C. Lines, Mrs. J. Lindstrom, Milton C. Ling, J. R. Loring, Miss Grotchen F. Loring.

M. Miss Gergetta Alexandra Madill, J. E. Maguire, Pierre Marchand, D. W. Marvin and wife, T. McCarthy, Timothy J. McCarthy, J. R. McGough, A. McQuay, Edgar J. Meyer and wife, Fred D. Millet, Dr. W. E. Minahan, wife, and daughter, H. Markland Molom, Clarence Moore and maid, Mrs. Morgan, wife, and maid.

N. Charles Natsch, A. W. Newell, Miss Alice Newell, Miss Madeline Newell, Miss Helen Newsum, A. S. Nicholson.

O. O. Ostby, Miss Helen R. Ostby, S. Ostby.

P. M. H. W. Parr, Austin Partner, V. Payne, Thomas Peare and wife, Victor Penasco, wife, and maid, Major Arthur Peuchen, Walter Chamberlain Porter, and Mrs. Thomas Potter, Jr.

R. Jonkheer Reuchling, George Rheims, Mrs. Edward S. Robert and maid, W. A. Roebeling, 2d, C. R. Rolmans, Hugh Rodd, Miss Rosebaum, J. Hugo Ross, Countess Rottles and maid, M. Rothschild and wife, Alfred Ryerson, wife, maid, two daughters, and son.

S. Adolph Saeffed, A. Saloman, Mr. Schabert, Frederick Seward, Miss E. W. Schutes, Mr. Silverthorne, William E. Silver and wife, Col. Alfonso Simonius, president of the Swiss Bankverein, William T. Sloper, John M. Smart, J. Clinch Smith, H. W. Smith, John Smith and wife, Frederick O. Speding, wife, son, and maid, W. A. Spenser, wife, and maid; Dr. Max Stahllein.

SECOND CABIN COMPLETE

A. William Angle and wife, John Ashby, Samuel Abelson, Hanna Abelson, Edgar Andrew.

B. Lillian Bentham, Ada R. Balla, Kate Bliss, Robert J. Bateman, Lawrence Beasley, Mrs. A. O. Belker and three children, Reginald Butler, Edward Beane, Ethel Beane, H. J. Beauchamp, Jose De Brito, the Rev. Thomas R. D. Byles, Mr. Bambridge, Solomon Bowcour, Mildred Brown, Percy Baily, W. Hull Bonford, William Hereman, Carl Bryhl, Dagmar Bryhl, Karolina Bystrom, Frederick J. Banfield.

C. Erick Collendar, R. C. Coleridge, Harvey Collier, Charlotte Collier, Marjorie Collier, Irene C. Corbett, Mrs. C. P. Corey, John H. Chapman, Elizabeth Chapman, the Rev. Ernest C. Catter, Lilian Carter, Alice Christy, Julia Christy, Charles V. Chase, Edna Maria Clarke, Clear Cameron, Erik Collander, Stuart Collett, Charles Chapman, William N. Williams, Harry Cotterill, Albert F. Caldwell, Sylvia Caldwell, and Alden G. Caldwell.

D. Baron von Drachstedt, Sebastian de Carlo, Herbert Denbury, James V. Drew, Lulu Drew, Marshall Drew, Anne Davis, John M. Davis, Florentina Duran, Charles Davies, William Diddon, Mary Davis, William J. Denton, Ada Doline, Elsie Doling, Lona N. De.

E. Stanley Fox, Brnel Fahlstrom, Harry Faunthorpe, Lizzie Faunthorpe, Charles Fillbrook, Annie Flynn, Joseph Fydney.

F. Alfred Gaskell, William Gillespie, Ethel Garde, William Gilbert, Harry Gale, E. Gale, John Gill, Ralph Giles, Hans K. Givord, Samuel Greenburg, Fred Giles, Edward Giles, Lawrence Gavvy.

G. Mary D. Hewlett, Walter Harris, Herman, Kate Herman, Alice Herman, Stephen Hold, Annie Hold, George Hunt, Leonard Hickman, Stanley Hickman, A. Duran, Percy Howard, Ellen T. Howard, Benjamin Hart, Esther Hart, Eva Hart, John Harper, Nina Harwood, Anna Hamalainen and infant, Mr. Hoffman and two children, Elizabeth Hocking, Nellie Hocking, Henry F. Hodges, Martha Hiltunen, Nellie Hocking, George Hocking.

H. Bertha Hiett.

I. Clifford Jeffery, Ernest Jeffery, Sidney Jacobson, Amy F. Jacobson, Stephen Jenkins, Dr. J. C. Jenkins, John D. Jarvis.

J. Nora Kanter and wife, Daniel Keane, Nora A. Kano, the Rev. Charles Kirkland, F. Kanes, P. Kelly, John Henrik Kviller.

L. Rene Larnot, John Linde, Robert W. L. Linde, Joseph Laroche and wife, Simonne Laroche, Louis Laroche, J. J. Lamb, Jessie Leitch, Amelia Lamore, Charles Leuch, Alice Louch, R. Levy, Bertha Lehman, and William Lahtinen and wife.

M. Emilio Maggiasacchi, Mr. Marshall, Mrs. Marshall, Ernest Morawek, Noel Maggiasacchi, Joseph McGrie, Elizabeth Mellinger and child, Joseph Mantilla, Frank H. Mayberry, Thomas F. Myles, Mary Mack, Thomas Mould, Henry Mitchell, A. Mallet and wife, Master A. Mallet, W. J. Matthews, Peter McKane, William Meilers, August Meyer, and Jacob Milling.

N. Joseph Nichols, Robert D. Norman, Elizabeth Nye, Nicholas Nasser and wife, and L. Nelson.

O. Richard Otter and Thomas Oxenham.

P. Robert Phillips, Alice Phillips, Dr. Alfred Paine, Frederick Pengelly, Emilio Pallaro, Julian Parker, Clifford Parker, Mrs. L. Parish, Martin Ponessell, Emilio Portapuppi, Frank Palsum.

Q. Jane Quick, Vera W. Quick, Phyllis Quick.

R. Peter H. Rehout, Lillie Rebof, Lucy Risdale, Harry Rogers, Emily Rugg, Emily Richard, Selma Rogers, David Reeves, Miss E. Reynolds, Emily Richards, William Richards, George Richards.

S. George Sweet, Ernest A. Sosted, Augustus Smith, Maude Sincok, Richard J. Slesner, Martin Smith, Haydon Sobey, Philip J. Stokes, H. M. Slayter, W. S. Slegnick, Percival Saharp, Anna Sinkonen, S. Ward, Stanton George Searney, Martha Shelley, Lillie Silven, M. E. K. Strant.

T. Miss E. Trout, William J. Turpin, Dorothy Turner, Ellen Tooner, Moses A. Tropliansky, Mrs. A. Tervan.

V. James Veale.

W. Mrs. George Wilkinson, Ada C. Wilkinson, William J. Ware, Leopold Weiss, Matilda Weiss, Edward Wheeler, Florence Ware, John James Ware, Susie Webb, Charles Wilhelm, David Wright, Bessie Watt, Bertha Watt, E. Arthur West, Dan West, Constance West, Barbara West, Edwin Wheeler, Mrs. Addie Wells, Miss J. Wells, Ralph Wells, Nellie Walcott, C. Williams.

BLAME COMPANY FOR FALSE NEWS

Relatives of Victims Say the White Star Line Officials Gave Out Erroneous Messages of Hope.

NEW YORK, April 16.—Stunned by the weight of the terrible disaster that followed the loss of the giant liner Titanic on her maiden voyage, New York halted today. It is hard to realize that the latest cessation of marine architecture, the great steamship which only yesterday, when news that she had been in collision was received, was proudly branded by her owners as "unsinkable," now lay below the waters of the Atlantic off the banks of Newfoundland.

Not since the ill-fated French liner Bourgoyne was rammed and sent to the bottom with all of her company by the great iron freighter Cromartyshire on July 1, 1886, have such scenes been witnessed as were enacted at the office of the White Star Line on lower Broadway throughout the night and day. Men, women and children, many hysterical and weeping, stormed the offices and vainly begged for some word of comfort regarding the fate of their loved ones.

Few got any satisfaction. For the great majority of those who had been told that there had been loss of life, but they were hoping for the best. To relatives of noted passengers a private audience was granted and it was quietly whispered that the outlook was not so serious. But even they did not get all of the facts which the company had in its possession. For some inexplicable reason the White Star line has steadily refrained from making public facts in its possession and apparently it was able to muzzle the wireless, as messages sent direct to ships on the scene were held up, while not a single word was permitted to penetrate from the fogbound banks of Newfoundland where the worst tragedy of the seas was being enacted.

Charges were freely made by relatives of the missing that the company not alone withheld news of the disaster, but that it was responsible for the messages of comfort received yesterday, saying all of the passengers had been rescued and the disabled liner was being towed toward port. But the officials refused explanation. They admitted they had known for some hours before they made public announcement that the Titanic had foundered, but they defended their action by saying that until Captain Haddock of the Olympic confirmed the reports they had not felt justified in alarming the people of the nation.

When the first announcement was made last night, the Titanic had sunk and that there was probable loss of life," the offices of the line were immediately besieged by anxious men and women all waiting for a word of comfort or assurance. To all the statement was made that the Titanic had foundered and that there was loss of life, but that no names were then available.

The word reached many while they were in the theaters and the restaurants, and soon automobiles and vehicles of all descriptions were rolling up to the offices. Soon the offices were crowded and the line had extended far out into the street.

Among the first to reach the offices of the line was Vincent Astor, only son of Col. John Jacob Astor. He was worried, but hopeful, when he arrived, and was admitted to the private offices of Vice President Franklin.

Accompanied by A. J. Biddle and the representative of the Astor estate, Hall an hour later the young man emerged weeping bitterly, and was assisted into his auto and taken home.

Straus' Secretary Arrives.

Sylvester Byrnes, private secretary of Isidor Straus, another victim, remained at the offices of the line all night. He went home at 8:30 o'clock, saying there was no doubt that his employer and all of the other noted men on board had perished.

Other relatives of the missing continued to arrive and all were told that the list of survivors would be made public as soon as possible. This came to the White Star offices by wireless, as it had been sent from the Carpathia to the Olympic, and by it relayed to another ship, which sent it into the wireless station at Siasconnet, Mass., and from there it came into this city over the land lines. But before they would give the list out the line officials verified it.

It was seen at once that there had been no class distinction, but that the women of the steerage had been cared for in the same manner as their more fortunate sisters of the first and second classes. The women had been taken off and the men remained to die, and even in their deep sorrow it was plain that most of those who heard the news were proud to know this fact.

The officers of the line were seemingly stupefied by the news. Only once did Vice President Franklin flash and flare up, and that was when he was told that it was reported and generally credited that the company had withheld its news of the disaster and muzzled the wireless so that reinsurance might be secured. He said:

"That is an absolute lie, and those who make the statement know they lie! We did not admit the Titanic was sunk until we were absolutely assured that it was a fact. We are now doing all we can to find out who were saved and who were lost."

When Franklin was asked why the company gave out the wireless yesterday, saying that all of the Titanic's passengers were safely on board the Carpathia, he failed to reply.

Besides the personal appeals for news, the offices were deluged with frantic appeals by long distance telephone and telegraph. To all the same reply was made that as soon as the actual facts were known the news would be made public.

It was accepted everywhere from the start that Capt. E. J. Smith, admiral of the White Star fleet, went down with his ship. For forty years he had been a master of ocean ships. His first accident was when he was in command of the Olympic, he was on the bridge when that sister ship of the Titanic was smashed by the British cruiser Hawke. Then at the outset of his work as commander of the Titanic he had encountered an accident when he just missed destroying the steamer New York by failing to shut off his engines when passing her berth at the Southampton docks.

His friends said there could be nothing for the veteran to live for after losing the Titanic. The very fact that he had failed to "sense" the iceberg would always have been held against him, and the men who knew him best said he would hardly have lived to come to port even though he had saved his passengers.

Alfred G. Vanderbilt, at first supposed to have been lost, cabled his relatives here that he did not sail.

TITANIC WENT DOWN IN DEAD OF NIGHT

Unparalleled Scenes of Horror Attended Foundering of Monster Ship After Its Steel Prow Crashed Into Mountain of Ice.

CAPE RACE, Newfoundland, April 16.—Unparalleled in history, the scenes that accompanied the foundering of the Titanic on the ice-strewn banks of Newfoundland was marked by intense suffering and rare heroism, according to the few disjointed and fragmentary messages that have been picked up by the wireless operators along the coast.

It was a night of black terror. Sunday had been cloudy and foggy, but the great liner had been steadily held on her course. Precautions were taken to guard against accident, but it seemed certain today that it was necessary to keep considerable headway on the giant vessel, so that she would remain manageable.

The smash came at 10:25 Sunday night. Many of the passengers were undoubtedly in their beds at the time, but all must have been routed out immediately, as Captain Smith was too experienced a navigator to overlook any precaution or to fail to realize that the force of the collision had inflicted a mortal wound, despite the confident assertions he had made many times that the Titanic was unsinkable.

A Black Night.

It was black night, the thick, muggy atmosphere so peculiar to the banks, and the darkness redoubled the horrors of the occasion. The ship's company, assembled on the great decks of the floating hotel which was so soon to become the grave of many of their number, could have had little time to dress. Many of the passengers must have been garbed as they came from a slumber, carrying only the wraps hastily caught in the moments that followed the horrible grinding of steel upon ice.

Coston signals were burned, rockets sent up, as the wireless snapped out its frantic appeal for help, while the starboard searchlight, told off by their commander to man the lifeboats, began the work of getting the big boats over side and filled with their precious human freight.

It appeared today that there was no need for the order, "Women and children first," but that the men stood aside and pushed their women folk to the boat decks, where the lifeboats were being filled as quickly as possible. "Lives and sisters in tears, with the last kisses of husbands and brothers on their lips, were marshaled to their places, while the wounded giant staggered and sunk lower with every lurch of the sea.

Little Hope for Many.

It must have been apparent from the outset that there was little hope for many of that company. Although she carried the maximum of life rafts and lifeboats, they were utterly insufficient for that great company, which a few hours previously had been so cheerful and happy at the prospect of soon reaching their journey's end. The staggering of the wounded monster and the gradual sinking by the head must have indicated to all that the end was certain.

Passengers were buoyed up by the hope that assistance was coming as fast as ships that had picked up the

urgent appeal for aid could be sent through the water. But the officers could have entertained no such delusion. They knew from the messages received that no vessel could reach them before daylight, and with the water making in the holds faster than it could be checked by the pumps, they must have realized that only floating wreckage and the filled lifeboats and rafts would greet the rescuers.

So they carefully filled the boats, lowered them into the water, and ordered them to row far enough away so that the whirlpool suction that would follow the final plunge of the Titanic would not swamp them. The 3,446 lifeboats were dealt out, and the forty-eight lifeboats placed where they could be used, but it was realized that in the final analysis these would be of no use, and that those on board when the great plunge came were certain of death.

Like Corks on Water.

The small boats, bobbing like corks on the water amidst the field of ice, it was believed, witnessed the final plunge of the vessel to her grave, two miles below the surface.

It seemed certain today they had rowed in company as far off as possible, but the swirling waters must have brought home at least to the crew that the vessel had gone down.

The waiting in the dark and cold may have cost the reason of many of the women. It was believed today that the fact that the Carpathia, which was first on the scene, started direct to New York as soon as she had taken the unfortunate from the lifeboats, indicated that many of the survivors were in a very bad way. She carried only one doctor, and his best efforts were needed to save the reason of the women, who realized that many of them were now alone in the world.

CARPATHIA IS DUE TO DOCK THURSDAY

Secretary of the Treasury Learns 800 Survivors Will Land in New York.

A wireless message to the Secretary of the Treasury today, forwarded through Collector Loeb, of the port of New York, says that the Carpathia will arrive in New York Thursday morning with 800 survivors of the Titanic.

Customs regulations have been waived by Assistant Secretary Curtis in charge of the customs division, and the Carpathia will be docked without delay.

Ambassador Bacon Had Planned Trip on Titanic

PARIS, April 16.—Retiring United States Ambassador Bacon came near being a passenger on the ill-fated liner Titanic. The ambassador had planned to sail on the Titanic but decided to take the new French liner France, and accompany a French delegation that will visit the United States. It will be the maiden voyage of the France.