King George and Premier Asquith **Express Poignant Sorrow** of Nation.

Best Traditions of the Sea Observed by Personnel of the Titanic in Supreme Moment.

London, April 16,-The King, in a message to the White Star Company, and the Prime Minister, in the House of Commons, to-day appropriately exthe nation's sense of poignant sorrow at a calamity which was impressed on the public mind almost in an unprecedented manner, not only because of the terrible nature of the dis-

The first hopeful wireless messages leading to the belief that all had been saved-the origin of which is now a matter of anxious speculation-then the sudden dashing of hopes tended in a most dramatic way to raise public interest to a pitch of the greatest inten-

As the day passed and the hopes that there might prove to be further survivors on other liners were gradually disappointed, the British public began slowly to realize the dreadful nature of the catastrophe and the scenes of horror that must have occurred in the few hours between the moment the liner struck and that in which she went down, and the anxious hours of the survivors in the boats.

#### Many Pathetic Scenes.

Pathetic scenes were enacted all day long at the offices of the White Star Company, the hotels and other places where friends of those aboard the Titanic had gathered, walting for the dreaded news. All other topics were completely dwarfed. Parliament discussed Home Rule, but that question for the moment has no interest for a public face to face with such an appalling disaster. Much satisfaction is expressed at the

large number of women and children among the surveyors, as showing that the best traditions of the sea have been upheld. There is no disposition, pending fuller details, to attribute blame in any quarter, but every possible phase and theory likely to throw a light or give guidance for the future is being discussed, especially the question as to the number of boats and lifesaving appliances carried aboard the big liners. In this respect the calamity has brought a revelation to the public of unsuspected dangers in ocean travel, which may be calculated to lead to the strictest investigation and, if possible, remedial measures for its regulation.

The crowds increased in density every moment. Lines of automobiles and carriages containing inquirers were so extended that the late comers were unable to get within several blocks of the of-

On all the steamship offices and on many public buildings flags are flying at the Titanic, Mr. Carlisle said:

The reassuring cable dispatches received | cannot afford such extra top weight. yesterday had sent the reinsurance rate down to 25 guineas per cent, and the and the Olympic were fitted with davits

underwriters closed up at night hopeful that all was well. When they repened this morning a little business was done at 90 guineas, but the rate was quickly raised to 95, which is known as

The exact amount of the property lo was hard to ascertain to-day. Underwriters stated that they could not say accurately what securities were board the ship as yet. It was generally estimated, however, that with the carge the Titanic would represent a value of approximately \$12,500,000. Of this total, \$750,000 was retained by the White UNSINKABLE SHIP A MYTH Star Company at its own risk, and the palance was placed on the insurance narket in London, Liverpool, Hamburg and elsewhere

The loss sustained is the largest on record in connection with one "bot-

#### No Cancellations Known.

The officials of the White Star Company say that so far as they know every passenger whose name appeared on the lists cabled to New York vesterday went aboard. There may, they say, have been a few who changed their offices up to the present no cancellations from or additions to the passenger aster to the Titanic, but by reason of list have been heard of. As a matter peculiar circumstances surround- of fact these would be known only to the purser of the Titanic

A number of prominent Canadians were on board. Among them were Mark Fortune, a capitalist of Winnipeg, who Riviera; Hugo Ross, son of the late A. W. Ross, of Winnipeg, a politician, and T. O. C. Caffry, the Western superintendent of the Union Bank of Vancou ver. All these are known definitely to have sailed.

Premier Asquith in a brief statement n the House of Commons gave public onnection with the disaster. After reading out to the members the messages from the White Star Company al ready published the Premier continued:
Perhaps the House will allow me to add
this: That I am afraid we must brace ourselves to confront one of those terrible
events in the order of Providence which
baffle foresight, which appal the imagination and make us realize the inadequacy
of words to do justice to what we feel.
We cannot say more at this moment than
to give a necessarily imperfect impression
of our sense of admiration that the best
traditions of the sea seem to have been observed and that willing sacrifices were
offered to give the first chance for safety
to those who were least able to help themselves and of the heartfelt sympathy of
the whole nation to those who find themselves suddenly bereaved of their nearest
and dearest. ready published the Premier continued:

Sydney Buxton, president of the Board of Trade, was asked in the House of Commons this afternoon if he would to New York from taking the northern oute for the purpose of breaking rec ords and whether he could state the number of lifeboats carried on board the Titanic as compared with the num ber of passengers. Mr. Buxton said he must have notice of such questions.

Alexander Carlisle, lately chief designer for Harland & Wolff, the shipbuilders, and the designer of both the Titanic and the Olympic, in the course of an interview to-day said:

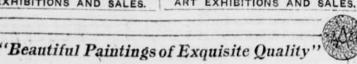
I never thought there was such a thing as an unsinkable ship. When the news first came that the Titanic was sinking by the head I thought it likely that she would reach port. The fact that she sank within four hours after the impact with the ice indicates that her side was torn out.

Everything that could reasonably be thought of was done in the case of the Titanic and the Olympic in regard to the arranging of the bulkheads and other details in order to minimize the risk of ordinary accident.

As to the number of boats carried by

The underwriters at Lloyds were stag- of the present day do not carry anything gered at the news, but it is declared that like a sufficient number of boats, but the insurance on the lost vessel is so until the Board of Trade and the govevenly distributed that none of the ernments of other countries require sufunderwriters are likely to be hard hit. ficient boats to be carried ship owners "As a matter of fact, both the Titanic

ART EXHIBITIONS AND SALES. ART EXHIBITIONS AND SALES.



At the American Art Galleries

Madison Square South, New York ON FREE VIEW TO-DAY 9 A. M. TO 6 P. M.

The Important

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To be Sold at Unrestricted Public Sale by Order of the Title Guarantee and Trust Co., Executor, Joseph H. Fargis, Attorney.

The Objects of Art and Furnishings Including a Steinway Baby Grand Piano

At the American Art Galleries This (Wednesday) & Thursday Afternoons at 2:30

The Beautiful Paintings By the Barbizon Masters

and their contemporaries. To-morrow (Thursday) Evening at 8 o'Clock

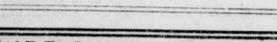
In the Grand Ball Room of

THE PLAZA (FIFTH AVENUE, SSTH TO SOTH STREET)

(Admission by card only which may be had free of the managers)

The Sale will be conducted by MR. THOMAS E. KIRBY, of the

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SALE TO-DAY AT 2 O'CLOCK P. M. Also Thursday, Friday and Saturday, Same Hour

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Antiques and Reproductions 676 Madison Ave., N. Y. City. With additions from a large importer WILL BE SOLD AT UNRESTRICTED PUBLIC AUCTION A Collection of Beautiful Examples
Of English, French and Italian Regulssance Furniture
A SUPERBLY CARVED

ITALIAN RENAISSANCE TABLE

From the Antico Palazzo Ameright, Florence. Believed to be the only one of its kind in existence. The finest specimen of Italian craftsmanship over seen in this country. Antique Refectory Tables, Chests, Italian and Flemish Wall Tapestries, Carrara Mar-bles and Italian Terra Cottas, Decorative Objects in large and small pieces, etc.

THE SALE WILL BE CONDUCTED BY MR. AUGUSTUS CLARRE

designed for and capable of carrying four fimes the number of boats actually fitted in the ships when they went to sea. Although a large margin was then left, I think I am correct in saying that the Titanic carried a number of boats 50 per cent larger than the number required by the Board of Trade rules."

To Shut Bulkheads at Night. Mr. Carlisle also thought that the Board of Trade should make it compulsory to close the watertight compartment doors of ships between sunset and

sunrise. He continued: I have little doubt that sooner or later when the travelling public is not so fastidious about going up and down stairs and when they do not require to walk practically more than half the length of the ship without opening a door and when the Board of Trade makes it compulsory not to have any watertight compartment open either in the hold or between decks between surset and surrise an enormous amount of either in the hold or between decks between stract and sunrise an enormous amount of risk at present existing in ships may and can be eliminated. If the points as to the closing of the watertight compartment doors and the carrying of boots are carried out the public will be 50 per cent safer.

In response to a telegram of inquiry as to the number of boats carried by Company at Liverpool sends the followminds at the last moment, but at the ing message: "The Titanic had twenty signed "Phillipps." boats, which is in excess of the official

The question of the number of boats carried by steamers has been widely discussed. It appears that the Board of half in the number of boats, rafts and buoyant apparatus carried when the ship compartments; but this concession does

#### Strict Inquiry Aliead.

According to some experts it would be an impossibility to carry a sufficient number of boats to accommodate all on board the mammoth liners, or, if carexpression to Great Britain's grief in ried, it would be next to impossible to man and provision them. It cannot be doubted, however, that the disaster will lead to a strict inquiry by the Board of Trade into this matter, and a revision of the regulations.

This question has already been for some time under discussion by the advisory committee, composed of prominent ship owners, and a Board of Trade committee, and certain recommendations had been prepared, which have not yet been made public.

The Titanic was fitted with electrically controlled watertight compartments. Therefore these should have immediately closed from the bridge unless, as surmised, the collision so damder this impossible, or the vessel's side was torn away by an iceberg. The newspapers are chary of discuss-

up to 10,000 tons. One of the best known London representatives of the Standard Oil Company, W. H. Harrison, failed to sail on the Titanic, as he intended. He is the father of the former Second Secretary of the American Embassy in London, Leland Harrison, now Secretary of Em-

bassy at Bogota, Colombia. Mr. and Mrs. Isidor 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.

Mrs. Widener's three pearl necklaces were insured for \$750,000, the policy stipulating that they should all be worn by her on the voyage.

The message received by the parents of J. A. Phillips, the wireless operator on the Titanic last night, stating "Making slowly for Halifax; practically unsinkable; don't worry," was sent by an uncle of the operator in London to the Titanic and how many persons they Godalming, in Surrey, where the father would accommodate, the White Star lives, and the parents assumed that it had come from their son, as it was

#### Atlantic Lanes Changed.

The transatlantic liners have agreed, in consequence of the reports as to ic in the Atlantic, to cross longitude 47, in latitude 40:10, eastbound, beginning to Trade regulations permit a reduction by day, and longitude 47, in latitude 41 westbound, beginning on April 25.

not apply to lifejackets and similar ap- German Emperor and Prince Henry of Prussia.

The loss of the Titanic is so serious to the underwriters that it is asserted that the prices of marine insurance will be stiffened greatly all around.

Several insurance men, interrogated on the subject, declined to commit them selves to any definite opinion, but seemed to think that there would be a move ment in the direction of higher rates of insurance. Asked whether this would prove a setback to the building of huge ressels, one member of Lloyds said that it depended on the nature of the details

of the disaster given by the survivors. The disaster to the Titanic caused a slight weakness to-day in gilt-edged securities on the Stock Exchange on sales by underwriters. International Mercantile Marine shares were offered at \$2 below parity, at 21 3-4.

Belfast, April 16.-Thomas Andrews. a director of the shipbuilding firm of Harland & Wolff, was among the aged the electrical apparatus as to ren- passengers on board the Titanic. He was accompanied by a number of mechanics, who were watching the working of the latest product of the coming the subject of the Titanic's boats, pany's yards.

### FIRST AND SECOND CLASS PAS-SENGERS NOT ACCOUNTED FOR

Eliminating from the first cabin pas- . The following is a list of the second senger list of the Titanic the names class passengers on the Titanic who are of those known to be saved, the following names remain of those whose fate is still in doubt:

Aubert. Mrs. N. and Lambert-Williams. Flet-maid; "Mrs. Abbott" cher Fellowes. Lawrence, Arthur. Lowis, Mrs. Charlion T.

McCough, Mrs. J. K. Middleton, Hon. J. Con

hitmall, Miss. 7.

Rowerman operably umong those saved.
Clark, Walter M.
Tifford, George Quiney.
Colley, S. P.
Cornell, Mrs. R. C.
Craig, Norman, G. S.
Orlout, Alfred T. may be safe).

On M. P.
On M. P.
Churchill

Description

Partner, M. Austin.
Payner, V.
Pend, Miss Florence L.,
and maid.
Poiter, Waiter Cham-

Charle, H. I.
Chevre, Paul oprobably
among rescued:
Chisholm, Robert.
Compton, Miss. I. R.
Compton, Mr. and Mrs.
Crafton, John B.
Crosby, Mr. and Edward G.
Crosby, Miss Harriett
A. T. (may be safe).
Cummingr. John Bradeler.
Ley
Cassebeer, Mr. and Mrs.
Cassebeer, Mr. and Mrs.
Reuchin, Jonkherr J. G. Reuchtin, Jonkherr J. G. Robert, Mrs. Elizabeth Watson and maid Roebling, Washington

to by Cassebeer, Mr. and Mrs.
H. A. (Mrs. Cassebeer, Mrs. and Mrs.
H. A. (Mrs. Cassebeer, Mrs. and Mrs.
Davidson, Thornton, D. Villiers, Mrs. and Mrs.
Company be safe).

Davidson, Thornton, D. Villiers, Mrs.
Company be safe).

Rouchvin, Jonkheer J. G.
Rouchvin, Jonkheer J. G.
Watson and maid.

Roes, J. Hugo.
Roes, J. Hu

Ryerson, Miss and Man-ter (may be safe).

Douglas Master R. and numar E and man Ryerson. Me Loustis, Misa E. M. Evans, Miss E. (may be safe). Fortune, Charles. Frenklin, T. P. Furrelle, Jacques. Fortune, Mark Foreman, B. L. Spedden. Douglas, Stead, W. (May Frenklin, F. E. L. (Mrs. Goldenberg, Mrs. L. F. (Mrs. Goldenberg, Mrs. Gold

Hogeboom, John ( safe). (may be safe). Smith, L. P. Holden, Rev. J. Stu- Schaber, Mrs. Paul

Harrison, W. H. Haven, H. Harp, Mr. and Mrs. Charles M. Harp, Miss Margaret, and mald. Host, W. F.

Harp, Mr. and Mrs.
Charles M. Walker, W. Anderson,
Harp, Miss Margaret,
and maid.
Host W. F.
Hipkins, Mrs. W. E.
White, Percival A.
White, Richard F.
Widener, George D., and
man servant.
Widener, Harry.
Wood, Mr. and Mrs.
Frank P.
Wyckoff, Van der Hof.
Weir, J.
Wick, Mr. and Mrs.
George D.
Williams, Duane.
Williams, Duane.
Williams, Duane.
Wright, George.

Resumed Her Way.

the lists of survivors which the White In the case of many of those reported

to have been rescued, however, the names have been misspelled or the ini have resulted from wireless transmission and the excitement under which they were sent. Some counted among the missing, therefore, may be among the survivors due in New York on Friday on the Carpathia.

Karlnes, Mis Kantar, Seina Kantar, Mrs Knight, Br Kirkland, Rev. Charles, Karnes, Mrs. F. G. Kevnaldo, Miss. Krillner, Joseph H.

Alson, Robert W.

Pullaum, Frenk.

Rogers, Settna Renouf, Peter H. Ricadale, Miss Lin-Rogers, Harry Reven, David

Ashby, John
Aldworth, C.
Andrew, Pigan
Adelman, Franz,
Adelman, Miss Lila
Andrew, Frank,
B.

Byles, Re., Thomas, Beauchamp, H. J. Decsley, Lawrence, Eateman, Robert J. Eutler, Regmald, Botsford, Hull Rowener, Sciomen Roweneer, Sciomon Berriman, William, Reacken, James H. Banfield, Fred. Battey, Percy, Bainbridge, Charles

Lantimen, Mrs. Mudd, Thomas Mack, Mary, Marstall, Henry Campbell, William, Colver, Harvey, Corbett, Mrs. Irens Chapman, John R. (or hapmen, Mrs. Plica-

De Brits, Jose
Deleroft, Mrss. Nelle.
Demborser, Herbert
Drew, James,
Drew, Marier, Marshall
Liei Vario, Mrs.
University Martin
Communication of the Communi

Shutes, Miss E. W. tmay be safe).
Silver, Mr. and Mrs. William B. (may be Sword, Han K.
Stokes, Phillip, ir.
Sharp, Percival
Seigwick, Mr.
Smith, Austraus,
Sweet, George
Sjosted, Ernest,
Sjemen, Richard
Sjoster, Miss H.
Slatter, Miss H.
Slatter, Miss H. M.
Stanton, Ward,
Toomey, Eilen

Spedden. Master R. Douglas, and nurse. Stead, W. T. Stehl, Mr. and Mrs. Max Frolisher. Straus, Isidor, and man servant.
Sutton, Frederick.
Salemon, Mrz. A. I.
(may be safe).
Seward, Frederick K.
Smert. John M.
Smith. J. Clinch.
Smith. E. W.

Safe). Safe). Gate Coll.

Strumel, Mr. and Mrs.
C. E. H.
Stewart, A. A. Garsy be
C. safe).
Smith, L. P.
Schaber, Mrs. Paul
T.
Thorne, Mr. and Mrs. G.
Taussig, Mrs. Emil.
Cruchurtu, M. K.
Walker, W. Anderson.

Gate, Coll.
Garrer, Lawrence,
Historia, Leonard,
Historia, Studies,
Historia, Studies,
Hart, Benlamin,
Hart, Weiter,
Harrer, John,
Harrer, John,
Harrer, Walter,
Hoffman, Mr.
Walker, W. Anderson. Herman, Miss Kate, Herman, Miss Kate, Herman, Miss Alice, Heward, Perjamin, Howard, Mrs. Ellen T. Hart, George Hale, Reginald, Hamatainen, Mrs. Anna, and infant soil.

Veale, James, Von Drachstedt, Baron, W. Walcroft, Miss, Wilhelm, Charles. Hart, George
Hale, Reginald.
Hamatainen, Mrs.
Abha, and infant son.
Hittunen, M.
Hunt, George.
L.
Hett, Bertha.
Jackson, Mrs. Amy.
Jackson, Mrs. Amy.
Wilhelm, Charles.
Watson, Emess.
Ware, William C.
Wheadon, Edward,
Ware, John James.
Ware, John James.
Ware, John James.
Ware, John James.
West, E. Arthur.
Wheeler, Edwin.
Werman, Samuel. Jackson, Mrs. Amy. Juliet, Luwche. Jacobson, Mr.

Toomey, Ellen
Turpin, William J.
Turpin, Mrs. Dorothy.
Turner, John H.
Turner, George.
Troupeansky, Moses A.
Trevan, Mrs. A.
Trant, Mrs. Jesse.
Troutt, Miss E.
Troutt, Miss Cecilia.
V.

OLYMPIC GAVE UP SEARCH clated Press by Loudon Charlton, business manager of the Philharmonic Society of New York, a passenger on the Olympic, Hearing Titanic Had Sunk Liner and is the first word received concerning the disaster from any one outside of official sources.

On Board the Steamship Olympic, at It will be noted that the number of sur-Sea, April 16.—The Olympic received news at midnight Sunday that the Ti- inal dispatches. Later dispatches, howvivors is practically identical with the origtanic had struck ice. She started immeever, indicated that 868 persons were saved, diately for the scene, but resumed her course eastward at 5 o'clock in the

A QUARTER CENTURY morning upon hearing that the Titanic

morning upon hearing that the Titanic had sunk at 2 a. m.

The only details known are that 670 persons were saved, mostly women and children. All the crew, except those maining the boats, are believed to have been lost, including the principal officers.

This dispatch was sent to The Asso-

## The law having been passed before the present big ships had been designed or built only applies to vessels displacing KNOWN TO BE SAVED

Continued from first page.

Rosenbaum, Miss Edith. Rheims, Mrs. George. Rosibie, Miss H. Rothes, Countess. Roberts, Mrs. Edna.
Roberts, Mrs. Edna.
Rolmane, C.
Rogerson, Mrs. Susan P. (Ryerson?)
Rogerson, Miss Emily (Ryerson?)
Rogerson, Mrs. Arthur (Ryerson?)

Stone, Mrs. George N.
Segesser, Miss Emma.
Steward, Fred K. (Seward?)
Shutter, Miss (Shutes?)
Sloper, William T.
Swift, Mrs. F. Joel.
Scoabert, Mrs. Paul.
Sheddel, Robert Douglass. Snyder, Mr. and Mrs. John. Snyder, Mr. and Mrs. John. Serepeca, Miss Augusta. Silverthorn, R. Spencer. Saaffeld, Adolf. Stackliehn, Max (Stahelin?) monius, Alfonsius.

Smith, Mrs. Lucien P. Stephenson, Mrs. Walter. Solomon, Abraham. Silbey, Mrs. William B. Stengel, Mr. and Mrs. Helery (Sten-Spencer, Mrs. W. A., and maid. Slayter, Miss Hilda. Spedden, Mr. and Mrs. J. O. (F. O. Speeden?) Steffanson, H. B.

Tucker, Mrs., and maid.
Thayer, Mr. and Mrs. J. B.
Thayer, J. B., jr.
Taussig, Miss Ruth.
Taussig, E.
Thor. Miss Ella.
Taylor, E. Z.
Taylor, Mrs. E.
Tucker, Gilbert.

Woolmer, Henry. Ward, Miss Anna. Williams, Richard M. Warner, Mrs. F. M. (Mrs. F. H. Warwarter, miss.

wilson, Miss Helen A.

Willard Miss.

Wicks, Miss Mary.

Widener, Mrs. George D., and maid.

White, Mrs. J. Stewart.

Young, Miss Marie.

Keane, Miss Nora A. Kelly, Mrs. F.

Leitch, Jessie. Laroche, Miss Simmone. Laroche, Miss Louise. Lehman, Bertha. Lauch, Mrs. (Alex.)

Leniore, Amelia (Eliz.) (Linkkance), Miss Annie

Mellinger, Elizabeth. Mellinger, Child. Marshall, Mrs. Kate.

Mange, Paula. Mare, Mrs. Florence

McGowan, Anna.

Oxenham, Percy J.

Pinsky, Rosa. Portaluppi, Emilie. Parsh, Mrs. L.

Quick, Mrs. Jane.

Quick, Miss Vera W. Quick, Miss Phyllis.

Rogers, Miss Eliza.

Sinceck, Miss Maude.

Troutt, Miss E. Troutt, Miss Cecilia.

Williams, C. Charles, Weisz, Mrs. Mathilde.

Webber, Miss Susie. Wright, Miss Marion. Watt, Miss Bessie. Watt, Miss Bertha.

West, Miss Constance. West, Miss Barbara.

iams?) Silven, Lylie

West, Mrs.

Wells, Master. Wells, Miss.

Ridsdale, Lucy. Renouf, Mrs. Lily. Rugg, Miss Emily. Richards, Emile. Richards, Emily, two boys and Mr., jr.

Smith, Miss Marion. Shelleg, Mrs. Imannitia (Mrs. Will-

Nye, Elizabeth

Philips, Alice. Pallas. Emilio. Padro. Julian.

McDearmont, Miss Lillie?

Mallett, A. Mallett, Mrs.

## Second Cabin Passengers Rescued Number 114

## The White Star Company has received messages of sympathy from the List Following Includes Those Reported friends by Wireless Up to Noon.

The second class passengers on the Titanic rescued by the Carpathia, as reported by wireless up to noon yesterday and issued last night by the White Star office. follow:

Angle. William. Abelson, Mrs. Hanna.

Balls, Mrs. Ada E. Buss, Miss Kate. Becker, Mrs. A. O., and three children. Becker, Mrs. A. O., and three c Beane, Edward. Beane, Mrs. Ethel, Miss Estle. Brown, Mr. (T. W. S.?) Brown, Miss E. Bentham, Lilliam W. Bystrom, Karolina. Beight, (Bright) Dagmar.

C. Clark, Mrs. Ada.
Cameron, Miss.
Caldwell, Albert F.
Caldwell, Mrs. Sylvan.
Caldwell, Infant Alden.
Collyer, Mrs. Charlotte.
Collyer, Mrs. Alico.
Collet, Stuart.
Christa, Moss Ducia?
Charles, William?
Croft, Millie Mall.

Doling, Mrs. Elsic. Drew, Mrs. Lulu. Davis, Mrs. Agnes. Davis, Miss Mary. Davis, John M. Duyan, Florentine. Duyan, Miss A. Davidson, Miss Mary? Doling, Ada? Driscoll, Mrs. B.?

Emcarmacion, Mrs. Rinaldo.

Faunthorpe, Mrs. Lizzie. G. Garside. Ethel. Gerrocia, Mrs. Marcy.

Genosese, Angere. Hart, Mrs. Esther. Hart, Eya. Harris, George, Hewlett, Mrs. Mary, Harper, Nins. Hold, Stephen (Anna?)
Hoseno, Masabumi.
Hocking, Mr. and Mrs. George.
Hocking, Miss Nellie.
Hearman, Mrs. Jane, Healy, Nora? Hanson, Jennie. Hamalamian. W

Jackson, Mrs. Amy. Juliet, Luwche.

Hamalamian, Hanna.

#### SEALBY BLAMES SPRING

Came Down Much Easier.

Ann Arbor, Mich., April 16.-Captain In-

the Titanic bit the submerged part of an iceberg and glanced off, only to have the "Captain Smith was one of the most car-ful sailors in the world, and the Thank-was as safe as man could make, for much have come down his great quantities within the last few days, and it is earlier that

MORE DELAY IN GRACE TRIAL.

Atlanta, April 16.-The case against Mrs.

WHITE STAR'S FIFTH LOSS Captain of the Republic Says Ice Line's First Disaster Was the Atlantic, with 547 Dead.

The Titanic was the fifth and largest loss man Scalby, commander of the steamship sustained by the White Star Line during the Republic when it was in collision with the existence of over forty years. The first Florida, said that the early arrival of spring probably had indirectly caused the sinking of the Titanic, as ten days later, in wrecked on Mengher Rock, Cape Prespect, smking of the Pitanic, as ten days later, in about 22 miles from Halifax, on April 1, che track followed by the Titanic.

1872. There were 850 passengers, many of the track followed by the Titanie.

1873. There were 850 passengers, many of them women and children, and, with the women and children, and, with the crew, there were nearly 1,000 people on board. Of these 547 were lost,

The Atlantic was one of the four sister ships, of 3,707 tons each, that were built by the White Stars Line to ply between Liverpool and New York. She was one of the largest and linest passenger carriers of the time and made the run across the ocean in ten days and a few hours. She had six watertight bulkheads and was fitted with steam steering gear, one of the most mod-

The disaster occurred in the early morn-Daisy Opic Grace, was continued again ing hours. The Atlantic appeared to have when she appeared in court to-day to answer a formal charge of shooting her husband. Eugene H. Grace, with intent to kill. Halifax when she struck the rocks and sank. BOOKS AND PUBLICATIONS!

BOOKS AND PUBLICATIONS.

delay in the arrival of Myron T. Her-

escaped is Pierre Maréchal, son of the noted French admiral.

April 24. Among those in the second cabin who

engaged their passages at the last moment at Cherbourg were Mrs. Irvan and Miss Lehman. French shipping experts are alread;

of normal season. It is suggested that lightships should follow the ice fields and warn international shipping by wireless

Governor General of Canada Expresses Sorrow at Tragedy. Ottawa, April 16.-The following mes sage was sent this afternoon on behil

"To the White Star Company, Broad way, New York: "I am desired by His Royal Highness

you the following: owner of the Titanic my very deep and heartfelt sympathy with the relatives and friends of all those who lost their lives in this terrible catastrophe.'

"Military Secretary."

a message of sympathy to the company,

It is with feelings of the despest sorrow that I hear of the terrible disaster
to the Titanic and of the awful loss of
life.

My heart is full of grief and sympathy
for the bereaved families of those who
have perished.

"England has Florence Nightingale; America has Jane Addams, who is easily the foremost woman in America."—Times (London).

# A New Conscience

The New Book

BY JANE ADDAMS

Just Published

A work to be seriously pondered by every serious man and woman. Actual experiences of those who have investigated the "white-slave" traffic, and often the stories of girls who have been drawn into the net-are the things of which Miss Addams's book is made. Absolutely frank in its treatment of the social evil, startling in its revelations, judicious in its suggestions and sympathetic in its viewpoint.

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## ISEVERAL PARIS WOMEN HAD SONS ON BOARD

Ambassador Bacon Was to Have Sailed - French Authorities Have Helpful Suggestions.

SON OF AN ADMIRAL SAVED

Profound Sorrow Expressed in Cherbourg, from Which Port the Titanic Last Week Sailed to Her Doom

united in expressing sympathy for England and the United States over the cutastrophe to the Titanic, saying that this is an international, and not a na ton I tragedy. The White Star offices here have bee

fearful of the worst, yet clinging desperately to hope. Many arrived at day. light. Several of those who waited had sons on board. Among these was Mrs William Dulles, who left the office in a state of collapse, supported by her Robert Bacon, American Ambassador to France, had until a week as planned to sail on board the Titanic with his

wife and daughter, but in view of the rick, his successor, Mr. Bacon decided to postpone his departure and to leave by the new French liner France on Saturday next. He received numerous messages of congratulation to-day on his fortunate decision. Among the French passengers wh

man, both of New York, now staying at the Hotel Maurice, had engaged passages on the Titanic, but at the last moment transferred to the Olympic, sailing on

studying the lessons of the disaster. The "Matin" declares that steps should be taken to counteract the appalling dangers from icebergs by the creation of system of ocean police, whereby report would be furnished of the ice zones ou

catastrophe.

of His Royal Highness the Duke of Con

the Governor-General of Canada to send "'I desire to express through the

"LIEUT .- COL. LOWTHER,

ROYAL SYMPATHY GIVEN

London, April 16 .- King George has sent the following message to the White Star Company:

We deeply sympathize with the be-reaved relations, and feel for them in their great sorrow, with all our hearts. GEORGE, R. AND I. The Queen Mother Alexandra has sent

in which she says:

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THE MACMILLAN COMPANY

Paris, April 16.-The press of France

crowded all day with relatives and

Mrs. G. T. Levis and Miss A. K. Eas-

The news of the disaster to the Titani threw Cherbourg into profound sorrow The flags on all the public buildings, is reported, are floating at half mast, and thousands of citizens who had witnessed the liner's departure waited all day at the steamship offices for details of the

SYMPATHY FROM CONNAUGHT

naught:

King George, Queen and Queen Mother Express Sorrow.

The Queen and I are horrified at the arpalling disaster which has happened to the Titanio and at the terrible loss of life.