

EFFECT ON VAST WEALTH

Titanic Disaster Likely to Change Control of Fortunes.

YOUNG ASTOR CHIEF HEIR

Estate About \$150,000,000—Guggenheim Girls Would Get \$10,000,000 Each.

With the fuller details of the sinking of the Titanic that dripped from the wireless yesterday it became apparent that in all probability some of America's vast fortunes were destined to pass from the hands that were to the successors who are.

Chief among these is the Astor fortune, variously estimated at from \$125,000,000 to \$150,000,000. William Vincent Astor, the twenty-one-year-old son of Colonel John Jacob Astor by his former wife, Mrs. Ava Willing Astor, will, if the reports that Colonel Astor is among the lost prove true, be the chief heir of this vast estate. In these days of trust fund executors who handle and keep intact fortunes for beneficiaries it is considered unlikely that Colonel Astor will have turned over to his son the full control of the Astor millions. Speculation in the financial district yesterday was that the Astor money would go into a trust fund to be administered for the benefit of Vincent Astor and his sister, Ava Muriel, who was taken in charge by her mother when the first Mrs. Astor moved to London, following the quietly sensational divorce.

It is supposed by men who have followed the moves of the Astors that the first Mrs. Astor was abundantly taken care of both by pre-nuptial agreements and by the settlement which was made in her benefit at the time the divorce was granted. Their daughter, it is said, will, however, inherit enough of the vast estate to make her one of the richest of American heiresses. Benjamin Guggenheim, who on account of his family connection as one of the famous seven sons of Meyer Guggenheim, comes next in order of wealth of the Titanic's millionaire passengers, will leave a fortune of at least \$10,000,000 to each of three daughters, Benita, Marguerite and Hazel. Here again it is understood there will be practically no division of the principal of the estate, but the income will be shared among the three daughters and the widow, who is the daughter of James W. Seligman.

Second Mrs. Astor's Position.

Reports that the second Mrs. Astor, whose name is given among those saved, would not be allowed to the control of this estate to resolve her dowry interest in the Astor estate because of the fact that her marriage to the colonel was in opposition to the divorce decree issued by a court of New York State were denied last night by a prominent lawyer, who explained that, having pre-nuptial agreements to the contrary, New York State courts would recognize the marriage as legal so long as it conformed to the laws of the place where it was solemnized.

"The marriage of Colonel Astor and Miss Force was valid where it was performed," said this lawyer, "and the Court of Appeals, in a decision handed down prior to 1910, which has been the controlling decision ever since, held that as long as a marriage conformed to the laws of the state in which it was performed, it would be recognized as legal by the courts of this state, even though a court of this state had previously forbidden either of the contracting parties to marry again. As a matter of fact, the decision was, I believe, intended at the time to protect the rights of children by the second marriage, but the law would also protect the rights of the widow and uphold her in her dower rights."

If an heir should be born to Mrs. Astor her dower rights in the Astor estate would be more strongly entrenched, it is believed, although the reported pre-nuptial agreement might keep her from anything more than a life interest and prevent her from deciding anything as to its disposition after her death.

Still Hope for Guggenheim.

Daniel Guggenheim, the eldest of the seven brothers, said yesterday at his office, No. 165 Broadway, that his brother Benjamin had gone abroad on a business trip.

"We have not given up hope yet," he said, "although we have no results from a score of wire and wireless messages sent out in the hope of picking up some information from some of the boats other than the Carpathia."

Mr. Guggenheim said that until final and definite news was received there would be nothing to say about the possible disposition of the estate, but it has always been understood in financial circles that the combined fortune of the seven Guggenheim brothers would never be allowed to divide itself in such a way that it would not always be available in its entirety for the use of one or all of the family.

At the offices of the Astor estate no news of Colonel Astor, except such as had been gleaned from the newspapers, was to be had. Walter A. Dobbyn, private secretary to Colonel Astor, said that he had received no private wires or wireless messages, but that they were still hoping that Colonel Astor was saved.

"We don't concede the Colonel's death yet," said Dobbyn, hopefully.

The suggestion was advanced yesterday that in the event that all the prominent multi-millionaires who have been reported lost do finally prove to have been victims of the Titanic's wreck the resulting litigation to establish proof of death in probate courts in New York, Philadelphia and other large cities will be a very slow procedure at best. Shipwrecked passengers, supposed to have been drowned, have frequently turned up after their estates have been settled, with attendant disastrous confusion.

NEWARK FIRE CHIEF DEAD.

Joseph E. Sloan, chief of the Newark Fire Department, died yesterday. He was fifty-seven years old and was a member of the Fire Department forty-five years.

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NEW YORK'S INTEREST IN THE TITANIC DISASTER.

Crowds watching the bulletins in front of The New-York Tribune building.



Anxious seekers for news at the White Star office in lower Broadway.

De Witt Seligman and his niece, Mrs. Benjamin Guggenheim, whose husband is believed to be among the Titanic's lost.

NIAGARA BARELY ESCAPED

French Liner Hit Iceberg, but Slow Speed Saved Her.

CAPTAIN FEARED DISASTER

Had "S O S" Flashed Right After Crash, Then Declined Carmania's Help Offer.

In the same region of the ocean where the greatest liner of them all tried her steel on the sea's perpetual menace and went down with the loss of over a thousand lives, the French liner Niagara escaped a similar fate by barely more than the turn of her screws three days before. The Canadian Carmania, here Sunday, brought news of the Frenchman's peril, with assurances that she would be able to make port under her own power, but it was not until yesterday morning that the crippled liner crept into her berth at the Chelsea piers, her twisted bow plates bearing mute witness to the fate that passed her by.

With the Niagara there came up the river half a dozen other greyhounds of the sea, detained like her for many hours at the Hook by Monday's fog, each brining a tale of icebergs and dark danger. Most of them had managed to thread their way through the fields of ice without coming in direct contact with any of the bergs, but the Lapland, of the Red Star Line, which anchored off the Hook late on Sunday night, reported that she, too, had scraped her bottom on several of the Arctic crags.

Captain Juhum of the Niagara, in telling of the experience of his own vessel in the blunt, bare way of a sailor, gave a vivid impression of what the Titanic's ill-fated passengers must have endured. Fog and ice encompassed the ship on all sides last Thursday night, he said, brining with them that tense and oppressive feeling that comes with the scent of danger. The passengers were at dinner when the vessel ran into the ice field, but the reduced speed of the boat and the rasping sound of the smaller pieces of ice as they scraped against the sides took most of the gaiety from their hearts.

Crash Clears Off Tables.

Of a sudden, the captain said, came a shock that swept the tables clean of dishes and everything else not fastened down, and rolled many of the passengers from their revolving chairs. For a moment there was confusion, except for hurried steps and muffled commands from above. Then confusion broke loose, and the passengers, most of them with the excitable blood of the Latins in their veins, rushed on deck. The cracking of the wireless, as Herve Magny, the Niagara's operator, flung his "S O S" into space added to the tumult.

Captain Juhum conducted a hasty inspection of the bows of the vessel and discovered that though the ship was taking water through rifts between several of her plates, there was no immediate danger of settling. The watertight bulkheads, closed at the instant of the collision, held well, and it soon became apparent without assistance. The able to proceed in the mean time had an Carmania, which in the mean time had answered the distress signal with assurances of help, was informed that her presence was unnecessary.

Anxious Wait for Wireless Reply.

Magny's English is not of the finest vintage, and even his native tongue seemed to have deserted him yesterday as he tried to tell of how it felt to send out a signal of distress into the night and wait

that interminable time until the mysterious little instrument before him clicked into life, showing that his peril was known.

He received the command to send the "S O S," he said, almost as soon as the vessel struck, and he wasn't quite sure whether the answering call of the Carmania or his subsequent message to her saying that all was well was the most enjoyable experience of his wireless career. He added that the confusion among the third class passengers aboard amounted practically to a panic, and that it was only the captain's calm command of the situation which prevented them from seriously injuring one another in their mad efforts to reach the boats.

More than to any other passengers the officers give credit to little Annie Miller, of Newark, N. J., for coolness in the face of the doom which seemed theirs before the damage was found to be trifling. Annie is only eleven years old, but in that time she had been across the Atlantic six times. When the officers came on deck from their tour of inspection with the assurance that there was no immediate danger, they found her, they said, calmly going about among the excited women, and with a smiling word here and there allaying their fears.

The log of the Lapland showed that her experience in the ice floe was on Friday. Captain Dohnd, a commander whose years in the service compared favorably with those of Captain Smith, in charge of the Titanic, immediately reduced the speed of his ship by half, and later slowed down to mere steerage way as the bergs crowded him on every side.

The chill of the ice was over the waters as the ship slashed along, and an uncertain mist made it difficult to see the bergs until they were practically alongside. The solemnity of the occasion was added to by the dull booming of the fog whistle every few seconds to guard against collision with a passing ship. Little did the flotilla of the Arctic sea care for the warning of the blasts, however. No fewer than twenty bergs were hit in the course of several hours, the captain said, but they were all fortunately of small size, and none of them was met head on.

RESOLUTIONS OF SYMPATHY

Public Service Commission and Board of Aldermen Take Action.

Both the Public Service Commission and the Board of Aldermen yesterday passed resolutions on the sinking of the Titanic and the loss of life that followed.

The Public Service Commission resolution read:

As a department of the government of the city and State of New York and in behalf of the city and State the Public Service Commission for the 1st District hereby expresses its profound regret and sorrow at a tragedy of such magnitude as the sinking of the Titanic could have occurred on the great highway of transportation between the continents, and extends the deepest sympathy on behalf of the public of this port and state to the survivors and to the families and friends who are bereaved by this disaster; and mindful of the importance of adequate inquiry as to the means of preventing future loss of life from such a cause, this commission respectfully expresses its belief that the causes of this disaster and the means of preventing its recurrence should be the subject of inquiry by a properly constituted international tribunal.

The resolution of the Board of Aldermen, after referring to the disaster as "one of the greatest calamities in the annals of Christendom," went on:

Resolved by the Board of Aldermen for the people of the city of New York, that the sympathy and commiseration of the metropolis of the Western Hemisphere be extended to the afflicted, here and elsewhere, on the disastrous visitation by which they have been overtaken. Their grief is our grief, and over it were in our power to assuage it.

WHOLE COUNTRY STIRRED

All Sections Represented Among Titanic's Passengers.

PERSONAL INTEREST DEEP

Residents of Every State Anxious to Hear Fate of Relatives or Friends.

Every part of the United States, as well as the countries to the north and south, was represented among the hundreds of passengers who were on board the Titanic when that giantess of ocean liners received her deathblow when nearing the end of her first and last voyage across the Atlantic. This gave to the disaster a direct personal interest to thousands of relatives and friends of the passengers in probably every state in the union, and no tragedy of the sea has stirred up such a widespread agitation as the loss of the Titanic.

From East and West, North and South, Canada, Nova Scotia and British Columbia, dispatches tell of residents of those sections who were in the Titanic's company, and of the joy of the families and friends of those who are reported among the rescued, and the sorrow and fear of those whose dear ones are not named in the list of known saved. These are besetting newspaper offices and every other possible source of information in the hope that they may yet hear of the safety of men and women whose names are missing from the roll of the rescued. Nor will they give up hope until the arrival of the surviving Titanic passengers and reports from every ship that could by any chance pick up any one from the lost ship make it possible to compile an accurate list of the saved.

New Haven, April 16.—Of the Titanic survivors listed to-day the following are Connecticut citizens: William T. Sloper, New Britain; Mrs. Paul Schabert, Derby, and Philip E. Mock, Derby.

Chicago, April 16.—Mrs. Ida S. Hippach, wife of L. A. Hippach, a wealthy glass dealer, and her daughter, Jean, eighteen years old, who were passengers on the Titanic, are numbered among the survivors picked up by the Carpathia. Mr. and Mrs. Hippach lost two sons in the Iroquois Theatre fire in Chicago.

Aurora, Ill., April 16.—Mrs. Oscar W. Johnson, of St. Charles, Ill., with two little girls, returning from a winter spent in Sweden, were passengers on the Titanic, according to a letter received by Mr. Johnson to-day.

Rockford, Ill., April 16.—Curt Bryl and his sister, Dagmar Lustig Bryl, both of Skara, Sweden, who were among the second class passengers on the Titanic, were on their way to Rockford to make their home here with an uncle, Oscar Lustig.

Columbus, Ohio, April 16.—Three Columbus residents, Mr. and Mrs. Richard L. Beckwith, and Mrs. Beckwith's daughter, Miss Helen Newsome, were passengers on the Titanic. Mr. and Mrs. Beckwith and Miss Newsome, who are wealthy and prominent in society, are reported rescued.

Springfield, Ohio, April 16.—When J. A. Baumgardner, of this city, was told that his daughter, Mrs. A. O. Becker, and her three children, who had been passengers on the Titanic, were safe aboard the Carpathia, he was overcome with joy. Mrs. Becker was en route to Springfield from the missionary field in India.

Cleveland, April 16.—Ernest Crease and Roland Stanley, returning to this city after an absence of several years abroad, were among those aboard the Titanic not accounted for.

Cincinnati, April 16.—Mrs. George N. Stone, of Cincinnati, among the rescued from the Titanic, was returning from a

TITANIC VS. BATTLESHIP

Navy Yard Men Discuss Dreadnought's Chance in Crash.

"UNSINKABLE SHIP" A MYTH

War Craft, to Guard Against Torpedo Attack, Have More Watertight Compartments.

If a battleship struck an iceberg, as the Titanic did, what would be the result, was the question that was put to officers in the construction department of the Brooklyn navy yard yesterday. It was generally agreed that the battleship type of construction would make for greater safety in such an emergency, although a number of interesting apparent paradoxes in the comparison of the two methods of building ships were pointed out.

"There has never been an accident to a modern battleship that can be compared to the Titanic catastrophe," said an officer high in the department, "so that comparison is a matter of theory. In the first place, no ship made of material that is heavier than water, as steel is, can be made unsinkable. If their equilibrium or buoyancy is sufficiently impaired all ships will sink. But sinking is not a part of the plan of battleships as well as liners. This is emphasized by the fact that if a battleship should sink there are not enough boats and other life-saving devices aboard to save all of her crew."

"A big warship has about eight hundred men aboard. If she sinks a large portion of them are inevitably doomed. There is not room on a war boat for life boats. I believe the law demands that merchantmen carry at least enough lifeboats to save the crew."

Another point that stood out in comparing the hulls of battleships with a liner was the fact that below the armor line a battleship hull is built more lightly, and the same rule applies to bulkhead construction.

More Bulkheads in Battleship.

"A battleship has many more compartments and bulkheads than are accredited to the Titanic—it is ridiculous to say that she had only fifteen bulkheads, as I saw reported yesterday," a naval expert said. "She must have had more. There are at least two hundred watertight compartments in a first class battleship. It is practically the only device there is to prevent sinking. If enough of them are punctured the ship will go down. But she is devised to withstand being torpedoed and blown open with mines, and a multiplicity of small compartments is the means resorted to."

The Titanic must have been going at full speed, it was said, in order to rip open enough of her compartments to cause her to sink. The greater thickness of her plates over the bottom of the bottom of a battleship's hull should make her able, it was said, to withstand a greater shock from below.

"But this advantage is sacrificed in most merchant ships by the fact that they are practically never overhauled," it was said. "A battleship is continually being tested and overhauled, but merchant ships are kept earning money until they are pounded practically to pieces and are ready to go to the scrap heap. Of course, this does not apply to the Titanic, as she was new, but it does apply to lots of liners in service. This rough usage has led the underwriters to prescribe an excessive thickness of hull plates."

After these various points of theory and construction were discussed, a return was made to the first question as to what would happen to a battleship if she hit an iceberg under similar conditions as the Titanic.

"Her greater number of bulkheads would probably save her, together with her massive frame construction, which would prevent frame construction from buckling and springing," was the answer. "But if enough were ripped open she would sink as the Titanic did, with relatively as great a loss of life."

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Unsinkable Ship a Myth.

All sorts of theories were advanced as to the possibilities, but the consensus of opinion was that, with all the advancement which marine architecture has made since the day of steel ships dawned, the unsinkable ship has yet to be built. Small, handily controlled lifeboats may be so constructed that even with their bottoms torn out or their sides ripped away the air chambers provided would keep what was left of the boat afloat, and to that extent they would be unsinkable, but the monster ships of the present time could not be constructed on such plans.

Navy Constructor Robert Stocker, head of the hull division, and at present busily engaged in building the battleship New York, was quoted as saying that the impact of the steamer might have opened up so much of her bow that the collision bulkhead was unable to withstand the enormous pressure of water, its weight added to by the force of its rush, or that the strain of the collision might have been taken up by the longitudinal plates in such a way that where they did not buckle they would shear off the rivets which held them to the frame of the ship, thus opening up a number of what would otherwise be watertight compartments at the same time.

Chief Engineer George E. Burd, head of the machinery division, held to the possibilities of the bottom being torn out of the big ship by the underwater portion of the iceberg, or a sudden sense of danger having prevented a bow-on crash, but not averting a "sidewipe," which would tear out a large part of the ship's side plating.

FEW SECURITIES ON TITANIC

Bankers Say There Were No Reasons for Large Shipments.

Bankers said yesterday that in all probability there was not a large amount of securities aboard the Titanic in transit to New York. John E. Gardin, vice-president of the National City Bank, said:

"The amount of securities shipped on the Titanic, I believe, was unimportant, and that is due to the fact that there is no big movement in securities at this time that would call for any great volume of stocks or bonds being shipped to America. Foreign banks have on deposit here securities amounting in the aggregate to \$75,000,000 or \$100,000,000. Therefore, there is no reason to believe that the shipment of securities aboard the Titanic was large."

All of the securities shipped from Europe are consigned in registered mail. While under ordinary conditions the officers of vessels endeavor to save this class of mail, it is believed that in the case of the Titanic there was no time for such action.

All of the securities on the Titanic addressed to Wall Street and the transfer offices of the various American railroads and other corporations were necessarily insured. In order to effect this insurance in London a list had to be made and certified by a notary public before the American Consul. Should the securities be lost it will be necessary for the owners to secure a duplicate list to obtain from the companies concerned a release of securities. A bond must be filed for twice the amount involved, and there is the usual legal delay before the new securities can be issued. This might cause serious inconvenience, but there will be no actual loss of securities. In the mean time the banking houses to which such securities were consigned, unless they have some arrangement with their correspondents, will lose the interest on their money.

Representatives of the White Star Line discounted the reports that the securities shipped on the Titanic would amount to several millions of dollars. When the vessel sailed the White Star Line officials received no word that securities were aboard, as they usually do when any considerable quantity of stocks or bonds is shipped on one of their boats.

TITANIC NEWS KILLS HIM.

Balsavain, Manitoba, April 15.—J. P. Alexander, ex-member of the provincial Parliament, dropped dead to-day when told of the Titanic disaster. He was troubled with heart disease.

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