ABANDON ALL HOPE FOR THOSE NOT ON CARPATHIA

MULTITUDES HAUNT | TITANIC CARRIED WHITE STAR OFFICE FOR INFORMATION Question of Number Carried

Await Complete List of Survivors Before Announcements

FORM COMMITTEE TO CARE FOR SURVIVORS

New York Women Will Meet Survivors When Carpathia Comes Into Port-Clamor for News Is Insistent

New York, April 16 .- "We are waiting for a complete list of the names of the survivors and until this is received we can give no definite informa-This was the only answer that could be given at the White Star line offices here today to the thousands of anxious persons who gathered there, seeking information regarding telatives and friends who are among the victims of the Titanic disaster.

From early morning until late tonight pathetic scenes were witnessed in lower Broadway and in Bowling Green park opposite the steamship offices. Hundreds of anxious inquiries were received also by long distance telephone

Multitudes Haunt Vicinity

Multitudes remained in the vicinity of Bowling Green throughout the day hoping against hope that some wireless dispatch would be received anincluded among the survivors on board the Carpathia, which is now speeding to New York with the passengers who were rescued from the life boats after the Titanic sank.

Clerks in the White Star offices were kept busy informing those seeking Therefore, these should have been immenews that no information had been received from either the Carpathia or surmised, the collision so damaged the Olympic. The incomplete list of sur- electrical apparatus as to render this imvivors was posted at the entrance of possible, or the vessel's side was torn the White Star line offices. Those who failed to find the names of their kin away by an iceberg. or friends in this list could only hope that when the complete roster of the

When word reached the ears of womof the Titanic passengers on board an

ident Franklin was locked in his pri- syndicates may be hard hit. vate office throughout the day and few persons were permitted to see him.

Mrs. Guggenheim a Visitor

be done?" she pleaded. "Can't you send disaster given by the survivors. steamships out to search for life boats | Instructions were issued today that al which may yet be afloat?"

within the zone of wireless had been requested to give assistance.

withhold information from them. "If you have definite news that my brother has lost his life," said one woman, "do relieve this terrible suspense by telling me the truth."

Papers Snapped Up

Many teres.

ceived from President Tan, scores of other public officials in Washington and other cities. Many cable measurements. There appears to evaluate the collapsible life boats and rafts carried by the Titanic probably were sucked down in the vortex of the sinking liner.

The London papers are either open-

Similar conditions prevailed in the lob-bies of the more prominent hotels, where lists of passengers reported saved from

he Titanic were posted.

Memorial services for those who lost heir lives in the sinking of the Titanic

will take place next Sunday morning the cathedral of St. John the Divin op Greer will make an address and there will be special music.

Form Committee To Aid Survivors

Form Committee To Aid Survivors

New York, April 16.—A committee of 13 prominent women of this city, headed by Mrs. Nelson Henry, wife of the surveyor of the port of New York, was formed tonight for the purpose of caring for the surviving steerage passengers of the Titanic on the arrival of the Carpathia in port. The committee consists of Mrs. Cornelius Vanderbilt, Sr., Mrs. Henry F. Dimock, Mrs. Herbert L. Satterles, Mrs. James Sherman Aldrich, Mrs. Richard Irvin, Mrs. William Church Osborn, Mrs. Edward Ringwood Hewett, Mrs. J. Van Vrechten Olcott, Mrs. Henry Whitney Monroe, Mrs. Arthur Murray Dodge and Miss Virginia Potter.

"We do not know how many steer-

Miss Virginia Potter. "We do not know how many steer-"We do not know how many steer-age passengers may have been saved." said Mrs. Henry tonight, "but we feel that something should be done for their comfort on their arrival, as there comfort on their arrival, as there probably will be few of their friends on this side of the ocean to give them adequate care. We wish to give them what financial aid may be necessary to alleviate their suffering as far as possible and assist the immersation.

TWENTY LIFEBOATS

Being Discussed

INVESTIGATE WILL

Declare It Would Be Impossible To Carry Enough Boats To Accommodate All Passengers - Was Titanic Warned of Bergs?

London, April 16 .- In response to a telgram of inquiry as to the number of boats carried by the Titanic, and how many persons they would accommodate, the White Star company at Liverpool sent the following message:

"The Titanic had 20 boats, which is in xcess of official requirements."

The question of the number of boats carried by steamers has been widely discussed. It appears the board of trade egulations permit a reduction by half n the number of boats, rafts and buoyant apparatus carried when the ship i efficiently provided with water tight compartments; but this concession does not apply to life jackets and similar appli-

Will Be Strict Inquiry

According to some experts it would an impossibility to carry a sufficient number of boats to accommodate all on poard the mammoth liners, or if carried. that it would be next to impossible to man and provision them. It cannot be loubted, however, that the disaster will ead to a strict inquiry by the board of trade into this matter, and a revision of the regulations.

This question has been under discussion for some time by the advisory comnouncing that their loved ones were mittee, composed of prominent ship own ers, and the board of trade committee and certain recommendations have bee prepared which have not yet been made public.

The Titanic was fitted with electrically controlled water tight compartments. Judging By Equipment of Titanic's diately closed from the bridge unless, as

Large Crowds Haunt Offices

At the White Star offices in London rescued arrived it would bring wel- and Southampton late tonight large crowds are waiting in the greatest anxlety for further lists. Many pathetic en and men crowded into the narrow scenes were witnessed. In one street in corridors of the offices that Vice Pres- Southampton every house had a bread ident Franklin of the International winner aboard the Titanic. The mayor Mercantile company had announced he of Southampton has opened a relief fund was confident that the Virginian and for those left dependent and has appealed the Parisian of the Allan line had none to the lord mayor of London to co-operate.

atmosphere of deep depression pre- so closely the wreck of the Delhi, Oceana Newspaper men were besieged by sternation among the marine underwritthe anxious inquirers who could not ers. It will be long before the full effect in the bulkhead leading into the fire believe the White Star line officials in insurance of various kinds at Lloyds were giving out all news. Vice Pres- is known and many underwriters and addition to the now compartments

Mrs. Benjamin Guggenheim, wife of to think there would be a movement in the smelter millionaire, was one of the the direction of higher rates of insurfirst visitors in the forenoon. When in- ance. Asked whether this would prove formed that no word had been re- a setback to the building of huge vesceived of her husband she became hyp- sels, one member of Lloyds said it deterical. "Isn't there something that can pended on the nature of the details of the

Cunard steamships would follow the

She was told that every steamship southern route, owing to the ice. The board of trade regulations re quire that a vessel of 10,000 tons shall There was a constant procession of carry a minimum of 16 boats. There are automobiles and taxicabs and women no regulations applying to vessels of from Fifth avenue and the Bowery greater tonnage but another rule promingled together in the foyer of the building while they scanned the builetins giving the latest news of the steamer additional wood or metal collapsible boats or life rafts shall be collapsible boats or life rafts shall be carried. The regulations require that the capacity of the boats shall be 5500 withhold information from them.

"If you have definite news that my brother has lost his life," said one woman, "do relieve this terrible suspense by teiling me the truth."

Paners Spranged Un

Scores of boys were calling extra papers, announcing that more than two-thirds of the Titanic's passengers had lost their lives and so anxious were waiting crowds for every bit of news bearing on the disaster that they bought the newspapers and scanned the lists, noping that the one in whom they were interested might be found among those who had been rescued.

Many telegrams of inquiry were received from President Taft, and from scores of other-public officials in washington and other cities. Many cable messages came from London and Patis.

In uptown New York wherever means of information were available the clamor

with crowds eager to get the latest news and watching intently for the appearance of names of relatives or friends for whose fate they fear.

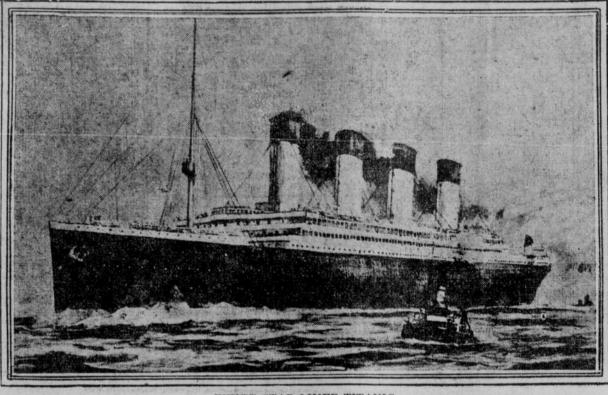
Similar conductors are sinking liner. The London papers are either opening a relief fund for the dependents of the Titanic's crew or are urging the lord mayor to open a public relief fund as a national duty.

Was Titanic Warned?

Havre, April 16.—The French liner La. Fouraine, which arrived here last night, reports that at midnight on April 10, she encountered a huge field of ice, with the tops of the bergs slightly above the water. La Touraine slowed down and emerged from the ice fields after an hour's steam-ing Next morning she passed other ice-

Phillipps' Message Explained

ANOTHER VIEW OF THE TITANIC



WHITE STAR LINER TITANIC
Another View of Giant Vessel Which Sank After Collision With Iceberg

CAUSE OF SINKING

Long Passageway Weak Point in Design

CONDEMN AMATEURS

Sister Ship Olympic, a Large Supply of Lifesaving Devices Was Carried

fficers here today consulted over the plans of the Titanic's construction and why she should have sunk. The engineers declared the weak point in ward to the collision bulkhead. At the fore end of this passage was a ladof Southampton has opened a relief fund for those left dependent and has appealed for those left dependent and has appealed to the lord mayor of London to co-operate. The sinking of the Titanic, following so closely the wreck of the Delhi, Oceana and other big vessels, has caused constituted the plates at the end of this passage and that the great rush of water prevented the closing of the door in insurance of various kinds at Lloyds is known and many underwriters and syndicates may be hard hit.

Several insurance men, questioned on the subject, declined to commit them selves to any definite opinion, but seemed in the how compartments sufficient floative power to proceed to the Carpathia if necessary. In the officers that the force of the collision that the great rush of water prevented the closing of the door in the bulkhead leading into the fire rooms filled, in structions were given to dispasse and that the great rush of water prevented the closing of the door in the bulkhead leading into the fire rooms filled, in structions were given to dispasse and that the great rush of water prevented the closing of the door in the bulkhead leading into the fire rooms that according to his list of event the Salem had not sufficient to the Carpathia if necessary. In the officers that the force of the collision to the Carpathia if necessary. In the officers that the force of the collision to the Carpathia if necessary. In the officers that the force of the collision to the Carpathia if necessary. In the officers that the force of the collision to the Carpathia if necessary. In the officers that the force of the collision to the curticions were given to dissert the event the Salem had not sufficient to the Carpathia in necessary. In the officers that the force of the collision to the curticions were given to dissert the event the Salem had not sufficient to the Carpathia in necessary. In the officers that the force of the curticions were noticing to the curticions were noticing to the curticions were noticing to the curtic

of suppressing by law the wireless amateur operator. He is believed to have intercepted Associated Press dis-

Momentum Great

The chief of the federal steamboat The chief of the federal steamboar inspectors said the momentum of the ship was so great that she buckled up with the impact. The vessel in all probability, he said, ran into a submerged end of the berg which ripped open her bottom. He believed her safety compartments thus nickly filled. open her bottom. He believed her safety compartments thus quickly filled with the tide and the vessel became a victim wedged in the mountain of ice.

A report from the White Star line on the number of life boats and life rafts carried by the Titanic has been re-

The federal steamship inspection the lederal steamship inspection service was awaiting the arrival of the Titanic for examination to see that she compiled with the English law with regard to life saving and other equipment for rescue. If the vessel had been of American register it would have been obliged to have had suffi-cient life rafts to contain 28,470 cubic feet, or accommodations for 2347 per

Lifesaving Apparatus

New York, April 16.—Statistical in-formation of the life saving apparatus of the Olympic, sister ship of the los Pittanic, ras given out today by the bureau of inspection of steam vessels. Figures for the Titanic are not avallable, but as the two ships almost identical in type, it is not l that their life saving equipment mate rially differs from mine rescue sta-

The Olympic has 16 life boats and four rafts calculated to accommodate 1171 people. This means about one-third of the total number of passengers and crow together, which is 3447, can be accommodated. It was stated at the bureau that

ship is required to have sufficientat room to accommodate all its com rlete passenger and crew list

(CONTINUED FROM PAGE 1)

The dispatch from Montreal saying hope still was entertained there that the Parisian might have aboard some of the Titanic's survivors, Mr. Frank-lin characterized as a "ridiculous re-port." He added, "that in my opinion, neither the Parisian nor the Virginian has any survivors aboard."

The Titanic was insured for \$5,000.

000, Mr. Franklin said. On the ship, he added, the White Star line would lose about \$3,000,000. "This will be the smallest part of our loss," he added. Captain Rostron of the Carpathia, in his last wireless report to the Cunard company, said his vessel was proceeding slowly through a field of ice to this port.

SCOUT CRUISERS ARE

on this side of the ocean to give them adequate care. We wish to give them what financial aid may be necessary to alleviate their suffering as far as possible and assist the immigration authorities."

Phillipps' Message Explained

London, April 16.—The messabe received by the parents of J. A. Phillipps the wireless operator on the Titanic, last night stating "Making slowly for Palifax. Practically unsinitable. Don't worry," was sent by an uncle of the operator in London to Godalming, where the father lives, and the parents assumed that it had come from their son, as it was signed survivors. The Chester was caught by Marvin of the first catin passenger list "Phillipps."

"GRAVEYARD OF THE SEAS" IS STORM CENTER OF BATTLE FOR NEWS OF DISASTER

the wireless, the storm center of a great zone. battle for news of the missing passengers and crew of the Titanic. The wiresland planted in the Atlantic 120 miles the Canadian government and is one of the most important of the chain of wire- story. ess outposts on the Canadian coast. It has made the island, known as the graveyard of the Atlantic, the radiating center

The wireless equipment is powerful of the Titanic. within a range of 300 miles and the business handled runs up to 12,000 or 15,liner Parisian is abreast of the island, gestion of inquiries.

so long the terror of transatlantic sea- Carpathia, which bears the secret of the nen, is tonight, through the agency of Titanic, is coming into communication The wireless operators at Sable Island the White House today for nearly

are overwhelmed with messages, which have come from all quarters from relatives of passengers praying for news. The less station on the lonely sand driven have come from all quarters from relatives of passengers praying for news. The stand planted in the Atlantic (2) miles strenuous life the wireless men have lived during the past 48 hours will not be relieved until the Carpathia gives up her

Ottawa, Ontario, April 16.—Orders have been given by the marine department here to the different wireless stations to of news which comes and goes between the passing liners and the shore. expedite the sending of messages to the press and the public concerning the wreck. of the Titanic. All "red tapeism" will be abandoned in the desire to rush to the waiting world any information picked business handled runs up to 12,000 or 15, up within the zone of the wireless, but one messages a year. Tonight the Allan already reports received indicate a con-

peake capes and by 4 o'clock was the Titanic and to aid them in every steaming northward at 20 knots an hour, afming to get as quickly as possible into touch with steamers having news concerning the disaster.

The transfer of the Titanic and to aid them in every way possible upon the arrival of the Carpathia. Customs regulations have been suspended, and the customs efficers will aid the survivors in finding relatives.

sinking of the Titanic.

All day long tearful and anxious throngs swarmed the offices of the White Star NEITHER STEAMER HAS survivors ON ROADD ping traffic at times and keeping police reserves busy maintaining order

NOTABLE MEN ARE AMONG THE MISSING

Col. John Jacob Astor is believed to be among those drowned. His wife and her maid are safe on the Carpathia. Isidor

not among those reported rescued by the Carpathia. A wireless dispatch early in the day stated that Mr. Hays was saved. wireless: His wife and daughter was rescued.

The treasury department, through the customs office, has given orders to expedite the landing of the survivors of Halifax early tomorrow morning."

"I have no survivors of the Titanic on toward, and no official information as to the fate of the ship. Expect to reach BOARD CAI

valuable information to communicate.

Captain Rostron of the Carpathia has been instructed to send full details of the municate any information they may acquire to Washington.

Montreal. April 16 .- The definite state. ment that neither the steamer Parislan nor the Virginian succeeded in rescuing any of the Titanic's passengers was made tonight by George Hannah, general pas-senger agent of the Allan line. It is believed, Mr. Hannah said, that

the Titanic sank more rapidly than those

maid are safe on the Carpathia. Isidor
Strauss, the millionaire merchant; Benjamin Guggenheim, the copper magnate,
and Edgar J. Meyer, vice president of the
Braden Copper company, and Maj. A. W.
Butt, still are unaccounted for.
Whether Charles M. Hays, president of
the Grand Trunk railroad was saved,
was not known tonight. His name was
dispatch-sept by the Halifax manager of
the Allan Line Cartant Hains of the

IS SAFE ON CARPATHIA

MRS. JOHN JACOB ASTOR, WHO



Who Is Reported To Be Among the Survivors-The Fate of Her Husband Is Unknown

ALL WASHINGTON SYMPATHY TO

Consider Steps To Prevent Recurrence of Disaster

REGULATE WIRELESS

Lord Burnham Sends Sympathies To Mr. Taft-House Adopts Resolutions of Condolence-May Send Convoys

orror of the Titanic disaster, all of ficial Washington today was preparing for steps to minimize the possibilities of another such tragedy of another such tragedy.

Congress began framing legislation to govern lifesaving appliances and wireless, and President Taft, doubly touched by the probable loss of his friend and military aid, Maj. Archibaid W. Butt, held conferences with cabinet officers to consider government considers. officers, to consider government con-trol over the operation of wireless. In the House what may result in a In the House what may result in a federal investigation into the causes of the wreck and the enactment of protective measures was begun with resolutions offered by Representative Mott and Hardwick. The Mott resolution provides for a searching inquiry by the merchant marine committee. The Hardwick resolution would touch upon regulations for lifesaving apparatus. Under the Mott resolution the mer-

chant marine committee would sit as a court and compel the attendance of witnesses. Stop Building Such Ships Stop Building Such Snips
Chairman Alexander of the committee declared today that the catastrophe would stop the building of such
enormous vessels. He favors limitation by law upon the sizes of vessels which visit American ports. The committee also expects to report a bill to

egulate wireless. President Taft was in conference at These were Secretaries Stimson, Meyer and Nagel. Attorney General Wick-ersham also was called in to give legal advice as to the necessities in a legis-lative way of additional laws.

In recognition of the extensive interests

of private corporations which have spent much in the equipment of ships and shore stations with wireless outfits, former Attorney General Griggs, and Mr. Sheffield, representing the Marconi company, were also consulted, while the technical side of the question was developed by Admiral Cone, the engineer-in-chief of the navy, which bureau is charged with the management of the naval wireless system.

The discussion was general in characteristics.

er, and touched particularly upon the pared in the navy department to give el fect to the requirements of the general wireless telegraphic convention, to which America has recently adhered.

Lord Burnham cabled to President Taft today expressing sympathy of the proprie-tors of the London Daily Telegraph for the "terrible loss of so many prominent and distinguished citizens, and the ap-palling catastrophe which has befallen the Titanic."

The House resolution adopted expressive condolence to the relatives of those who lost their lives on the Titanic, of-fered by Representative Austin of Tennessee, republican, was as follows:
"Resolved, That this House has heard

in that great disaster." Washington, April 16 .- President Taft

tentatively decided to dispatch two revenue cutters from New York to Sandy Hook to meet the Carpathia and act as an scort into the harbor. The question will be definitely deter-

nined at a conference tomorrow between the President and Secretary MacVeagh of life, he treasury department. If convoys are path

sent out they will be the cutters Seneca and Mohawk, now at New York. That a waiting world might receive the earliest possible information regarding the tragedy Secretary MacVeagh indicated his willingness to consider the question of sending the revenue cutter Gresham, wit newspaper correspondents aboard, from Boston to meet the Carpathia, provided the Cunard line was willing to allow them aboard. This question was held in abeyance, however, by advices from Deputy Collector of Customs Stewart at York, stating that the stes would not grant the privilege.

BOARD CARPATHIA (CONTINUED FROM PAGE 1)

Mrs. Walter Clarke, Mrs. John B. Cummings.

I. Spencer Silverthorn Second Class Passengers

The second class passengers on board aved from the Titanic are: William Angle, Hanna Abelson, Ada R. Ball, Miss Kate Biss, Edward Beane, gation to th Miss Ethel Beane, Miss Dagmar Bryhl, ert Bacon, Mrs. Karolina Bystrom, Mrs. Char-lotte Collyer, Miss Marjorie Collyer, Mrs. Alice Christy, Miss Julia Christy, Mrs. Ada M. Clarke, Miss Cameron, of Mrs. Stuart Collett, Albert F. Caldwell, Mrs. Sylvia Caldwell, Allen G. Caldwell, Mrs. Lulu Drew, Miss Agnes Davis, John M. Davis, Florentina Duran, Ascuncion Duran, Miss Mary Davis, Mrs. Ada Doling, Miss Elsie Doling, Mrs. Lizzie Funtherope, Miss Mary Ethel Garside, Miss Alice Herman, Miss Mary D. Hewlett, George Harris, Mrs. Jane Herman, Miss Kate Herman, Miss Anne Hold, Mrs. Esther Hart, Miss the Eva Hart, Miss Nina Harper, Anne Harma Lanier and son, Mrs. Elizabeth Hocking, Miss Nellie Hocking.

THE DISASTER AT A GLANCE

New York, April 16.-Approxiaster

First cabin passengers, 325. Second cabin passengers, 285. Third cabin passengers, 710. Total number of passengers, 1326, Members of the crew, 860. Total passengers and crew, 2190. Number who probably perished.

Total number of known survivors.

Total number of named survivors, Approximately 20 life boats manned by seven members of the crew each, 140. Estimated saved steerage passengers, 400.

Named survivors-First cabin passengers; Women, 141. Men, 63. Children, 6. Total, 210. Second cabin passengers:

Women, 92.

Totals, 118. Total number survivors named,

THE TRAGEDY STIRS THE WORLD OFFERS STRICKEN NATIONS

King George, Duke of Connaught and France Express Horror

PATHETIC SCENES AT LONDON OFFICES

Washington, April 16 .- Stirred by the Disaster Casts Gloom Over Celebration for French Liner-Much Sate isfaction At Saving of Women and Children Expressed

> London, April 16.-The King, in a mes sage to the White Star company, and the 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 the spectacular circumstances surrounding it. The first hopeful wireless mes sages 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 intensity.

Realize Dreadful Calamity As the day passed and hopes that there might prove to be further survivors on other liners were gradually dissipated the British people began slowly to realize the dreadful scene of horrors that must have occurred in the few hours between the moment the liner struck and when she went down and the anxious hours of the

survivors in the 32 boats. Pathetic scenes were enacted all day at the offices of the White Star company. the hotels and other places where friends of those aboard the ill fated vessel had gathered waiting for news. All other topics were completely overshadowed. Parliament discussed home rule, but that subject for the moment had no interest,

Glad Women Were Saved Much satisfaction is expressed over the arge number of women and children among the survivors as showing that the est 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 give, guldance for the future is being discussed, especially the question as to the number of boats and life saving appliances car-ried 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 pos-

sible remedial measures for its regulation King George Cables Sympathy London, April 16.-King George has sent

ompany: "Resolved, That this House has heard with profound regret and sorrow of the appalling loss of life on the steamship Titanic and expresses its deep sympatry for the relatives of those who crished of life. We deeply sympathize with the

bereaved relatives and feel for them in their great sorrow with all our hearts. "GEORGE, R. AND I."

The Queen Mother Alexandra has sent a telegram of sympathy to the company. in which she says: "It is with feelings of the deepest sor-row that I hear of the terrible disaster

to the Titanic and of the awful loss of

life. My heart is full of grief and sym-pathy for the bereaved families of those who have perished." Duke of Connaught's Sympathy Ottawa, Ont., April 16.—The following half of his royal highness, the Duke of Connaught, to the owners of the Titanic: White Star company, Broadway, New

York: "I am desired by his royal highness, the governor general of Canada, to send you the following:
"I desire to express through the owners 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.'
(Signed, "LIEUT, COL, LOWTHEY,
"Milltary Secretary."

Cast Gloom on Celebration Havre, France, April 16.—The disaster to the Titanic on her first trans-Atlantic trip has taken the spirit of festivity from the inauguration of the French liner France, which will start this week on her maiden voyage, sailing from here on Saturday and carrying to America the French delagation to the Champlain festivities. Robert Bacon, American ambassador to France, Mrs. Bacon and other prominent

Special trains conveyed a large number of guests to Havre today, where a banquet was given on board the France, the feature of which was the presentation of a United States flag for the steamer, which was the gift of the American gov-

Is International Tragedy Paris, April 16 .- The press of France

Mrs. unites in expressing sympathy for Miss England and the United States over, Miss the catastrophe to the Titanic, saying Anne that this is an international and not national tragedy.
The White Star offices here have een crowded all day with relatives and

friends of passengers on the steamer fearful of the worst, yet clinging desperately to hope. Many arrived at daylight. Ambassador and Mrs. Bacon are in receipt of numerous congratulations on their fortunate decision not to sail on the Titanic, as had been their intention. Among the French passen-gers reported to have escaped is Pierre Marechal, son of the noted French ad-French shipping experts are already studying the lessons of the disaster,

The Matin declares that steps should be taken to counteract the appalling dangers from feebergs by the creation zones out of normal season. It is sug-gested that lightships should follow the ice fields and warn international shipping by wireless.

Highland Rifles To Meet There will be a drill for instruction neld at the armory of the Highland Rites

tonight at 8 o'clock and all members the company are expected to be present. The company will assemble at Five Points, South Highlands, where their armory is located. Captain Carlisle will be in command.

U. C. V. REUNION, MACON, CAMPS FROM BIRMINGHAM, ENSLEY, BESSEMER, EAST LAKE, AVONDALE AND WOODLAWN WILL LEAVE ON U. C. V. SPECIAL TRAIN MONDAY, MAY 6, 8:00 A. M., VIA THE SOUTHERN RAILWAY.