

Titanic Sinks; 1,492 Perish; 866 Are Saved

Greatest Catastrophe in Marine History

Captain of Titanic and Two Men, Well Known, Who Went to Watery Grave With Him



Major Archibald Butt, military
attache of President Taft, who was
returning from a vacation in
Europe.

Ervin G. Lewy of Chicago, a
member of the firm of Lewy Broth-
ers, jewelers. He had gone to
Europe on business.

ILL-FATED SHIP CARRIED MANY NOTABLES

SOME OF MOST PROMINENT
PEOPLE IN AMERICA WERE
ON TITANIC, AND ARE
AMONG THE MISSING.

(United Press)
NEW YORK, April 17.—Seldom in
the history of navigation has a steamer
carried so many noted persons as
thronged the Titanic on her maiden
trip. Hardly any of the noted pass-
engers were saved, according to the meager
advice available. The toll of death,
stupendous and eclipsing that of all
previous marine disasters, remained
today inexplicably large.
Col. John Jacob Astor, direct male
head of the famous Astor family,
ranked as the largest individual land-
owner, so far as values are concerned,
in America.
Henry B. Harris is a power in the
theatrical world, a native of St. Louis
and an official in various managerial
associations.
Isidor Straus is a brother of Nathan
and Oscar S. Straus and New York's
most prominent Hebrew merchant.
William Stead, noted London author
and for years editor of the Review of
Reviews, was en route for a brief tour
of the United States.
Charles McVillo Hays, president of
the Grand Trunk railroad, considered
one of the most brilliant of railroad
officials, was returning from a business
trip in England. Benjamin Guggen-
heim, fifth of the seven sons of Meyer
Guggenheim, has for years been in
charge of the Guggenheim mining in-
terests.
Frank D. Millet, a noted artist and
traveler, was returning from a trip to
Italy, where he was at the head of the
American academy at Rome.
Clarence Moore, one of Washing-
ton's most prominent society and sports-
men, was returning from England,
where, as master of the Chevy Chase
hunt of Washington, he had purchased
a new pack of hounds.
Major Archibald W. Butt, military
aide to President Taft, had been abroad
on a vacation.
Jacques Fretelle, the writer of fiction,
had been on a pleasure trip with his
wife.

DR. MINAHAN WELL KNOWN IN STATE

FOND DU LAC, Wis., April 17.—
Dr. W. E. Minahan, who is supposed to
have perished in the wreck of the
Titanic, was 45 years of age, and one of
the best known physicians in this part
of the state. He was born at Chilton,
this state. He received his early edu-
cation in that city, later taking a course
at Oshkosh normal school, from which
he graduated with honors.
He then entered the state university
but left before finishing the course, to
take up study at Rush Medical college,
Chicago, graduating among the leaders
of his class.
He began practice at Calumetville
and 13 years ago came to this city and
opened up an office. Ten years ago he
went to Berlin, Germany, where he took
a course in one of the leading German
hospitals.
Dr. Minahan was not a member of
any fraternal organizations, although
at one time he was affiliated with the
Elks.
He has three brothers, Robert, John
and Victor Minahan, all of Green Bay,
and two sisters, Miss Daisy, Minahan,
Green Bay, who was on the boat with
him, but is known to have been saved,
and another who resides in the east. He
has one daughter, Miss Maud Minahan,
is also now in the east.
Nine years ago Dr. Minahan was
married to Lillian Thorp, of this place,
it being his second marriage.

GERMANY SHOCKED BY SEA DISASTER

BERLIN, April 17.—Profound sym-
pathy was expressed by the Reichstag
today in a discussion of the Titanic
disaster. All Berlin was shrouded in
gloom when news of the appalling
death list reached here. On board the
ill-fated vessel were a score of Germans,
and many American business men, who
had recently been in the city.

Leader Want Ads Always Lead.

Leader Booster, Is There Anything You Cannot Do?

When it was proposed to start a workingman's paper in Milwaukee, a paper which would stand for the people's interests against the Big Interests, the skeptics shook their heads. "There are already too many daily papers in Milwaukee," they objected.
But the Leader Boosters started another.
When it was proposed to finance The Leader by raising \$100,000.00 from the sale of \$10.00 bonds, the skeptics shook their heads again.
But the Leader Boosters raised that immense amount, lacking only about \$15,000.
"Your paper will have no circulation, except among a handful of disgruntled Socialists," sneered the skeptics.
But thanks to the Leader Boosters, it started out with a circulation of over 31,000 in the month of December.
"That is all you will ever get, and these will tire of the paper as soon as the novelty wears off," persisted the skeptics.
But the Leader Boosters increased this circulation to over 32,000 in January. They increased it to over 35,000 in February. They increased it to over 41,000 in March.
"After election, The Leader will go to pieces," chuckled the skeptics.
After election, the Leader Boosters kept up their good work and still the circulation grows, and keeps on growing—and growing—and growing!
The Leader Boosters have increased The Leader's advertising from 7,392 inches for December, to 16,469 inches in March.
Therefore, we have gotten into the habit of thinking that nothing is too hard or too big for The Leader Boosters to tackle.
So when our circulation had outgrown our machinery, we did not hesitate to purchase a new press and stereotyping outfit. We felt so sure that the Leader Boosters would easily handle the sale of the bonds still left to be sold, and thus supply the funds necessary to pay for the new machines, that we were not at all afraid to take the risk.
Judging from the way that the sale of these bonds has already begun to hum, our confidence in The Leader Boosters was not in the least misplaced.
Have you joined this noble army of the Boosters? If not, do so at once. Buy a bond. Ask your neighbor to buy one.
Sell the last bond before the 1st of June!
PUSH THE BONDS!
And while you are pushing the bond sale, don't for one instant forget our advertisers. And always tell them you saw their Ad in The Leader.
GO TO IT! THE BONDS AND ADVERTISING! Look for the blank on the editorial page. Then act!

FATE OF EIGHT STILL IN DOUBT

OF THIRTEEN WISCONSIN
RESIDENTS ON TITANIC
ONLY FIVE ARE KNOWN
TO HAVE BEEN SAVED.

WISCONSIN PEOPLE
KNOWN SAVED
Mrs. E. G. Crosby, Milwaukee.
Miss Harriet Crosby, Milwaukee.
Miss Daisy Minahan, Green Bay.
Mrs. W. E. Minahan, Fond du Lac.
Mrs. W. D. Silver, Superior.
THOSE STILL MISSING.
Dr. W. E. Minahan, Fond du Lac,
(unofficially reported safe).
Capt. E. G. Crosby, Milwaukee.
Peter C. Hanson, Racine.
Mrs. Peter C. Hanson, Racine.
Mrs. H. J. Allison, (formerly of
Milwaukee).
Miss Agnes Dolan, Baraboo.
W. D. Silver, Superior.
Oscar Jensen, Neenah, (purser
on Titanic).
Early reports today show little
change regarding the Wisconsin people
who were passengers on the ill-fated
Titanic. Wireless dispatches con-
firmed the rescue of those reported
saved yesterday, and an unofficial



DR. W. E. MINAHAN,
Fond du Lac Man Whose Fate Is Still
In Doubt.

dispatch says that Dr. W. E. Minahan,
Fond du Lac, thought lost, is among
those rescued. The first list of the
rescued gave the names of Mrs. Minahan
and Miss Daisy Minahan, but no
mention of the doctor has been made
as yet in the official messages.
The fate of Capt. E. G. Crosby,
Milwaukee, is also in doubt, no word
regarding him having been received
up to a late hour this morning. Mrs.
Crosby and Miss Harriet Crosby were
rescued.
Frank Walsh, general passenger
agent of the Crosby Transportation
company, has left for New York to
meet Mrs. Crosby when the Carpathia
arrives.
Mrs. Hudson J. Allison, her husband,
daughter and maid, were also on board
the boat but are not known to have
been saved. Mrs. Allison was formerly
a Milwaukee resident, being the daughter
of Mr. and Mrs. Orville Daniels.
She was married about four years ago
and since has been living at Montreal,
Canada.
No word regarding Mr. and Mrs.
Peter C. Hanson, Racine, has been re-
ceived and it is feared both perished.
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The Press Run of
The Leader Yesterday Was
44,218
Our returns, overs, spoils,
etc., average about 5 per
cent of the press run.

WHEN RESCUERS REACHED SPOT WHERE SHIP SANK NO SIGN OF LIFE WAS SEEN

Bulletin.

MONTREAL, April 17.—The last faint hope that more of the passengers and crew of the Titanic might have been saved, went glimmering today when Captain Gambell of the Virginian reported to his agents here that his rescue trip had been fruitless.
"We arrived too late to rescue anyone," says Gambell, "and we are proceeding to Liverpool."
This was accepted here as meaning that the only persons saved were those taken from the lifeboats by the Carpathia.

Bulletin.

HALIFAX, N. S., April 17.—The Marconi wireless station at Cape Race reports as follows:
"No communication as yet with Virginian. We do not think any Titanic passengers on board."
The Sable Island wireless reports:
"We are now in communication with the Parisian. She has no Titanic passengers on board."

United Press.

NEW YORK, April 17.—Hope for the safety of passengers of the ill-fated Titanic, which floundered early Monday morning off the Grand Banks of Newfoundland, other than those reported by wireless from the Cunarder Carpathia as enroute to this city, was practically abandoned this afternoon. Latest reports placed only 866 persons, and they chiefly women and children, on the Carpathia, while even the officials of the White Star line admitted there was practically no hope for the remaining 1,492 of the ship's company of 2,358 souls.

That all would have had a chance of safety had there been lifeboats and rafts enough, was the general belief of navigators. But the liner, newest and greatest of trans-Atlantic ships, carried only 20 large, modern lifeboats and they were loaded to the gunwales with the women and children, who in accordance with the unwritten law of the sea, who had been put over the side first.

Most of the men were missing. Col. John Jacob Astor, Major Archie Butt, President Taft's aide; Benjamin Guggenheim, Jacques Fretelle, William T. Stead, F. D. Millet, Henry B. Harris—all of them well known personages who had taken passage on the gala day of the Titanic's departure from her home port, were not included in the list of those reported saved. The inference was that they had remained on the ship and gone to the bottom with her, a sacrifice to the custom which fails to compel enough lifeboats and rafts an ocean steamers to take off every one on board.

Up until noon there had been a faint, glimmering hope that in addition to the Carpathia, other vessels that had rushed to the scene on receipt of the wireless appeal for aid, had been in time to make rescues. Rumor had the Allan liner Virginian taking off some. But this hope faded when Captain Gambell wireless his agents that he had reached the scene too late.

"There was none left to rescue, and I am proceeding on my voyage," was the melancholy word sent, and with it crumbled the hopes of the White Star agents here, who had said this was the best chance of cutting down the death list.

Vice President Franklin of the White Star, stunned by the magnitude of the disaster, said soon after noon that the Carpathia would reach this city with the survivors late Thursday or early on Friday. He said that he believed the Olympic was standing by the scenes of the wreck, combing the sea while acting as a wireless relay station to Cape Race.

This, however, he carefully explained was conjecture. He said that the California of the Anchor line was also searching for survivors, but that he had no direct word from her.

CAPE RACE, April 17.—Unparalleled in history, the scenes that accompanied the foundering of the Titanic on the ice-strewn banks of Newfoundland were 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 that it was necessary to keep considerable headway on the giant vessel so that she would remain manageable.

The crash came at 10:25 Sunday night. Many of the passengers were 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 recognize 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.

It was a 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 make their toilet. Many of the passengers must have been garbed as they came from slumber carrying only the wraps hastily caught up in the moments that followed the horrible, grinding of steel upon ice.

Signals were burned, rockets sent up, as the wireless snapped out its frantic appeal for help, while the stalwart seamen, told 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. Wives and sisters in tears, with the last kisses of husbands and brothers on their lips, were marshalled to their places, while the wounded giant staggered and sunk lower with every lurch of the sea.

It must be apparent from the out-set that there was little hope for many of that company. Although she carried the maximum of life rafts and lifeboats, they were cruelly 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 de-

lusions. They knew from the messages received that no vessel could reach them before daylight and with the water coming 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 raft would greet the rescuers.

Filled the Boats.
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 3,455 life belts were dealt out and the 48 life buoys 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.

The small boats, bobbing like corks on the water amidst the field of ice, it was not believed, witnessed the final plunge of the vessel to her grave, two miles below the surface. It seemed certain today that they had rowed in company as far as possible, but the swirling waters must have brought home at least to the crew the fact 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 the first on the scene, started direct to New York as soon as she had taken the unfortunates 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.

Brown and Mrs. Appleton, but contained no word of Mrs. Cornell's fate. When Magistrate Cornell realized that his wife was probably drowned he collapsed and had to be assisted into the private office.

Women Hysterical.
The few women who came to the offices were nearly hysterical and did not remain long. The men continued to importune the clerks for some word that would relieve, not alone their own suspense, but that of their relatives waiting at home, but the company either could not or would not make public any information.

This attitude on the part of the officials of the company was bitterly resented by the public. It was accepted as a fact that the company had withheld information from the start and it was known all of the wireless information that was coming into the offices of the big wireless company was being transmitted only to the White Star company and carefully guarded against leaks.

Vice President Franklin insisted that he was making public all of the information he could. It was plain that the directors here of the line, who had been in almost constant executive session since 11 o'clock last night, were using Franklin as the buffer between them and the public and that he would give out only the information they wanted to reach the public.
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Glad News for Some.

The line offices are on lower Broadway, with rooms devoted to first, second and third class passengers. An augmented force of clerks was on hand with the latest revised list of the known survivors and where a person was asked for was known to have been saved the glad news was quickly given. Where there was no record this information was given as gently as possible, coupled with the belief that there was still a bare chance that the company did not have all the names of the saved yet.

A typical case was that of City Magistrate Robert C. Cornell whose wife and two sisters, Mrs. J. Murray Brown of Boston and Mrs. E. D. Appleton of Bay Shore, L. I., were passengers. The wireless told of the saving of Mrs.

Showing Place of the Disaster

Map Shows Where Titanic Struck

NEWFOUNDLAND
ST. JOHN'S
HALIFAX
BOSTON
NEW YORK
PHILADELPHIA
CAPE MAY
CAPE COD
PORTLAND
BANGOR
ARMOUTH
SCOTIA
UNITED STATES