Millionaires Perish Among 1,300 Lost in Sea Tragedy

ICE IMPEDES PROGRESS OF RESCUE SHIP

Hopes for Safety of More Than 868 of Titanic's Passengers Have Vanished

passengers had been received by wireless up to a late hour this afternoon. The Carpathia evidently was out of wireless range toward noon, for after that efforts to reach the vessel with wireless communications were futile, and å score or more of messages from the Cunard company and other sources were unanswered.

That the final roll of the rescued from the Titanic disaster practically had been made up was the impression that grew almost into conviction last night as the hours wore on without the revision of lists adding measurably to the total of known survivors.

Little News Comes

Of definite news the night added little. Down the Atlantic coast, fog enveloped in many places, as the reports showed, crept the Cunarder Carpathia, bearing the 868 lives that had been snatched ! from the waters when the Titanic's 20 boats, laden to the limit, one by one made their way from the giant liner as it became known that it was soon to take its fatal plunge.

But although the rescue ship was rewithin wireless range of the Sable island station at a comparatively waiting to catch the snap of a receiver which might mean that the great secret of the liner's end was about to be given up, midnight came and went and the

night began to grow old, and still the word had not been received.

Carefully, compiling the available lists the record of the known survivors of the disaster stands significantly Men 79, women 233, children 16; total

PROPORTION OF WOMEN

Of the remaining 540 known surviv it is estimated that not more than 100 were seamen required to man the boats. This would leave approximately 440, and in the ordinary proportions of women and children in the steerage, where the passengers in the Titanic's care numbered 710, it seems probable that the greater part of these 440 were women and their little ones.

Nothing could show more plainly the heroism of the crew and the men passengers who stood by the doomed ship women and children away in the life-

Some would have to be left; that was a certainty. Hundreds in fact were left. But to all appearances the men who were left stayed behind deliberately, calmly, stepping aside to let the weaker ones, those to whom they owed protection, take their way to safety. FINAL MESSAGE

Sinking by the head. Have cleared boats and filled them with women and

This was the final message these brave men sent the world, for it was directly afterward that their wireless ignals sputtered and then stopped al-The picture that inevitably presents

men like John Jacob Astor, master of sceres of millions; Benjamin Guggen-heim of the famous family of bankers; Isader Strauss, a merchant prince; William T. Stead, veteran journalist; Major Archibald W. Butt, soldier: Washington Rochling, noted engineer—of any or all of these men stepping aside and bravely, gallantly remaining to die that the place he otherwise might have filled could perhaps be taken by some sabot shod, shawl enshrouded, illiterate and penniless peasant woman of Europe. MEN REMAINED TO DIE

Thus the stream of women with toddling infants, or babes in arms, perhaps most of them soon to be widowed, filed up from the cabins and over the side and away to life. The men—by far the greater part of them—remained to die, millionaire and peasant and man of middle class alike, bravely, it must have been, sharing each other's fate and going down to a common grave.

Of the survivors, what? Their story of peril; and suffering with the revela-tion they will furnish of just what hap-pened on board the stricken ocean giant mains to be told.

How quickly they will be able to tell it and clear up all the mysteries of identity of which the limited carrying capacity of the Carpathia's wireless has left the world in doubt seemed to depend entirely upon atmospheric con-

The weather was thick on the coast last night, not only interfering, it is believed, with the wireless communication from the liner to Sable island, but probably with its rate of progress to New York, whither it is heading.

OTHER METHODS TRIED

Meanwhile other methods of commu ication than by the land stations are being tried. From the Virginia capes the scout cruisers Salem and Chester, armed with powerful wireless apparatus, are speeding toward the Carpathia to relay wireless messages. This, and it is hoped that before many hours have clapsed they will be in touch with the vessel.

Star line said that so far as he knew the line standing by the Carpathia to relay wireless messages. He added that he had received no word from the Olympic since 9 o'clock this morning and had been unable to get morning and had been unable to get roads to meet the Carpathia and send the carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and send the carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and send the carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and send the carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the Carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the carpathia and chester from the olympic since 9 o'clock this morning and had been unable to get roads to meet the carpathia to relay wireless to the secretary of the navy to order the carpathia and chester from the carpathia to relay wireless to the carpathia to relay wireless to the carpathia and the carpathia to relay wireless to the c

either the Carpathia or Olympic by wireless.

Franklin said also that the steamship companies crossing the Atlantic had entered into an agreement to abandon the short northern route in favor of the Southern route as long as an agreement as a contest. The to 1:30 this morning, so far as could be learned at any of the coast stations, no syllable of tidings had come from the Carpathia since it was able, by the aid of the Olympic's relay, lantic had entered into an agreement many hours before, to send waveringly ashore, a list of the names of first and second cabin Titanic survivors which it had on board.

It is thought—feared will be the bet-

A dispatch from Montreal saying that the word—that this list now is practically complete.

As for the rest, direct advices from Sable island reported that weather conditions were bad for transmission and that only faint communication was had with the ship, it being barely within range. It was shought, too, that the wireless operator on the Carpathia had been accounted for the Parisian nor the Virginian has any survivors aboard.

The Thank was finsured for \$5,000,—600, Franklin said. On the ship, he wireless operator on the Carpathia had been accounted for.

A dispatch from Montreal saying that hope still was entertained there that the parisis of the wrecked liner that the virginian have aboard some of the Titanic's survivors. Franklin in the event that the Salem had not sufficient coal, instructions were given to dispatch the cruiser North Carollina instead.

A possible chance of obtaining news bearing on the disaster developed early when the big ship struck the leeberg.

The Thank was finsured for \$5,000,—600, Franklin said. On the ship, he added, the White Star fine would lose about \$3,000,000.

"This will be the smallest part of our loss, were notlined to the wrecked liner that the parisin might have aboard some of the wrecked liner that the Parisian might have aboard some of the Carpathia, if necessary. In the event that the Salem had not sufficient coal, instructions were given to dispatch the cruiser North Carollina instead.

A possible chance of obtaining news was within 60 or 75 miles of the Clunard line in this country, said tonight that he believed the Carpathia was within 60 or 75 miles of the Clunard line of the Cunard line of

MAP SHOWING APPROXIMATE LOCATION OF THE TITANIC'S DISASTER AND THE POSITIONS OF THE RESCUE SHIP AND OTHER VESSELS MENTIONED IN THE DISPATCHES.



Newell, Miss Marjorie

Nye, Mrs. Elizabeth

Nisser, Mrs. Nicholas

Ostbey, E. O. O'Connell, Mrs. Robert

Ostbey, Mrs.
Ostbey, Miss Helen R.
Omond, Flennad
Ossette, Miss

Oxenham, Thomas Chebnall, Mrs. M. B. Phillips, Miss Alice Pailas, Emilio Padre, Julian

Parish, Mrs. L. Pensky, Miss Ro

Portaluppi, Mrs. Emilio Puechen, Major Arthur Panhart, Miss Nanette

Potter, Mrs. Thomas Jr. Quick, Mrs. Jane O.

Ridsdale, Miss Lucy. Rugg, Miss Emily. Richard, Mr. and Mrs. Emile, and

Ryerson family, Mrs. Susan B.,

Rogers, Eliza. Rogers, Selina. Pensky, Miss Rossi. Saelfeld, Adolph E.

aleman, Abraham

Seward, Frederick.
Shutter, Miss D.
Silvey, Mrs. William D.
Simonius, Colonel Alfonso.

Snyder, Mr. and Mrs. John

Setrepeen, Miss Augusta. Steffanson, H. B.

Segesser, Miss Emma. Silwana, Miss Synly. Silverthorne, H. Spencer.

Slayton, Miss Hilda. Schutes, Mrs. E. W. Spedden, Mr. and Mrs. J. J.

Skellery, Mrs. W. N.
Taussig, Miss Ruth
Thor, Miss Ella
Taylor, Mr. and Mrs. E. Z.

Tucker, Gilbert M.

Ward, Miss Emm

Varren, Mrs. F.

Wells, Mrs. Addle Wells, Mrs. J. Wells, Ralph Williams, Charles Williams Jr., P. M.

Walcroft, Miss Nellie

Young, Miss Marie

Tucker, Mrs. and maid. Trout, Miss Edua S.

Thayer, Mr. and Mrs. J. Trout, Mrs. Jessie

Spedden, Mr. and Mrs. J. J. Spedden, Mr. and Mrs. Frederick O. Stephenson, Mrs. P. Stephenson, Mrs. Walter Sylven, Lillie

Wairen, Mrs. F. M.
White, Mrs. J. Stuart
Wick, Miss Mary
Widener, Mrs. George D. and maid.
Willard, Miss Constance
Williams, Rich N.
Williams, P. M., Jr.
Wilson, Miss Helen A.

Wolner, Hugh
Wolner, Hugh
Welsz, Mrs. Matilda
Webber, Miss Susan
Wright, Miss Marion
Watt, Miss Bessie
Watt, Miss Bertha
West, Mrs., and two children.

Captain Resten of the Carpathia ha

been instructed to send full details of the sinking of the Titanic.

The treasury department, through the customs office, has given orders to expedite the landing of the survivors of the Titanic and to aid them in every way possible upon arrival of the Carpathia. Customs regulations have been suspended and the customs officers will aid the survivors in finding relatives and friends.

Vice President Franklin said late this afternoon that his list of survivors showed that 202 out of 325 first cabin passengers and 114 out of 285 second cabin passengers of the wrecked liner had been accounted for.

mith, Mrs. P. P.

Spencer, Mrs. W. E. and maid. Stepelin, Dr. Max.

Stengel, Mr. and Mrs. C. E. H. Stene, Mrs. George E. Swift, Mrs. Frederica Joel. Sheddell, Robert Douglas.

Sleeper, William T. Sincock, Miss Maude,

CAPE RACE, N. F., April 16.—The names of the rescued first and second cabin passengers of the wrecked Titanic, who are on board the steamer Carpathia, have been sent here by wireless from the rescue ship,

Mrs. Washington Dodge, daughter Emock. Philip

Mrs. John Jacob Astor and maid

Abelson, Hanna Anderson, Harry Angle, William Allen, Miss E. W. Apleton, Mrs. E. W. Auber, Mrs. A. Andrews, Miss K. T. Andrews, Miss Cornelia J. Angle, Mrs. William Ball, Ada R. Biss, Miss Kate Barkworth, A. S. Baxter, Mrs. James
Brayton, George A.
Breckwith, Mr. and Mrs. R. T.
Bachr, Carl R. Bachr, Carl R.
Bishop, Mr. and Mrs. B. H.
Blank, Henry
Bonnell, Miss Caroline
Bowen, Miss C. C.
Bowerson, Miss Elsie Brown, Mrs. J. M. Brown, Mrs. J. J. Bessette, Miss Bucknell, Mrs. William Barrett, Karl Bassini, Miss A. Burus, Mrs. G. M. . Beane, Edward Beane, Miss Ethel Bryhl, Miss Dagmar

Bentham, Miss Lillian Bahr, Carl R. Bowerman, Miss Elsie Brown, Edith Brown, T. S. W. Calderbead, E. P. Cardell, Miss Churchill Cardeza, Mrs. J. W. Cardeza, Thomas Carter, Miss Lucille Carter, Mrs. William E. Carter, Master William Cass, Howard B. Turrell W. Cavendish, Mrs. Chaffee, Mrs. H. F.

Bystrom, Miss Karolina

Chambers, Mr. and Mrs. N. C. Cherry, Miss Gladys Chevro, Paul Crosby, Miss Clark, Mrs. Walter Cummings. Mrs. John B. Cornell, Mrs. R. G. Chamdasen, Mrs. Victorine Collyer, Mrs. Charlotte Collyer, Miss Marjori Christy, Miss Alice Christy, Miss Julia Clark, Mrs. Ada Maria Cameron, Miss Collett, Mrs. Stuart Caldwell, Albert F Caldwell, Mrs. Sylvia Caldwell, Alden G. Cornell, Mrs. R. G. Chibnell, Mrs. N. B. Chibinace, Mrs. B. Chanidasen, Mrs. Victorine Cahries, William E. Daniel, Miss Sarah Daniel, H. Haren Davidson, Mrs. Thornton Davidson, Miss Mary Devallers, Mrs. Dick, Mr. and Mrs. A. A. Dick, Mr. and Mrs. A.
Douglas, Mrs. Fred C.
Douglas, Mrs. Walter
Bouglas, Robert O.
Douglas, Walter O.
Drauchensted, Alfred
Drauchensted, Alfred
Drauchensted, Alfred
Davis, Misa Agnes
Davis, John M.
Davis, Miss Mary
Duran, Florentine Duran, Florentine Duran, Ascuncion Dodge, Miss Sarah Doling, Miss Ada Doling, Miss Elsie

Driscoll, Miss B. Dessette, Miss

Eustia, Miss

of the former course.

Earnshaw, Mrs. Bolton

Endres, Mrs. Caroline

Flynn, J. F. Fortune, Mrs. Mark, Miss Miss Alice
Frauenthal, Dr. Henry and Mrs.
Frauenthal, Mr. and Mrs. T. G.
Faunthrope, E.
Fantini, Mrs. Mark
Frolieher, Miss Margaret
Futreile, Mrs. Jacques
Fleigheim, Miss Antonetic
Francatelli, Miss
Formery, Miss Elein Formery, Miss Elein Geight, James Gilson, Mrs. Leonard
Goldenberg, Mrs. Samuel
Goldenberg, Miss Ella
Gordon, Sir and Lady Cosmo Duff
Garside, Miss Ethel
Gracie, Colonel Archibald
Graham, Mr. Graham, Mr. Graham, Mrs. William Graham, Miss Margaret E. Greenfield, Mrs. Lee Greenfield, William B. Googht, James Gibson, Miss Dorothy Gerroal, Mrs. Margy Gorronl, Mrs. Margy
Harance, Henry
Harder, Mr. and Mrs. George A.
Harper, Henry S. and man servant.
Harper, Mrs. Henry S.
Hawksford, Henry.
Harris, Mrs. Henry B.
Hippach, Miss Ida S.
Hippach, Miss Jean.
Hogeboom, Mrs. John C.
Hoyt, Mr. and Mrs. Fred M.

Homer, Henry R. Harris, George. Herman, Mrs. Herman, Mrs. Jane Herman, Miss Kate. Herman, Miss Alice. Hold. Miss Annie. Hart, Mrs. Esther. Hart, Miss Eva. Hamalanian, F. Hamalanier, Anna and son. Hocking, Mrs. Elizabeth. Hocking, Miss Nellie. Helversen, Mrs. A. O. Homer, Henry R. Healy, Miss Norah.

Haussig, Millo Hososons, Massefame. Jacobsohu, Mrs. Amy. Keane, Miss Nora Kelly, Miss Fanny Kenchia, Miss Emile Kenkon, Mrs. F. P. Kenniman, F. A. Kiball, Mr. and Mrs. E. N. Kimberley, Mrs. and Mrs. E. D. Leader, Mrs A. F. Lareche, Miss Louise Leitch, Miss Jessie W. Lamore, Mrs. Lebman, Miss Bertha Lines, Mrs. Ernest Lines, Miss Mary C. Longley, Miss G. F. Lavory, Miss Bertha Lindstrum, Sigrid Lindstrom, Mrs. J. Louch, Mrs. Alice La Roche, Mrs. Joseph La Roche, Simone

Lahligen, Mrs. Wifliam Lesneur, Gustave J. Mallet, Mrs. A. Mallet, Master Andrero Mellinger, Mrs. Elizabeth and child Medill, Miss Georgietta A. ledill, Olivia Marvin, Mrs. D. W. Minnehan, Mrs. W. E. Minnehan, Miss Daisy Millet, Frank D.

Mile —— Melicard, Madame Melicard, Madame
Marshall, Mrs.
Mellers, William
MeGowan, Miss Annie
Mamy, Miss Ruberta
Middle, Olivia
McDearmott, Miss Letitia
Newsom, Miss Helen
Mare, Mrs. Florence
Newsom, Miss Marjorie
Newsom, Miss Marjorie

munication with stations on the Ameri- his last wireless report to the Cunard probable it would have valuable in can coast.

Vice President Franklin of the White ceeding slowly through a field of ice to Star line said that so far as he knew this port.

to abandon the short northern route in favor of the Southern route as long as quickly as possible into touch with steamers having news bearing on the of the former course.

A dispatch from Montreal saying that NEWS EXPECTED

"I desire to express through the owner of the Titanic my very deep and heartfelt sympathy with the relatives and friends of all those who lost their

When asked regarding a rumor that the Carpathia might put into Boston and land its rescued passengers there. Summer replied there was nothing in the report. Had there been but a few of the rescued ones this might have been done, he said, but it was his opinion that with more than 800 survivors on board the captain of the Carpathia would make direct for this city.

It was estimated that both the scout cruiser Chester and its sister ship, the Salem, which was understood to have started north about the time the Chester headed that way, would be in touch with the Boston wireless station before midnight. The cruisers are expected to communicate any information they may acquire to Washington. lives in this terrible catastrophe.—Lieutenant Colonel Lowther, Military Secre-

BOOKINGS ARE NOT AFFECTED

NEW YORK, April 16-That the Titanic with its toll of hundreds of lives will not affect the public confidence in the great ocean greyhounds and that bookings for sailings have not dimin-ished since news of the Titanic's fate became public was developed by in-quiries at the offices of various large trans-Atlantic steamship companies totrans. Atlantic steamship companies tonight. These inquiries elicited the information that prospective passengers
scheduled to sail in the next few days
have not canceled their reservations.
It was thought for a time that the disaster would have a very appreciable
effect on ocean travel, but, to the contrary, many persons who were to have
sailed on the Titanic on her return
voyage have booked passage on other
vessels.

Dozen Bostonians Lost

BOSTON, April 16.—Nearly a dozen Boston men known to have been aboard the Titanic are unaccounted for. Some were accompanied by wives and daugh-ters, all of whom are reported safe on the Carpathia.

Among the missing are: A. W. Newell, president of the Fourth National bank, whose two daughters, Madeline and Marjorie, were rescued, and Jacques Futrell, the author, whose wife was saved.

Although the names of Mr. and Mrs. E. N. Kimball are not contained in the "saved" list, relatives hope that they are accounted for in the names of "Mr. and Mrs. Ed Kimberley," as received by wireless. Kimball is president of a piano company.

living near Boston whose names do not appear among the sur-vivors are: George K. Clifford, presi-dent of the Belcher Last company of Stoughton: Walter C. Porter of Wor-cester, also a last manufacturer: Clar-ence Moore of Washington and Bev-erly Farms, a well known sportsman; Herbert H. Hilliard and Timothy J. McCarthy: Percival W. White, cotton manufacturer of Winchenden, and his

Man's Death Follows News

BOISSEVAIN, Manitoba, April . 16. J. P. Alexander, a former member of the provincial parliament, dropped dead today when told of the Titanic disaster He was troubled with heart disease.

Pastor Fears for Brother

FRESNO, April 16 .- Among the Titanic survivors on board the Carpathia is Mrs Alice Louch, sister in law of Rev. William Louch, assistant pastor of the First Presbyterian church of this city. Mrs. Louch sailed from England with her husband, a leather goods merchant, on the Titanic. Charles Louch's name does not appear with that of his wife, and Rev. Mr. Louch believes that his brother was lost. They were coming to Fresno on a two months' visit, traveling second class. Mere. near Bristol, Eng.

Sorrowing for Parents

YONKERS, N. Y., April 16.—Mr. and Mrs. Alexander Robins of this city were passengers on the Titanic, according to their son, Alexander Robins Jr., but the name of neither has appeared in the list of the rescued. Robins, a contrac-tor, was a native of Wales.

Artist Engaged for Court

MADISON, Wis., April 16.—Frank D. Millet, the New York artist reported to have been drowned in the wreck of the Titaric, was to have painted four panels in the supreme court room of the new Wisconsin state capitol and was due in Madison in a few days. Traveling to New Home ROCKFORD, Ill., April 16 .-

Bryl and his sister. Dagmar Lustig, both of Skara. Sweden, were among the second class passengers on the Titanic. They were on their way to Rockford to make their home with their uncle.

Whole Family Saved MONTREAL, April 16.—Piers David-son, brother of Thornton Davidson, re-ceived a wireless message from New-foundland saying Thornton Davidson and his family bad been saved.

Canadians on Liner LONDON, April 16.—Several Canadi-ns were on board the Titanic. Among CARPATHIA SILENT

Charles B. Sumner, general agent of the Cunard line in this country, said tonight that he believed the Carpathia was within 60 of 75 miles of the Titaffic when the big ship struck the iceberg.

Sumner, who had a line in the country of the Union bank of Vancouver.

OTTAWA, Ont., April 16.—The following message was sent this afternoon in behalf of the duke of Connaught to the

FROM STEERAGE

Committee of Thirteen Is Headed by the Wife of the Port Surveyor

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 to care for the surviving steerage passengers of the Titanic on the arrival of the Car-

Titanic on the arrival of the Carpathia in port.

The committee consists of Mrs. Cernelius Vanderbilt Sr., Mrs. Henry F. Dimock, Mrs. Herbert L. Satterlee, Mrs. James Sherman Aldrich, Mrs. Richard Irwin, Mrs. William Church Osborn, Mrs. Edward Ringwood Heitt, Mrs. J. Van Vechten Olcott, Mrs. Henry Whitney Munroe, Mrs. Arthur Murray Dodge and Miss Virginia Potter.

"We do not know how many steerage"

"We do not know how many steerage passengers may have been saved," Mrs. Henry said tonight, "but we feel that something should be done for their comfort on their arrival."

NEW HYDRAULICS LABORATORY—Stanford University, April 16.—Stanford is to have a new hydranlies laboratory in the near future. Professors Marx, Wing and Moser of the civil engineering department are drawing plans for bidding contractors.



Have your furs remodeled or Store your furs in the only repaired now at summer cold storage vaults on the coast. Charges reasonable.

All This Week We Will Offer the Greatest Bargains

Suits and Dresses

Over 800 to select from—the largest assortment in the city

\$25.00 for Suits—Original values up to \$32.50

\$29.50 for Suits-Original values up to \$37.50

\$32.50 for Suits—Original values up to \$40.00

\$35.00 for Suits-Original values up to \$45.00

Sizes 14 to 18 and 36 to 50 bust measure.

500 One-Piece Dresses

Serges-Checks-Stripes-White, Navy, Black, Tan, Wistaria.

\$12.75, \$14.75, \$19.50, \$25.00 and up to \$50.00

A MILLION DOLLARS

Accident Insurance Carried by the

Titanic Passengers In the

Travelers Insurance Co.

Losses Which Would Bankrupt Many Accident Companies, Will Be Paid by the Travelers Without Effort or Delay

Our Accident Policies Are Unequaled for Liberality and Security

Moral: Insure in the Travelers

The Travelers Insurance Co. Hartford, Conn.

Assets, \$79,900,000.00; Liabilities, \$67,900,000.00; Surplus, \$12,000,000.

Branch Office: Royal Insurance Building