

Tale of Peril, Self-Sacrifice, Wierd Terror and Heroism

NOTABLE PASSENGERS WHO WERE ON BOARD LOST VESSEL



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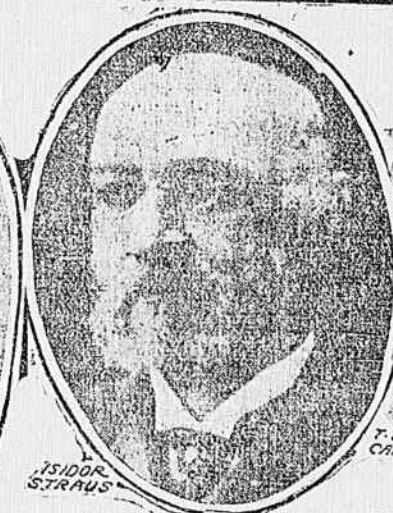
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TOLL OF THE DEAD FELT WORLD OVER

(Continued From First Page.)

With the lowest total and the highest list of saved, there would be 1,300 lost, and with highest of both, 1,500, with highest of both, 1,500.

But no comparison can lessen the dreadful story of broken families, of partings sadder than the Titanic's, of women wrenched from their loved ones whose life was a matter of hours.

Perhaps it was easier to die than to live in that short space of time while the Titanic's engines were still running. In a moment of fog that lay ahead of him, the Titanic's captain, J. Smith, knew the peril that lay ahead of him along the westerly track of steamships. Other navigators had found and avoided those perilous shapes in a moment of fog that lay ahead of him, the Titanic's captain, J. Smith, knew the peril that lay ahead of him along the westerly track of steamships.

A few hours before the Titanic's departure, the Hamburg-American liner Amerika was wrecked on the Titanic's track. The two large icebergs a little west and south of the place where the Titanic was wrecked. The Titanic's captain, J. Smith, knew the peril that lay ahead of him along the westerly track of steamships.

A shadowy hint of what followed has come from that area of waters that are ruled by fog and frost. The wireless, modern miracle as it is, could not achieve the impossible and snatch toward the Titanic in time to save her people the griefs that were hundreds of miles away.

Goes Ahead Where Destiny Points. The wireless has told of the bitter cold in the air, the accompaniment always of the ice packs that rear loose from Arctic glaciers and race southward with the currents. But no warning chill seemed to deflect the ship from her course. She strove ahead as destiny pointed her and no invention of man or interference of Providence averted her from a fatal course. Her ears, the submerged telephones placed on either side of the vessel just

below the water line to battle of the proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of men's hands, such vast bulks of ice were to make a mockery of human ingenuity.

When the Titanic struck she struck hard. There was something more than a jarring and tearing of bow plates, a flooding of a few forward compartments. As the whispering of the wireless is pieced together, the Titanic must have recoiled from her destroyer in a shattered and riven ship. So tremendous an impact would crumple up the very bad plates, shake the mighty engines from their foundation, open up watertight compartments, buckle plates from end to end and start water rushing into her hull from all sides, for her keel must have been injured by the terrific drive on a mass as hard as rock. And that far must have quenched the ship's lights by injuring her electrical apparatus. It is known that the wireless worked weakly when Phillips, the operator, set about his desperate task of reaching out for help, while the women and children in the boats rocked off somewhere in the dark, and the men wait-

ed with sinking hearts. And the wireless ceased muttering in less than two hours. A flutter or two and it was gone.

Not Alarmed by Sirens. The blasting shriek of the sirens had not alarmed the great company of the Titanic, because such steam calls are an incident of travel in seas where fog rolls. Many undoubtedly had gone to bed, but the hour, 1:40 A. M., was not too late for the friendly contact of saloons and smoking rooms. It was Sunday night, and probably the ship's concert had ended, but there were many hundreds up and moving among the ray lights, and many no doubt on deck with their eyes strained toward the mysterious west where home lay. And in one jarring breath-sweeping moment, all of these, asleep or awake, were at the mercy of chance. Few among the more than 2,000 could have thought of danger. The man who would have stood up in the smoking room to say that the Titanic was vulnerable or that in a few minutes two-thirds of her people would be face with death would have been considered a fool or a lunatic. No her passengers more confidence or more cool security; then, in the flick of a

clock, and all was changed.

The extent of that catastrophe might have been apparent to passengers as well as officers. Husbands sought for wives and children. Families gathered together. Those who were asleep hastily caught up their clothing and rushed on deck. It is evident that discipline was preserved. The belief is that Captain Smith, first of all, tried the switch that closed the watertight compartments, and then had the boatwain sound the call to quarters. The officers were assigned to the task of filling the boats and getting them overboard.

There were boats enough only for the women and children and a few of the men. In this respect the instrument of the Titanic was similar to that of her sister ship, the Olympic. She carried sixteen lifeboats and four collapsible boats, which were actually capable of accommodating about 1,100, but many less than that for the places on them.

Until the Carpathia arrives Thursday night bearing those who were torn away from their loved ones, nobody may know the dreariness of the hours that followed. With no other ship for 200 miles around there was nothing to do for the men of the com-

pany save to bid farewell to their wives and families and hope that help would come before the Titanic foundered.

Boats Are Rowed Away. Boats were rowed so far away that their occupants couldn't make out the Titanic as she slowly filled. How long the occupants of the boats waited before the Titanic went under is not known exactly, but Phillips's messages indicated that the boats had been lowered almost at once after the ship struck. It was at 2:20 A. M. when she finally foundered.

It was long after daylight when the Cunarder Carpathia, which was more than 100 miles east of the Titanic when she caught the appeal for help, got to the scene and found the twenty boatloads of exhausted, grief-stricken people. The sea was covered with wreckage, the odds and ends wreathed loose when the Titanic struck and floated when she foundered.

It is supposed that many clung to pieces of debris until cold and weakness released their hold. Apparently, the Carpathia took aboard the refugees without great difficulty, and then, after communicating with the Olympic, since her own wireless apparatus was not powerful enough to carry to land, started for this city.

Later on the Allan liner Virginian,

the first ship to pick up Phillips's cries for help, made her appearance. But she had lost the race against time. What living there were had been taken on board the Carpathia. There was nothing for the Virginian to do but to report to her line office at Montreal and continue eastward to Glasgow with her mails. The Allan Line office at Montreal gave out to-day this report: "We are in receipt of a Marconi via Cape Race from Captain Gammell, of the Virginian, stating that he arrived at the scene of the disaster too late to be of service, and is proceeding on his voyage to Liverpool."

The Parisian reported via Sable Island that she had no passengers from the Titanic on board. The Parisian had just come in touch with the Sable Island wireless station.

From the wireless messages sent by the Parisian, which was westbound for Montreal out of Glasgow when she picked up the Titanic's call on Sunday night, much has been learned as to sea and weather conditions on Monday.

Like the Virginian, the Parisian searched first for the Titanic, too far to the northward, acting on the location given by that ship when she sent out her calls. But the Titanic had drifted thirty miles to the south before she foundered, and it was not until

until after a careful search that both ships made their way to the scene of the disaster.

The Parisian steamed through fields of heavy ice looking for passengers from the Titanic. Everywhere a green sea churned between masses from the Arctic. Progress was necessarily slow. The liner found much wreckage from the Titanic, but observed no bodies. She found no lifeboats or rafts, and none of the Titanic's company remained, as the Parisian's officers had hoped, afloat on wreckage.

Going on her way after a careful search, the Parisian reported that the weather was cold, and even if there had been persons adrift on wreckage they would in all probability have perished before they could have been picked up. The Parisian is due in Halifax this morning.

The Sable Island cableship Minia, by the direction of the Canadian government, put out to the scene of the wreck on the chance that she might be in time to save life. It was hoped at first that the Minia, which proceeded from Cape Race soon after the Titanic's signals reached land, had picked up some of the passengers. That hope was destroyed to-day when the cableship reported to Halifax that nothing was to be seen on the spot where the Titanic foundered but a great mass of wreckage churning in the ice.

To-day messages from the sea picked up by the Marconi people said that thunderstorms had swept the area where the Titanic went down. Storms were interfering with the transmission of messages.

ALL PRECAUTIONS TAKEN.

Not Known Why Safety Devices Proved Ineffective.

Hamburg, Germany, April 15.—Albert Ballin, managing director of the Hamburg-American Line, in reply to an inquiry to-day, said, referring to the possibility of incorporating further safety devices on large vessels:

"The great shipping companies must try to enlarge and improve upon the extensive measures of precaution which they have taken, and which, in their opinion, and in that of the underwriters, already give the highest possible security. It will be clear to any reasonable man that the size, speed, and other qualities of the unfortunate Titanic had nothing to do with her loss. I am further firmly convinced that the vessel was fully provided with all modern safety appli-



J. BRUCE ISMAY



GEORGE D. WIDENER



FRANK MILES



WASHINGTON ROEBLING