

Many Bodies of Titanic's Passengers Picked Up by Steamer Californian of Leyland Line

LIST OF PERSONS BELIEVED TO HAVE PERISHED AT SEA

Reasonably Authoritative Roster of Those Thought Dead.

By striking from the Titanic's sailing list of first cabin passengers the names of those reported rescued a reasonably authoritative list of those who are believed to have perished remains. This plan has been followed in compiling the names of probable dead printed below.

First Cabin Passengers.

A. AUBERT, MISS N. and MAID may be "Mrs. Abbott" among survivors. ALISON, H. J. ALISON, MISS, and MAID. ALISON, MISS. ANDREWS, THOMAS. ARTAGAVOTIA, RAMON. ASTOR, COL. J. J., and MAN SERVANT. ANDERSON, MR. WALKER.

B. BATTIE, T. BRANIFF, E. BAUMANN, J. BAXTER, MR. and MRS. QUIGG. BEAR, H. K. BERNSTEIN, H. BLACKWELL, C. STEPHEN WEART. BONNELL, MISS LILY. BOREBANK, J. L. BRADY, JOHN B. BREWER, ARTHUR JACKSON. BUTT, MAJOR ARCHIBALD.

C. CALEDON, T. W. CHENAIL, MRS. S. M. BOWERMAN (probably among rescued). CLARK, WALTER M. CLIFFORD, GEORGE QUINCY. COLLEY, S. P. COONIN, R. C. CRAIG, NORMAN, G. K. O. M. P. CALDELL, MRS. CHURCHILL (probably among rescued). CARLSON, FRANK. COGAN, F. M. COGAN, J. P. CHAFFER, H. J. CHEVRE, PAUL (probably among rescued). CHISHOLM, ROBERT. COMPTON, MISS S. R. COMPTON, MR. and MRS. A. T. CROSBY, EDWARD G. CUMMINGS, JOHN BRADLEY. CASSEBEE, MR. and MRS. H. A. (Mrs. Cassebeer probably rescued).

D. DAVIDSON, THORNTON. DE VILLIERS, MRS. B. (probably among rescued). DULLES, WILLIAM C. DALY, P. D. DOUGLASS, W. D. DOUGLASS, Master R. and Nurse.

E. EASTMAN, Miss ANNIE K. EASTMAN, Miss E. M. EVANS, Miss E. (probably among rescued).

F. FORTUNE, CHARLES. FRANKLIN, J. FORTUNE, MARK. FOREMAN, B. L.

G. GEE, ARTHUR. GOLDBERG, Mr. and Mrs. E. L. (Mrs. Goldberg probably rescued). GOLDSCHMIDT, GEORGE B. GRACE, COL. ARCHIBALD (among survivors as Arthur Grace). GREENFIELD, Mrs. L. P. (probably rescued).

H. HAYES, CHARLES M. HEAD, CHRISTOPHER. HILLARD, HERBERT HENRY. HOPKINS, W. F. HOGBOOM, JOHN C. (probably rescued). HOLDEN, M. REV. J. STUART. HOGENHEIM, MR. A. HARRIS, HENRY B. (Mrs. Harris rescued).

I. ISHAM, MISS A. E. JULIAN, H. F. JAKOB, BIRNBAUM. JONES, C. C.

K. KENT, EDWARD A. KENTON, MRS. F. R. KIMBALL, MR. and MRS. E. N. (probably rescued). KLOBER, HERMAN.

L. LAMBERT-WILLIAMS, FLETCHER FELLOWS. LAWRENCE, ARTHUR. LEWIS, MRS. CHARLTON T. LONG, MILTON C. LEWY, E. G. LINES, ERNEST. LANDSHOLM, J. (probably rescued). LORING, J. H. LINGREY, EDWARD.

M. MAGUIRE, J. E. MARVIN, D. W. MCCAFFRY, T. J. MCCARTHY, TIMOTHY, JR. MCCOUGH, MRS. J. R. MIDDLETON, HON. J. CONNEN. MILLETT, FRANK D. MURKIN, DR. MCGOACH, J. R. MEYER, MR. and MRS. EDGAR I. MOLSON, H. MARKLAND. MOORE, CLARENCE, and man servant. MOCK, PHILIP E. MATSCH, CHARLES.

N. NEWELL, MISS MADELINE (may be among survivors). NICHOLSON, A. G. OVISS, S. ORROUT, ALFRED T. (may be among rescued).

P. PARTNER, M. AUSTIN. PAYNE, V. POND, MISS FLORENCE L. and maid. PORTER, WALTER CHAMBERLAIN. POTTER, MRS. THOMAS JR. (probably rescued). PIPPER, C. C. PARK, M. H. W. BEARS, Mr. and Mrs. THOMAS. PENASCO, Mr. and Mrs. VICTOR. FENCHEN, MAJOR ARTHUR (probably rescued).

COMMANDER L. H. CHANDLER, OF THE U. S. S. SALEM.

CAPTAIN E. J. SMITH.

F. D. MILLET.



PHOTO BY UNDERWOOD AND UNDERWOOD N.Y. CUNARD LINER CARPATHIA.

R. REUCHLIN, JONKHEER, J. G. ROBERT, MRS. ELIZABETH WATSON and maid. ROEBLING, WASHINGTON A. M. ROOD, HUGH R. HUBBARD, J. RHEIMS, GEORGE (probably rescued). RYAN, ARTHUR. RYERSON, MRS. ARTHUR and maid. RYERSON (two), Misses and Master (all probably rescued).

S. SHUTES, MISS E. W. (probably rescued). SILVEY, MR. and MRS. WILLIAM E. (woman probably rescued). SPEDDEN, MASTER R. DOUGLAS AND NURSE (probably rescued). STEAD, W. T. STANLEY, MR. and MRS. MAX FROLSHER. STRALS, ISIDOR and MAN SERVANT. SUTTON, FREDERICK. SALOMON, MRS. A. L. (probably rescued).

T. THORNE, MR. and MRS. G. (woman probably rescued). TASSIG, MRS. EMIL. URUCHUTU, M. K.

W. WALKER, W. ANDERSON. WARREN, MR. and MRS. F. M. (woman probably rescued). WHITE, PERCIVAL A. WIDENER, GEORGE D. and Man Servant. WIDENER, HARRY. WOOD, MR. and MRS. FRANK P. (woman may be rescued). WYCKOFF, VAN DER HOF. WEIR, J. WICK, Mr. and Mrs. GEORGE D. WILLARD, Miss CONSTANCE. WILLIAMS, DUANE. WRIGHT, GEORGE.

Second Cabin Passengers. A. ASHBY, JOHN. ALDORTH, C. ANDREW, EDGAR. ADOLPH, FRANK. ADOLPH, MISS LILA. ANGLE, MRS. (probably rescued). ABELSON, SAMSON (probably rescued). ANDREW, FRANK.

B. BYLES, REV. THOMAS. BEAUCHAMP, H. J. BEESLEY, LAWRENCE. BATEMAN, ROBERT J. BUTLER, REGINALD. BOWEN, HULL. BOWEN, SOLOMON. BERRIMAN, WILLIAM. BECKEN, JAMES H. BROWN, MRS. (probably rescued). BANFIELD, FRED. BAILEY, PERCY. BAINBRIDGE, CHARLES R.

C. CLARKE, CHARLES. COREY, MRS. CARTER, REV. ERNEST. COLERIDGE, REGINALD. CHAPMAN, CHARLES. CUNNINGHAM, ALF. CAMPBELL, WILLIAM. COLLIER, HARVEY. CORBETT, MRS. IRENE. CHAPMAN, JOHN R. (or H.). CHAPMAN, MRS. ELIZABETH. COLEMAN, ERIC. COTTEILL, HARRY. CLARKE, E.

D. DEACON, PERCY. DEVEN, CHARLEY. DEBBEN, WILLIAM. DE BRITS, JOSE. DALCROFT, MISS NELLIE. DANBORN, HERBERT. DREW, JAMES. DREW, MASTER MARSHALL. DAVID, MASTER JOHN W. (probably rescued). DOWNTON, WILLIAM J. (rescued). DEL VARLO, MRS.

E. EITEMILLER, G. F. ENANDER, INGVAR. F. FROST, A. FYNNEY, MR. FAUNTHORPE, HARRY. FILLBROOK, CHARLES. FUNK, ANSIE. FAHLESTAN, AME. FOX, STANLEY N. GREENBERG, SAMUEL. GILES, RALPH. GASKELL, ALFRED. GILLESPIE, WILLIAM. GILBERT, WILLIAM. GALL, HARRY. GILL, JOHN. GILES, EDGAR. GILES, FRED. GALE, HARRY. GALE, PHADRUCH. GARVEY, LAWRENCE.

H. HICKMAN, LEONARD. HICKMAN, LEWIS. HICKMAN, STANLEY. HOOD, AMBROSE. HODGES, HENRY P. HUNT, BENJAMIN. HARRIS, WALTER. HARPER, JOHN. HARBECK, WILLIAM H. HOFFMAN, CHILD. HOFFMAN, CHILD. HOFFMAN, CHILD. HOFFMAN, MISS KATE. HERMAN, MISS ALICE. HOWARD, MISS ELLEN T. HART, GEORGE. HALE, REGINALD. HAMATINEN, MRS. ANNA. AND INFANT SON. HILTON, M. HUNT, GEORGE.

I. ILETT, BERTHA. J. JACKSON, MRS. AMY. JULIET, LUWCH. JACOBSON, MR. JACOBSON, MRS. JACOBSON, MRS. JEFFERY, CLIFFORD. JEFFERY, ERNEST. JENKIN, STEPHEN. JARVIS, JOHN P.

K. KARINES, MRS. KANTAR, STINA. KANTAR, MRS. L. ALSON, ROBERT W. N. (Larson). LAWRENCE, G. LAROCHE, JOSEPH. LAMB, J. L. LAMAM, JOHN. LEVY, J. LAHTINE, WILLIAM. LAHTINE, MRS. LAHTINE, MRS. LAUCH, CHARLES (may be rescued).

M. MUDD, THOS. MACK, MARY. MARSHALL, HENRY. MELLERS, WILLIAM (may be rescued). MAYBERG, FRANK H. MAYBERG, AUGUST. MYLES, THOMAS. MITCHELL, HENRY. MCKANE, PETER (may be rescued). MILLING, JACOB.

D. MANTVILLE JOSEPH. MARACHARD, NOLL. MARAWECK, DR. MENGIOVACCHI, EMILIO. MERTON, ARTHUR G. MCRIE, JAMES M. MCKANE, PETER D. N. NESSEN, ISRAEL. NICHOLS, JOSEPH C. NORMAN, ROBERT D. NASSER, NICHOLAS (probably rescued).

P. PHILLIPS, ROBERT (probably rescued). PONSERELL, MARTIN. PAIN, DR. ALFRED. PARKES, FRANK. PENNELLY, FREDERICK. PERNOT, RENE. PERUSCHITZ, REV. MR. PARKISH, MRS. DAVID (probably rescued). PARKER, CLIFFORD. PULBAUM, FRANK.

R. ROGERS, SETINA. RENOV, WILLIAM J. RIDSDALE, MISS LUCY. ROGERS, HARRY. REEVER, DAVID. S. SWORD, HANS K. STOKES, PHILIP JR. SHARP, PERCIVAL. SEDGWICK, MR. SMITH, AUGUSTUS. SWEET, GEORGE. STODERT, ERNEST. STEVEN, RICHARD J. ROBER, HAYDEN. SLAYTER, MISS H. M. SLATER, MISS H. M. STANTON, SINKKONEN, ANNA (probably rescued).

T. TOOMEY, ELLEN. TURPIN, WILLIAM J. TURPIN, MRS. DOROTHY. TURNER, JOHN H. TURNER, MRS. TURNER, GEORGE. TROPEANSKY, MOSES ARON. TREVAN, MRS. A. TRANT, MISS JESSE. TROUT, MISS E. TROUT, MISS CECILIA.

V. VEALE, JAMES. VON DRACHSTEDT, BARON. W. WALCROFT, MISS. WILHELM, CHARLES. WATSON, EMES. WILKINSON, MISS ADA C. WARE, WILLIAM C. WEISS, LEOPOLD (probably rescued). WHEADON, EDWARD. WARE, JOHN JAMES. WARE, MRS. WEST, E. ARTHUR. WHEELER, EDWIN. WERMAN, SAMUEL.

Y. YROIS, MISS H.

assured him that there was "no news" did Mr. Harrington give up his quest. "He is my friend," said Harrington, "he saved my life years ago, and now I can do nothing for him. We started into the jungles of Ecuador searching for rubber. All our natives either died or deserted. We were almost without food in the wilderness. I was longing to die, but Lambert kept me going and brought me to civilization. I was mad, but he urged me on. We sealed our friendship in the bitter days of hardship. Now I'm afraid he's gone. But God is good and may have preserved him. I won't give up until I hear something definite."

And the man figure began its dreary march up and down the corridors again.

"Rene is safe; am uncertain about Harry; will wire you definite information as soon as received."

This is the only comforting word received by Frank McIntyre, now appearing at the National Theater in "Snobs" and his company, which is a Henry B. Harris production, since the Titanic crashed into a mountain of ice in mid-ocean Sunday night, and sent herself to the bottom.

Closely associated with Mr. Harris for seven years, Mr. McIntyre, who is recognized as one of the best comedians on the stage today, is a changed man while off the stage.

"For seven years I have been closely associated with Mr. Harris," he said. "It is not for his or my credit that I would praise him so highly. True it is that he made me what I am in the theatrical world today. But he has your work honestly and fairly, and I'll star you, he told me six years ago, and start me in the business which I held for Henry B. Harris is universally loved by the entire theatrical world, and every other class of persons who ever have been associated with him in any way."

An honest man, a man of unusual foresight and mental ability, a man with the faculty of being able to make a success of a theatrical venture and the same time retain the respect and confidence of every person with whom he was associated, Mr. Harris was a remarkable character. His loss would prove a blow to the profession in general."

Senator Simon Guggenheim of Colorado, all but despairing of getting any news from his brother Benjamin, who is believed lost with the Titanic, departed for New York this morning to await the arrival of the Carpathia. He has only the faintest hope that his brother may perhaps be aboard or that some news may be given of him by the other passengers. Senator Guggenheim, too, still clings to the belief that his brother may possibly have been picked up by a fishing vessel or some other craft.

All day yesterday Senator Guggenheim was in communication with his New York office and the offices of the White Star Company in the hunt for his brother. He searched vainly for a scrap of news until far into the night. He and Mrs. Guggenheim today took a morning train for New York.

Heart sick with the dread that his chum, William Storum Lambert, of Greensboro, Pa., is among the Titanic's dead, Harrington has not left the White Star offices since Monday morning. At no time have the officials been able to give him any word of his friend. Not even when at dawn today the worn officials gently

assured him that there was "no news" did Mr. Harrington give up his quest.

"He is my friend," said Harrington, "he saved my life years ago, and now I can do nothing for him. We started into the jungles of Ecuador searching for rubber. All our natives either died or deserted. We were almost without food in the wilderness. I was longing to die, but Lambert kept me going and brought me to civilization. I was mad, but he urged me on. We sealed our friendship in the bitter days of hardship. Now I'm afraid he's gone. But God is good and may have preserved him. I won't give up until I hear something definite."

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NAVY CONSTRUCTION EXPERTS HERE SEE FAULTS IN TITANIC

Bulkheads Not High Enough and Double Bottom Lacking.

So far from being the last cry in scientific, safe shipbuilding the sunken Titanic is sharply criticized by naval constructors of the United States Navy as lacking in many ways in safeguards when compared with a battleship of this and other countries. The Titanic's bulkheads in the middle section of the ship are condemned as not extending far enough up above the water line, and in this fact is seen by many constructors the cause of the vessel's sinking following the collision with the iceberg.

The Titanic is also criticized as having no "inner bottom," as warships have. By "inner bottom" is meant a line of plates within the outer sides of the ship. The Titanic had only an outer skin. Its fifteen compartments compare unfavorably with the 300 watertight compartments on a man-of-war.

Some divergence of view exists as to why the Titanic sank, but the majority incline to the opinion that the chief cause was the lack of height of the middle section bulkheads.

Naval Constructor William McEntee this morning pointed to the plans of the Titanic in illustration of the view which he and other constructors hold.

The forward bulkheads, those which form the first three or four compartments, are seen," said he, "to be built higher than the next half-dozen. Now when the Titanic ran aground, the bow section bulkheads, flooding the middle of the ship. It is a curious fact that the bow section bulkheads as shown by the plans are built higher even than the forward ones."

Naval Constructor McEntee also pointed out that the lack of an inner bottom in the Titanic rendered the ship more likely to sink if the blow struck below the line, as happened, and this criticism of its construction would obtain if the Titanic's bottom was ripped by running on the submerged part of the iceberg.

Most naval constructors do not agree with the views of George Uhler, inspector general of the Federal Steamship Inspection Service, that the Titanic's bottom was ripped open.

Inspector General Uhler puts forth his views as follows: "The vessel, in all probability ran over a submerged end of the berg, which ripped her open. The safety compartments thus quickly filled, and the vessel became a helpless mass of twisted steel wedged in a mountain of ice."

Naval Constructor L. B. McBride is one of the constructors who differ with Constructor McEntee. He holds that the Titanic's bottom was not smashed enough bulkheads to destroy the buoyancy of the ship. By striking a glancing blow, however, there might have been enough bulkheads destroyed to have caused its sinking."

W. B. Silvey's Daughter Tries to Encourage Her Grieving Grandmother

"Daddy may be safe aboard some ship." This little ray of hope, coming in a letter from Miss Melville Silvey, the seventeen-year-old daughter of William B. Silvey, who is believed lost in the Titanic disaster, was extended today to Mrs. William Beard Silvey, aged mother of the passenger believed among the missing. Mrs. Silvey, at her apartment in the Wilmington, on Wyoming avenue northwest, is prostrated with grief.

"I have about given up hope," sobbed Mrs. Silvey today. But she still clings to the faint chance that her son may be aboard some ship.

Mrs. Silvey's daughter, who is a student at Farmington, Conn., was in New York to meet her parents, who were on board the Titanic. Knowing that her grandmother was greatly distressed over the safety of her son, the girl wrote a short letter which reached the Silvey apartments this morning.

Mrs. Frances Silvey Deahler, sister of Mr. Silvey, leaves for New York tonight to meet the Carpathia. Mrs. Silvey, among the rescued, probably will return to Washington with Mrs. Deahler.

NEW ORLEANS, La., April 17.—A telephone message from Covington says the village of Grand Ege was destroyed by a cyclone early today. Three are known to be dead and several injured.

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THRILLING SCENES MARK DEPARTURE FROM SINKING SHIP

Hugh Sinclair Tells How Passengers Are Taken Off Crippled Vessel.

How it feels to be in mid-ocean on a crippled ship, with the nearest land a mile or more beneath the surface of the waters, and with every indication that the vessel ultimately must go to the bottom, was told today by Hugh Sinclair, commanding the U. S. S. Oatka, the training ship of the District National Guard, who has spent the greater part of his life at sea, and most of the time in the service.

"I never have been on a ship which went down," Mr. Sinclair said, "but I have been on crippled vessels, ships in the service as well as the big liners, and I have instructed sailors and civilians who have had narrow escapes from death in ocean disasters."

"To the landsman who picks up his afternoon paper and reads the thrilling accounts of the acts of heroism displayed by the men toward the women and children passengers, everything looks dramatic. In reality, on such an occasion things are more theatrical than the landsman thinks, although the person whose life is in peril probably does not realize it until months afterwards."

No Escape.

"There's a lot of difference between being on a ship which threatens to go down in mid-ocean and in facing a force of armed men and a storm of bullets. The latter offers several avenues of escape. The man on board a ship which is about to sink, knows that there are but two chances in a hundred of his ever being rescued."

"There's something pathetically interesting, however, in the attitude of the man on shipboard who, in his heart, knows there is no chance of escape. With the possible exception of the captain of the ship, there isn't a person on board a sinking vessel who doesn't come out in the open just before the vessel goes down. That one chance in a million that the suction of the ship when it disappears below the surface will not carry him with it and hold him below long enough to drown him a thousand times, if such a thing were possible, is clung to."

"Every person will go on deck, will choose a point where they are but few, if any obstructions, between the sky and himself, and vainly hope to be able to resist the suction when the decks disappear beneath the waves."

"The captains, however, do not seem to care whether they escape or not, and many a one has locked himself in his cabin when realization that the end is near, has come, and has there awaited the fate he knows is in store for him."

Mr. Sinclair told of the so-called "unwritten law of the sea," which requires men to stay aboard the ship, the women and children to be rushed to safety before they, themselves, can be rescued.

"There is no such a 'rule of the sea,'" he said. "It is merely a rule of courtesy or gallantry. Custom has made it a rule, although the necessity of enforcing it, unless the preservers volunteer to do it."

How Boats Are Manned.

"When a ship is to be abandoned the first thing to be done is to make ready the lifeboats. The women and children then are gathered together. There are no formalities. On the other hand, the sailormen, who have been trained to their duties, go about selecting persons designated by the so-called 'rule of the ship' for the lifeboats. The minimum number of the ship's crew is designated by the navy, and the captain along to see that the occupants are carried off. When the last of this class of passengers are lifted, then the rule of the ship is lifted."

"There always is a mad scramble among the men for first positions in the line which the passengers will lead to safety. There is no such a thing as preference. The illiterate immigrant if he heads the line, is given the first position in the next lifeboat. Often it becomes necessary for the officers of the ship to literally beat back the freight men and passengers who want to 'rush' the lines and not await their turn to be shot away from the abandoned ship. At times it becomes necessary to shoot the panicky passengers, just as one would cattle. If such were not done, then the lives of the entire party would be endangered."

"As for the sick and weak, there is no such a thing as a 'rule of the sea' for a line for safety is formed. Unless the stronger men desire to give their places to the invalids, there never is any rule which provides for the safety of the latter. All men are on a common plane under such conditions."

Not apply to the officers and crew of a sinking ship. It always is customary and generally the rule that, when a vessel is being abandoned, the crew is to be the last person to leave it."

Moore's Partners Give Up Hope of Hearing From Him

H. W. Hibbs, of Hibbs & Co., the brokerage firm with which Clarence Moore was connected, definitely gave up hope this morning that his partner had been saved from the Titanic. Moore's friends are said to have generally come to the same conclusion.

Their conclusions have not been communicated to Mrs. Moore, who is prostrated.

Yesterday Mrs. Moore attempted to make arrangements to have a search party sent out to look for the search for the lost and was only dissuaded with difficulty by friends of her husband, who assured her that everything possible was being done to save passengers, give the survivors comfort, and to obtain a complete list of the names of the survivors.

Titanic Mail Clerk's Wife Anxiously Waits For News About Him

Mrs. Lella Woody, wife of O. S. Woody, United States mail clerk aboard the Titanic, is in Clifton, Va., today, anxiously awaiting news of the disaster, and hoping against hope that her husband did not go down with the wrecked steamer.

Woody is well known in Washington in Masonic and Knights of Pythias circles. Since his appointment to seaport service he had been making his headquarters in New York. Mrs. Woody is a bride of six months. She is a niece of Mrs. Harry Warren of 29 U Street northeast, and probably will be in the city tomorrow to await news of the disaster.