

ONLY FAINT HOPE NOW THAT LINERS PICKED UP VICTIMS

Those Rescued by Carpathia
Only Ones Saved, Say
Reports.

Only a faint hope remains that any of the 1,722 passengers and crew missing since the giant White Star liner Titanic sank early Monday morning have been picked up by trans-Atlantic liners.

The 883 survivors rescued from lifeboats by the Cunard Carpathia, now on her way to New York, are the only ones known. This increases the list of saved by about 500 from the number first reported. But, except for this, the favorable details are insignificant compared with the supreme fact that the Titanic is at the bottom of the Atlantic and that the shattered wreck took with her more than 1,300 victims to their death.

The Carpathia got into wireless communication with the Sable Island station last night, according to announcement made at the White Star offices in New York, and details of the disaster it is now hoped will, therefore, be soon forthcoming.

No More Survivors.
The brief and meager wireless messages that came to hand yesterday and last night practically extinguished hope that some of the ill-fated passengers may have been picked up at sea by the steamships Virginian and Parisian, of the Allan Line.

Both of these steamships sent word that they had none of the Titanic's survivors on board. Hope had clung desperately, but it now appears futile, to the belief that these steamships may have picked up survivors in addition to those on board the Carpathia.

Appalling Figures.
Figures that briefly tell the story of this greatest of marine disasters follow:

Total on Titanic 2,170
Saved by Carpathia 883
Missing, probably drowned 1,302
The property loss is estimated at \$20,000,000, and is thus divided:

Value of Titanic \$10,000,000
Cargo and jewelry \$10,000,000
In the list of missing are these widely known Washingtonians, and unless they are on the Carpathia it is feared they were drowned:

MAJOR ARCHIBALD BUTT,
CLARENCE MOORE.
Other men of great prominence on two continents still unaccounted for include:

GEORGE D. WIDENER,
HARRY ELKINS WIDENER,
WILLIAM C. DILLON,
C. DUANE WILLIAMS,
COL. JOHN JACOB ASTOR,
ISADOR STRAIN,
BENJAMIN GUGGENHEIM,
EDGAR J. MEYER,
WILLIAM F. STEED.

Of the 883 persons rescued by the Carpathia, the names of only 326 passengers had been received by wireless up to 4:30 o'clock yesterday morning. The Carpathia evidently was out of wireless range toward noon, for after that efforts to reach her with wireless communications were futile, and a score or more of messages from the Cunard company and other sources were unanswered.

False News.
False news and false hopes and an international belief that the palatial Titanic was practically unsinkable followed the slowly unfolding accounts of her loss in a way which has thrown eager crowds in a dozen cities in the United States beside bulletin boards when it became known that the giant liner had really sunk with terrible loss of life, and in New York city hysterical men and women crowded into the White Star line offices seeking news of relatives.

Vincent Astor, Colonel Astor's son, spent the whole of Monday night waiting for some wireless tidings of his father, alternately visiting the White Star line headquarters and the newspaper offices. All of yesterday, too, tearful and anxious throngs warned the offices of the White Star line and overflowed into Broadway, stopping traffic at times and keeping police reserves busy maintaining order.

A possible chance of obtaining news bearing upon the disaster developed early last evening when the Leyland liner Californian came into the zone of wireless communication with Sable Island. The Californian was reported at the scene of the disaster shortly after the Titanic went down and it was thought probable that she would have valuable information to communicate.

Aviator of Belgium
Is Killed by Fall

VERSAILLES, France, April 17.—Dropping from a great altitude when he lost control of his aeroplane, John Verrett was crushed to death in the wreckage of his machine here today. Verrett, who was a Belgian aviator, twenty-four years old, had flown to a great height. Just what caused the accident could not be ascertained.

The machine was demolished by the fall, and Verrett's body was badly mutilated.

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Drugists and Confectioners

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NAVAL EXPERT SAYS SAFETY DEPENDS ON STRONG BULKHEADS

He Would Have Navy Tests
Applied to Merchant
Vessels.

"If merchant ships were tested as well as those of the navy are tested," said Naval Constructor David W. Taylor today, "human life would be very much better safeguarded."

Mr. Taylor is an expert in marine architecture, not only in this country, but abroad. He was one of the experts called to act on the jury on the Olympic, sister ship of the Titanic, last fall, and he has had charge of the designing of many of the latest dreadnoughts of our navy. To him is attributed the median line plan for the modern battleship which is now accepted by the naval experts of all the leading powers as the most powerful type of a fighting ship.

"The modern liner," said Mr. Taylor, "now has only two elements of danger that can not be entirely provided against—icebergs and collision. If bulkheads are made strong enough and tight enough, the entire prow may be cut off by an iceberg and still the ship will float and get to port safely. It is only a matter of putting enough money into her to make her right."

"Look at the Warrington. She had her bows cut square off in a gale, and she was a mere tin can of a boat, but she came home all right with her tail behind her."

"The tests we give every ship in the navy tell the story. The compartments are filled above the water line to tell whether they are tight or not. The fighting ship must have every protection science can provide to keep her afloat. She may be shot through and through, but still be sound in her vitals."

and if she can float, she can deliver all the fight there is in her yet. The bulkhead may be the thing that will win a battle.

"I do not think any private shipyard applies the test we do in the navy yards and in private yards where our battleships are built under the inspection of naval officers. We have those compartments pumped full of water when the ship is in the dock, before she ever goes into the water. They are filled up above the water line, and a leak shows itself at once, and we can go for it effectively."

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"I hope that this affair will result in laws that will protect the traveling public from a repetition of such risks. It is perfectly possible to build safe ships, and proper inspection by competent authorities would prevent the construction of liners that cannot withstand such an accident as that to the Titanic."

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TITANIC DISASTER LIKELY TO RESULT IN LAW FOR SAFETY

Legislation Will Be Enacted
to Compel Lifeboat
Equipment.

Many signs are given that in the aroused state of feeling over the Titanic horror, legislation will be enacted that will hereafter compel vessels clearing from ports of this country to be adequately equipped with life boats and rafts.

Discussion of the subject is rife on every hand. Secretary of Commerce and Labor Nagel may call a meeting of the board of supervising inspectors of the steamboat inspection service to discuss the disaster.

It is agreed on every hand that had some of the needless luxuries of the Titanic—the swimming pools, the Parisian cafes, and the palm gardens—been dispensed with, more of the ill-fated list of passengers would today be alive. It was a case of sacrifice of hundreds of lives to luxury.

Supervising Inspector General Uhler, of the steamboat inspection service, and other officials who are cognizant of the facts, as well as members of Congress who have paid attention to the subject, agree that the Titanic was not adequately equipped with life boats, and that few of the big liners are.

Chairman Alexander, of the House Committee on Merchant Marine and Fisheries, is bent on pushing through legislation that will compel adequate protection of human life.

Congressman Hardwick of Georgia has already introduced a bill in the House providing that vessels clearing from American ports must be adequately equipped with lifeboats and rafts.

Reports from London indicate that British sentiment is much stirred up; that an investigation will follow, and that legislation or regulations may be expected.

Impact Was Terrific
When Titanic Was
Hit by Its Destroyer

"I have not figured it out accurately," said a prominent civil engineer today, "but if the Titanic struck an iceberg head on when going at a rate of twenty miles an hour, less than eighteen knots, the impact, if the shock continued through sixty seconds, would be approximately represented by 20,000,000 horsepower."

"This is several hundred times the power of the Titanic engine, and is twenty times the power developed from the tremendous waterfall of Niagara."

"It represents about the same gigantic shock that would come to a freight train, if loosely coupled, a thousand loaded cars were to be run at twenty miles an hour into the rock side of a mountain."

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DIABETES.

Treatment That Costs Nothing If It
Falls to Benefit.

Diabetes has long been considered an incurable disease and the only hope held out to patients has been to prolong their years by abatement of living. A newly discovered plant in Mexico called Diabete herb has been found to be a specific in the treatment of diabetes, quickly reducing the speed of gravity and sugar, restoring the weight and building up the system.

The treatment is very inexpensive; \$1.00 worth of the herb will last two weeks and will remove the worst symptoms in the most aggravated cases. Call at our store and see the proofs and get a free booklet of diet lists, showing the proper food for diabetics. People's Pharmacy, 1th and K sts. N. W.

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Held as Fugitive.

Frank Cooper, a young colored man, was arrested this morning by Detectives Messer and Embrey as a fugitive from justice. He is wanted in Gordonsville, Va., on a charge of robbery. Police Sergeant A. W. Watkins, of Gordonsville, who came for the prisoner, said that Cooper and another colored man were charged with breaking into a shoe store and stealing several pairs of shoes.

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