

## DEATH LIST OF TITANIC APPALLING

More Than Thirteen Hundred  
People Went Down With  
Ill Fated Vessel.

MOST OF THOSE SAVED  
WOMEN AND CHILDREN

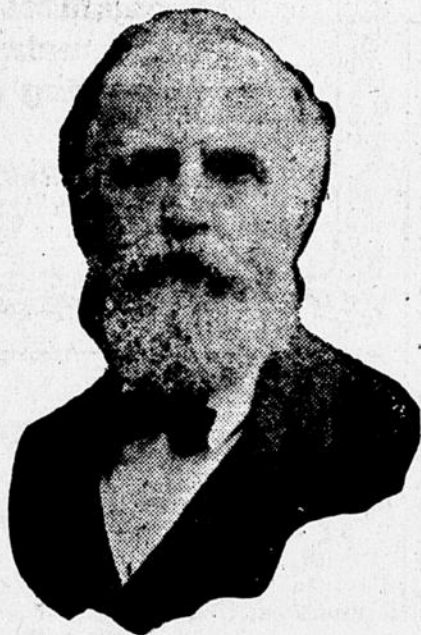
Many of the Men Passengers  
and Practically the En-  
tire Crew Perished.

New York, April 17.—The appalling  
magnitude of the wreck of the giant  
liner Titanic has been but little miti-  
gated by the fragmentary information  
which has filtered in.

The rescuing steamer Carpathia has  
368 survivors on board, according to

W. T. STEAD.

Famous London Editor Be-  
lieved to Have Perished.



ENTIRE WORLD OVER-  
WHELMED BY NEWS.

London, Paris and New York are  
overwhelmed by the news of the dis-  
aster. Fearful crowds of relatives and  
friends of passengers on board the  
Titanic thronged the steamship offices  
in all three cities, waiting hour after  
hour for news that more often than  
not when it does come means bereave-  
ment and sorrow. People in Paris and

It was twenty minutes after 2  
o'clock that the last bulkheads of the  
Titanic blew away and she went to  
the bottom, carrying over 1,300 souls  
with her. Before this her lifeboats  
had been sent away.

### OTHER VESSELS REACH THE SCENE TOO LATE.

Two messages received by the Mar-  
coni wireless telegraph company from  
the company's stations at Cape Race  
and Sable Island made it certain that  
there are none of the Titanic's passen-  
gers on either the steamship Parisian  
or Virginian.

One message reads  
"The Marconi station at Sable Island  
has been in communication with the  
Parisian and the ship has no passen-  
gers from the Titanic."

The other message reads:  
"The Marconi station at Cape Race  
reports they have had communication  
with the Virginian, which reported  
none of the Titanic's passengers are  
on that vessel, which arrived too late  
to be of service."

All through the night the offices of  
the White Star line and of the news-  
papers were besieged by scores of  
persons anxious to learn the fate of  
relatives or friends on board the Ti-  
tanic, while a flood of telegrams, cable-  
grams and telephone messages were  
received, bringing eager inquiries from  
different parts of the country.

Officials of the White Star line had  
little news to impart. Wireless opera-  
tors worked throughout the night try-  
ing to send and pick up calls from the  
scene of the disaster. The wireless  
was handicapped in the early morning  
by a thunder storm, which finally  
silenced transmission for a time.

## FOUND NOTHING BUT WRECKAGE

Titanic Had Gone to Bottom  
When First of Rescuing  
Fleet Reached Scene.

### SURVIVORS SUFFER GREATLY

Put Into Lifeboats Scantily Glad  
and Spent Many Hours  
In Biting Cold.

New York, April 17.—The tidings  
that the Titanic had sunk came in a  
brief wireless dispatch to Cape Race,  
N. F., from the White Star liner Olym-  
pic, which reported that the Titanic  
had foundered at about 2:20 a. m.  
Monday morning in latitude 41:16  
north and longitude 50:14 west.

The message added that the steam-  
ship Carpathia, then on her way to  
Naples, had reached the scene of the  
wreck at daybreak and found only  
boats and wreckage and that all the  
Titanic's boats were accounted for and  
"about 675 souls saved, crew and pas-  
sengers, latter nearly all women and  
children."

### Many Passengers Had Retired.

The collision occurred at a time  
when most of the passengers had re-  
tired or were about to go to bed. The  
shock of the collision sent many of  
the passengers to the decks partly  
dressed.

A wireless dispatch came through  
Camperdown, N. S., saying that the  
passengers were ordered to the life-  
boats at once and that many were  
scantily clad as they took their places  
in the boats. This would indicate that  
the Titanic's condition was such that  
no time could be spared to return to  
staterooms for additional clothes.

The ice was so heavy that the life-  
boats could not force their way  
through it and as a result the boats  
became widely separated. The air was  
biting cold and the chill that rose  
from the ice floes caused the passen-  
gers to huddle close together to keep  
warm. All through the night the life-  
boats bobbed helplessly between the  
shifting cakes of ice while the sur-  
vivors prayed for dawn to come.

Shortly after 2 o'clock the sinking  
Titanic made her great dive into the  
sea, carrying with her hundreds of  
persons to death.

Daylight came and with it arrived  
the Cunarder Carpathia, which found  
only the score of lifeboats filled with  
crew and passengers floating helplessly  
about the vicinity where the Titanic  
had passed under the waves.

### NORTHWESTERNERS SAVED

Names of Several Among Those Known  
to Be Rescued.

New York, April 17.—Among the  
passengers rescued when the Titanic  
went down are the following persons  
from the Northwest:

Mrs. Walter D. Douglas; Miss Con-  
stance Willard, daughter of D. Willard,  
Duluth; Mr. and Mrs. John Pillsbury  
Snyder of Minneapolis; Mrs. William  
P. Silvey of Duluth; Mrs. H. F. Char-  
les of Ansonia, N. D.

### CAPTAIN HAD FINE RECORD

Titanic's Commander Thirty-eight  
Years in Service.

New York, April 17.—The honor be-  
stowed on Captain Edward John  
Smith, when he was selected to com-  
mand the Titanic and taken off the  
Olympic for that purpose, was consid-  
ered remarkable among steamship  
commanders, for it is a deep sea, tra-  
dition that a captain's career is ended  
when his vessel meets with serious  
misadventure.

The Olympic has twice met with  
misfortune with Captain Smith as her  
commander, but the White Star com-  
pany knew that they were justified in  
placing every reliance on the man who  
has ruled over the finest steamships  
in the world.

Captain Smith has been in the ser-  
vice of the White Star company for  
thirty-eight years. He has commanded  
the Republic—the old Republic, not  
the one that the Florida sank off Nan-  
tucket lightship—the Britannic, the  
Germanic and the Majestic.

He brought over the Baltic when  
she was the biggest vessel on the seas;  
then the Adriatic and last the Olym-  
pic. In the White Star service he is  
known as "The Old Man."

## TITANIC LACKING IN LIFESAVING DEVICES

Boats and Rafts Could Accom-  
modate Only 1,170.

New York, April 17.—Statistical in-  
formation of the lifesaving apparatus  
of the Olympic, sister ship of the Ti-  
tanic, was given out by the bureau of  
inspection of steam vessels. Figures  
for the Titanic are not available, but  
as the two ships are almost identical  
in size it is not likely their lifesaving  
equipment materially differs.

The Olympic has sixteen lifeboats  
and four rafts, calculated to accommo-  
date 1,170. This means about one-third  
of the total number of passengers and  
crew together, which is 3,447, can be  
accommodated. It was stated at the  
bureau that no ship is required to have  
sufficient boat room to accommodate  
all its complete passenger and crew list.

The Olympic carries 3,455 life pre-  
servers and forty-eight life buoys, and  
these equipments are made in compli-  
ance with the regulations of the British  
board of trade. The United States  
bureau has no power except to see that  
each steamship meets the require-  
ments of its home government.

### MOST OF THE MEN PERISHED

Women and Children Predominate  
Among Those Saved.

St. John, N. F., April 17.—Messages  
from Cape Race seem to indicate that  
a very large majority of the men who

were on the steamer Titanic went  
down with the ship. Messages from  
the Carpathia picked up by the Cape  
Race wireless station state that all of  
the boats launched by the crew of the  
Titanic have been accounted for. The  
boats were filled largely with women  
and children, but had sufficient mem-  
bers of the Titanic's crew to guide  
them. The belief was generally held  
that all who survived the wreck are  
on the Carpathia.

The steamer Virginian, which halted  
her voyage from Halifax to Liverpool  
when near the scene of the disaster,  
saw no signs of survivors.

### GRAVE IS TWO MILES DEEP

Titanic Lies Far Under Sea About 500  
Miles From Halifax.

Halifax, April 17.—The deathbed of  
the \$10,000,000 steamer Titanic is two  
miles, at least, below the surface of  
the sea.

About 500 miles from Halifax and  
about seventy miles south of the Grand  
Banks is where the Titanic is believed  
to have gone down.

### LIFEBOATS INSUFFICIENT

British Law Relating to Lifesaving Ap-  
paratus Passed Before the Present  
Immense Ocean Liners Were Even  
Contemplated.

London, April 17.—Alex Carlisle,  
lately chief designer for Harland &  
Wolff, the ship builders, and the de-  
signer of both the Titanic and Olym-  
pic, in the course of an interview said:  
"When the news first came that the  
Titanic was sinking by the head I  
thought it likely that she would reach  
port. The fact that she sank within  
four hours after the impact with the  
ice indicates that her side was torn  
cut."

The apparent fact that the Titanic's  
boats were not sufficient to accommo-  
date the ship's personnel is causing  
much comment here, although the pa-  
pers are chary of discussing the sub-  
ject. The law does not provide the  
number of boats the largest ships shall  
carry. It only applies to those vessels  
displacing up to 10,000 tons, as it was  
passed before the present big ships  
had been designed or built.

### Standard Oil Official Misses Boat.

One of the best known London rep-  
resentatives of the Standard Oil com-  
pany, W. H. Harrison, failed to sail  
on the Titanic, as he had intended. Mr.  
and Mrs. Isidor Straus had not intend-  
ed to sail on the Titanic, but reached  
a sudden determination to take the  
new liner and caught the boat train  
at the last minute.

The message received by the par-  
ents of J. A. Phillips, the wireless op-  
erator on the Titanic, stating "making  
slowly for Halifax. Practically un-  
sinkable. Don't worry," was sent by  
an uncle of the operator in London to  
Godalming, where the father lives, and  
the parents assumed that it had come  
from their son, as it was signed Phil-  
lips.

The transatlantic lines have agreed  
in consequence of the reports as to  
ice in the Atlantic, to cross longitude  
47 in latitude 40.10 eastbound, and  
longitude 47 latitude 41 westbound.

### MONETARY LOSS IS LARGE

Titanic and Cargo Worth Probably  
Fifteen Millions.

New York, April 17.—The Titanic  
was insured at Lloyd's for \$5,000,000,  
according to advices from London, and  
it was said that the International Mer-  
cantile Marine company also carried  
a surplus fund for insurance purposes  
which could be applied to the loss.  
The cost of building the great liner  
has been estimated at \$10,000,000, al-  
though Vice President Franklin of the  
White Star line insisted that her value  
was not over \$8,000,000.

The total monetary loss caused by  
the sinking of the ship, however, is  
certain to run to many millions more,  
but the total amount cannot even be  
conjectured. It is generally understood  
that the vessel had aboard diamonds  
of great value, estimated as high as  
\$5,000,000, and also a large amount of  
bonds. The amount of freight carried  
was comparatively small for the size  
of the ship and, according to a White  
Star official, its value would not reach  
over \$500,000.

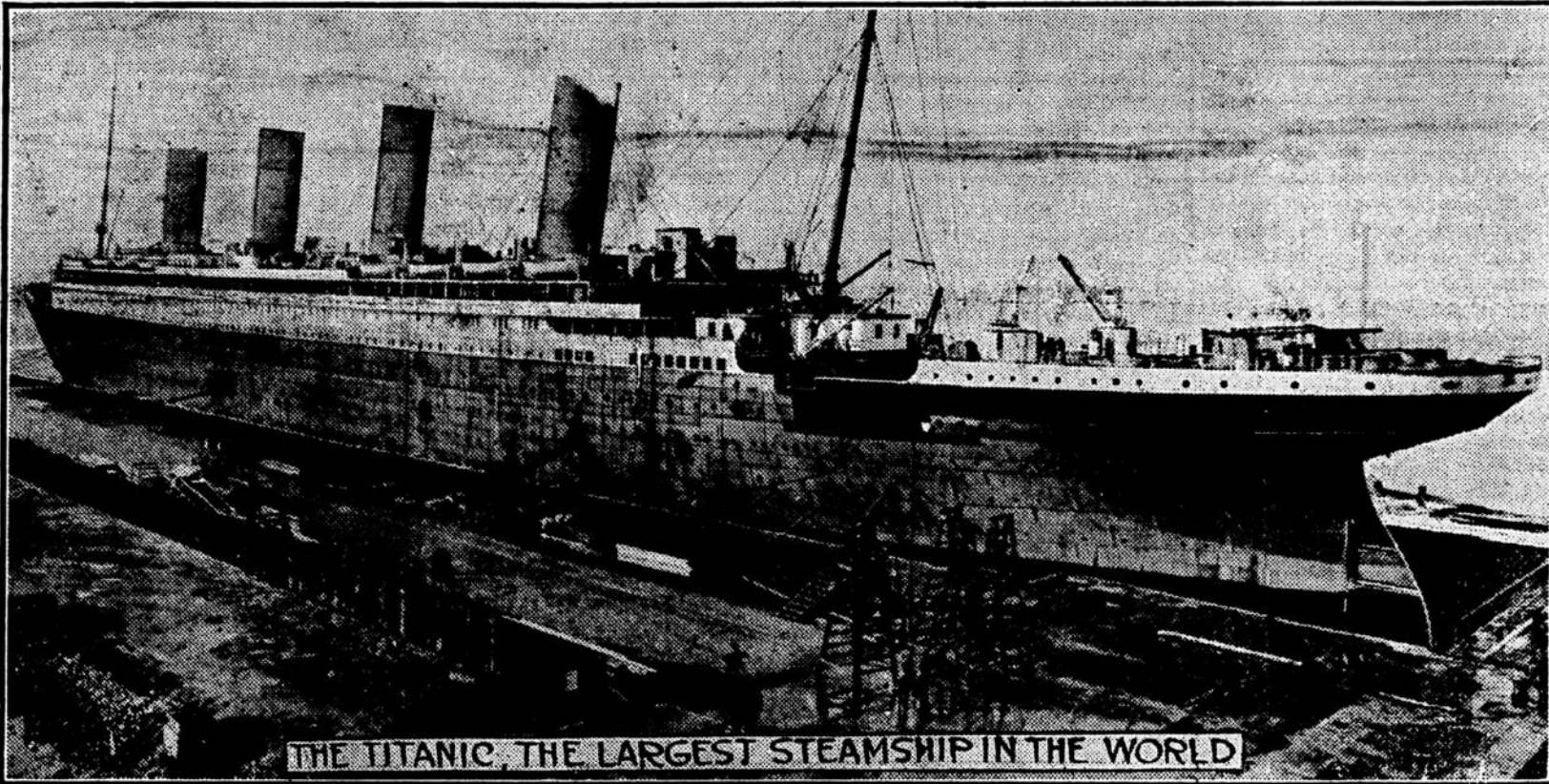
The Titanic carried 3,424 bags of  
mail of unknown value which it is  
hardly likely was saved.

### SAYS ONLY 650 WERE SAVED

Marconigram Received at Charlestown  
Not Reassuring.

Charlestown Navy Yard Wireless  
Station, Mass., April 17.—"Six hun-  
dred and fifty, mostly women and chil-  
dren, on board the liner Carpathia, are  
the only ones saved from Titanic. Other

(Continued on last page)



THE TITANIC, THE LARGEST STEAMSHIP IN THE WORLD

the latest news received at the offices  
of the White Star line in this city.  
This increases the list of saved by  
about 200 from the number first re-  
ported. But except for this the favor-  
able details are insignificant com-  
pared with the supreme fact that the  
Titanic is at the bottom of the At-  
lantic and that the shattered wreck  
took with her about 1,350 victims to  
their death.

The first reports giving the total  
survivors at 675 were varied by more  
favorable news, first from Captain  
Rostron of the Carpathia, who gave  
the number at about 800, and later by  
the positive announcement of the  
White Star line that there are 868 sur-  
vivors of the Titanic on board the  
Carpathia.

### OVER THIRTEEN HUN- DRED UNACCOUNTED FOR.

But with these revised figures there  
remain 1,341 persons, passengers and  
crew of the Titanic, who are unac-  
counted for.

Hope clung desperately to the belief  
that the steamers Virginian and Par-  
isian of the Allan line may have picked  
up survivors in addition to those on  
board the Carpathia, but this practical-  
ly was dispelled when the Sable Island  
wireless reported that the Parisian  
had no survivors on board, and when  
the offices of the Allan line in Mon-  
treal issued a statement that the cap-  
tain of the Virginian had sent them a  
wireless message saying he had "ar-  
rived at the scene of the disaster too  
late to be of service."

The Virginian has proceeded on her  
way for Europe.

The Carpathia, having on board the  
only survivors accounted for, is com-  
ing slowly to New York. All hope for  
details of the tragedy and its effects  
are centered on this ship. She will be  
in wireless communication with Sable  
Island soon, with Nantucket on Thurs-  
day, and she will reach New York  
some time Thursday night.

LONDON went to bed in the belief that  
all the passengers on board the Ti-  
tanic had been saved; morning  
brought them the appalling truth.

Of the survivors on board the Car-  
pathia by far the largest number are  
women and children.

Many men of great prominence on  
two continents are among the miss-  
ing. No word has been received of  
Colonel John Jacob Astor, his wife,  
however, has been saved. Alfred Van-  
derbilt was not on board the Titanic  
as first reported. He is in London.  
Isidor Straus, the New York million-  
aire merchant and philanthropist, who  
was on board, has not been reported  
among the survivors. Major Archi-  
bald W. I. Butt, personal aide to Presi-  
dent Taft, also is unaccounted for, and  
it is believed he went down with the  
ill fated vessel. W. T. Stead, the noted  
English editor, is also among the miss-  
ing.

### WOMEN AND CHILDREN FIRST TO BE SAVED.

From what has been learned here  
the officers and crew stood to their  
quarters with fine discipline when it  
was found necessary to send away the  
boats. First over the side were the  
women and children in the first cabin,  
then those of the second and then the  
steerage. With the women of the  
steerage in the lifeboats came the turn  
of the men in the first cabin, for the  
stewardesses and maids aboard the  
steamship ranked with the crew, which  
the unwritten law of the sea says must  
not leave the sinking vessel until the  
last of the passengers are over the  
side.

The sea was running high, but not  
breaking. Ice was to be seen in all  
directions, bringing with it a chill  
which bit through such clothing and  
wraps as the frightened passengers had  
thrown about themselves. In the  
boats were 800 odd men, women and  
children. To those left on board were  
left the lifebelts if they could don  
them and get far enough away from  
the sinking vessel not to be engulfed  
when she swirled below the water.

## JOHN JACOB ASTOR PROBABLY PERISHED

Multimillionaire's Name Is Not  
Among Those Rescued.

New York, April 17.—Colonel John  
Jacob Astor is believed to have gone  
down with the ill fated Titanic.

Mrs. Astor is saved. She was the  
beautiful Madeline Force of Brooklyn,  
where her marriage to Colonel Astor  
on Sept. 9, 1911, was one of the  
most talked of events of the fall. It  
has been reported that all her is ex-  
pected.

Colonel Astor inherited a fortune es-  
timated at between \$150,000,000 and  
\$200,000,000, making him one of the  
richest men in the world. The second  
Mrs. Astor contracted to give up all  
claim to his fortune, unless an heir  
was born, in consideration of a mar-  
riage settlement of \$5,000,000.

Mr. and Mrs. Astor were returning  
from their honeymoon journey to Eu-  
rope.

### WISCONSIN PEOPLE ON BOARD

Five Are Saved and Eight Are Unac-  
counted For.

Milwaukee, Wis., April 17.—Out of  
eight Wisconsin people aboard the  
steamer Titanic five names, those of  
women, are included among the saved  
as follows:

Mrs. E. G. Crosby and Miss Harriet  
Crosby, Milwaukee; Mrs. W. B. Silvey,  
Superior; Mrs. W. E. Minahan, Fond  
du Lac; Miss Daisy Minahan, Green  
Bay.

Captain E. G. Crosby, Milwaukee;  
Dr. E. W. Minahan, Fond du Lac, and  
W. B. Silvey, Superior, are yet to be  
accounted for.

This news was confirmed shortly  
afterward by officials of the White Star  
line here, who announced that the  
Olympic had sent them wireless dis-  
patches that the Titanic had sunk.

A wireless dispatch received later  
at Boston, which was relayed by the  
Olympic from the Carpathia, stated  
that the Carpathia had 366 of the Ti-  
tanic's passengers on board, mostly  
women and children, concluding with  
the words:

"Grave fears are felt for the safety  
of the balance of the passengers and  
the crew."

### Thirteen Hundred Missing.

Out of the 2,200 souls on board this  
would make it appear that 1,314 had  
perished, or at least are unaccounted  
for.

The wireless dispatch from Cape  
Race telling of the sinking also gave  
the information that the steamship  
California was remaining and search-  
ing the vicinity of the disaster.

That the Virginian may have some  
of the shipwrecked passengers of the  
Titanic on board was indicated in a  
telegram received here from St. John's  
which stated that she would bring to  
St. John's such survivors as she "may  
rescue." Inasmuch as the Virginian  
was bound for Liverpool she would  
hardly return to the Newfoundland  
port unless for humanitarian reasons.

The brief wireless dispatches re-  
ceived show that the passengers and  
crew passed through thrilling experi-  
ences from the very moment that the  
monster Titanic crashed into the ice-  
berg in the dead of night until the  
Carpathia, several hours later, reached  
the scene and rescued the survivors  
from lifeboats floating in a sea of ice.

Danger still confronted even those  
who were so fortunate as to be put  
aboard the lifeboats. Huge quantities  
of field ice covered the ocean, a wire-  
less dispatch says, and in the dark-  
ness the crews had to guide their  
boats with the greatest care to pre-  
vent being jammed and overturned.