

TITANIC HIT ICEBERG IN INKY BLACKNESS

Husbands Searched for Wives and Mothers
Held Children Close in the Turmoil
After the Crash.

Most of Those Rescued Were Scantly At-
tired and Suffered Greatly From
the Intense Cold.

First cabin passengers, 325.
Second cabin passengers, 285.
Third cabin passengers, 710.
Total number of passengers, 1,320.
Members of the crew, 860.
Total passengers and crew, 2,180.
Number of known survivors, 688.
Number who probably perished, 1,512.
Total number of named survivors, 328.
Approximately twenty lifeboats manned by seven of the crew, each, 140.
Estimated saved steerage passengers, 400.
Total, 868.
Named survivors:
First cabin passengers—Women, 111; men, 63; children, 8. Total, 210.
Second cabin passengers—Women, 92; men, 16; children, 10. Total, 118.
Total number cabin survivors, 328.

New York, April 17.—The Titanic was stealing along slowly through the fog, her signals blowing hoarsely and constantly. Everything was right with her. Most of her 1,500 or more passengers must have been below in their bunks sleeping, feeling as secure in the largest of the world's vessels as they would have felt in their own homes.

Then in one brief minute, came the shock, wild confusion, the rush of feet on deck, the cries of the men and the weeping of women, mingled with the wailing of children and the calm voices of the crew.

Shock Hurled Sleeping Passengers From Bunks.

It is believed that the shock of the collision threw many out of their bunks to the stateroom floors. In the inky blackness, with the big ship careening and the ceiling apparently having changed places with the floor; men, women and children staggered and groped their way forward and above. Husbands searched for wives and fathers and mothers put out their hands to see that their children were close at hand.

In all the turmoil, amid scenes that tried the stoutest men, it is plain from the dispatches that the wireless operator, T. G. Phillips, in his little coop, kept his hand steadily on the key of his instrument and the messages for help went sizzling and sputtering through the night with no break in the dots and dashes which told the story of the leviathan's distress, alone amid the friendless ice, which hampered her on every side.

It must have required no small skill to have swung boats clear of the ice and to have kept them from being crushed between the floes. It is probable that while this was going on rockets were flaring red in the sky and coston lights were casting their weird illumination over the huddled pale-faced groups, lending an unnatural atmosphere to the scene.

Women and Children Rushed Into Small Boats.

The women and children, in the scantiest clothing, took their allotted places in the small boats. The dispatches indicate that the big ship's condition was such that no time could be spared to return to staterooms for additional clothing.

The experience through which that little army of the rescued passed, while the frail boats rose and fell on the swells, must have been scarcely less terrible than those of the people left behind on the ship. The suffering of everybody was intense and the darkness such as to test men's sanity. The terror of the unknown is al-

ways greater than that which can be seen. There is a chance that all the boats did not win through the manifold perils which encompassed them.

In all probability wives and mothers parted forever at the companion-way ladders with husbands and fathers, and the last they saw of them was the glimpse of their set, pale faces as mutual farewells were waved.

Slowly the Titanic drifted southward as the wireless called for help, and at 3 o'clock in the morning, with a great lurch, she sank beneath the surface of the waves.

Stories of Survivors Will Eclipse Fiction.

It was daylight when the Carpathia arrived and the night had fled. What a shout of thanksgiving must have gone up from over-burdened hearts as the bow of the friendly ship loomed up in the light of another day's sun.

That the stories of the half-frenzied survivors will eclipse anything in fiction was certain from the brief and disjointed information that was available here from the wireless sources. The collision occurred in the deepest darkness and after many of the passengers had retired for the night.

The crashing of steel upon solid ice must have struck the ears of the merrily ship's company and forecasted the horrors that were soon to come. There must have been the rush to the decks, with the few wraps hastily picked up in the mad flight, only to get the word that the ship was wounded to death and that there was no chance of all being saved. In the midst of an ice-field, the tossing and tumbling in the strong swell that never is absent from the Grand Banks, and with the bitter piercing atmosphere cutting tender flesh to the bone, men and women faced the end.

There must have been sad farewells. Loved ones were parted. Husbands embraced wives and their little babies for the last time, and then the stalwart seamen began their work of putting the great boats—their number cruelly few—over the side.

Intense Suffering as Little Craft Toss On the Sea.

The women and children, it seems certain, suffered greatly while the frail boats in which they had taken refuge tossed like corks on the surface of the water. It was long after daylight when the Carpathia finally arrived, only to find the score of heavily laden boats and the floating wreckage.

When the death blow fell the blackness of an inky night overspread everything like a pall. All around, how awful because they were invisible except in the uncertain flare of the

Latest Report Says Only 705 Survivors of Wreck

BY UNITED PRESS TO THE DAILY RECORD.

New York, April 17.—There are only 705 Titanic survivors on the Carpathia according to a wireless dispatch received from Winfield Thompson a Boston newspaper man, who is a passenger on the liner Franconia. He says the Carpathia will arrive here tomorrow night. His message follows: "The Franconia established wireless communications with the Carpathia at 6:10 New York time Wednesday morning. At that hour the Carpathia was 489 miles east of Ambrose Light and was making thirteen knots. She is not in need of assistance. The Carpathia has seven hundred and five survivors of the Titanic on board. The Franconia is relaying personal messages of survivors to Sable Island."

Vice-President Franklin, of the White Star officially denies that J. P. Morgan, Jr., knew that the Titanic was sinking Monday but suppressed the news until after the stock market closed. Franklin said the White Star officials did not know the Titanic had sunk until 6:30 Monday night.

New York, April 17.—The United Press has a wireless dispatch from Roy W. Howard, its general news manager, who is aboard the liner Olympic en route to Europe. He declares the bodies of at least some of the Titanic victims will be brought into port by the liner Californian. The Olympic continued her eastward voyage when she realized she could do nothing and that the Titanic had sunk before the Carpathia could arrive and pick up the survivors.

Lights which were burned on deck, were the grinding ice floes.

"The air was biting cold," is the message the wireless carried, "and the chill that arose from the ice floes caused the passengers to huddle close together to keep warm."

And when dawn came it revealed in all its horror the terrible situation. Wreckage was on every hand and here and there a human being with distorted visage frozen stiff, kept afloat with life belts or lashed to wreckage. All was desolation. Frail women collapsed and men sat helpless, awed by the magnitude of the disaster. The Carpathia brought them help, but it did not lift the pall from their hearts nor blot out the horror of the world's greatest sea disaster.

GUN FIGHTER FOUND RIDDLED WITH BULLETS

JAMES WARFORD, NOTORIOUS
DESPERADO, KILLED ON A
LONELY TRAIL.

Victor, April 17.—James Warford, former gun man, prominent in the labor troubles in Cripple Creek district, when as deputy sheriff he shot and killed Chris Miller and Ike Liebo, lies dead in the morgue at Victor.

Warford was last seen alive when he took the car from Cripple Creek over the High Line and Electric road on Saturday last. Warford, in the labor troubles of 1906, shot and killed Chris Miller and Ike Liebo at the polling place at Goldfield. He then held a deputy sheriff's commission and when the case came up for trial Warford raided the sheriff's office in Cripple Creek, secured the guns taken from him in the previous trouble and walked out over the hills. A posse brought him in, but not until after an exchange of shots. The whole case was nulled by the former district attorney, but was revived and on trial in the district court of Teller county, Dis-

New York, April 17.—The Carpathia wireless today that she will arrive off Sandy Hook, Thursday night and will probably come up to New York Friday morning.

The White Star officials continued their secretive tactics today. After issuing a supplementary list of survivors with the announcement that it was received by wireless, the officials admitted it was not so received. As a result of this attitude there is bitter criticism.

Many relatives of victims resent the fact that J. Bruce Ismay, managing director of the White Star line, was saved while so many passengers perished. They think Ismay should have remained on the Titanic instead of saving himself. They believe his presence on the Carpathia is responsible for that vessel's failure to send details.

The steerage offices of the White Star liner were packed with foreigners today.

The Marconi offices say that the Cunard liner, Franconia, received a wireless from the Carpathia saying: "Have seven hundred saved from the Titanic. More than two thousand were lost." White Star officials dispute this death estimate and it is not confirmed.

Montreal, April 17.—Wireless dispatches indicate that the White Star officials knew Monday when they were issuing re-assuring statements that the Titanic had sunk. The indications are that the message issued on Monday saying all the passengers had been saved and the vessel was still afloat originated at Cape Race.

Justice Judge Seeds presiding. Warford was sentenced to life for the killing of Miller and Liebo with an additional sentence of fifteen years for resisting the peace officers.

Jim Warford was pardoned by ex-Governor Buchtel. He remained absent from the district until about two years ago, and since his return has worked in the mines and more recently purchased an assay office at Independence. It has been known that Warford remained true to his alliance with the mine owners and has conducted a detective agency for the identification and arrest of parties guilty of high-grading, otherwise the theft of high grade milling ore.

The position of the body when found made it clearly evident that Warford was trapped. The face and chest of the man were literally riddled with bullets, and three bullet holes in the back clearly indicates that after he had fallen the murderer had shot him in the back. The cold hand of the dead man clasped a gun, but not a shot had been fired. The body when found was frozen stiff and Coroner Hamilton, judging from the condition of the corpse, believes it has been exposed to the weather conditions for at least five days. Warford has not been seen at his home in Independence for a week. About three months ago his home at Independence was burned to the ground. A week later his assay office, near Goldfield, was also destroyed by fire, and the reports of the chief of the Goldfield fire department have officially declared both fires of incendiary origin. There are advanced three well-founded theories for this deliberate murder. First, the vengeance of some friend or relative of the two men, Liebo and Miller, prominent members of the Western Federation of Miners, killed by Warford in Goldfield in 1906, the revenge of some relative of victims of Warford or his associates in the Wyoming cattle war or Dakota labor troubles, and third, the murder of Warford by some high-grader believed to have gained knowledge of his detective agency and the killing of the man to prevent prosecution.

NEGLIGENCE CAUSE OF GREAT LOSS OF LIFE

Navigators Claim That All Would Have
Been Saved If Vessel Had Been Properly
Equipped.

President Taft Will Urge the Enactment of
Legislation Insuring Proper Life-
Saving Apparatus.

New York, April 17.—Unwarranted negligence on the part of the White Star Steamship company is given by navigators here as the cause of the heavy loss of life in the Titanic catastrophe. With a capacity for 3,500 passengers, the biggest and presumably the best of ocean liners, had only twenty lifeboats and four rafts to guard against a disaster. The steamship company admit that this would be enough for only a third of those on board.

The announcement made today that there were only twenty lifeboats brought a storm of criticism immediately with men familiar with ocean travel, and it was openly asserted that had there been more boats all the passengers and crew could have been saved.

The company's announcement that the Titanic was equipped with 35 many lifeboats as is required by law, is scoffed at by persons with an inside knowledge of marine affairs. While the company admits that there were not enough boats to hold all on board, it offers the excuse that the Titanic was an "unsinkable" vessel.

This, too, is scoffed at and ridiculed by men most prominent in ship-building.

Taft Wants Laws to Insure Protection.

From Washington comes the news that President Taft, realizing the gross negligence on the part of the White Star line, called a hurried cabinet meeting and outlined plans for enacting legislation insuring proper wireless and life-saving apparatus in every ship allowed to enter an American port.

In response to a telegram as to the number of boats carried by the Titanic, and how many persons they would accommodate, the White Star company at Liverpool sent the following message:

"The Titanic had twenty boats, which is in excess of the require-

ments." The question of the number of boats carried by steamers has been widely discussed in London as well as here. It appears that the London board of trade regulations permit a reduction by half in the number of boats, rafts and buoyant apparatus carried when the ship is officially provided with airtight compartments; but this concession does not apply to life jackets and similar apparatus.

According to some experts, it would be impossible to carry a sufficient number of boats to accommodate all on board the mammoth liners or if carried that it would be next to impossible to man and provision them. It cannot be doubted that the disaster will lead to a strict inquiry into this matter and a revision of regulations.

This question has been under discussion for some time by the advisory committee, composed of prominent London ship owners and the London board of trade committee, and certain recommendations have been prepared, which has not yet been made public.

Crying Crowd Swarms White Star Offices

All day tearful and anxious throngs swarmed the offices of the White Star line and overflowed into Broadway, stopping traffic at times and keeping police reserves busy maintaining order.

Col. John Jacob Astor is believed to be among those drowned. His wife and her maid are safe on the Carpathia. Isidor Strauss, the millionaire merchant; Benjamin Guggenheim, the copper magnate, and Edgar J. Meyer, vice president of the Braden Copper company, are still unaccounted for.

Whether Charles M. Hays, president of the Grand Trunk railroad, was saved was not known tonight. His name was not among those reported rescued by the Carpathia. A Canadian dispatch early in the day stated that Hays was saved. His wife and daughter were rescued.

PECULIAR DISCOLORA- TION OF TEETH IN COLORADO CHILDREN

Dr. Frederick S. McKay of Denver, who lectured at the First Presbyterian church Monday night on "Oral Hygiene," visited the Washington and Orchard Park schools this morning where he examined a large number of children for the purpose of ascertaining how many of them were affected with that peculiar brown discoloration of the teeth that is at present attracting so much attention from the students of dental science, both in this country and in Europe. He found several cases in which the teeth showed that distinctive trouble for which he was looking and was greatly interested in consequence of his discovery. He said that nowhere in the world, except in Colorado and at Naples, Italy, was this peculiarity of the teeth known and that scientists were studying the phenomenon in both places. The trouble is believed to have its origin in some chemical held in solution by the water taken into the stomach during infancy which finds its way into the blood and settles in the teeth during their formative period and discolors them forever. It is said to be

more prevalent among children at Chandler than almost anywhere else in Colorado and Dr. McKay went there this afternoon to make some investigations for the state dental association. At least three of the effected children examined here this morning resided in Chandler during their babyhood.

DEMOCRATIC PRIMARIES HELD TUESDAY NIGHT

Primary elections were held by the Democrats in the various precincts of Fremont county Tuesday night, except in the six precincts of Canon City, which were held in Friday night of last week, to select delegates to the Democratic county convention, which will take place at the district court room in this city next Saturday afternoon. The county convention, which will be composed of one hundred and fifty-eight delegates, will select twenty-six delegates to the Democratic state convention and twenty-six delegates to the Democratic congressional convention, both of which will be held at Colorado Springs on Monday, April 29th. Democratic sentiment in this county seems to favor the nomination by the Baltimore convention of Champ Clark of Missouri for president of the United States.