

GREAT DISASTER AT SEA.

Giant White Star Liner Titanic Goes Down After Striking Iceberg—1,200 or More Lives Lost.

New York, April 15.—More than 1,500 persons, it is feared, sank to death early Monday, when within four hours after she crashed into an iceberg, the mammoth White Star Line Steamer Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom off the New Foundland Banks. Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence, only 675 are known to have been saved. The White Star Line offices in New York, while keeping up hope to the last were free to admit that there had been "horrible loss of life."

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. Nearest approaching it in magnitude were the disasters to the Steamer Atlantic in 1873, when 574 lives were lost and the La Bourgeoigne in 1898, with a fatality list of 571.

Should it prove that other liners, notably Allan Liners Parisian and Virginian, known to have been in the vicinity of the Titanic early yesterday, had picked up other of her passengers, the extent of the calamity would be greatly reduced. The hope still remains.

News of the sinking of the liner and the terrible loss of life in consequence came early last evening with all the great shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition and that all her passengers had been safely taken off. The messages were mostly unofficial and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wire from Cape Race, within 400 miles of which the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, three hours and fifty-five minutes after receiving her death blow the Titanic had sunk.

The news came from the steamer Carpathia, relayed by the White Star Line liner Olympic, and revealed that by the time the Carpathia, outward bound from New York and racing to Titanic on a wireless call reached the scene, the doomed vessel had sunk. Left on the surface, however, were life-boats and in them, from what the most appeared from meagre reports received up to a late hour, were some 675 survivors of the disaster. These, according to the advices, the Carpathia picked up and is now on her way with them for New York.

For the rest, the scene as the Carpathia came up was one of desolation. All that remained of the \$10,000,000 floating palace, on which nearly 1,400 passengers had been voyaging luxuriously to this side of the Atlantic, were some bits of the wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appeared, hundreds of human lives. A significant line in the Cape Race dispatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove so that no other vessel picked up any passengers of the sinking liner this might mean that few of the men on board had been saved, as the proportion of women and children among the passengers was large. The same facts would likewise spell the doom of practically the entire crew of 800.

In the cabins were 230 women and children, but it is not known how many there were among the 740

third-class passengers. In the first cabin there were 128 women and 15 children, and in the second cabin 79 women and eight children.

Notable persons, travelers on the Titanic whose fate was in doubt in the lack of definite advices as to the identity of the survivors, were Mr. and Mrs. John Jacob Astor, Major Archibald Butt, aide to President Taft; Charles M. Hays, president of Grand Trunk Pacific of Canada, his wife and daughter; W. T. Stead, Benjamin Guggenheim, F. D. Millet, the artist, and J. G. Widener, of Philadelphia; Mr. and Mrs. Isidor Straus, J. B. Thayer, vice-president of the Pennsylvania Railroad; J. Bruce Ismay, Henry B. Harris, the theatrical manager, and Mrs. Harris, and Col. Washington Roebling, builder of the Brooklyn Bridge.

The Parisian Did Not Pick Up Any of the Survivors.

Halifax, N. S., April 16.—In reply to a dispatch sent by the Halifax Manager of the Allan Line, Captain Haines, of the Steamer Parisian sent the following by wireless:

"I have no survivors of the Titanic on board and no official information as to the fate of the ship. Expect to reach Halifax to-morrow morning."

No Survivors on "Virginian."

Cape Race, April 16.—A wireless message to-night from Capt. Hadlock, of the steamship Olympic, relayed by the Celtic, read as follows:

"Please allay rumor that the Virginian has any of the Titanic's passengers. Neither has the Tunsian. I believe that the only survivors are on the Carpathia. The second, fourth and fifth officers and the second Marconi operator are the only officers reported saved."

Boissevain, Man., April 16.—J. P. Alexander, a former member of the Provincial Parliament, dropped dead to-day when told of the Titanic disaster. He was troubled with heart disease.

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

Statement From Washington.

Washington, D. C., April 16.—The Treasury Department, through the Customs officials, has given orders to expedite the landing of the survivors of the Titanic and to aid them in every way possible upon the arrival of the Carpathia. Custom regulations have been suspended and the Customs officers will aid the survivors in finding relatives and friends. Vice-President Franklin said late this afternoon that his list of survivors showed that 202 out of the 325 first cabin passengers and 114 out of 285 second cabin passengers of the wrecked liner had been accounted for.

New York, April 16.—"We are waiting for a complete list of the names of the survivors and until this is received, we can give no definite information.

This was the only answer that could be given to-day at the White Star Line offices here to the thousands of anxious persons who gathered there seeking information regarding relatives and friends who are among the victims of the Titanic disaster. From early morning until late to-night pathetic scenes were witnessed in lower Broadway and in Bowling Green Park, opposite the steamship offices. Hundreds of anxious (Continue on page 15.)

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