TITANIC'S DEAD, 1,342, INCLUDING CAPTAIN AND ALL OFFICERS EXCEPT FOUR---868 SURVIVE

ST. JOHN'S HEARS DETAILS OF CRASH

Story of Wreck Credited to British Steamer Bruce, Alleged to Have Overheard Wireless.

TITANIC MAKING 18 KNOTS

Bottom Said to Have Been Ripped Off from Bow to Amidships -Perfect Order Reported Turned to Panic as Liner Sinks

St. John's, N. F., April 16 .- A more or and of her sinking is current here to this port on March 19 her way to Sydney, N. S. She is supshich took up the thread as they received it from intercepted wireless mes-

According to this account, the Titanic ans steaming at the rate of eighteen knots when she hit the berg, and that was so terrific as almost to tear the ship asunder. The deckings were broken through and the bulkheads forming the watertight compartments amidships, it is said. The story has it that the force of the collision smashed several of the boats and all the upper

the blow being greater on the reared half out of the water tearing her bottom off on the ice from the bow to amidships. The steamer, as the compartments filled, settled by the head, and, although the after compartments for a time served their purposes, it was seen that the vessel was doomed.

Perfect order was maintained for a time, long enough for most of the boats to be launched, it is declared. Less than one thousand had been embarked. the report says, when the cry went up. She's sinking!" and order changed to frenzy, and the crowd rushed madly for the lifeboats within reach. Some of these were swamped and others

With the opening of the fish

season the controversy as to the

amount of deterioration which

this food undergoes in cold ster-

age springs up again. Some

valuable and interesting facts

bearing on this matter will be

Next Sunday's Tribune

of the Titanic.

or Minia Can Add to the

List of Saved.

Montreal, April 16.-The definite state-

ment that neither the steamer Parisian

any of the Titanic's passengers was

made to-night by George Hannah, gen-

eral passenger agent of the Allan Line.

been expected, and that the work of

loading the boats and getting the pas-

sengers over the side had not been com-

The Allan Line has issued the follow-

We are in receipt of a Marconi, via Cape Race, from Captain Gambell of the Vir-ginian, saying that he arrived at the scene of the disaster too late to be of service, and is proceeding on his voyage to Liverpool.

Halifax, April 16.-In reply to a dis-

patch sent by the Halifax manager of

the Allan Line, Captain Haines, of the

steamer Parisian, sent the following by

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

The Parisian steamed through much

heavy field ice looking for passengers

were sighted among the floating wreck-

The Parisian reports that the weather

was cold and that even if any persons

violent storm, prevailed yesterday.

The Sable Island cable ship Minia re-

age, which covered a large area.

pleted when the final plunge occurred.

ing statement:

It is believed, Mr. Hannah said, taht

smashed to pieces as they were lowered. The boat is said to have settled rather than sunk, the water finally reaching the engine room and dynamos, cutting off the wireless and lights, so that death came to those aboard the Titanic in

SAILING VESSEL AT SCENE

Report Raises Hope She Picked Up Titanic Passengers.

Hope that some of the passengers of the Titanic not taken on board the Carpathia may have been saved was revived early to-day when it was heard in the offices of the White Star Line Steamship Company that the crew of the freighter Etonian, of the Phoenix Line which docked at Pier 62, at West 224 SEARCH WRECKAGE IN VAIN street, last night, reported that they chcountered the three-masted schooner Dorothy Baird, from St. John's, lying to No Hope That Virginian, Parisian when they passed the vicinity of the disaster before the giant White Star ilner crashed into the iceberg.

It was thought probable by some that the schooner might have been still in the vicinity when the catastrophe occurred and that Titanic passengers who secured life preservers might have beer

C. I. Randall, first officer of the Etonian, did not concur with this view, howmore probable that the Dorothy Baird the Titanic sank more rapidly than had unfurled her sails and returned' to St. John's too soon after the Etonian passed her to be of help to survivors struggling

Randall said one iceberg encountered by the Etonian was more than a quarter of a mile in length and extended above the ocean more than two hundred feet. The Etonian, he said, lay to one hundred yards from the iceberg while William Wood, captain of the freighter, obtained several photographs. Bandall was of the opinion that this was the iceberg which sunk the Titanic.

CAPACITY OF BOATS 910 Titanic Also Carried Two Cutters and Some Rafts.

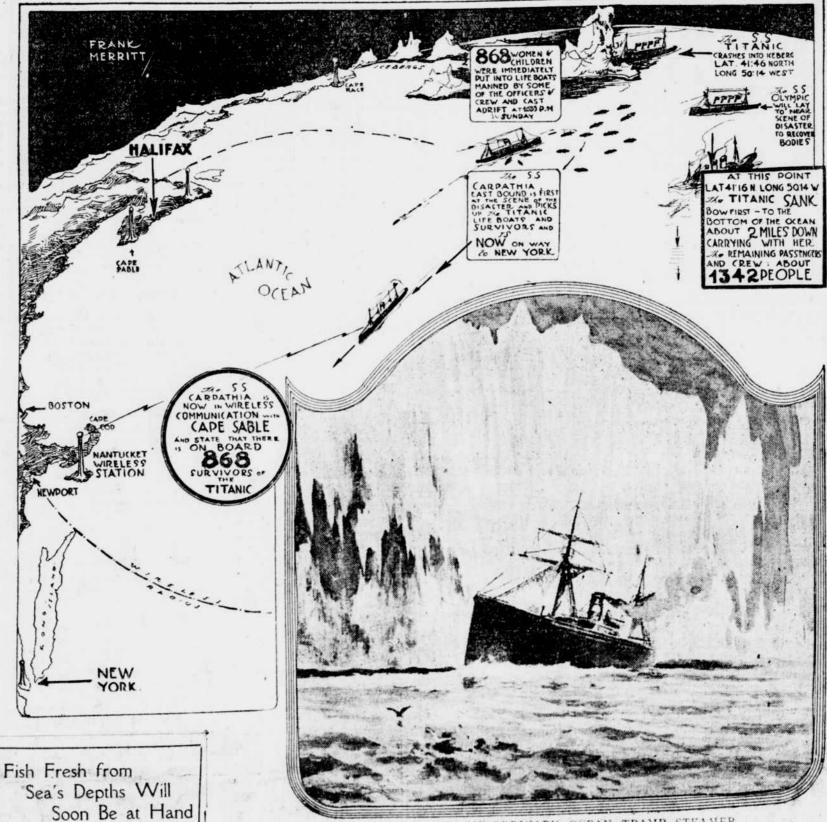
London, April 17.—The Board of Trade from the Titanic. No life rafts or bodies regulations require that a vessel of 10,000 tons shall carry a minimum of sixteen boats. There are no regulations applying to vessels of greater tonnage, but had been on the wreckage they in all another rule provides that where boats do not furnish accommodations for all probability would have perished from passengers on the steamer additional exposure before they could have been wood or metal collapsible boats or life- picked up. Heavy fogs, followed by a fafts shall be carried. The regulations require that the capacity of the boats thall be 5,500 cubic feet. The Titanic's ported this afternoon through the wireboats had a capacity of 9,702 cubic feet less station here, that she had sighted tach. Thus she had nearly double the a great mass of wreckage, but no boats accommodation required by the Board of or rafts from the Titanic. This for the

time being disposes of the hope that the it is stated in Belfast that the Titanic is it is fourteen lifeboats, each accommodating sixty-five persons (a total of file persons), two cutters and a number of collapsible boats or rafts.

There appears to be a general idea that the collapsible lifeboats and rafts carried by the Titanic were sucked down in the vortex of the sinking liner.

time being disposes of the hope that the Minia, which was anchored of Cape Race when the Titanic first called for Race when the Titanic first

CHART SHOWING WHERE THE TITANIC HIT THE ICEBERG AND WHERE SHE FOUNDERED.



A GIANT ICEBERG AND AN ORDINARY OCEAN TRAMP STEAMER

Photograph shows the tremendous height and bulk of the ice monster. It must be remembered that threefourths of such a berg is beneath the water.

First Cabin Passengers Known To Be Saved

Franklin Gives List Checked Up by Cable with London Office.

The following list of survivors of first class passengers was issued by Vice-President Franklin at the office of the White Star Line at 3:45 p. m. yesterday afternoon. In making it public Mr. Franklin said that the list had been gone over and checked up by cable with the London office of the company. The survivors named are among those known to be aboard the incoming Cunarder Car-Three Fail to Find Any Survivors

> Anderson, Harry.
> Appleton, Mrs. E. W.
> Abbott, Mrs. Rose.
> Allison, Master, and nurse. Andrews, Miss K. T. (Miss Cornelia?) Allen, Miss E. W. Astor, Mrs. John Jacob, and maid.

Barratt, Karl B. (Behr?)
Bessette, Miss.
Bucknell, Mrs. William.
Barthworth, A. H. (Bathworth?)
Bowerman, Miss E.
Brown, Mrs. J. J.
Burns, Miss C. M.
Bishop, Mr. and Mrs. D. Burns, Miss C. M.
Bishop, Mr. and Mrs. D.
Blank. H.
Bessina, Miss A.
Baxter, Mrs. James. Bayton, George A. Bonnell, Miss C. Brown, Mrs. J. M. Bowen, Miss G. C. Beckwith, Mr. and Mrs. R. L.

Cassebere, Miss D. D. Clarke, Mrs. W. M. Chibinace, Mrs. B. Chibinace, Mrs. B.
Crossbie, Miss E. G.
Carter, Miss Lucille.
Carter, Mrs. William.
Cander, Mrs. Churchill (Cardell?)
Calderhead, N. P.
Chandanson, Miss Victorine.
Cavendish, Mrs. Turrell, and maid.
Chaffee, Mrs. H. L.
Cardeza, Mr. and Mrs. Thomas.
Cummings, Mrs. J.
Chiver, Paul (Chevre?)
Cherry, Miss Gladys.
Chambers, Mr. and Mrs. B. C.
Carter, Mr. and Mrs. W. E.
Carter, Master William.

D Douglass, Mrs. Fred. De Viellien, Mms. (Mrs. B. de Villiers?) Daniel, Robert W. Davidson, Mr. and Mrs. Thornton, and

Davidson, Mrs. Walter.
Douglas, Mrs. Walter.
Dodge, Miss Sarah.
Dodge, Mrs. Washington, and son.
Dick. Mr. and Mrs.
Daniell, H. Haren.
Drachensted, A.

Emmock, Philip E. Endres, Miss Caroline. Ellis, Miss. Earnshaw, Miss Boulton (Mrs.?)

Flegenheim, Miss Antoinette.
Francatelli, Miss.
Flynn, J. N. (J. 1.?'
Fortune, Miss Alice.
Fortune, Miss Alice.
Fortune, Miss Mark.
Fortune, Miss Mabel.
Frauenthal, Mr. and Mrs. Hy. W. (Dr.?)
Frauenthal, Mr. and Mrs. J. G. (T. G.?)
Frolicher, Miss Margaret.
Futrelle, Mrs. Jacques.

Gracie, Colonel Arthur (Archibald?).

Graham, Mr. and Mrs. William. Graham, Miss. Gordon, Sir Cosmo Duff. Gordon, Lady. Gibson, Miss Dorothy. Gibson, Mrs. Dorothy. Gildenberg, Mrs. Samuel. Goldenberg, Miss Ella. Greenfield, William (G. B.?) Greenfield, William. Gibson, Mrs. Leonard. Googht, James.

Harris, L. Y. B. (Mrs.?)
Halverson, Mrs. Alex.
Hogiboom, Mrs. I. C.
Hawksford, W. J.
Harper, Henry, and man servant.
Harper, Mrs. H. S.
Hoyt, Mr. and Mrs. Fred.
Horner, Hy. R. (Homer?)
Harder, Mr. and Mrs. George.
Hays, Mrs. Charles M., and daughter.
Hippach, Miss Jean.
Hippach, Mrs. Ida S.

Ismay, J. Bruce.

Kimberley, Mr. and Mrs. Ed. (L. N. Kimball?) Kennyman, F. A. Kenchen, Miss Emile

Longley, Miss G. F.
Leader, Mrs. A. F.
Lavory, Miss Bertha.
Lines, Mrs. Ernest.
Lines, Miss Mary.
Lindstrom, Mrs. Singird.
Lesneur, Gustave in Lesneur, Gustave, jr.

Madill, Miss Georgette A. Melicard, Mme. Maimy, Miss Roberta. Marvin, Mrs. D. W. (Martin?) Marechell, Pierre. Minehan, Mrs. Daisy (Minanhan?) Minahan, Mrs. (Minanhan?)

Newell, Mrs. Marjorie (Miss Alice?) Newell, Mrs. Madeline (Miss?) Newell, Washington. Newson, Miss Helen.

O'Connell, Miss R. Ostby, Mr. and Mrs. Ostby, Miss Helen. Olivia, Miss. Omond, Fieunam.

Panhart, Miss Ninette. Potter, Mrs. Thomas, jr. (Porter?) Pincham, Major Arthur (Penchen?)

Rogerson, John. Renago, Mrs. Mamam. Ranelt, Miss Appie. Rothchild, Mrs. Lord Martin.

Continued on fourth page, fifto column,

LEGISLATION NEEDED. U. S. INSPECTOR SAYS.

Henry M. Seeley, supervising in spector of steam vessels for this district, had this comment to make yes terday on the steamboat inspection law and the life saving equipment of the Titanic:

"I have not the slightest doubt that the Titanic was equipped wholly within the requirements of the British law. The inspectors abroad, as well as those in this country, cannot go beyond the law. Give us the legislation, and we will see that it is enforced to the letter.

"If the law required fifty lifeboats for a certain American steamship and we found that she had only forty-nine she could not leave this port. I find a general disposition among the steamship lines, with perhaps a few exceptions, that owners are desirous to comply with the law."

WANTED MORE LIFEBOATS in Montreal.

Captain Smith Saw the Need for Them, Says Chicago Man.

Chicago, April 16.-That Captain Edward J. Smith, of the Titanic, believed that the steamer was not properly equipped with lifeboats and other lifesaving apparatus, was the statement made by Glenn Marston a friend of the captain, here to-night. Mr. Marston said that while returning

with Captain Smith he remarked on the small number of lifeboats. It was then, according to Marston, that Captain Smith spoke of the life preserving equipment of the Titanic, then under construction,

"I noticed the small number of boats and rafts aboard for the heavy passenger-carry ing capacity of the ship and remarked on i to Captain Smith," said Mr. Marston.

"Yes," he replied, "if the ship should strike a submerged derelict or iceberg that would cut through into several of the watertight compartments we have not enough boats or rafts aboard to take care of more than one-third of the passengers. "The Titanic, too, is no better equipped. t ought to carry at least double the number of boats and rafts that it does to afford any real protection to the passengers. Besides, there always is danger of some of the boats becoming damaged or swept away before they can be manned."

Mr. Marston further quoted Captain Smith as saying he thought the lack of equipmen for saving lives was not due to a desire of the steamship line owners to save money, but rather because they believed their ships to be safe.

COLONY OF 110 THOUGHT LOST. Duluth, Minn., April 16.-A colony of Fir anders coming to settle near Duluth probably perished on the Titanic. The colony consisted of twenty-five families, or 110 per

Poland Water Promotes Health. Avoid contagion by drinking purest water in world. Office, 1180 Broadway. Tel. Mad. Sq. 4748.

—Advt.

Olympic's Captain Ends Hope That Other Liners Than Carpathia Aided in Work of Rescue-Anxious Crowds Hear Names of a Third of the Living.

J. J. ASTOR, ISIDOR STRAUS AND B. GUGGENHEIM AMONG MISSING

Two Cruisers on Way to Meet the Carpathia, and Cable Steamer Will Search for Bodies-Sable Island in Touch with Her-In Electrical Storm's Path.

wed from the wreck of the Titanic	000
ost1	,342
irst cabin passengers saved:	
Women and children	139
Men	63
	202
Total carried in first cabin 325	
econd cabin passengers saved:	
Women and children	88
Men	26
	114
Total carried in second cabin 285	
Total carried in steerage 710	- 2
Total curve 890	

The names of only a little more than one-third of the survivors have been received. There has been no list sent of the steerage passengers or members of the crew saved.

CAPE RACE, N. F., APRIL 16 .- A WIRELESS MESSAGE TO-NIGHT FROM CAPTAIN HADDOCK OF THE STEAM-SHIP OLYMPIC, RELAYED BY THE CELTIC, READS AS

"PLEASE ALLAY RUMORS THAT THE VIRGINIAN HAS ANY OF TITANIC'S PASSENGERS. NEITHER HAS THE TUNISIAN. I BELIEVE THAT THE ONLY SURVIVORS ARE ON THE CARPATHIA. THE SECOND, THIRD, FOURTH AND FIFTH OFFICERS AND THE SECOND MARCONI OPERATOR ARE THE ONLY OFFICERS REPORTED SAVED."

The second, third, fourth and fifth officers of the liner, who are among the survivors, according to the latest reports from the Carpathia, undoubtedly came away from the sinking vessel in command

It was announced at the White Star offices early this morning that the Carpathia was in the path of an electrical storm and that no further messages were expected for some time.

The White Star Line has arranged for the cable steamer Mackay-Bennett to go from Halifax to the scene of the wreck and remain there until further orders to search for bodies of any of the passengers who lost their lives when the Titanic sank. The Mackay-Bennett is now under way. It is understood that other steamers will be chartered to aid her in the search.

The last faint hope that had lingered in the hearts of many that more than the 868 survivors of the wreck of the Titanic carried by the Carpathia had been saved by some of the other vessels that hastened to answer the great White Star liner's call of distress was dispelled shortly after 8 o'clock last night by a message from the Allan Line

Neither the Parisian nor the Virginian, of the Allan Line, succeeded in rescuing any of the Titanic's passengers, said George Hannah, general passenger agent of the Allan Line, in this message. It is believed, he continued, that the Titanic sank more rapidly than had been expected, and that the work of loading the boats and getting the passengers over the side had not been completed when the final plunge

Hope that some of the passengers not aboard the Carpathia may have been saved was revived early to-day, when the captain of the freighter Ultonia, of the Phænix Line, which arrived last night, reported that he passed along the route taken by the Titanic and that a number of fishing boats were in the vicinity at the time of the disaster. The captain said the fishing boats were headed toward Halifax.

The Carpathia has accommodations for 375 saloon and second cabin passengers and 2,300 steerage passengers and carries a crew of 300. She sailed from here with 150 saloon passengers, 40 in the second cabin and 600 in the steerage. With her crew she thus carried 1,090 persons from this port. The addition of the 868 survivors from the Titanic would make 1,958 aboard her and would in no way strain her

The last authentic word from the Carpathia came yesterday morning in a wireless dispatch sent twenty-four hours earlier and delayed in some way unaccountable to the officers of the Cunard Company in this city. The message said:

"7:55 a. m. New York, Lat. 41:45 N., Lon. 50:20 W. Am proceeding New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering the circumstances, with so much ice about, consider New York best. Large number icebergs and twenty miles field ice with bergs amongst."

This dispatch was sent by Captain A. H. Rostron of the Carpathia, and was followed an hour later by another from Captain Rostron, evidently sent earlier. This message said:

"Titanic struck iceberg. Sunk Monday, 3 a. m., 41:46 N., 50:14 W.