

REPORT HOW THAT 1,475 HAVE PERISHED IN DISASTER TO THE GIANT WHITE STAR LINER

TITANIC WAS TORN ASUNDER BY BERG

New York Herald Prints Graphic Picture of Collision--Great Ship Thrown Into Darkness During Frantic Work of Loading Lifeboats--Captain Smith, Cool to the Last, Directs the Work.

ONLY 705 SURVIVORS ABOARD CARPATHIA

Slim Hope That Crew is Not Included in the Number--Nearly 300 of the Cabin Passengers Are Undoubtedly Lost--Rescue Boat Expected at New York Tonight--King and Royal Family Subscribe to Relief Fund.

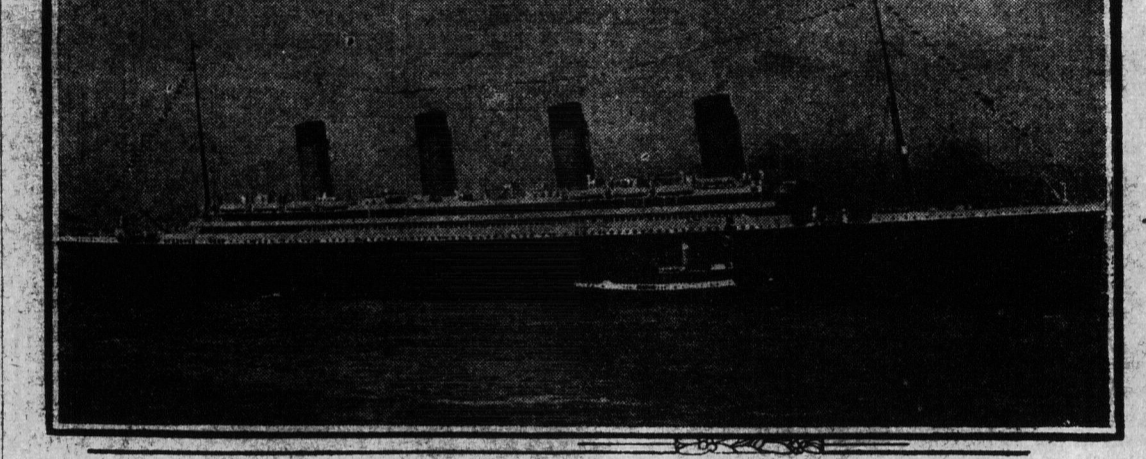
OTHER STEAMERS HAD NARROW ESCAPES

Ran Into Immense Fields of Icebergs in Vicinity of Spot Where Titanic Found Her Grave--Sir Charles Ross, Who Reached New York on Carmania Sunday Night, Tells of Close Call of Ship.

New York, April 17.—The New York Herald today prints the following dispatch from St. John, N.B., April 17.—From the steamship Bruce, bound for Sydney, come the first detailed reports tonight of the sinking of the Titanic and the appalling scenes attending her end.

The Bruce obtained her story of the disaster from wireless messages picked up from several of the ships which had been in close touch with the last hours of the mammoth White Star steamship and which were afterward in the zone of communication with the Bruce's apparatus.

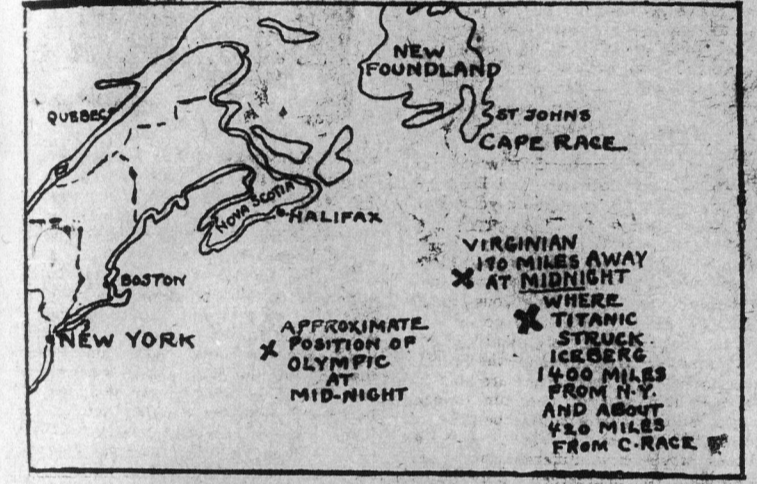
When the Titanic struck the mountain of ice that sent her to the bottom within four hours after the impact, she was steaming at the rate of eighteen knots an hour. The shock almost demolished the proud vessel, which her builders and her captain had believed nothing could master. Hitting the impenetrable ice mass fairly with her towering bows, the ship was Al-



Ottawa, April 16.—But for a happy decision at the last moment to take the first Atlantic steamer available, instead of waiting three days for the Titanic, as advised by his wife and friends, Sir Charles Ross, the head of the Ross rifle factory, would doubtless have been another million-aire victim of the disaster.

Sir Charles, who was in England in connection with the use of the Ross rifle at Biele, received week before last a cable requiring his presence in Ottawa. He had intended to sail on the Lusitania, but the sailing of that ship was cancelled. The Titanic, sailing four days later, was the next choice, but Sir Charles, despite the advice of Lady Ross and others, took passage on the Carmania, sailing three days ahead of the Titanic, and due to arrive in New York two days earlier.

Sir Charles landed in New York on Sunday night and arrived in Ottawa this afternoon. When his steamer was nearing the Niagara, Sir Charles was on the bridge with the captain. The Titanic's wireless call for help, as relayed from the Niagara, was handed to them by the wireless operator of the Carmania, and was translated from French into English by Sir Charles. The Carmania's captain immediately tried to get into further communication with the Niagara with a view to putting back to render aid, but no further messages were received.



New York, April 17.—The roll of the saved from the Titanic disaster tonight seems complete.

Practically every attending circumstance in the transmission of news from the Carmania goes to show that only 208 of the 610 cabin passengers of the Titanic are safe on the rescue ship.

The 202 cabin passengers whose names have not appeared in the lists sent ashore yesterday by wireless must probably be conceded as numbered among the 1,312 lives, which the collision of the mammoth new steamer with an iceberg off the Newfoundland banks, Sunday night, is believed to have taken.

Thousands of hopeful hearts were turned to despairing ones when the United States scout cruiser Chester wireless ashore late today that she had been in communication with the Carmania and had asked repeatedly for the full list of the first and second cabin survivors, and that the rescue ship reported that all the names had already been sent ashore. The remainder of the persons saved were passengers in the steerage or members of the crew.

THE GIANT LINER TITANIC

The very sending of these could help confirm the fateful belief that there were no more names of first and second cabin passengers to send, and thus there was left hardly a possibility that the names of well-known men such as John Jacob Astor, W. T. Stead, Isidor Straus and the others of the "holy family" of notables could have been omitted in the transmission of names from the Carmania. That these men had gone down with the ship there remained hardly a doubt.

Authorities on conditions of the banks agreed that the rescue of passengers not taken from the liner by the boats would have to be made speedily, as exposure and exhaustion would quickly sap the life of humans forced to take to any other means of keeping afloat.

During the early evening hours the wireless communication of the Carmania with the Siasconet was for the most part devoted to the sending of private messages of reassurance to passengers to friends on shore and to transmission of anxious inquiries from land to vessel. The Carmania's wireless was awaited for communication of other messages to the world at large, the opportunity to draw from the rescue ship the long awaited list of the Titanic's fateful last hours.

MAP SHOWING WHERE TITANIC WENT DOWN.

most rent asunder at the first blow. Her decks were ripped and torn, her sides and bulkheads were split and shattered as the hammer of some Titan, from the bow to a point almost midships.

Some of Her Lifeboats Crushed.

Her upper works and some of her boats were splintered while a shower of debris from her spars fell upon the decks like giant hail. Though the ship had struck the monster obstruction head on, as her bow rose clear of the water, smashed to steel, the vessel listed heavily to port and threatened to turn turtle before the form back to an even keel.

The Titanic had forced her giant bulk away upon a submerged spur of the iceberg, a phenomenon which is not infrequent in the most disastrous collisions with these ghostlike sentinels of the Banks. In mounting upon the jagged ice the ship had torn many of her bottom plates from the midships section forward to the bow.

Hopeful Ones Now in Despair.

After the strain of three days waiting without news of their missing ones, there were few of the hopeful that still held out tonight against the seemingly final word as to the fate of friends and relatives.

The small remaining hopes of the per-

Carmania Narrowly Escaped Disaster.

Sir Charles says the Carmania itself narrowly escaped disaster from probably the same ice floes which caught the Titanic. The Carmania ran into an immense field of icebergs during a fog and had to lay to for several hours before carefully crawling away from the danger. The captain declared that the presence of so much ice so far south was unprecedented in his whole career on the Atlantic.

The marine and naval department had noted all the government wireless stations along the Atlantic coast to be constantly on the lookout for any messages from steamers bearing the rescue of passengers from the Titanic.

The tidal survey experts in the naval department say there is no possibility of any bodies being washed ashore later on. Any bodies or wreckage would be caught in the Gulf Stream and carried clear across the Atlantic.

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She took in water at a rate that defied the efforts of the pumps, and soon began to settle by the head, listing heavily to port and rolling in the trough of the sea as she became gradually disengaged from the ice, many tons of which had fallen upon her upper decks, contributing to the demolition and intricate confusion.

The force of the blow had been so tremendous that the vast ship was started in every point, and everything movable throughout her superstructure of luxurious cabins and saloons was tossed into heaps like discarded junk.

Carpathia Due at New York Tonight.

New York, April 17.—The Cunard Carpathia, bearing 808 survivors of the sunken White Star liner Titanic, was less than 600 miles from New York today, and word was eagerly awaited that she would shed further light on the catastrophe of Sunday night which cost 1,312 lives.

Sable Island was in brief communication with the rescue ship for a time this morning, but no additional names of survivors were obtained.

A line office officially announced this afternoon that they expected that the Carpathia would dock at midnight Thursday night.

Vice-President Franklin of the White Star line, said that the company places faith in the message that Captain Rostron has 800 survivors of the Titanic on board the Carpathia. He said that the company has communicated with every wireless station on the coast in this vicinity, asking them to forward at once any message for the company that might be sent by the Carpathia. Mr. Franklin said he did not know when the company could get in direct communication with the Carpathia, but he said that he would wait until he heard.

Other Liners Had Close Calls.

New York, April 16.—The steamship President Lincoln, of the Hamburg-American line, which arrived today from Ham- burg, reported that on April 12 she encountered a large field of ice, dotted in all directions with large and small icebergs. Captain Magin said that it was easy to imagine that the ship was in the midst of a polar country covered with nothing but ice and snow rather than on the Atlantic ocean.

Struggling through the great pack, the President Lincoln sighted an oil tank steamer and a Leyland line steamer and all three vessels were obliged to shift their courses due south in order to clear the ice field, which was not accomplished until after four hours' steaming.

The centre of the field, Captain Magin said, was in latitude 41.53 north and longitude 50.14 west, which is very close to the point where the Titanic struck an ice-

Sent Women and Children First.

But British seamanship and discipline prevailed, and it did what little might be done as well as dauntless men could do. Every officer and man leaped to his post, while Captain Smith, megaphone in hand, belloyed his orders over the rolling ship that an hour before had been the proudest ship in Christendom. Sufficient order was maintained to launch safely most of the boats, the greater number of which had remained seaworthy, despite the ordeal through which they had passed. This work was progressing in a way, the women and children being given the preference in the lifeboats. At first the evidence of panic were well suppressed, though there was many a painful scene as wives and sisters, sweethearts and mothers parted from their dear ones, who were leaving to an unknown fate as they took their allotted places in the boats.

Who Was on the Liner Titanic.

Mostly helpful few among relatives and friends of passengers rested tonight on the faint possibility that the list of names survivors sent by wireless from the rescue ship Carpathia, might after all not be complete.

The fact that one new name came through late today in a private message from the Carpathia was the basis of what was a desire more than a hope that there were still survivors to account for a few, at least, of those for whom the worst was feared.

At the best, however, it appears that it could be only an occasional one whose safety had not been reported through some error of compilation on the liner or of transmission through her wireless.

Important Questions in British House.

London, April 16.—Sydney Buxton, president of the board of trade, was asked in the house of commons this afternoon if he would take steps to prevent liners proceeding to New York from taking the northern route for the purpose of breaking records, and whether he could state the number of lifeboats carried on board the Titanic as compared with the number of passengers. Mr. Buxton said he must have notice of such questions.

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Reports Now Only 705 Survivors.

From the Carpathia, which was approximately 600 miles from New York this morning, and which is expected, if she keeps up her rate of progress of thirteen knots an hour to reach the entrance of the harbor by 8 o'clock tomorrow night, came a number of reports during the day as to the number of survivors on board.

Through the Cunard Franconia, which established wireless communication with the rescue ship, came a message which included the names of 705 survivors.

The previous statement from the Carpathia had been that she carried 808 survivors. The difference of 103 was accounted for by the fact that the Franconia included a count of rescued passengers only, disregarding the 100 or more members of the crew who must have been in the boat when the Carpathia picked up their presence being necessary for the safety of the passengers.

Carpathia Due at New York Tonight.

New York, April 17.—Henry Duff Reid, vice-president of the Reid-Newfoundland Company, the owner of the steamer Bruce, said that he had received only one message from the vessel since she left here yesterday for North Sydney. The message read: "Midnight, twenty miles west of Cape Pine. Weather stormy. Nothing of Titanic tragedy."

Sir Ralph Williams, governor of Newfoundland, states that he has been unable to learn anything regarding the disaster except what was contained in the despatches which have been published in the press.

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BUST OF LAURIER
SANK IN TITANIC

Sculptor, Who Was Bringing It to Place in Chateau Laurier, Reported Saved.

Ottawa, April 17.—(Special)—Among the lost articles in the Titanic disaster is a bronze bust of Sir Wilfrid Laurier, which was being brought over by the sculptor Paul Chevre for the place of honor in the Chateau Laurier. The Grand Trunk Railway's new \$1,000,000 hotel at the capital. The name of the sculptor is among the list of those reported as rescued, but the bust itself is now at the bottom of the Atlantic.

Skirted Ice Fields 70 Miles Long.

New York, April 17.—What is said to have been the greatest icebergs field ever seen off the coast of Newfoundland, was skirted by the steamer La Bretagne of the French line which arrived at this port from Havre today, bringing over 775 passengers. The field was seventy miles in length and probably as wide, and the Bretagne was five hours in passing along its edge. Scattered among the small ice-

NE CO., Dept. 174 Toronto, Ont.

Well Known Men.

Communication was being had with the Carpathia tonight through both the scout cruiser Chester and the shore wireless stations at Siasconet. Through the Chester there began coming slowly the names of saved passengers from the third cabin on the Titanic.

Becker, Mrs. Allen, Misses Ruth and Mary, and Master Richard (undoubtedly the same given in sailing list under names Mrs. A. Becker and three children.) Beckwith, Mrs. and Mr. R. T. Behr, Karl H. Benham, Miss Lillian. Besette, Miss. Bishop, Mr. and Mrs. D. H. Blank, Henry. Bonnell, Miss Caroline. Bowen, Miss G. C. Bowman, Miss Elsie. Brayton, George A. Brown, T. W. S. Brown, Edith. Brown, Mrs. J. M. Brown, Mrs. J. J. Bryhl, Miss Dagmar. Bystron, Mrs. Karolina. Bucknell, Mrs. Williams. Burns, Mrs. G. M. Buss, Miss K.