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# The Toronto World

FOURTEEN PAGES—WEDNESDAY MORNING APRIL 17, 1912—FOURTEEN PAGES

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H. H. WILLIAMS & CO.  
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VOL. XXXII—No. 11,581

It was rumored in Toronto at two o'clock this morning that a telegram had been received from New York stating that the Carpathia, with all her passengers and survivors of the wreck of the Titanic, had struck an iceberg while racing for the port of New York.

## LOSS OF 1300 LIVES IN "TITANIC'S" SINKING IS FULLY CONFIRMED

Word From "Virginian" and "Parisian" Quenched Lingering Hopes That More Passengers Survived—Carpathia Cut Off From Communication for Many Hours—C. M. Hays and Other Notables Among Missing.

NEW YORK, April 16.—(Can. Press.)—Only a faint hope remains to-night that any of the 1302 passengers and crew who have been missing since the giant Titanic sank have been picked up by Transatlantic liners. The 868 survivors rescued from lifeboats by the Cunard Carpathia, now on her way to this city, are the only known saved.

The brief and meagre wireless messages that came to hand to-day extinguished hope that some of the ill-fated passengers may have been picked up at sea by the steamships Virginian and Parisian of the Allan Line. Both of these steamers sent word that they had no passengers of the Titanic on board.

Of the 868 persons rescued by the Carpathia, the names of 326 passengers had been received by wireless up to 4.30 o'clock. The Carpathia evidently was out of wireless range toward noon, for after that efforts to reach her with wireless communications were futile and a score or more of messages from the Cunard Company and other sources were unanswered.

At 5 o'clock this afternoon Vice-president Franklin of the White Star Line said that so far as he knew the Olympic was still standing by the Carpathia to relay wireless messages. He added that he had received no word from the Olympic since 9 o'clock this morning, and had been unable to get either the Carpathia or the Olympic by wireless.

Mr. Franklin also said that the steamship companies crossing the Atlantic had entered into an agreement to abandon the short northern route in favor of the southern route so long as icebergs were reported in the pathway of the former course.

The Titanic was insured for \$5,000,000. Mr. Franklin said. On the ship, he added, the White Star Line would lose about \$2,000,000. "This will be the smallest part of our loss," he added.

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## THE DUKE'S SYMPATHY

OTTAWA, April 16.—The following message was sent this afternoon on behalf of His Royal Highness the Duke of Connaught to the owners of the Titanic:

"White Star Co., Broadway, New York:

"I am desirous by His Royal Highness the Governor-General of Canada to send you the following:

"I desire to express thru the owners of the Titanic my very deep and heartfelt sympathy with the relatives and friends of all those who lost their lives in this terrible catastrophe.

"LIEUT.-COL. LOWTHER,  
"Military Secretary."

## THE COMPANY'S THANKS

NEW YORK, April 16.—The officials of the White Star Line here sent the following answer to the Duke of Connaught's telegram of sympathy:

"We beg to sincerely thank His Royal Highness the Governor-General of Canada for his message of sympathy with the relations and friends of the passengers on the Titanic, who lost their lives in this most deplorable calamity, and will convey his expressions to all concerned thru the medium of the public press."

## MOMENTARILY EXPECTING TO GET A SIGNAL

Cunard Liner Carpathia With Titanic Survivors Is Approaching Sable Island, and Wireless Messages Are Expected at Any Minute—Parisian Has No Survivors on Board.

HALIFAX, April 16.—The Cunard Liner Carpathia, with the survivors of the Titanic, is approaching Sable Island. No message so far as known has come from her to the wireless station there, but the operator is momentarily expecting to get a signal.

The Allan Liner Parisian, unless the thick weather on the coast delays her, will reach Halifax at 6 o'clock to-morrow morning. It is known because on Sunday night at 10 o'clock the captain notified the agents that he was 200 miles south of Cape Race. This morning at 7 o'clock the Parisian notified Halifax that she was 90 miles southeast of Sable Island. She made no mention of the Titanic, so it is concluded that there are no survivors aboard. A wireless message was sent to the captain this afternoon, asking him especially whether there were survivors aboard or if she had any information whatever regarding the Titanic or Virginian.

The reply came that the Parisian had no survivors and that they had no information from either the Titanic or Virginian.

## WILL CHANGE OCEAN ROUTES

NEW YORK, April 16.—The White Star Line, in consequence of reports of ice in the sea, has agreed with other lines to cross longitude 47 in latitude 40.10 on eastbound passages, commencing to-day, and to cross longitude 47 in latitude 41, westbound.

## REVENUE CUTTERS TO GO OUT

WASHINGTON, April 16.—President Taft late to-day ordered out two revenue cutters to meet the Carpathia, which is bearing the Titanic's survivors to New York. The Greaham is at Boston, and the Acushnet at Woods Hole, Mass.

## DEVICE TO DETECT ICEBERGS

OTTAWA, April 16.—The Canadian Government will further co-operate this summer in experiments being conducted by Prof. Barnes for the perfection of his device for the detection of icebergs.

One of the government's boats will be sent down to the ice field area for the purpose of making further tests, and perfecting the thermometrical device, which, had it been in use, might have prevented the appalling disaster to the Titanic.

## NOTED SHIP BUILDER ABOARD

BELFAST, April 16.—Thos. Andrews, Jr., a director of the ship building firm of Harland and Wolff, was among the passengers on board the Titanic. He was accompanied by a number of mechanics who were watching the working of the latest product of the company's yards.

## KNOW OF ICEBERG.

NEW YORK, April 16.—What is believed to be one of the last messages sent from the Titanic before she struck the iceberg was received at the hydrographic office in Washington on April 14, the day preceding the night on which the collision occurred, according to advice here to-night. The message was as given:

"April 14—German steamer America reported by radio-telegram passing two large icebergs in latitude 41.37, longitude 50.05—Titanic."

"This message indicated knowledge of ice in the vicinity of the Titanic, as her position when she struck was latitude 41.46, longitude 50.14."

## LOST AND RESCUED.

Souls aboard.....	2210
Survivors.....	868
Number lost.....	1342
Passengers aboard, about.....	1250
Crew aboard, about.....	860
Passengers lost, about.....	1200
Crew lost, about.....	780
Passengers lost, and well-known, mostly men, about.....	200
Passengers lost, mainly men in steerage, about.....	400
Passengers lost.....	600
Crew aboard, about.....	860
Crew saved, including stewardesses, about.....	120
Crew lost, about.....	740
Passengers lost, about.....	600
Crew lost, about.....	740
Total lost, about.....	1340
First-class passengers.....	215
Second.....	282
Third.....	730
Crew.....	860
Other passengers.....	40
Total.....	2210
Known to be saved.....	868
Probably lost.....	1342
Survivors Named:	
First-class.....	132
Men.....	68
Women.....	64
Children.....	6
Second-class.....	201
Men.....	88
Women.....	113
Children.....	10
Total.....	343
Survivors not named.....	525

## Among the Missing

Charles M. Hays, Montreal.  
J. J. Flynn, nephew of chief of police, Berlin.  
James McCrie, Sarnia.  
T. C. Cattery, Union Bank, Vancouver.  
J. J. Borebank, formerly of Toronto.  
H. Markland Nelson, Montreal.  
W. T. Road, journalist.  
H. J. Allison, Montreal.  
Hugo Ross, Winnipeg.  
George Baxter, Montreal.  
Mark Fortune, Winnipeg.  
Thornton Davidson, Montreal.  
Thompson Beattie, Winnipeg.  
J. B. Payne, secretary to C. M. Hays.  
George Wright, Halifax.  
Dr. Alfred Paine, Hamilton.  
W. T. Road, journalist.  
John Jacob Astor, multi-millionaire banker.  
Benjamin Guggenheim, of famous group of financiers.  
Major Archibald Butt, A. D. C. to President.  
E. D. Sillit, noted artist.  
Henry B. Harris, theatrical manager.  
C. Washington Reebing, eminent engineer.  
G. Wiener, traction magnate of Philadelphia.  
Isador Straus, multi-millionaire philanthropist.  
J. B. Thayer.  
Jacques Futrell, author.

## Among the Rescued

Major A. Peuchen, Toronto.  
Mrs. Thornton Davidson, Montreal.  
Mrs. F. C. Douglas, Montreal.  
Mrs. H. C. Hogaboom, Toronto.  
George E. Graham, Winnipeg.  
Sir and Lady Cosmo Duff-Gordon.  
Col. Archibald Gracie.  
Mrs. James Baxter, Montreal.  
Mrs. J. C. Hogaboom, Toronto.  
Mrs. H. J. Allison, Winnipeg.  
Mrs. Charles M. Hays and daughter.  
Mrs. Henry B. Harris.  
J. Bruce Jarmy.  
Pierre Marchal, son of noted French admiral.  
Countess of Rothes.  
Paul Chevre, French sculptor.

## NO MONTREALERS SURVIVED

MONTREAL, April 16.—Several people left here to-night to meet the Carpathia, among them being Dr. P. C. Douglas, whose wife was reported among those rescued; James Baxter, whose brother, Quigley Baxter, has not been accounted for, and Dr. James Goodard, who is going to attend Mrs. Baxter, one of the rescued women, whose health was poor when she boarded the Titanic.

To-night all hope that the Montreals aboard the Titanic, whose names have not appeared on the list of rescued, have been saved has been practically abandoned.

## THOUSANDS OF FRIENDS BEG FOR INFORMATION; CROWDS JAMMED STREETS

Relatives of Those on the Titanic, With Tears in Their Eyes, Wanted to Be Relieved of Their Anxiety, But the Millions of the Guggenheims and Astors Were of as Little Avail as the Pennies of the Poor People Whose Relatives and Friends Were Traveling on Steamer.

NEW YORK, April 16.—(C. A. P.)—Thousands of persons visited the offices of the White Star Line during the day and evening in quest of news of relatives and friends who were on board the ill-fated Titanic. From early morning until late at night pathetic scenes were witnessed in Lower Broadway and Bowling Green Park, opposite the steamship offices. Hundreds of anxious inquiries were received by long distance telephone from distant points.

Multitudes remained in the vicinity of Bowling Green thruout the day, hoping against hope that some wireless despatch would be received announcing that their loved ones were included among the survivors on board the Carpathia. Little information could be obtained at the White Star offices.

Clerks in the White Star offices were kept busy informing those who were seeking news that no information had been received from either the Olympic or the Carpathia. The incomplete list of survivors was posted at the entrance of the White Star Line offices. Those who failed to find the names of their kin or friends in this list begged additional information.

"We are waiting for a complete list of the names of the survivors, and until this is received," they were told, "we can give no definite information."

The vice-president was locked in his private office thruout the day and few persons were permitted to see him.

Jammed the Streets.  
Before noon crowds were jammed in the narrow thoroughfare and it was necessary for Commissioner Waldo to detail additional policemen to keep the street clear for traffic. All were permitted to enter the steamship offices to read the bulletins, but the place was so packed that few of them could remain indoors.

Mrs. Benj. Guggenheim, wife of the steel millionaire, was one of the first visitors in the forenoon. When informed that no word had been received of her husband, she became hysterical. "Isn't there something that can be done?" she pleaded. "Can't you send steamships out to search for boats which may be afloat?" She was told that every steamship within the zone of wireless had been requested to give assistance. After she had been assured that she would be communicated with by telephone as soon as word came from the Carpathia or the Olympic, Mrs. Guggenheim was assisted to her automobile and returned to her hotel.

In the Steerage.  
While Mrs. Guggenheim was talking with one of the White Star officials, an old woman from the east side came in to ask about her husband and three children who were in the steerage.

There was a constant procession of automobiles and taxicabs, and women from Fifth Avenue, and the Bowery mingled together in the lobby of the building while they scanned the bulletins giving the latest news of the sea tragedy. Many pleaded with the clerks not to withhold information from them.

"If you have definite news that my brother has lost his life," said one woman, "do relieve this terrible suspense by telling me the truth."

Scores of boys were calling out extra newspapers announcing that more than two-thirds of the Titanic's passengers had lost their lives, and, so anxious were waiting crowds for every bit of news bearing on the disaster that they bought the newspapers and scanned the list of names, hoping that the husband or wife, brother or sister, or son or daughter, in whom they were interested, might be found to be among those who had been rescued.

## Scores of Telegrams.

After waiting in Bowling Green Park for more than 15 hours, Mrs. W. A. Wheelock of this city was summoned when the first list of names of the survivors came by wireless. She was told that her niece, Mrs. D. W. Marvin, who with her husband, was returning from her honeymoon, had been saved, but that no word had been received as to the fate of Mr. Marvin. Later in the day Mr. Marvin's mother and father called in quest of some news of their son.

Telegrams of inquiry were received from President Taft and scores of other officials in Washington and other cities.

In uptown New York, wherever means of information was available, the clamor for news was no less insistent. The streets in front of the bulletin board were thronged with crowds eager to get the latest news and watching intently for the appearance of names of relatives or friends for whose fate they feared.

Similar conditions prevailed in the lobbies of the more prominent hotels, where lists of passengers reported saved from the Titanic were posted. The lists were altered from time to time as additional names were received. The lists were eagerly scanned by guests and by outsiders in search of information which might either give them joy or confirm their worst fears.

Memorial services for those who have lost their lives in the sinking of the Titanic will be held next Sunday morning in the Cathedral of St. John the Divine.

Bishop Grant will make an address and there will be special music.

## LINERS IN FOG OFF ST. JOHN'S

ST. JOHN'S, April 16.—(Can. Press.)—Held by dense fogs, four great liners, with nearly 4000 passengers for this port, are anchored outside the harbor.

The Allan liner Corsican, with nearly a thousand passengers, has been off Partridge Island all day. The Donaldson liner Saturnia, from Glasgow, with 968 passengers, has been anchored several miles west of Cape Sable all day. The Canadian Pacific Railway liner Montrose, with 1000 on board, is supposed to be off Cape Sable, and the Hamburg-American liner Pina, with 1100 passengers, is anchored 20 miles down the Bay of Fundy.

In wireless messages the commanders all say the ocean is enveloped in a cloud of fog, black as night, and this evening there is lightning, and wireless communication is difficult.

## Huge Mass of Mail At Bottom of Sea

NEW YORK, April 16.—(Can. Press.)—Of the 325 bags of mail in the hold of the Titanic, about 200 bags contained registered matter. Postmaster Morgan said this afternoon that these sacks contained on an average about 8000 letters each. He estimated that approximately 1600 registered letters and packages had gone to the bottom. Three of the five postal clerks aboard the Titanic, Postmaster Morgan said, were in the employ of the U. S. postal service. They were, he said, J. S. March of Newark, N. J.; O. S. Wood of Washington, D. C.; and W. L. Gwyn of Brooklyn. The other clerks, he said, were employed by the English mail service. He did not know their names.

## The Hats That Made Us Famous

The special lines of English and American hats, such as the Dinen Company has on sale, should appeal to the most particular class of well-dressed men. These special lines, if you wish the company's sole Canadian agent—blocks by Henry Heath and Dunlop—are exclusive in the West, the World's best hats. The Dinen Company has all the new fashions now on sale.

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