

THE WRECK OF THE TITANIC.

APPALLING LOSS OF LIFE.

OVER 1400 PERISH.

LIST OF THE CREW AND MANY SURVIVORS.

There is now unfortunately no doubt whatever that the White Star liner, Titanic, the largest ship in the world, sank after collision with an iceberg while on her maiden voyage from Southampton to New York. She carried 1455 passengers and 903 of a crew, a total of 2358, and there is every reason to fear that the death toll reaches the awful number of 1400. The terrible calamity has created consternation not only in this country and in the United States, but also on the Continent, and on all hands great sympathy is expressed for the bereaved. In view of the first statements that no lives had been lost and that the passengers had been transferred to other steamers, a feeling of ease was prevalent, but unhappily this was dispelled as the day advanced. In the early morning a message from St John's, Newfoundland, gave rise to the hope that the Allan liner Virginian had some of the survivors on board, and another crew member was seen on Sable Island on Monday night, who, when asked as to the possibility of delivering messages to the Titanic passengers, replied that it would be difficult to do so as the passengers were believed to be dispersed among several vessels. Later, however, the sad intelligence arrived from Montreal, through Reuter, that the Allan Line had received a communication to the effect that they were in receipt of a Marconi gram via Cape Race from Captain Gamble of the Virginian stating he had arrived on the scene of the disaster too late to be of service, and was proceeding on his voyage to Liverpool. No mention was made of the rescue of any of the Titanic's passengers. Another message also indicated that the same company's liner Parisian had no passengers belonging to the Titanic. According to an official statement which arrived from New York early last night the White Star Line announced that they had received positive news that the number of survivors from the Titanic was 868. The despatch was transmitted by the Olympic. It appears that the 868 persons who are on board the Cunard liner Carpathia will arrive at New York to-morrow afternoon. Liverpool was the port of registry for the Titanic, and she was flying the British flag. The vessel was also entitled to carry the Blue Ensign of the R.N.R. A Board of Trade inquiry into the circumstances attending the loss of the Titanic will, it is understood, follow in due course.

A STRANGE INCIDENT.

A press representative who inspected the boat prior to her departure communicates the following incident which occurred at the official luncheon on board. The tables were laid in the centre of one of the rooms, and just previous to the few short speeches that were delivered one of the tables collapsed. This was much commented upon, the hope being expressed that no mishap would happen to the mammoth liner after she left port. The general body of pressmen present decided to send congratulatory messages, including one to Mr Bruce Ismay, who was on board, and who is among the saved, and while this was being written two waiters held up the portion of the table which had collapsed. At the West End branch of the White Star Line in London there were numerous callers throughout yesterday to make inquiries as to relatives and friends on the ill-fated vessel. They were shown the brief official messages and departed bearing unmistakable traces of anxiety on their faces. When the first official list of names was put up on the notice board at the London offices many anxious eyes scrutinised it. Mr Sydney Buxton inquired repeatedly as to the latest information with regard to the safety of the passengers and crew.

PROPOSED RELIEF FUND.

The Mayor of Southampton is taking steps to open a fund for the relief of those who will suffer by the loss of the Titanic, and will proceed to London to-day to confer with the Lord Mayor on the subject. All the public buildings in Southampton are displaying flags at half-mast, and many entertainments arranged for last night were abandoned.

ROYAL MESSAGES.

The White Star Line have received the following telegram from the King and Queen:—
"Sandringham, 6.30 p.m.
"The Managing Director, White Star Line Company, Liverpool.
"The Queen and I are horrified at the appalling disaster which has happened to the Titanic and at the terrible loss of life. We deeply sympathize with the bereaved relatives, and feel for them in their great sorrow with all our hearts.—GRACE, E. and I."
The following reply was despatched:—
"His Majesty the King, Sandringham, Norfolk.
"We are deeply grateful for Your Majesty and the Queen for the gracious message of sympathy. The calamity is indeed overwhelming in its magnitude and in the sorrow it must bring to so many hearts. We are taking the necessary steps to ensure that the knowledge of Your Majesties' sympathy shall reach all for whom it is intended.—ISMAI, IREIE AND CO."
Queen Alexandra telegraphed as follows:—
"Sandringham, April 16.
"To the Managing Directors White Star Line, Liverpool.
"It is with feelings of the deepest sorrow that I hear of the terrible disaster to the Titanic and of the awful loss of life. My heart is full of grief and sympathy for the bereaved friends of those who have perished.—ALEXANDRA."
To this message the following reply was sent:—
"Your Majesty's generous message of sympathy is deeply appreciated by us, and will be cherished by all who have suffered bereavement by the sad loss of the Titanic.—(Signed) ISMAI, IREIE AND CO., Managers White Star Line."

HEROISM AND SACRIFICE.

CARPATHIA STEAMING FOR NEW YORK.

NEW YORK, Tuesday.

New York and the nation generally awoke to-day to but a dull recognition of the appalling magnitude of the Titanic disaster. The truth of the catastrophe appeared at first too horrible to contemplate. Yesterday's reassuring advices left the country unprepared to face a maritime disaster such as this, the proportions of which have only been made possible by that supreme triumph of construction and engineering, which in itself was thought to have almost eliminated danger as a factor in ocean travel. But the slowly accumulating evidence of wireless messages shattered the popular faith in the invulnerability of

modern floating palaces. The faltering wireless communications have as yet given but a bare outline of the harrowing tragedy, no details of which have so far been vouchsafed to the waiting public. What stands out is the fact that a gigantic mass of ice hopelessly crippled the supposedly unsinkable vessel, tearing and rending her plates and iron beams as to send her within four hours bow foremost to the bottom. Despite this respite the despatches are regarded as indicating that the urgency of the occasion was considered so great that few were given time to return to their state-rooms for their clothes and belongings, but how far the transfer to the boats and rafts had progressed is not known, nor can anything be gathered from the information available to show whether it was lack of time or some other natural or unnatural difficulty in the way of meeting such an emergency that sent two-thirds of the Titanic's human freight to the fathomless depths. But that order prevailed in conditions which might well have been attended by chaos is eloquently shown by the proportion of women to men among the survivors, only 79 men so far having been reported as aboard the Carpathia out of a total of 248 souls whose names are as yet to hand. These figures tell their own story of heroism and self-sacrifice.

The Carpathia is now making for New York with 266 survivors, who alone can tell the tale of the midnight plunge into the whirlpool of ice, the wreckage, and drowning men with which the great ship went to her burial. Wireless messages have told how in the darkness there the crews had to guide the boats with the greatest caution to prevent these being jammed in the ice or overturned by the swirling seas, so that the heavily laden craft became widely separated from each other. Three followed hours of heart-breaking anguish before daylight came, and the first faint tones of the searching Carpathia's siren were heard through a dense fog. Even then their anxiety was not at an end, for the Carpathia proceeded cautiously, sounding her fog whistle almost continuously, until one after another she picked up the scattered lifeboats. No other ship was in the neighbourhood of the disaster, although before the Titanic disappeared wireless messages were pouring in telling of the approach of the Olympic.—Press Association Foreign Special.

UNAUTHORISED MESSAGES.

AMATEUR TELEGRAPHISTS.

NEW YORK, Tuesday.

It is known that 800 persons have been saved by the Cunard Carpathia. The messages received during the day leave little room for hope that there are any more survivors. The first grim message from the Carpathia stated that she had only arrived on the scene after the Titanic had gone down, and that she had picked up all the survivors she could find. For a long time there was no news of the Allan liners Virginian and Parisian, and these seemed every reason to believe that these vessels must have picked up some of the missing passengers and crew, but unhappily shortly after midday (Canadian time) wireless messages were received stating that neither of these vessels had arrived in time to effect rescue. Among the missing are many prominent persons, including Mr W. Stead, Mayor Archibald Dunlop, President Taft's aide-camp, Mr Henry B. Harris, the famous New York theatrical manager; Colonel John Jacob Astor, and Mr George B. Widener, the Philadelphia millionaire.

UNAUTHORISED WIRELESS INSTRUMENTS.

Yesterday's messages to the effect that the Virginian was towing the Titanic and that the Parisian and Carpathia were standing by proved to have been wholly inaccurate, and there is considerable mystery as to how they could have been despatched. President Franklin of the White Star Company declares that the messages were certainly received by the Marconi system, and were believed to be genuine. There are, however, so many private and unauthorised wireless instruments in use along the Atlantic seaboard that it can only be surmised that they were the work of amateurs, well meaning or otherwise. Authentic messages show that the Titanic sank at 2.20 on Monday morning, and that the Carpathia did not arrive on the scene until hours afterwards. The Virginian and Parisian arrived much later, but only found ice-bound wreckage where the Titanic had gone down. The great liner sank in a depth of two miles, so that it will be impossible to salvage her.

THE PARISIAN'S FRUITLESS SEARCH.

NEW YORK, Tuesday.

Nothing is likely to be heard direct from the Carpathia until late to-night or early to-morrow, when she will be nearing Sable Island, as her wireless apparatus has a radius of only 150 miles. Meanwhile a message from Halifax announces that the Parisian is approaching that port, and will arrive there in the morning. The captain reports that he steamed for hours among masses of ice and floating wreckage looking for survivors, but sighted neither life-rafts nor bodies. He adds that the weather was very cold, and that if any persons got away from the Titanic on the pieces of wreckage they must have expired from exposure before help arrived. The Virginian has had no better luck, and is proceeding to Glasgow.

AMERICAN CRUISER TO MEET CARPATHIA.

WASHINGTON, Tuesday.

At the direction of President Taft, Mr Meyer, the Secretary for the Navy, has ordered the fast scout cruiser Salem to proceed to sea immediately from Hampton Roads to meet the Carpathia. The Salem is equipped with the best wireless apparatus with a range of 1000 miles, and by the instruction of the President she will obtain a complete list of the survivors and send the names by wireless telegraphy to the Government here. In the event of the Salem not having a sufficient quantity of coal in her bunkers the Secretary has given

provisional orders to the cruiser North Carolina, which is also at Hampton Roads, to perform the mission.—Reuter.

STEAMERS TO CHANGE THEIR COURSES.

In connection with the reports of ice in the Atlantic the Cunard Steamship Company advise that they cabled to their Boston office on Monday instructing the commander of the Franconia, which left Boston yesterday, to course home on a more southerly course. They have also issued similar instructions to the Carmania, due to leave New York for Liverpool to-day, in conformation with the other steamship companies signatory to the track agreement. The Cunard Company's east-bound steamers will temporarily deviate from the present recognised track by crossing the meridian of 47.00 west in latitude 40.10 north. West-bound steamers will cross the meridian of 47.00 west in latitude 41.00 north.

SYMPATHY OF THE NATION.

STATEMENT BY PREMIER.

In the House of Commons yesterday afternoon Lord Charles Beresford asked the Prime Minister whether he had further news with regard to the loss of the Titanic.

Mr Asquith replied—The news received by the Board of Trade this (Tuesday) morning was in these terms:—"From the White Star Company—The Olympic reports the Carpathia reached the Titanic's position at daybreak. She found boats and wreckage only. The Titanic had foundered about 2.20 a.m. in 41 deg. 10 min. north and 60 deg. 14 min. west. All her boats were accounted for. About 675 souls were saved of the crew and passengers, the latter nearly all women and children. The Leyland liner California is remaining searching the position of the disaster. The Carpathia is returning to New York with the survivors." No further news has yet been received by the Board of Trade. Perhaps the House will allow me to add this, I am afraid we must brace ourselves to confront one of those terrible events which in the order of Providence baffle foresight, appal the imagination, and make us realise the inadequacy of words to do justice to what we feel. (Hear, hear.) We cannot say more at this moment than to give necessarily imperfect expression to our sense of admiration that the best traditions of the sea seem to have been observed in the willing sacrifices which were offered to give the first chance of safety to those who were least able to help themselves—(hear, hear)—and to the warm and heartfelt sympathy of the whole nation with those who find themselves suddenly bereft of their nearest and dearest in their desolate homes. (Hear, hear.)

Mr Bottomley asked the President of the Board of Trade whether he would consider the importance of framing a regulation preventing British passenger ships to New York during the late winter and early spring from adopting the Northern Atlantic route for the purpose of breaking records as against rival lines, and whether he would state what proportion the lifeboat accommodation of the Titanic bore to the number of passengers.

Mr Buxton asked Mr Bottomley to give notice of his question.

INSURANCES ON THE VESSEL.

Our London City correspondent writes:—Very little additional information transpired yesterday in regard to the losses which will have to be met by underwriters at Lloyd's and by insurance offices apart from the ascertained liability on the hull of the lost Titanic. The sum placed on the vessel itself is as nearly as possible a million, but as the value of the lost liner, including disbursements, is probably in excess of 1 1/2 millions, the White Star Line was evidently content to carry the substantial balance of about £750,000. The insurance on the hull had been placed partly at Lloyd's and partly with British as well as Continental marine offices, the general rate accepted being the very low percentage of 15s. and even at that figure competition for what had rightly been regarded as the cream of the Transatlantic passenger business had been exceedingly keen. No difficulty whatever is expected to arise in connection with the settlement of the claims, although it is an open secret that some of the smaller and possibly unduly enterprising firms had retained larger sums on their books than their readily realisable assets warranted. These underwriters no doubt regarded insurances on the most modern of White Star liners as a source of safe annual income rather than as a contingent risk. It may be regarded as a foregone conclusion that the immediate effect of this heavy loss will be a rise in rates on first class passenger vessels to a more permanently remunerative level.

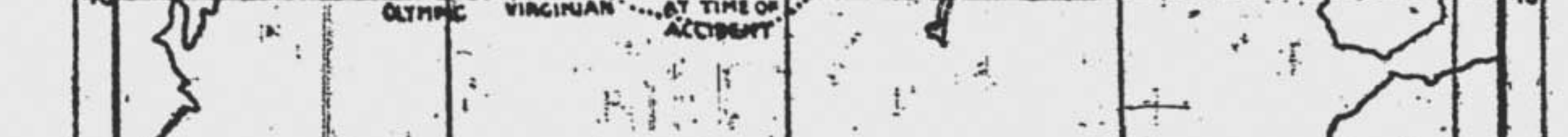
CARGO RISES AND WORKMEN'S COMPENSATION.

Life Assurances.

No definite news was available in London insurance circles yesterday as to the value of or insurances on merchandise and mails sunk with the lost liner. The claims on London policies effected on parcels of unmounted diamonds so far fall short considerably of £100,000, and the value of raw rubber on board is at present said to amount to only about £25,000. Very much larger sums will, however, be involved in the personal insurances taken out by passengers on their luggage and belongings, more especially jewellery, but owing to the calamitous loss of life some considerable time must elapse before all claims on policies of this nature can be lodged. The White Star Line is believed to have incurred no liability in this connection, and it may be mentioned incidentally that its passage contracts exclude perils of the sea, so that apart from the company's liability under the Workmen's Compensation Act (which is almost certainly covered by accident policies) no direct loss will arise from the terrible death roll. The crew numbered 903, and it may perhaps be assumed that after deducting the small number who were placed in charge of the rescued lifeboats, the disbursements under this heading will be in the neighbourhood of £200,000.

Cargo Rises and Workmen's Compensation.

Life assurance offices in Europe, but more especially in the United States, will undoubtedly have to meet some very large and at the present time "premature" claims on policies on the lives of the unfortunate victims of the disaster. American financiers have in recent years regarded heavy life policies not only as desirable investments, but also as most valuable aids in connection with their intricate combines and stock market operations. Close relations with certain leading American companies enable Wall Street magnates not only to place railroad and industrial bonds and similar securities with these investing undertakings, but it is known that the companies in return give financiers facilities for raising very substantial amounts on their own policies, or on the collateral security of stocks, and thereby provide them with funds for carrying through urgent operations. The amounts involved on such policies as the result of the loss of the Titanic will probably never become publicly known, but in this instance too not the slightest anxiety need be felt by British policy-holders as to the ability of the various offices to meet claims promptly and without perceptible realisations of holdings.



The dotted line marked A shows the usual Southern limit of field-ice between March and July, while that marked B shows the line within which icebergs have been seen in April, May, and June.