DEATH LIST OF TITANIC PUT AT 1,242

Only 868 Saved from the Wreck of the World's Largest Vessel.

ICEBERG IN COURSE

Worst Maritime Disaster of Modern Times Due to Treacherous Floe in the Path of the Great White Star Liner—Prominent and Wealthy Men on Board—Monetary Loss on Vessel and Cargo Will Reach $20,000,000.

New York, April 17.—This is what is known about the Titanic disaster: She came into collision with an iceberg, smashed in her bows and sank in about four hours.

There were three or four steamers within 200 miles of her and they responded to her wireless calls for help.

So far it is only known positively that one ship, the Carpathia, reached the vicinity in time to save any lives.

She found 868 passengers in lifeboats floating near what had been given as the Titanic's position in the wireless calls for help. These the Carpathia took on board and is now bringing to New York. Nearly all these rescued passengers are women and children, though among them appear the names of a few men, notably J. Bruce Ismay of the White Star Company, who was making the trip on the company's newest and largest ship on her maiden voyage.

New York, April 17.—Wireless dispatches received Monday showed that the passengers of the monster White Star line steamer Titanic, which struck an iceberg off the Newfoundland coast on her maiden voyage from Southampton, were being transferred to the steamer Carpathia, a Cunarder, which left New York April 13, for Naples.

Capt. E. J. Smith, commander of the Titanic, probably went to his grave with his vessel without once being able to communicate direct with the agents of his line.

Aside from the "C. Q. D." sent by his wireless operator not one word from him was received up to the time the Titanic sank bow foremost into the ocean.

Women and Children First.

The presumption is that he met death at his post as a gallant skipper should. That he and his crew enforced rigidly the unwritten law of the sea—women and children first—is plainly indicated by the preponderance of women among the partial list of survivors that the wireless has given.

Although 866 are reported to be on the Carpathia, it is apparent that all of them are not passengers, for it was necessary for members of the Titanic's crew to man the lifeboats which set out from the sinking liner.

How many of the crew were assigned to each boat is a matter of conjecture. A similarily unsettled matter is the percentage of first-class passengers among those saved. While the names of survivors obtained are largely those of saloon passengers, the rule "women first" should apply equally to the second cabin and steerage, a regulation which may have cost the lives of many prominent men above decks. It is natural also that the names of the more obscure survivors would be slower in reaching land.

Not a Word From Titanic.

After the first desperate calls of the Titanic for help had been sent flying through space and brought steamers for hundreds of miles around speeding to the scene, what seems to have been an impenetrable wall of silence was raised between her and the anxious world.

The giant liner, it seems, went to her fate without so much as a whisper of what must have been the scenes of terrible tragedy enacted on her decks.

In the lack of even a line from a survivor, imagination pauses before even trying to conjecture what passed as the inevitable became known and it was seen that of the more than 2,000 human lives with which she was freighted there could be hope of saving, as it appears, far less than a half.

Greatest Marine Horror.

Other than the news that 866 persons had been rescued from the liner's boats by the Cunarder Carpathia, hours passed without a word as to the fate of the remainder of those on board at the time of the fateful crash.

Along the entire Atlantic coast wireless instruments were attuned to catch from any source the slightest whisper of hope that possibly on one of the many steamships which rushed to the assistance of the stricken Titan of the seas were other survivors of the sunken vessel.

At first there was hope that any moment might bring word of cheer. But anxiety deepened and many friends and relatives of those who sailed on the Titanic began to despair as hour after hour passed without word from either of the Allan liners, Parisian or Virginian, believed to be, with the exception of the Carpathia, the vessels nearest the Titanic's ocean burial place when she made her plunge.

Buried Two Miles Under Sea.

The Titanic herself lies buried two miles beneath the ocean's surface, midway between Sable Island and Cape Race. Her position when she struck the iceberg was given as latitude 41.46 north, longitude 50.14 west.

False news and false hopes and an international belief that the palatial Titanic was practically unsinkable, followed the slowly unfolding accounts of her loss in a way without precedent.

SCENE OF OCEAN DISASTER

WHERE THE TITANIC MET HER FATE.

MANY IN FIRST CABIN LOST

List of Those on the Titanic for Whom the Company Holds Out Little Hope of Safety.

New York, April 17.—The following persons, on the first-class passenger list of the Titanic, almost certainly went down with the vessel:

Miss E. Adams, A. J. Allison, wife, daughter, son, maid and nurse; Thomas Andrews, Raymond Artaga-Veytia.

O. H. Barkworth, J. Baumann, Quigg Baxter, T. Beattie, K. H. Behr, H. Bjornstrom, Stephen Wear Blackwell, Miss Caroline Bennett, Lily Bonnell, J. J. Borebank, Miss Bowen, Elsie Bowerman, John B. Brady, E. Brandeis, Dr. Arthur Jackson Brew, Mrs. S. W. Bucknell and maid, Maj. Archibald W. Butt.

Frank Carlson, F. M. Carran, J. P. Carran, Mrs. E. M. Chibnall, Robert Chisholm, Walter M. Clark and wife, George Quincy Clifford, E. J. Colley, Mrs. A. T. Compton and son, Miss S. W. Compton, Mrs. R. C. Cornell, John B Crafton, John Bradley Cummings and wife.

P. D. Daly, Robert W. Daniel, William O. Dulles.

Mrs. Boulton Earnshaw, Miss Caroline Endress, Miss E. M. Eustis, Mrs. A. F. L. Eganheim.

B. L. Foreman, T. P. Franklin.

Arthur Gee, George B. Goldeschmidt, Victor Giglio, Benjamin Guggenheim.

W. H. Harrison, Christopher Head, W. F. Hest, Herbert Henry Hilliard, W. E. Hopkins, Mrs. Ida S. Hippach, A. O. Holverson and wife.

Birnbaum Jacob, C. C. Jones, H. F. Julian.

Edward A. Kent, F. R. Kenyon and wife, E. N. Kimball and wife, Herman Klaber.

William S. Lambert, E. G. Lewis, Mrs. J. Lindtrom, Milton C. Long, J. H. Loring.

J. E. Maguire, T. M'Caffry, Timothy J. M'Carty, J. R. M'Gough, A. Melody, Edgar J. Meyer and wife, Frank D. Millet, H. Markland Molsom, Clarence Moore and man servant, Mr. Morgan, wife and maid.

Charles Natsch, A. S. Nicholson.

S. Ovies.

M. H. W. Parr, Austin Partner, V. Payne, Thomas Pears and wife, Victor Penasco, wief and maid; Walter Chamberlain Porter.

Jonkheer Reuchlinjg, Geo. Rheims, Mrs. Edward S. Robert and maid, W. A. Roebling 2d, Hugh Rood, J. Hugo Ross, Alfred Rowe.

Herbert F. Sahhee and wife, Miss E. W. Schultes, Mr. Silverthorne, John M. Smart, Clinch J. Smith, R. W. Smith, Frederick O. Spedden, wife, son and mair; W. A. Spencer, wife and maid; Dr. Max Stahelin, W. T. Stead, Mas Froelich Stehll and wife, C. E. H. E. Stengel and wife, Mrs. W. B. Stephenson, A. A. Stewart, Mrs. George M. Stone and maid, Isador Straus, wife and two servants, Frederick Sutton, Mrs. Frederick Joel Swift.

Emil Tausig and wife, Ruth Taussig, E. S. Taylor and wife, J. B. Thayer, wife, son and maid; J. Thorne and wife, G. M. Tucker Jr.

Mr. Uruchurtu.

Wyckoff Vanderhoff.

W. Anderson Walker, J. Weir, Percival W. White, Richard F. White, wife and two servants; George D. Wick and wife; Harry Widener, Duane Williams, N. M. Williams Jr., George Wright.

ICEBERGS DREAD OF SEAMEN

Constitute the Greatest Menace to Navigation—Fog and Derelicts Also Feared.

New York, April 17.—Icebergs, such as the one that brought disaster to the Titanic, constitute one of three sources of greatest peril to vessels navigating the north Atlantic. The other two are fog and derelicts. The iceberg menace has been greater this spring than in any recent year.

In the last 50 years there have been a dozen disasters to big liners for which icebergs were responsible. A majority of these occurred off Newfoundland and the Grand Banks, in the general vicinity of the Titanic's grave. The list of these disasters includes:

Ship.	Place.	Year.	Lives Lost.
Canadian,	mid-Atlantic	1863	40
Immigrant ship,	off Cape Race	1864	158
Vicksburg,	off Cape Race	1869	68
Warrior,	Grand Banks	1878	29
North Star,	Cabot strait	1881	61
Medway,	off Newfoundland	1887	22
Vaillant,	Grand Banks	1897	70
Snowbird,	Cape Race	1898	6
Endymion,	Grand Banks	1900	8
Islander,	off Alaska	1901	67
Albatross,	mid-Atlantic	1903	22
Titanic,	off Cape Race	1912	1,234

The drift of ice this spring has been farther south than for years. Vessels arriving here and abroad have reported fields extending far down into the southern track and skippers have told of being shut in by ice as far as they could see on every side of the horizon. The size of the bergs encountered recently varies greatly, but according to reliable reports, some reaching from 60 to 100 feet to the tops of their walls, with pinnacles and spires extending to a height of 250 feet or more, have not been unusual. Below the water some of these giant bergs extend to a depth of 800 to 1,000 feet.

For many years steamship men have asserted that the safest place to be is on a well equipped ocean liner. In proportion to the number carried the statistics show there is less loss of life and less chance of injury on a modern liner than there is in any other means of transportation. Fleets come and go from New York and other ports with the regularity of the tides, and those carrying mails maintain a schedule which almost equals in punctuality that of railway mail trains.

Transatlantic steamers travel in well defined routes, known as "steamship lanes," westbound and the eastbound. This reduces to a minimum the chances of collision. But icebergs and derelicts have no respect for these rules and float into the paths or wallow across them, to be a dire menace in time of fog or thick weather. There is no way to give warning until too late.

"In ordinary circumstances these watertight compartments will preserve a ship from sinking," said A. L. Hopkins, vice-president of the Newport News Shipbuilding and Dry Dock company in New York, "but smashing into an iceberg could produce shattering effects that would render a ship helpless beyond the protection of any design yet known. In fore and after collisions, where the compartments are punctured, the lowering of either end of the ship produces an increased strain on the other compartments."

Granting that only the forward bulkhead of the Titanic had been crumpled by the impact with the iceberg, Mr. Hopkins was inclined to believe that the relative buoyancy of the remaining compartments would have been sufficient to save the vessel. As he was not familiar with the relative division of the Titanic's compartments, he could not estimate how many compartments must have given away under the impact of the collision.

FIRST RESULT OF THE COLLISION

ACCORDING TO MARINE AUTHORITIES, THE DAMAGE SUSTAINED HERE MARKED THE BEGINNING OF THE END.

Great Marine Disasters

1866, January 11—Steamer London on its way to Melbourne, foundered in the Bay of Biscay; 220 lives lost.

1866, October 3—Steamer Evening Star from New York to New Orleans, foundered; 250 lives lost.

1867, October 29—Royal Mail steamers Rhone and Wye, and about 50 other vessels driven ashore and wrecked at St. Thomas, West Indies, by a hurricane; 1,000 lives lost.

1873, January 22—British steamer Northfleet sunk in collision off Dungeness; 300 lives lost.

1873, November 23—White Star liner Atlantic wrecked off Nova Scotia; 547 lives lost.

1873, November 23—French Line steamer Ville du Havre, from New York to Havre, in collision with ship Loch-earn, sank in 16 minutes; 110 lives lost.

1874, December 26—Immigrant vessel, Cospatrick, took fire and sank off Auckland; 476 lives lost.

1875, May 7—Hamburg mail steamer Schiller wrecked in fog on Scilly Isles; 200 lives lost.

1875, November 4—American steamer Pacific in collision thirty miles southwest of Cape Flattery; 236 lives lost.

1878, March 24—British training ship Eurydice, a frigate, foundered near the Isle of Wight; 300 lives lost.

1878, September 3—British iron excursion boat Princess Alice sunk in collision in the Thames; 700 lives lost.

1878, December 18—French steamer Byzantin, sunk in collision in the Dardanelles, with the British steamer Rinaldo; 210 lives lost.

1880, January 31—British training ship Atlanta left Bermuda with 290 men and was never heard from.

1884, July 23—Spanish steamer Gijon and British steamer Lux in collision off Finisterre; 150 lives lost.

1889, March 16—U. S. warships Trenton, Vandalia and Nipsic and German ships Adler and Eber wrecked on Samoan Islands; 147 lives lost.

1890, September 19—Turkish Frigate Ertogrul, foundered off Japan; 540 lives lost.

1891, March 17—Anchor Liner Utopia in collision with British steamer Anson off Gibraltar and sunk; 574 lives lost.

1893, June 22—British battleship Victoria sunk in collision with the Camperdown off Syria; 357 lives lost.

1894, June 25—Steamer Norge wrecked on Rockall Reef in North Atlantic; nearly 600 lives lost.

1895, January 30—German steamer Elbe, sunk in collision with British steamer Crathie in North Sea; 335 lives lost.

1895, March 11—Spanish cruiser Reina Regenta foundered in Atlantic at entrance to Mediterranean; 400 lives lost.

1898, July 2—Steamship Bourgogne rammed British steel sailing vessel Cromartyshire and sank rapidly; 571 lives lost.

1904, June 15—General Slocum, excursion steamboat with 1,400 persons aboard; took fire while going through Hell Gate, East River; more than 1,000 lives lost.

1905, September 12—Japanese steamship Mikasa wrecked by explosion; 599 lives lost.

1907, February 12—Steamship Larchmont in collision with Henry Knowlton in Long Island sound; 183 lives lost.

1907, February 21—English mail steamship Berlin wrecked off the Hook of Holland; 142 lives lost.

1907, February 24—Austrian Lloyd steamship Imperatrix, from Trieste to Bombay, wrecked on Cape of Crete and sunk; 137 lives lost.

1907, March—French warship Jena, blown up at Toulon; 120 lives lost.

His First Ride.

Gibbs—So the automobile you bought arrived yesterday. By the way, wasn't that Dr. Evans I saw out in it with you?

Dibbs—Yes; I thought I'd be on the safe side and have a doctor along in case I needed one.

DANGER AHEAD

—St. Louis Globe-Democrat, March 28, 1912.

TAFT REFORMS IN POSTAL SERVICE

Government's Biggest Business Concern Now Run on Modern Basis.

PENNY POSTAGE POSSIBLE

Economy and Efficiency in Administration Under Hitchcock Make Cheaper Postage Rates Imminent—Policies Should Be Continued.

No branch of the public service comes closer to the people than the postoffice department. In this department the Taft administration has accomplished results which have rendered this service more efficient than at any other time in the history of the country.

In thorough accord with the policy of economy and efficiency of the Taft administration, Postmaster General Frank H. Hitchcock has put an end to the annual deficit in the postoffice department and made possible the serious consideration of further reforms and improvements, not the least important of which is the imminent possibility of penny postage. Many other reforms that have the support of President Taft will be inaugurated this year. Another term of the Taft administration would place this $240,000,000 business institution completely on a business basis.

At the beginning of the present administration the postal service was in arrears to the extent of $17,479,770.47, which was decidedly the largest deficit on record. Last year the revenues exceeded the expenditures by $219,118.12.

The wiping out of the deficit has been accomplished without any curtailment of facilities. On the contrary, there has been established 3,744 new postoffices, delivery by carrier has been provided in 186 additional cities, and 2,596 new rural routes, aggregating 60,679 miles, have been authorized. Meanwhile the force of postal employes has been increased by more than 8,000, and last year the total amount expended for salaries was approximately $14,000,000 greater than two years ago. The average annual salary has been increased from $869 to $967 for rural carriers, from $979 to $1,082 for post office clerks, from $1,021 to $1,084 for city letter carriers, and from $1,163, to $1,183 for railway postal clerks. Thus a marked extension of the postal service and increased compensation for its employes have gone hand in hand with a vanishing deficit.

Postal Banks Great Success.

By persistent effort the present Republican administration secured the passage on June 25, 1919, of the act creating the postal savings system, which is now in operation at practically all the 7,500 presidential post offices. Preparations are being made for its extension to 40,000 fourth-class postoffices. It is confidently anticipated that the deposits at the close of the present fiscal year will aggregate $50,000,000, and that the income of the system will be sufficient to pay all operating expenses.

Under President Taft the postoffice department has engaged in an aggressive crusade against the fraudulent use of the mails. Last year the inspectors investigated many cases involving the sale of worthless stock in imaginary mining companies and other fictitious concerns. There were altogether 529 indictments and 184 convictions with but twelve acquittals. The other cases are pending. The convicted swindlers had defrauded the people of many millions of dollars. A great number of similar concerns have gone out of business owing to the rigid enforcement of the law.

Delegates Pledged to Taft.

The delegates to the Republican national convention pledged to President Taft on Saturday, April 6, 1912, numbered 280, as follows:

Alabama	22
Alaska	2
Colorado	8
District of Columbia	2
Florida	12
Georgia	26
Indiana	20
Iowa	8
Michigan	6
Mississippi	20
Missouri	6
New Mexico	7
New York	79
Oklahoma	4
Philippines	2
South Carolina	16
Tennessee	16
Virginia	24
Total	280
Necessary for choice	539

Sunday service by employes has been reduced to a minimum, with little objection from the patrons of the service.

Reforms Under Way.

Many other improvements have been made in the postal service during President Taft's term of office, such as the shipment of periodicals in carloads by fast freight, which has reduced the cost of transportation and expedited the handling of first-class mail, and the consolidation of the star route and rural delivery services so that it has been possible to establish many new routes and to serve thousands of additional patrons on existing routes with little or no increased cost. But the Taft program of postal reform and progress is not yet completed. The president is urging congress to adopt legislation for the readjustment of postage rates on a basis of cost, which will eventually permit of a one-cent rate on letter mail. A project also is under way for giving to village communities the same free delivery of mail that is now enjoyed by cities and the rural population.

The establishment of a domestic parcel post has received the earnest consideration of the president. In some branches of the delivery service, notably the rural and city delivery routes, the equipment now necessary is sufficient for the additional transportation of considerable merchandise with little or no increase in expense. A system thus limited would enable the government to render an important service to many millions of people and to determine from the viewpoint of actual experience the most desirable manner of extending it.

President Taft, accordingly, has urgently recommended to congress the adoption of the necessary legislation, and to present the issue clearly, three items of $50,000 each have been included in the estimates of the postal service by Postmaster General Hitchcock, two to cover the initial expense of introducing the parcel post on rural routes and in the city delivery service, respectively, and the third to meet the cost of an investigation looking to the final extension of the service to the railways and other transportation lines.

Dr. Wiley Supports Taft.

Dr. Harvey W. Wiley, who quite recently resigned as chief chemist of the department of agriculture, when in Cincinnati several days ago, made the following statement:

"President Taft is the one man who stood between me and destruction at Washington. When efforts were being made to 'assassinate me,' Taft proved my only protector. He stood by me and I am grateful to him. I hope he will be re-elected president."

From all over comes the news of the solidification of the Taft forces for the mighty polling of sentiment that will show Roosevelt never had a chance.

MINERS' WELFARE CAUSE OF TAFT

Bureau of Mines Marks Great Step Forward.

SAVES HUNDREDS OF LIVES

Discovery of Danger of Coal Dust Important—Handling of Explosives Made Safer—Government's Experimental Coal Mine.

The saving of many lives annually—the lives of miners throughout the United States—will be one of the splendid results that will follow the establishment of the bureau of mines, one of the great achievements in the interest of labor by the administration of President Taft. The formation of this bureau is likewise a notable achievement, and will prove far-reaching in its effects to a class of wage-earners which has been in great need of some practical relief.

The excessive and unnecessary loss of life in the mines of this country was one of the primary causes for the creation of this bureau. For years hundreds of miners were killed in mine disasters, and practically nothing was done to check the terrible loss of life. There was also need for an investigation to determine what could be done in the way of handling the high explosives, as well as to improve the conditions under which the men worked.

Spurred on by President Taft, an act creating the bureau of mines was passed by congress and became effective on July 1, 1910. John A. Holmes of the United States geological sudvey, was appointed as the first director. Mr. Holmes was reputed and certified to be the best trained man for the place obtainable in the United States. The chief experimental station was established in Pittsburg, where the investigations of the problems entrusted to the bureau have been prosecuted so successfully for nearly two years.

In the year 1907, the most disastrous of all years in the American coal mine, 3,125 miners lost their lives. This represented 4.86 men killed for every 1,000 employed. In coal mines in Europe less than two miners are killed out of every 1,000 employed. As a result of the work conducted by the bureau of mines, and the wise use of an appropriation of $150,000 made by congress, the death rate has already been reduced to practically one-half of what it was in 1907.

One of the notable achievements of the bureau of mines was the demonstration of the fact that coal dust in a bituminous mine is more dangerous and deadly than gas. It has been the belief, heretofore, that gas or fire damp was the greatest menace to the miners, and little attention was given to the accumulation of coal dust. The bureau of mines proved to the satisfaction of the miners as well as operators that coal dust would explode and, unlike fire damp, carried no warning with it. The keeping of dusty mines wet, as recommended by the bureau of mines, was found to reduce materially the chances of an explosion of coal dust.

Good Work of Bureau.

The number of deaths in the mines has been greatly reduced as a result of the testing of explosives under the direction of the bureau of mines. In the year 1908 the coal lines in the United States used two million pounds of short flame explosives, and at present nearly seven times that quantity is being used with greater safety, due to the co-operation of the coal operators and the bureau of mines.

The establishment of an experimental coal mine at Bruceton, Pa., twelve miles from Pittsburg, is still another notable achievement of the bureau of mines. It places the United States in advance of other nations with respect to this research and experimental work in mines. Numerous tests are made at this experimental mine, from which many excellent results are obtained.

Still another important work which is conducted under the auspices of the bureau of mines is the rescue of entombed miners. Since the creation of the bureau many hundreds of lives have been saved. At the big mining disaster in Ohio one of the rescue corps of the bureau of mines arrived at the scene thirty-two hours after the disaster. Three men were rescued who had been given up as dead and allowed to remain in the mine. At another time one man was found alive among 150 dead, and today he is the sole survivor of that terrible catastrophe—due to the splendid work of the rescue corps.

Before the bureau of mines was made possible by the interest of President Taft, which was followed by the necessary legislation for its establishment, there was no organized effort in saving the lives of entombed miners. Time and again, men have sacrificed their lives in vain attempts to rescue their companions. This unnecessary sacrifice of life has been stopped by the co-operation of the state authorities with the federal rescuers attached to the bureau of mines. An investigation of the fuel resources of the United States is also being made with a view of checking the waste, and increasing the efficiency with which fuel is used. This latter phase of the work is a part of the practical conservation policy of the Taft administration.

How Experts Form Opinions

Distinguishing Marks May Be Forged, but the Man Who Knows Cannot Be Deceived.

A dealer in antiques was talking about art experts. "Take, for instance," he said, "an expert in old pewter. You think, perhaps, he distinguishes old pewter by the marks—the Tudor roses, the maker's name, and so forth? Bless your heart, those marks are continually forged. No, he distinguishes old pewter by the feel.

"It is like the china expert. He, with his eyes closed, will distinguish hard and soft paste china. It's the feel again—his fingers trained by years and years of study till each one has a brain in it.

"Oriental rug experts have a very subtle sense of rug differences. Sometimes they distinguish a rug by its smell—the smell of the wool and the dyes. This seems incredible till you think of the Harris tweed, that imported cloth that you yourself can distinguish by its smell—the smell, which never leaves it, of the peat smoke of the cottage wherein it was woven on a hand loom.

"Wool sorters, a less highly paid class of experts, can take up a handful of wool, and by its color tell you whether it came from Texas, from the territories, from England or from Canada. The soil, you see, gives its own color to the wool."