

Incalculable Wealth Is Represented

First Class Passenger List Includes Names of Men Universally Known; Fortunes Represented Is More Than Half Billion

JOHN J. ASTOR HEADS LIST OF MILLIONAIRES

Estimate of Total Riches of First Class Voyagers Exceeds Half Billion

NEW YORK, April 15.—Unfolded wealth was represented among the passengers of the Titanic, there being on board at least six men each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first class passenger list would reach more than \$500,000,000.

The wealthiest of the list is Colonel John Jacob Astor, head of the famous house whose name he bears, who is reputed to be worth \$150,000,000. Astor was returning from a tour of Egypt with his bride, who was Madeline Force, whom he married in Providence, R. I., September 3.

Benjamin Guggenheim, probably next in financial importance, is the fifth of the seven sons of Meyer Guggenheim of New York. He founded the American Smelting and Refining company, and is a director of many great corporations, including the International Steam Pump company, which he is president. His fortune is estimated at \$85,000,000. His wife, whose name does not appear on the list, is the daughter of James Seligman, the New York banker.

George D. Widener is the son of P. A. B. Widener, the Philadelphia "traction king," whose fortune is estimated at \$50,000,000.

Isidor Straus, one of New York's most prominent dry goods merchants and notable for his philanthropies, has a fortune estimated at \$50,000,000. He is a director in various banks, trust companies and charitable institutions.

J. Bruce Ismay, president and one of the founders of the International Mercantile Marine company, who has always made it a custom to be a passenger on the maiden trip of every new ship built by the company, is said to be worth \$40,000,000. It is Ismay who, with the late Miss Mabel Swanwick, constructed American and British steamship lines under the International Mercantile Marine control.

Colonel Washington Roebling, son of the builder of the Brooklyn bridge, president and director of the John A. Roebling Sons company, is credited with a fortune of \$25,000,000.

Among others of great wealth who were on board are J. B. Thayer, vice president of the Pennsylvania railroad; Clarence Moore, a well known sportsman whose wife was Miss Mabel Swanwick; daughter of E. C. Swift, the Chicago meat packer, and Charles M. Hayes, president of the Grand Trunk Pacific and vice president of the Canadian Pacific.

Other persons of note on the first class list are William T. Stead, famous journalist, and his correspondent, Jacques Futelle, the short story writer; Frederick M. Hoyt, a well known New York yachtman; Dr. Washington D. C. Swift, the Chicago physician; Henry Sleeper Harper, grandson of John Wesley Harper, one of the founders of the Harper Brothers publishing house; William D. Hays, president of the Philadelphia and Newport, and Thomas L. Pearce, a Pittsburg steel manufacturer.

Countess Was on Liner

PASADENA, April 15.—Countess Rothes, mentioned in the list of passengers on the Titanic, is the wife of Count Rothes of England, who was on her way to Pasadena to join her husband, where they intended to spend the summer. Count Rothes is in New York. He left here a week ago for the east to meet his wife.

LONDON THOUGHT ALL WERE SAVED

LONDON, April 16.—Some of the London newspapers went to press this morning under the belief that all on board the Titanic were safe and that the vessel was proceeding to Halifax. Editors congratulated all concerned that men's inventive genius had reduced the perils of a sea voyage to a minimum.

Later dispatches recording the sinking of the Titanic have not appeared only in the latest editions, and the terrible extent of the disaster will not become known to the British public until later in the day.

Writing under the impression that the Titanic was saved, the newspapers called attention to the absence of any drydock on the American seaboard large enough to accommodate such a vessel and also to the coincidence of accidents happening to the sister ships Olympic and Titanic.

Exciting scenes were witnessed at Lloyd's underwriting rooms yesterday. Insurance losses in the last six months have been unparalleled in the history of Lloyd's in liners of the big class.

Since the Olympic collision with the Delhi and Oceana have been wrecked, and now comes the disaster to the Titanic. When business opened there was a rush to reinsure. Fifty guineas per cent was charged and this rapidly rose to 60, but later dropped to 25 on news that the Titanic was being towed to Halifax.

RESCUED SUFFER FROM EXPOSURE

NEW YORK, April 15.—The survivors of the Titanic disaster have gone through hardships of exposure and peril which may have left many of them in a serious condition.

A dispatch given out at the White Star offices late today said that those rescued by the Carpathia were picked up from a "small fleet" of life boats at 10:30 o'clock Monday morning. It was eight hours previous that the Titanic is reported to have gone down.

In the opinion of Vice President Franklin, the Carpathia will hasten with all possible speed to make this port in order that those suffering from exposure may be able to obtain proper medical attention. The dispatch accounted for 675 survivors on the Carpathia.

FICTION STORY SEEMS UNCANNY

So terribly prophetic as to be uncanny in its parallel of detail to what is known of the Titanic tragedy, is a fiction story, "The White Ghost of Disaster," which has just appeared on the pages of the May number of the Popular Magazine. Mayn Clew Garret, the author of the story, describes in vivid fashion the wreck of the ocean liner Admiral, an 800 foot leviathan, which collides with an iceberg in the early hours of morning just off the Newfoundland banks and goes to its grave with a resulting loss of "hundreds of lives."

In every detail the story parallels what already is known of the incidents connected with the Titanic disaster. The vessel of the fiction story is a giant new liner carrying thousands of persons. It crashes into a huge iceberg while traveling at express train speed a few hours before dawn, and the ensuing panic which results might be what actually occurred during the terrible hours of yesterday morning after the Titanic struck the iceberg. "It was early morning, and the liner was tearing through a smooth sea in about 43 north latitude," says the

11,873 DIE IN 32 SEA HORRORS

NEW YORK, April 15.—Among the important marine disasters recorded in the present generation are:

1866, January 11—Steamer London, on her way to Melbourne, foundered in the bay of Biscay; 220 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; about 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.

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

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

1878, September 3—British iron steamer Princess Alice sunk in collision in Thomas river; 700 lives lost.

1878, December 18—French steamer Byzantium sunk in collision in the Turkish 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.

1887, January 29—Steamer Kapunda in collision with bark Ada Melore off coast of Brazil; 300 lives lost.

1887, November 15—British steamer Wah Young caught fire between Canton and Hongkong; 400 lives lost.

1890, February 17—British steamer Duburg wrecked in the China sea; 400 lives lost.

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

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

1892, January 13—Steamer Narnhow wrecked in the China sea; 414 lives lost.

1894, June 25—Steamer Norge wrecked on Rockall reef in the 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 the Atlantic at entrance to the Mediterranean; 400 lives lost.

1898, February 15—United States battleship Maine, blown up in Havana harbor; 260 lives lost.

1898, July 4—French line steamer La Bourgoine, in collision with British sailing vessel Cromartyshire; 571 lives lost.

1898—Klondike gold steamer Clara Nevada, Lynn canal, Alaska; 110 drowned.

1901, February 22—City of Rio de Janeiro, Pacific Mail Steamship company, sank at entrance to San Francisco bay; 122 lives lost.

1904, June 15—General Slocum, excursion steamboat, took fire going through Hell Gate, East river; more than 1,000 lives lost.

1906, January 21—Brazilian battleship Aquidaban sunk near Rio Janeiro by an explosion of the powder magazines; 212 lives lost.

1906, August 4—Italian emigrant ship Sirio struck a rock off Cape Palos; 350 lives lost.

1905, January 22—Steamship Valencia, Cape Beale, Vancouver Island, B. C.; 117 lives lost.

1907, July 20—American steamers Columbia and San Pedro collided on the California coast; 86 lives lost.

1908, March 23—Japanese steamer Mutsu Maru sunk in collision near Hakodate; 300 lives lost.

1908, April 30—Japanese training cruiser Matsu Shima sunk off the Pescadores owing to an explosion; 200 lives lost.

1909, August 1—British steamer Waratah, from Sydney, via Port Natal, for London, last heard from leaving Port Natal July 26; 300 lives lost.

1909, January 24—Collision between the Italian steamer Florida and the White Star liner Republic about 170 miles east of New York during a fog; large number of lives were saved by arrival of the steamer Baltic, which received the "C. Q. D." or distress signal sent up by wireless by the Republic operator January 22; the Republic sank while being towed; six lives lost.

1911, September 25—French battleship Liberté sunk by explosion in Toulon harbor; 233 lives lost.

NO VESSEL HAS ENOUGH BOATS

[Special Dispatch to The Call]

NEW YORK, April 15.—The bureau of inspection of steam vessels gave statistics today of the life saving apparatus of the Olympic, the Titanic's sister ship. Figures for the Titanic are not yet available at the bureau, but as the two ships are almost identical in their equipment, it is not likely that their life saving equipment differs materially.

The Olympic has 16 lifeboats and four collapsible rafts, calculated to accommodate 1,171 people. This, it will be seen, means about one-third of all the passengers and crew together, a scanty number. No ship, it was said at the bureau, is required to have sufficient boat room to accommodate its complete passenger and crew and it is impossible to carry a number of lifeboats in positions where they could easily be lowered into the water.

The life preserver requirements demand a sufficient number to accommodate passengers and crew, even when the ship is crowded to its fullest capacity.

The Olympic carries 3,455 life preservers and 48 life buoys. These equipments are in compliance with the regulations of the British Board of Trade. The United States bureau has no power, except to see that each steamship meets the requirements of its own government. Requirements in England are far more exacting than those of any other nation.

LIST OF RESCUED SENT BY WIRELESS

Women and Children in Great Majority of Survivors on the Carpathia

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steamer Carpathia. In spelling and initials it does not correspond with the list as cabled from London today. Mistakes were due to the hurried wireless transmission and relay. In one instance a Mrs. L. Y. B. Harris is named in the wireless list. On the passenger list as announced here there was only a Mrs. Henry B. Harris, and there were a number of similar discrepancies.

Carpathia's Survivors

BOSTON, April 15.—Among the names of survivors of the Titanic picked up by wireless from the steamer Carpathia here tonight were the following:

Mr. and Mrs. T. Henry.
Mrs. W. A. Hooper.
Mr. Nile.
J. Flynn.
Miss Alice Fortune.
Mrs. Robert Douglas.
Miss Helen Snyder.
Mrs. P. Smith.
Mrs. Graham.
Miss Lucille Carter.
William Carter.
Miss Roberts.
Miss Cummins.
Mrs. Florence Mare.
Miss Alice P. Phillips.
Mrs. Paula Munge.
Miss Rosie.
Mrs. Jane.
Mrs. Phyllis.
Miss Bertha.
(Last names were missed.)
Miss Minahan

WIRELESS CALL FIRST SENT BY VESSEL IN 1899

Faint Message From Doomed Titanic Bared Disaster Otherwise Unknown

[Special Dispatch to The Call]

NEW YORK, April 15.—Just 12 years and five months have elapsed since the first wireless message was sent from a ship at sea.

This first message was sent from the American liner St. Paul to the Needles November 15, 1899, as it was completing its fifty-second voyage across the Atlantic. A heavy fog wrapped the Isle of Wight, when from the land station there, this call began to go out at regular intervals:

FIRST CALL A SUCCOR
"St. Paul, St. Paul."
At 2:45 p. m., when the fog had grown so dense that any observation of the liner would have been impossible, the answer came:

"Yes."
"Where?" went the second query.
"Sixty-six nautical miles out," was the reply. The liner was located and led to safety.

600 MILES FROM LAND
The White Star boats carry only "short distance" equipment. It was said in New York today. The Titanic was barely able to "talk" to the main land, in other words, for when she struck the berg she was 600 miles southeast of Halifax.

William Marconi said to The Call correspondent today:

"Wireless can not locate an iceberg, but it can bring assistance to an iceberg's victim, as it has to the victim in every other danger of the sea. Without wireless the Titanic would not have been heard from yet."

OREGONIANS ON SHIP

PORTLAND, Ore., April 15.—Among the Portland people on board the Titanic are F. M. Warren and wife. Warren is president of the Warren Packing company and is rated a millionaire. Herman Klaber, also a passenger, is a Portland millionaire hop grower. J. H. Wall, a Portland man, received a cablegram that his mother and sister, bound from England for Deer Lodge, Mont., were on board. The mother is Mrs. L. D. Parrish and the sister is Mrs. William Shelly.

Consternation in Paris

PARIS, April 15.—The news of the accident to the Titanic caused consternation in the American colony here and among the hundreds of American visitors at the hotels, many of whom had relatives and friends aboard the steamer. The White Star offices and other centers of information were besieged by inquirers.

"LA HACIENDA" SOLD TO CROCKER ESTATE

Jackson Gouraud Property Near New York Brings \$500,000

[Special Dispatch to The Call]

NEW YORK, April 15.—Announcement was made today that Mrs. Jackson Gouraud had sold "La Hacienda," her country home at Larchmont Manor, on the sound, New York, to the Crocker Point association, a corporation said to be composed of wealthy New York city men.

The property, comprising 12 acres, and known as the old Crocker estate, is located on the high ridge between Beach avenue and Pryor point, and has more than 1,000 feet of water frontage, including a private pier and a bathing beach.

Although frequently quoted for sale at \$1,000,000, it is said that "La Hacienda" brought in the neighborhood of only \$500,000.

DESTROYER LAUNCHED—Bath, Me., April 15. The torpedo boat destroyer Jonett was launched here today. The lines of the Jonett are practically the same as those of the Trippe, the Reft and the Finster, also built here. The contract requires a speed of 29½ knots.

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TWO RUNAWAY GIRLS ARE TAKEN FROM STEAMERS

Two runaway girls were taken off incoming steamers yesterday by the police. Alice Brown was taken into custody upon the arrival of the steamer George W. Elder. She ran away from her home in Portland. Annie Richards was taken off the steamer Fort Bragg. She ran away from her home in Fort Bragg. Both girls were taken to the juvenile detention home.

CANADA IS JEALOUS OF NATIONAL LABEL

Collector of the Port Frederick S. Stratton yesterday received a recent ruling on importations of goods into Canada by the minister in charge of customs. The Canadian minister holds that when goods are not of Canadian or British manufacture their importation into Canada is prohibited if they are marked in a way tending to mislead a purchaser into believing that they are of Canadian or British make.

CHARGE OF CHECK PASSING—A WARRANT FOR THE ARREST OF CHARLES A. BARNHART WAS ISSUED BY POLICE JUDGE SULLIVAN YESTERDAY UPON THE COMPLAINT OF M. CARLINO, 320 BUSH STREET, WHO ALLEGES THAT BARNHART PASSED A WORTHLESS CHECK FOR \$20 UPON HIM.

THIEF GIVEN SIX MONTHS—John R. Hamilton pleaded guilty to a petty larceny charge on Judge Sullivan's court yesterday and was sent to the county jail for six months.

The day of supremacy because of name, of tradition, is passed. This is the age of progress, of achievement. Old standards, no matter of what duration, are replaced by the newer, the more modern. Old names, no matter how honored, are lost, forgotten, forced into oblivion by the accomplishments of the master minds of today.

THE Mason & Hamlin PIANO

relies for its greatness not on the honored traditions of its ancestry so much as on the creative genius that has made possible, through scientific research, the building of a piano of such character as to have set a new standard by which all pianos must hereafter be measured.

The Mason & Hamlin piano is a distinctive piano, not in its constructive features alone. It is a distinctive piano in tone, in action, and particularly in those indescribable characteristics which make the greatest appeal to the cultured musician and create such enthusiasm as to have led such notable musicians as Dr. H. J. Stewart, Wallace A. Sabin, Gyula Ormay, Frank Carroll Giffen, Carle Gentile, Elizabeth Westgate, Warren D. Allen, Emlyn Lewys, Mme. Carrington-Lewys, the Misses Pasmore, Beatrice Clifford and many others to pronounce it *the very best piano the world has yet known*, and to back that opinion by the purchase of Mason & Hamlin Grand Pianos.

Mason & Hamlin pianos may be seen in all their various styles at our warerooms, and are sold on easy payments when desired.

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SAN JOSE—117 SOUTH FIRST ST.

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