

# Two Boatloads of Women Swamped by Suction

## WOMEN LEADERS BLAME MEN FOR SHIP DISASTER

### Harriet S. Blach Says Inadequate Laws Permitted Appalling Loss of Life

### Mrs. J. L. Laidlaw Declares Wives Should Have Stood With Husbands

[Special Dispatch to The Call]

NEW YORK, April 18.—Harriet Stanton Blach, daughter of the world famous suffragist, Elizabeth Cady Stanton, and herself a leader of the woman's movement in the east, said tonight: "I feel the greatest indignation over the terrible loss of life in the wreck of the Titanic. It is the result of man's failure to make laws to safeguard himself, his family and his property. "I hope it will awaken woman to a sense of her responsibilities. It is time she took her share of the burdens of life and helped protect man from his own carelessness."

### POINTS OUT OPPORTUNITY

"It is time she stood shoulder to shoulder with man and insisted on taking her place and doing her work in the political world."

"If the man is so busy earning money to give his wife and children such luxuries as the modern steamship incorporates that he has not the time to make laws that safeguard their lives, then women should awaken and see that such laws are made."

"The most appalling thing to my mind is the fact that this disaster is so inexcusable. If the law had required life boat space for every passenger, this terrific slaughter of life would never have happened."

### LESSONS IN DISASTER

"The saddest feature in many ways is the landing of all those steerage women and children in a strange land with the bread winner gone."

"The loss of the Titanic should preach a powerful lesson of responsibility to all women. I hope some of the stewardesses had courage to remain on board."

"Mrs. James Lee Laidlaw, who has been active in the suffrage field, is of the opinion that there is no just reason why women should be saved just because they are women."

"The only place where I can conceive of a woman leaving her husband in danger and allowing herself to be saved is where she has a young child, so young as to be dependent on her," she said.

### TERRIBLE SITUATION

"I can think of nothing more terrible than in finding oneself in comparative safety in a lifeboat and knowing that one's husband was doomed on a sinking ship."

"We are too far away to judge. We do not know conditions. These women were, perhaps, forced into the boats. I can think of no other reason for parting with their husbands. And let us not forget that it might easily require as great heroism to go and leave a dear husband as for the husband to stay and see his wife go."

"It also is appalling—I am afraid we can never appreciate what every one on the Titanic has suffered."

## ADMIRAL SAYS TRAVEL UNSAFE

WASHINGTON, April 18.—"I think that every passenger who crosses the north Atlantic takes his life in his hands," said Admiral George Dewey today.

"For myself, I would rather go around the world in a well equipped battleship than make a trip across the north Atlantic in a trans-Atlantic vessel."

"The greed for money making is so great that it is with the sincerest regret that I observe that human lives are never taken into consideration."

### Message From Connaught

OTTAWA, Ont., April 18.—The duke of Connaught, governor general of Canada, today sent the following message to President Taft at Washington:

"I have delayed telegraphing to you in the hope that Major Butt might still be among the living, but I fear there is no hope. Accept the expression of my deepest sympathy for the loss of so many of its citizens and the loss to yourself of a devoted member of your staff."

"I also take this opportunity of assuring you of my heartfelt sympathy with the United States in the loss of so many of its citizens through the awful catastrophe of the sinking of the Titanic."

### Ice Field Observed

NEW YORK, April 18.—The Dutch oil tank steamer La Flandre, which came in today from Antwerp, reported an encounter with the ice field April 11 at 9 o'clock at night in latitude 42 degrees 3 minutes and longitude 59 degrees 17 minutes.

"In the fog Captain Claude says the La Flandre steamed into a large ice field, which became so packed the steamer could not penetrate it. As far as could be seen from left, the ice extended in all directions. La Flandre was compelled to put about and steamed for 20 miles to the southward to clear the field. The temperature of the water near the ice pack was 32 degrees."

### Captain Lord Wires

BOSTON, April 18.—A message to the Associated Press received from Captain Lord of the steamer Californian of the Leyland line, says:

"Arrived scene Titanic disaster 8:30 a. m. 18th. All survivors then aboard Carpathia. Have not and did not see any bodies."

### Perfection in Confection

A term applied to George Haas & Sons' delicious candies—especially to the milk chocolates. Four large stores: Whelan building, Fillmore and Ellis streets, Polk and Sutter streets and 28 Market street near ferry.

## COLLEGE MAN'S ESCAPE SAW TITANIC SINKING

NEW YORK, April 18.—Following is the account of the Titanic disaster given by a passenger, L. Beasley, a Cambridge university man, who lives in London. Beasley was in the second cabin and had not been mentioned in the list of the saved:

The voyage from Queenstown had been quite uneventful, as very fine weather was experienced and the sea was quite calm. I had been in my berth for about 10 minutes when at about 11:15 p. m. I felt a slight jar and then soon after a second one, but not sufficiently large to cause any anxiety to any one, however nervous they may have been. However, the engines stopped immediately afterward and my first thought was "she has lost a propeller."

I went upon the top (boat) deck in a dressing gown and found only a few people there who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of any one.

We saw through the smoking room window a game of cards going on and went into inquire if they knew anything; it seems they felt more of the jar and looking through the window had seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done.

No one of course had any conception that she had been pierced below by part of the submerged iceberg. The game went on without any thought of disaster and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again.

On going on deck again, I saw that there was an undoubted list downward from stern to bows, but knowing nothing of what had happened, concluded some of the front compartments had filled and weighted her down. I went down again to put on warmer clothing and as I dressed heard an order shouted: "All passengers on deck with life belts on."

We all walked slowly up with them tied on over our clothing, but even then presumed this was a precaution the captain was taking and that we should return in a short time and retire to bed.

There was a total absence of panic or any expressions of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident.

The ship was absolutely still and except for a gentle tilt downward, which I don't think one person in 10 would have noticed at that time, no signs of the approaching disaster were visible. It lay just as if it were waiting the order to go on again when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

We then began to realize it was more serious than had been supposed and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs decided it was better to cause no confusion to people coming up by so doing. Presently we heard the order:

"All men stand back away from the boats and all ladies retire to the next deck below"—the smoking room on B deck.

The men all stood away and remained in absolute silence leaning against the end railing of the deck or pacing slowly up and down. The boats were swung out and lowered on A deck. When they were to the level of B deck, where all the ladies were collected, the ladies got in quickly with the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

At this time there was no trace of a disorder, panic or rush to the boats, and no scenes of women sobbing hysterically, such as one generally pictures as happening at such times; every one seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea, with nothing but our lifeboats to support us until we were picked up by passing steamers, it was extraordinary how calm every one was and how completely self-controlled.

One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went round among the men:

"The men are to be put in boats on the starboard side."

I was on the port side, and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call:

"Any ladies on your deck, sir?" "No," I replied.

"Then you had better jump." I dropped and fell in the bottom as they cried, "Lower away."

As the boat began to descend two ladies were pushed hurriedly through the crowd on B deck and heaved over it to the boat and a baby of 10 months passed down away from the ship. The crew were calling to those lowering each end to keep it level.

We drifted away easily as the oars were got out and steered directly away from the ship. The crew seemed to me to be mostly cooks in white jackets, two to an oar, with a stoker at the tiller.

There was at a certain amount of shouting from one end of the boat to the other and discussion as to which way we should go, but finally it was decided to elect the stoker who was steering captain and for all to obey his orders.

It was now about 1 a. m.; a beautiful starlight night with no moon, and so, not very light. The sea

## WILD RUMORS RUN RIOT AS VESSEL DOCKS

### Reports That Captain and Engineer Killed Spread Through Throgs

### \$20,000 in Coin and Bills Distributed to Steerage Survivors

By JULIUS CHAMBERS

NEW YORK, April 18.—It was with surprise bordering on panic that the expectant millions in New York learned that the Carpathia was approaching its dock a few moments before 9 o'clock. So closely had the actual position of the rescue ship been guarded from the time it was first signaled approaching the harbor that even the official wireless message relayed from the cruisers conveying it to port, completely deceived the watchers along the water front and the hundreds of thousands reading every message as it was flashed over the wires and rushed into print or on the hundreds of bulletin boards.

The ship was expected to berth about 2 o'clock in the morning, and many of those having friends or relatives among the listed survivors here made their arrangements to leave for the pier about midnight.

The patrol orders were officially issued on the same basis. Then like a lightning flash out of a clear summer sky the word was given that the ship was in midstream coming up the river. Crowds rushed from all parts of the city, crowding surface cars, and L's, subway and Hudson tubes, madly trying to reach the inner circle of the awfully press about the landing stage.

### SCENE AT DOCK

For a time the best efforts of the police and Cunard officials were utterly unable to cope with the dense volume of jammed, pushing, struggling humanity. Many fainted and were carried out overhead, while their places were eagerly seized by others. In the meantime the dismal ship was being warped alongside. Tugs were lined up off stream, kept away from the pier and toward the Jersey side by the harbor police patrol launches, and only the most vehement orders and threats kept some of the more eager from fouling the ship as its hawsers were made fast and it swung around to its berth.

As it tied up and the first gangplank was lowered and relatives of officials madly besieged the open side of the Carpathia the wildest rumors began to circulate among the crowd, accompanied by scant grains of the truth filtering from those actually on the decks.

"The boilers of the Titanic had blown up, the captain had committed suicide, officers had shot all passengers and been shot themselves in the dread moment as the ship was sinking and the lifeboats were pulling off," were some of the reports.

Earlier in the night a report had spread that there were several hundred dead aboard. This report was given credence when a wireless was received ordering coffins to be brought, with necessary clothing, to the pier—coverings for the living and dead.

### ASTOR BEGS WIFE TO GO

Little by little facts and agonizing details were learned by the crowd of 100,000 people actually on and about the pier. Many of these people were in tears and hysterics as they received the first actual news of final scenes of the lost liner.

In the rush for the lifeboats all sense of discipline seems to have been lost for at least 10 or 15 minutes. But the cooler heads among the officers assumed control and dealt out vigorous methods of quelling the disorders.

Three Italians were shot while trying to force their way into a lifeboat hanging in the falls. The last seen of Colonel Astor was when he was begging his wife to leave him and enter the lifeboat and then helping her by main force to leave the ship. She wanted to stay with her husband and die with him, begging frantically to be allowed to remain.

The boats were first lowered at 15 minutes after midnight, and the ship went to the bottom at 2:30, after rising amidships, tipping fore and aft and almost parting with her back buckled and broken.

### BUTT AND ASTOR

One of 16 lifeboats was wrecked as it was being lowered away. The ship's side was gaping before it sank just as it ripped. Four died in the lifeboats and two later aboard the Carpathia. One of the steerage passengers was buried at sea. It was half past 4 o'clock when the Carpathia picked up the survivors.

Mrs. Astor was in a dazed and serious condition and was still unaware of her husband's death.

Colonel Astor and Major Butt, the president's aid and old time friend of the days when Taft was civil governor in the Philippines and the major was depot quartermaster at Manila, stood together on the Titanic's hurricane deck and went down together.

Dr. Henry Frauenthal of this city, one of the few male passengers to be saved, was the first to leave the rescue ship. J. P. Morgan Jr. arrived at the pier just as the ship was being made fast. Morgan had to fight his way through the crowd with the assistance of friends.

Rich and poor struggled, without respect for wealth or station, to get close to the Carpathia and up the guarded gangway. The sternest measures were

## 3 COWARDS SHOT DOWN WOMEN'S CHAMPIONS DIE

NEW YORK, April 18.—The Titanic slid onto the narrow ledge of an iceberg hung there for a brief moment and fell back into the water. Its three boilers exploded then it began to sink.

The last thing Captain Smith did before he sank with the Titanic was to place a baby in a lifeboat.

The band on board the Titanic went down with the mighty craft, playing "Nearer, My God, to Thee."

Mrs. Isador Straus was partly dragged into a life boat. She refused to leave her husband to die alone, crawled back to him and died in his arms, a tragic heroine of the sea.

Henry B. Harris was placed in a lifeboat, saw a woman and child in peril, left his place and lifted them into the boat and then went down to his death.

Colonel John Jacob Astor refused to accept a lifebelt, helped a dozen women and children into lifeboats and sacrificed his life.

Two lifeboats were lowered almost on end and capsized as soon

as they struck the water, survivors assert. All of the women and children who had been placed in them slid into the water and were drowned. The boats were found by the Carpathia floating bottom side up.

Three men were shot to death by men who prevented them from pushing women and children out of the way to save themselves. The men who did the shooting died.

More than 100 of the Titanic's passengers were blown to atoms by the force of the explosion of its boilers. A hundred others were maimed and tossed into the water.

The first thing that J. Bruce Ismay, managing director of the steamship company that owned the Titanic, said when he was taken on board the Carpathia from a lifeboat was, "For God's sake give me something to eat."

Ismay declared that he was the last man who entered the last boat that was taken away from the sinking Titanic. He also asserted positively that there was no use for firearms.

boats being lowered and themselves were hustled into one of them. Mrs. John B. Thayer, wife of the second vice president of the Pennsylvania railroad, and who was saved from the Titanic, on landing was immediately driven to the Pennsylvania railroad station and left for Philadelphia on a special train at 11:19 o'clock. No one was permitted to address Mrs. Thayer concerning her experiences. She was accompanied by a large party of friends.

Mrs. L. Parish and Mrs. Shelley, both of Butte, Mont., were removed from the Carpathia to Mount Sinai hospital, suffering from shock.

Lord and Lady Duff-Gordon, who went to an uptown hotel, said they would issue a statement tomorrow. The Countess Rothes was met at the pier by her husband. She also declined to make a statement.

## TAFT THANKS THE CARDINALS

### LIVING RESCUED; DEAD ARE LEFT

### Carpathia's Boats Fought Way Through Corpse Strewn Sea

WASHINGTON, April 18.—The expression of sympathy sent to President Taft by the three American cardinals has been acknowledged by the president in a letter made public today by Cardinal Gibbons.

"My dear Cardinal Gibbons: I have received the written expression of the Roman Catholic archbishops of the country in joint session with the trustees of the Catholic university of their profound grief of the awful loss of human lives in the sinking of the Titanic, and on behalf of the bereaved I beg to express a grateful appreciation of this message of sympathy."

WILLIAM H. TAFT.

### Wife Thinks Clark Safe

LOS ANGELES, April 18.—J. Ross Clark, vice president of the Salt Lake railroad, whose son, Walter M. Clark is thought to be among the Titanic dead, received tonight the following telegram from his brother, former United States Senator W. A. Clark, in New York:

"Met Virginia (Mrs. Walter Clark) at dock. She states Titanic went down about 2:30 and several men were rescued from the water."

"A boat was left to pick up people and two fishing crafts were also there. She has hope of his rescue."

W. A. CLARK.



## HOTEL ST. REGIS

### NEW YORK

Fifth Avenue and Fifty Fifth Street.

Caters to Transient as Well as Permanent Guests

The Management gives assurance that the cost of living at this hotel, including Rooms and Restaurant, is no greater than at any other hotel of the same class, notwithstanding reports to the contrary.

**Rates:**  
Single Rooms without Bath \$3.00 and \$4.00 per day; with Bath \$5.00, \$6.00 and \$8.00; and for two people \$6.00, \$8.00 and \$10.00 per day.  
Suites consisting of Parlor, Bedroom and Bath, \$10.00 upward; larger Suites in proportion.

All outside rooms.

R. M. HAAN.

## Railroad Man Writes Remarkable Letter

In 1903 and 1904 I was a terrible sufferer for about five months with kidney and bladder trouble. I could not sleep nights. One doctor said I was going into consumption and gave me up to die. Had two other doctors, but received no help from either of them, and am sure I would have been in my grave had I not seen your advertisement in the *Marquette Daily Eagle Star*. After taking several bottles of Dr. Kilmer's Swamp-Root I was entirely cured.

In the last two years I have been a railroad freeman and have passed two examinations for my kidneys successfully, so that I know my kidneys are in excellent condition now as a result of your great preparation.

Yours very truly,  
GEORGE KENSLER,  
103 1/2 Thirteenth Avenue South, Minneapolis, Minn.

Personally appeared before me this 25th of September, 1909, George Kensler, who subscribed the above statement and made oath that the same is true in substance and in fact.

HENRY GRASS,  
Notary Public, Door County, Wis.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

Prive What Swamp Root Will Do for You

Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince any one. You will also receive a booklet of valuable information telling all about the kidneys and bladder. When writing be sure and mention the *San Francisco Daily Call*. Regular 50 cent and \$1 size bottles for sale at all drug stores.



## ARROW

### Notch COLLAR

Meets close in front and stays so 15¢ 2 for 25¢

Cluett, Peabody & Co., Troy, N. Y.

### On An Outing

All camp cooking is made appetizing and digestible with

## LEA & PERRINS' SAUCE

THE ORIGINAL WORCESTERSHIRE

Fish, Game, Stews, Steaks, and all outing dishes improved by its use.

An Appetizer

JOHN DUNCAN'S SONS, Agents, N. Y.

## Good and True

Safe and reliable—for regulating the bowels, stimulating the liver, toning the stomach—the world's most famous and most approved family remedy is

## BEECHAM'S PILLS

Sold everywhere in boxes 10c., 25c.

STATEMENT OF THE CONDITIONS AND AFFAIRS OF THE Agricultural Insurance Company OF WATERTOWN, IN THE STATE OF NEW YORK, on the 31st day of December, A. D. 1911, and for the year ending on that day. Pursuant to the provisions of Section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the State of California.

CAPITAL	
Amount of capital stock, paid up in cash	\$500,000.00
Real estate owned by company	\$31,822.95
Loans on mortgages	694,219.11
Cash market value of all stocks and bonds owned by company	2,288,634.50
Amount of loans secured by pledge of bonds, stocks and other marketable securities as collateral	256,989.91
Cash in company's office	175.11
Cash in banks	246,509.69
Interest due and accrued on debt	42,410.32
Agents' balances representing balances written subsequent to October 1, 1911	300,745.66
Due from other companies for reinsurance on losses already paid	1,588.82
<b>Total assets</b>	<b>\$4,000,428.73</b>
LIABILITIES	
Losses adjusted and unpaid	\$23,349.35
Losses in process of adjustment or in suspense	77,284.61
Unpaid claims	15,906.99
Gross premiums on fire risks running one year or less, \$964,780.00; reinsurance 50 per cent.	482,200.00
Gross premiums on fire risks running more than one year, \$258,305.00; reinsurance pro rata.	1,353,383.26
Taxes due or accrued (estimated)	35,000.00
Commissions and brokerage due or to become due, reserve for contingencies	150,000.00
Reinsurance premiums due or to become due	41,927.07
All other liabilities	7,028.45
<b>Total liabilities</b>	<b>\$2,194,458.91</b>
Net cash actually received for fire premiums	\$1,712,991.07
Received for interest on mortgages	36,023.63
Received from interest and dividends on bonds, stocks, loans and from other sources	123,027.42
Received for rents	2,500.00
Gross profit on sale of maturity of ledger assets	4,211.75
Gross increase in book value of ledger assets	2,076.49
Income from all other sources	21,523.33
<b>Total income</b>	<b>\$1,902,343.69</b>
EXPENSES	
Net amount paid for fire losses, including \$152,105.91, losses of previous years	\$850,121.81
Expenses of adjustment and settlement of losses	30,075.00
Dividends to stockholders	73,000.00
Paid or allowed for commissions or brokerage	374,923.68
Paid for salaries, fees and other charges for officers, clerks, etc.	106,983.92
Paid for state, national and local taxes	62,055.07
Gross decrease in book value of ledger assets	614.97
Gross loss on sale or maturity of ledger assets	904.33
All other expenditures	102,484.32
<b>Total expenditures</b>	<b>\$1,654,250.12</b>
Losses incurred during the year	\$151,531.09
RISKS AND PREMIUMS	
Net amount of risks written during the year	\$232,396,000
Net amount of risks expired during the year	225,662,200
Net amount in force December 31, 1911	364,213,000
Net amount in force December 31, 1910	3,533,175.00

Subscribed and sworn to before me this 31st day of January, 1912.  
PACIFIC DEPARTMENT  
EDWARD BROWN & SONS,  
GENERAL AGENTS,  
222 Broadway,  
SAN FRANCISCO, CAL.