

# Bodies of Wreck Victims Strew Ocean for Miles

## WIRELESS MAN DESCRIBES END OF THE TITANIC

### Harold Bride Says Operators Joked at First Over Idea of Danger

[Special Dispatch to The Call] NEW YORK, April 18.—Harold Bride, the surviving wireless operator of the Titanic, tells a graphic story of how the big ship came to its end. Bride was dragged aboard the Carpathia after staying at his post until exhausted and then being forced into one of the lifeboats.

If it had not been for a lucky accident his aerogram of distress could never have been sent. The Titanic's wireless broke down, but fortunately in good time for it to be mended just before the ship crashed into the berg. He was in his bed asleep when the ship struck. The shock awakened him, but he did not know then what had happened or suspect the ultimate calamity.

TOLD TO SEND CALL He was standing by Phillips, the chief operator, to whom he had come as a relief after being roused, when the captain put his head in the cabin and said: "We've struck an iceberg. I am having an inspection made to see what it has done for us. You had better get ready to send out a call for assistance. But don't send it until I tell you."

The captain went away and in ten minutes he came back. They could hear terrible confusion outside, but there was not the least thing to indicate that there was any trouble. The wireless was working perfectly.

"Send the call for assistance," ordered the captain, barely putting his head in the door. JOKED OVER DISASTER "What call should I send?" Phillips asked. "The regulation international call for help. Just that."

Then the captain was gone. Phillips began to send "C. Q. D." He flashed away at it and the two joked while he did so. "All of us made light of the disaster," says Bride. After awhile the captain came back and asked what signal Phillips was sending. Phillips replied "C. Q. D."

They talked for a few minutes while the chief operator was tapping the key and then Bride suggested to send "S. O. S."

S. O. S. CALL ANSWERED Phillips changed the signal and first picked up the steamer Frankford. He gave it the Titanic's position and told how an iceberg had struck them and asked for assistance. The Frankford's operator left the key to inform his captain.

When he returned to the wireless and communication was restored, Phillips told him that the ship was sinking by the head. By that time there was a marked list forward. Then the Carpathia answered the repeated signals "S. O. S."

## WOMEN STAY BY HUSBANDS TO THE END

### Mr. and Mrs. Straus Last Seen Arm in Arm in Sink- ing Ship

NEW YORK, April 18.—Among the first passengers of the Carpathia was Mrs. Paul Schabert of Derby, Conn. She said that she had a stateroom on the port side and had sailed with her brother, Philip. Mrs. Schabert said her brother was saved because she refused to leave him.

"It was a terrible experience," Mrs. Schabert added. "I was awakened by the shock of the collision and went out on deck. There was little excitement, and persons were coming from their rooms, asking what had happened. Suddenly from the bridge came the cry, 'Ladies first!' This was the first inkling we had that the ship was in danger. I went back to my stateroom and dressed, and then as I returned to the deck I heard the horrifying cry that women must leave their husbands and brothers. I refused to leave my brother, and finally he was shoved into the boat with me."

STAYS BY HER HUSBAND "Mrs. Isidor Straus, who had a stateroom near me, and with whom I had frequently talked, declared that under no circumstances would she leave Mr. Straus. As we pushed away from the Titanic the ship started to go down and as it disappeared beneath the water Mr. and Mrs. Straus were standing arm in arm."

Mrs. D. W. Marvin of this city, who was on a honeymoon trip with her husband, was almost prostrated when she reached the dock and learned that her husband had not been picked up by some other boat.

TELLS OF EXPLOSION Edward Beane of Glasgow, Scotland, who, with his wife, occupied a stateroom in the second cabin, declared that 15 minutes after the Titanic hit the iceberg there was an explosion in the engine room, which was followed in a few minutes by a second explosion.

Max Frelicher-Stelhi, who, with his wife and daughter, Margaret, was on the way to this city to visit a brother, said: "My wife and two men entered one of the first boats lowered. Twelve men, including myself, were standing near, and as there were no other women passengers waiting, we were ordered to get in. The sea was calm. We were rowed by four seamen, one of whom was in charge. The order maintained on the Titanic was what I would call remarkable."

Mrs. George D. Wick and daughter Natalie of Youngstown, O., and the Misses Bonnell went to an uptown hotel. The four women wore raincoats and were heavily veiled. The husband of Mrs. Wick was lost.

WAVES HIS FAREWELL "Mrs. Wick said the boat was not launched for an hour after the collision. Mr. Wick stood at the rail as his wife and daughter were helped into the boat and waved his hand as the party left the Titanic. The last seen of him he was standing on the deck waving a farewell. Mrs. Wick said the party drifted about in the intense cold for five hours before they were picked up. I want to say that Mrs. Wick told me that if the lifeboats had been launched as soon as the captain knew the extent of the damage every one would have been saved."

Wilson Potter of Philadelphia, who was at the pier to meet his mother, Mrs. Thomas Potter Jr., one of the survivors, said that his mother was unable to make any formal statement, but that she related the story to him as follows: "She told me she was in the first boat with about 10 others and that there was plenty of room for 40 more. My mother said she saw Mr. and Mrs. John Jacob Astor standing by the rail and that she called to them to come into the boat, but that they refused, saying it was safer where they were—that there was no danger. The first three or four boats that were launched, my mother said, were hardly filled."

## SAN FRANCISCO WOMAN DEPICTS RESCUE SCENES

### Mrs. Wallace Bradford Tells How Survivors Were Taken on the Carpathia

[Special Dispatch to The Call] NEW YORK, April 18.—Mrs. Wallace Bradford of San Francisco, a passenger aboard the Carpathia, gave the following thrilling account of the rescue of the Titanic's passengers in a letter addressed to the editor of The Herald: "Monday noon, April 15.—When I reached the Carpathia's deck the first two boats from the doomed vessel were in sight, making toward us. Neither of them was crowded. It was a glorious, clear morning and a quiet sea. Off to the starboard was a white area of icebergs. Many of the passengers were in evening dress when they came aboard our ship."

"As the boats came alongside we saw they contained a very large proportion of women. In fact, one of the boats had women at the oars. Four bodies were brought aboard. "While some seemed fully dressed, many of the men having their coats on and the women sealskin and other coats, others came just as they had jumped from their berths, clothed in their pajamas and bath robes."

"It was extremely cold and the suffering that those in the boats had endured for three or four hours while afloat was plainly shown by their condition. Rope ladders were lowered over the sides for those that could climb aboard and canvas bags were sent down for the women and children, there being a large number of both babies and half grown children in the boats."

"The children were taken from the mothers and placed in the bags and hoisted to the decks. In one of the boats came Mrs. Washington Dodge and her little 4 year old son. Dr. Dodge got aboard later, having come in one of the last boats that left the ship and it was a good deal of satisfaction to me to turn over my stateroom to them."

## SHIP NEAR BY CONTINUATION, SAYS SURVIVOR

### Vessel Thirty-five Miles Away Answered Wireless, Declares Amateur Operator

NEW YORK, April 18.—Robert E. Daniels, a young cotton broker of 312 Chester place, Philadelphia, said he jumped into the sea as the ship was being lowered and was picked up in a lifeboat. Daniels, an amateur wireless operator, spelled the operator of the Carpathia while it was on its way to port.

"I was in my cabin dictating to a stenographer when the ship struck the berg," said Daniels. "The shock was not violent. The officers who survived told me afterward that the Titanic slipped up on the iceberg and practically broke in two. It tore out its bottom."

"No one seemed alarmed at first and I went on dictating until somebody knocked at my door and cried that the ship was sinking. I grabbed a life preserver and went to the deck. It is hard to recall just exactly what happened. At first there was little excitement, for nobody believed the ship would sink. Then we realized that the ship was going down. Then there was a terrible time. I heard cries and shouting. I waited until the water had reached B deck and then jumped and was picked up by a boat containing 37 passengers and crew."

"I saw Astor still on the ship when I jumped. I saw Howard B. Case helping women into the lifeboats. An officer went down with the ship. Daniels said that a ship, whose name he gave, was within 25 miles of the sinking ship in all directions, their courses like the radio of a circle. Daniels continued, "We saw the great ship lurch, bow foremost, into the water. We could hear the band playing just before she disappeared. In fact, that band was playing almost from the beginning. We could hear the cries of those struggling in the water after the sea closed over. They were crying I shall never forget."

## PLUCKY WOMEN HELP MAN LIFE BOATS' SWEEPS

### American Widow and English Girl Pull Oars Throughout Long Night

NEW YORK, April 18.—Mrs. Edgar Meyer of New York said: "It was a clear and starlit night. When the ship struck we were in our cabin. My husband went out on the deck to see what was the trouble. He came down and said we had hit an iceberg, but that it did not amount to much. I said I was nervous. We went on deck for a walk. More people said the accident was of no importance. It would only delay our arrival."

"I was afraid, and made husband promise if there was trouble he would not make me leave him. We walked around the deck a while. An officer came up and cried: 'All women into the lifeboats.' My husband and I discussed it, and the officer said: 'You must obey orders.' "We went down into the cabin and we decided on account of our baby to part. He helped me put on warm things. I got into a boat, but there were no sailors aboard. We called to the ship that there were no men in the boat. They sent a sailor down. An English girl and I rowed for four hours and a half. Then we were picked up at 6 o'clock in the morning. We were well away from the steamer when it went down, but we heard the screams of the people left on the boat."

"There were about 70 widows on the Carpathia and all were wonderfully brave. The captain of the Carpathia and the passengers did all they could for us. Mrs. Harris said my husband and Mr. Harris and Mr. Douglas lowered the last boatload of women. All three were perfectly calm. All the officers of the Titanic acted wonderfully. The steward belonging to a neighboring cabin was asked: 'Why don't you get a life preserver?' He replied: 'I don't think there will be enough to go around.' "George A. Braden told how Captain Smith met his death. "I saw Captain Smith while I was in the water. He was standing on the deck all alone. Once he was swept down by a wave, but managed to get to his feet. Then, as the boat sank, he was knocked down by a wave and this time disappeared from view."

## BIRTHS, MARRIAGES, DEATHS

Birth, marriage and death notices sent by mail will not be inserted. They must be handed in at either of the publication offices and be accompanied with the name and residence of persons authorized to have the same published. Notices received simply to the announcement of the event are published once in this column free of charge.

### Marriage Licenses

SAN FRANCISCO The following marriage licenses were issued Thursday, April 18, 1912: BARRY—MARRIAGE—Manuel Barry, 25, 719 Broadway, and Anita Mendosa, 25, 2105 Fillmore street.

BURFEND—BURFEND—Henry H. Burfend, 18, 22 Liverpool, and Catharina J. Burfend, 18, 1025 Oak street. CAPETANICH—PHEBIA—Jacob Capetanich, 28, Stockton, and Anne Puhler, 27, 1043 Jackson street.

CARALAGNO—ZUTTA—Luigi Caralagno, 26, and Maria Zutta, both of 770 Park place. CRISHOLA—HAWKINS—Thomas W. Crishola, 38, San Jose, and Mildred D. Hawkins, 31, Los Angeles. CIPRIANI—CODOLZI—Primo Cipriani, 23, and Luigia Codolzi, 22, both of 20 Palms, Cal.

DANIELI—SANTINA—Albert Danieli, 21, 28 Garibaldi street, and Rosale D. Santina, 18, 94 Garibaldi street. GOLD—GOLDMAN—Max Gold, 28, 918A Fulton street, and Mamie Goldman, 28, 2184 1/2 Fulton street.

KEARNS—WILLIAMS—Aloysius G. Kearns, 21, 501 Ashbury street, and Grace E. Williams, 19, 822 Golden Gate street. LITTLE—BYRNE—Robert Little, 34, 1706 Gough street, and Doris Byrne, 24, 433 Second avenue. LOW—JOHNSON—Edward Low, Jr., 21, Baywood, Wash., and Emily C. Johnson, 21, 2171 Broadway.

MASOLO—GODANI—Antonio Masolo, 23, Millbrae, and Maria Godani, 20, Burlingame. MOORE—KINGSTON—Charles Moore, 69, 699 Mills street, and Ellen Kingston, 23, 101 Charter street. MOORE—KINGSTON—Frank C. Moore, 23, and Lillian E. Kingston, 18, both of 565 Fell street. MILLER—KINGSTON—John J. Miller, 23, and Lulu E. Kingston, 23, both of Oakland.

O'LEARY—FRANCIS—John J. O'Leary, 22, San Jose, and Mary J. Francis, 20, San Jose. PACKSCHER—ROCK—Henry W. Packsher, 32, 223 Sacramento street, and Bessie Rock, 22, 821 Haight street. PATRICK—STEWART—Carl W. Patrick, 26, 2222 Broadway, and Katherine M. Stewart, 25, 233 Scott street.

ROGERS—GLOVANNI—Giovanni Rogers, 22, 584 Alvarado street, and Cultar Matti, 21, 29 Alvarado street. RYAN—POWER—Martin J. Ryan, 40, 15 Tay street, and Catherine Power, 27, 212 Prosper street. SEEDS—MEVOY—Henry N. Seeds, 24, Los Angeles, and Anna McEvoy, 24, 948 1/2 Mission street.

SMITH—JOHNSON—John F. Smith, 31, and Mabel Johnson, 21, both of Alameda. STUBBS—MORAVITZ—Charles Stubbs, 26, 1988 Scott street, and Consilia Moravitz, 18, 981 LaSalle street. OAKLAND The following marriage licenses were issued Thursday, April 18, 1912:

BERNARD—GOTTELL—Ferro Bernard, 33, and Edith Gottell, 19, both of Oakland. GIBGIERL—TROVATELLI—Bert Gibgierl, 28, and Amelia Trovatelli, 20, both of Oakland. JACOBS—BRANDLIN—Jacob E. Jacobs, 27, and Annabel Brandlin, 23, both of San Francisco. KAS—STOCKMEYER—John A. Kas, 29, and Anna E. Stockmeyer, 47, both of Oakland.

LANE—LAER—Edward Laer, 22, and Dominica Laer, 20, both of Oakland. MCHONEY—MCHONEY—John W. McHoney, 27, San Francisco, and Josephine D. McKeegan, 22, Oakland. MCHONEY—MCHONEY—John W. McHoney, 27, San Francisco, and Josephine D. McKeegan, 22, Oakland.

MCHONEY—MCHONEY—John W. McHoney, 27, San Francisco, and Josephine D. McKeegan, 22, Oakland. SMILE—SHEPHERD—William Smile, 32, and Isabella Shepherd, 33, both of Oakland. TRIMM—BROOKS—William A. Trimm, 23, Oakland, and Louise Brooks, 19, Oakland. STANLISSON—GRAY—Mrs. I. Wilkinson, 27, Los Angeles, and Elizabeth G. Gray, 25, Los Angeles, Amador county.

ATWOOD—In this city, April 17, 1912, to the wife of John Atwood, the widow of M. C. Atwood, to the wife of F. G. Egersdorff (see Trigg), a son. FILGATE—In this city, April 14, 1912, to the wife of Nat Filgate (see Sheridan), a son. SCHLADLER—In this city, April 12, 1912, to the wife of H. B. Schladler, a son.

### MARRIAGES

MARCELLUS—STROCKENBEITER—In this city, April 18, 1912, at St. Bridget's church, by Rev. C. E. Irons, pastor of Trinity Methodist Episcopal church, Raymond Alonzo Marcellus and Amelia Annie Strockenbeiter, both of San Francisco.

### OBITUARY

COLONEL ISAAC F. MACK, EDITOR—Claveland O. Mack, April 18, 1912, at his home, 1000 Broadway, C. O. Mack, editor of the San Francisco Register, and one of the earliest members and directors of the Associated Press, died at the age of 74 years of apoplexy while in a downtown store. He was 74 years old.

J. W. SKINNER, INSURANCE—Milwaukee, Wis., April 12.—First Vice President J. W. Skinner of the Northwestern Mutual Life Insurance company of Milwaukee died today in his office from a stroke of apoplexy. He was 74 years old.

DR. MARTHA G. RIPLEY, PHYSICIAN—Minneapolis, April 18.—Dr. Martha G. Ripley, aged 82, well known in the city of Minneapolis, died here today after a brief illness.

### DEATHS

Bair, Rev. Wm. E. 71; Moyle, Dennis ... 20 Baldwin, Edward L. 50; Needham, Bessie C. 27 Barry, Alfred ... 27; Neff, Mary E. 83 Barry, Mary ... 75; Owens, C. R. ... 83 Bartsch, Edna ... 78; Pugh, Harry ... 56 Cross, Thomas S. ... 68; Rhine, Cecilia ... 68 Dallas, William S. ... 61; Schroeder, Rev. John 47; Jones, P. 21; Scannell, Margaret 81; Gerson, Bertha ... 34; Smyth, Mabel ... 34 Hayes, John ... 66; Welch, James ... 87; March, Charles ... 70; Weller, Emily M. 81; Mills, Edith M. ... 24

BAIR—In Oakland, Cal., April 18, 1912, Rev. William R. Bair, beloved husband of Alice Bair of Oakland, and father of E. L. Bair of Los Angeles, Cal., and brother of Colonel B. F. Bair of Ogden, Utah, James M. Bair of Chicago, Ill., and H. L. Bair of Nevada, who was a native of Ohio, aged 71 years 6 months and 11 days.

BALDWIN—In this city, April 17, 1912, Edward Lewis Baldwin, beloved husband of Nellie E. Baldwin, and father of Marion D. Baldwin, and brother of Mrs. W. A. Walker, of Philadelphia, O., a native of Geneva, O., aged 50 years 5 months and 12 days.

BARRY—In this city, April 17, 1912, Alfred Barry, a native of England, aged 27 years 5 months and 24 days, a member of Court Church, No. 168, F. of A. Crockett, Cal.

BERRY—In this city, April 17, 1912, Mrs. Mary Berry, beloved wife of Lawrence Barry and loving mother of Mrs. Patrick Barry, Mrs. David Nellie and Bridget Barry and Mrs. James Hurley and Mrs. Edward Barry, a native of County Cork, Ireland, aged 75 years.

BERRY—In this city, Tuesday, April 16, 1912, Edmund P. loving husband of Rose Carter, beloved son of Mary A. and the late George J. Carter, and devoted brother of George M. Carter, Oliver J., Hugh L. and Jills L. Carter, a native of San Francisco, Cal., who was a member of White Hats of America.

BERRY—In this city, April 17, 1912, Thomas S. Cross, beloved son of the late William and Marie Cross, and brother of Dudley Cross of San Francisco and Mrs. Kate Chase and Maggie Heat of Philadelphia, a native of Philadelphia, Pa., aged 36 years 1 month and 25 days.

BERRY—In this city, April 17, 1912, Mrs. Mary Berry, beloved wife of Lawrence Barry and loving mother of Mrs. Patrick Barry, Mrs. David Nellie and Bridget Barry and Mrs. James Hurley and Mrs. Edward Barry, a native of County Cork, Ireland, aged 75 years.

DALLAS—In this city, April 18, 1912, William Stovall Dallas, loving brother of Mrs. Ellen Dallas, aged 73 years 10 months and 10 days.

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## CARNEGIE GIVES \$5,000 TO FUND

### Ironmaster Says Lifeboats Are only Secondary Consideration

NEW YORK, April 18.—In connection with a gift of \$5,000 which Andrew Carnegie made today to the relief fund for the Titanic sufferers the following correspondence between the retired ironmaster and Mayor Gaynor was made public:

"New York, April 18, 1912. "Dear Mayor: What was the Titanic doing up among the ice when she had the whole Atlantic ocean south open and free? This is the root of the matter. Passenger steamships should be compelled to keep far south below the range of icebergs at all seasons. Lifeboats are secondary to this vital requirement. Yours, "ANDREW CARNEGIE."

"April 18, 1912. "Dear Mr. Carnegie: As usual, you hit the nail exactly on the head. They had no business up there among the icebergs, and, being there, they should have stopped. The question of lifeboats is a secondary one. I thank you exceedingly for your generous check of \$5,000 for the sufferers. Sincerely yours, "WILLIAM J. GAYNOR, "Mayor."

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