PORTLAND, OREGON, TUESDAY EVENING, APRIL 18, 1912-TWENTY PAGES.

Latest Estimates Place Loss in Great Steamer Titanic Wreck at 1490 Souls Many Eminent Names Do Not Appear on the List of Rescued Passengers At Least Two Residents of Portland Lose Lives When Huge Vessel Sinks

No Other Rescuing Vessel Reports Picking Up Any of the Survivors of the Collision of Titanic With loeberg.

SUPPLY OF LIFEBOATS DECLARED INSUFFICIENT

Thunder Storm Breaks Out Over the Scene of the Disaster.

Montreal, April 16 .- All hope that any of the survivors of the Titanic who were still adrift in rafts and boats last night have been saved vanished today when a report reached here from the weather signal station on the Gulf of St. Lawrence that a heavy fog lay off the coast of Nova Scotia, and that a heavy thunderstorm broke in that vi-cinity last night and is traveling

Wew York, April 16.—The New York News Bureau reports that a wireless message to Cape Race, delayed from the "All except 1237 of the passengers

board the Titanio have been accounted If the report is true it indicates that 155 persons in addition to the 265 re-ported abourd the Carpathia have been rescued. The report has not been con-

of New Foundland, Eight hundred and

According to the White Star line, owners of the Titanic, the largest vessel that ever took the seas, there were 2358 aboard when she struck a monster iceberg 900 miles east of New York Sunday evening shortly after 10 o'clock, while speeding to New York on her maiden voyage. Hope for those who remained aboard the vessel after the lifeboats left, has been abandoned.

It is believed that nearly every soul aboard could have been saved if the liner had carried lifeboats and life rafts in sufficient number to accem-modate her passengers. But she had only 20 modern lifeboats.

ed more than 30 miles. Possibly some of the lifeboats that were lowered shortly after she struck drifted away before the arrival of the Carpathia and may be picked up by other steamers now wandering about where the monster

Yet, adding to the horror of the catastrophe, this hope even is tempered by the fact that the weather off Nova Scotia was foggy last night and with a heavy thunderstorm traveling eastward, ose who might have escaped the wreck probably would be swamped,

Besides the loss of life, the money loss sustained through the sinking of loss sustained through the sinking of the Titanic is enormous. To build and equip the ship cost approximately \$12,-000,000. Jewels carried by the women passengers, who undoubtedly lost nearly all of their possessions, were valued at \$5,000,000. The value of the passengers' personal baggage and mall was about \$2,000,000. Lawsuits springing lin and when he came out of the office. gers' personal baggage and mail was about \$2,000,000. Lawsuits springing up probably will entail an additional loss of more than \$5,000,000. So far as can be learned the vessel herself was insured for \$3,700,000. On board were 3500 sacks of mail, or about 10,000,000 individual pieces.

Great Pinancial Disaster.

From a financial side the disaster is the greatest in the history of marine insurance, as it is the worst, when re-garding the loss of life, in the modern history of navigation. The only dis-aster at sea that approaches the sinking of the Titanic in comparison to the number of lives tost, was the burning of the excursion steamer General Slocum, in East River, New York, June 15, 1904, when 1000 persons died.

Officials of the company here say that when the steamer left Southampin England, last Wednesday she carried 325 first cabin passengers, among them 128 women and 15 children, 255 them 128 women and 18 children, 285 second cabin passengers, of whom 78 were women and eight children, and between 700 and 800 in the steerage, about equally divided between the seres. She carried a crew of about 875. The New York office however, was not as carried a crew of about \$75. The New York office, however, was not apprised of the number of passengers who got aboard ship after the books were closed at the Southampton office. These passengers bring the total number aboard up to about 2358.

Bow Caved by Iceberg. Wireless messages from the Carpathia give few details, but it is known that the Titanic struck an ice fibe or berg at shortly after 10 colock Sunday night, caved her prow in, and four hours later

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UPON CARPATHIA LIVES FOR WOMEN Millionaire and Peasant in Steerage Make Way Without Class Distinction for Weaker Sex; Stay on Ship.

> WHITE STAR OFFICIALS CHARGED WITH UNTRUTHS

Bitterly Censured for Withholding Facts and Issuing False Reports.

New York, April 16.—All New York was stunned today by the appalling loss of life to passengers aboard the wrecked White Star liner Titanie, which was supposed to have been virtually unstakable.

From daylight a long line of hysterical men, women and children besteged the offices of the White Star line beg-ging for some definite information. The company officials, however, were un-able to hold out hope, explaining that they were in the dark concerning the fatalities, and that fighing will be definitely known until the arrival here of the Virginian and the Carpathia, the two ocean liners first to reach the side of the ill-fated vessel.

Officials Are Denounced Relatives of the missing passengers, as well as their friends, bitterly de-nounce the company, charging the officials with having deliberately withheld news of the disaster when they were reasonably cortain that the Titanic find gone down with hundreds of pas-

mengers.

The White Star officials are bitterly censured for issuing false reports and comforting relatives and friends by assurances that all passengers had been surances that all passengers and that transferred to other vessels, and that it was expected that the Titanic would (Special to The Journal.)

New York, April 16.—The latest estimates are that 1432 lives were lost explanation for this action has not when the Titanic sank in the dark of bean forthcoming, the officials at the when the Titanic sank in the dark of bean forthcoming, the officials at the same time admitting they knew the same time admitting they knew the Titanic had foundered several hours before the public announcement was sixty-six persons are known to have made.

Waited for Confirmation,

Company officials attempted to de-fend their action by saying they did until positive confirmation had been re ceived or one of the steamers carrying the survivors had docked. Reports received here today indicated

that the male passengers, millionaire and peasant alike, went to their doom like men. The publication of the list of survivors, now steaming to New York aboard the Carpathia, shows there was no class distinction, the women in the steerage being given the same chance as the wives of the millionaires in the first cabins. The women and One Ray of Hope.

Only one hope remains. It is believed that, from the time she struck to the time she sank, the Titanic drifted more than 30 miles. Possible seems on the Titanic to die. Celebrante Are Stunned.

The announcement received here last night that the Titanic had foundered and that there "probably would be loss of life," brought thousands of persons where relatives of passengers were celebrating their supposed escape from death. When the extra editions were put on the street telling of the catastrophe, the gay parties in the amuse-ment places immediately became silent

and hurried to the steamship offices for

official confirmation. The worst fears were there verified. lin and when he came out of the office he was weeping. He was assisted to an automobile and rushed to his New York

Strans' Secretary at Office.

Sylvester Byrnes, secretary to Isador Straus, the multi-millionaire New York merchant, remained at the New York office all night. He went home at 3:30 this morning, deciaring that Straus and all the other prominent male passengers aboard the Titanic probably had perished.

The officers of the White Star line here today appeared stupefied over the

here today appeared stupefied over the disaster. Vice President Franklin became angered when a New York re-porter openiy charged him with respon-sibility for withhholding the news from the public and with mussling the wire-less stations in order to secure rein-surance on the Titanic and its treas-

Denies News Withheld "That's an absolute lie," he hotly replied, "You who make this charge know that you lie, I would not admit that the Titanic had sunk until I was absolutely sure of the fact. We are doing all we can to learn who ing all we can to learn who was saved and who was lost."

When Franklin was asked why the

company had given out for publication the wireless messages which its offi-cials alleged had come from the wire-less operator on the steamer Olympic, asserting that all the Titanic's passen-gers were safe aboard the Carpathia, he refused to reply. He said he know nothing about the reported rescue of 400 other passengers.

It is believed almost certain today

PORTLAND WOMAN ON TITANIC LITTLE HOPE THAT



Mrs. Frank M. Warren, prominent local society leader, who, it is reported, was rescued from ill-fated ocean liner.

Progressive Candidate for the Space for Fair Report of Cam-Presidency to Tell What He Is Fighting For; Will Laud Bourne; Music.

Robert Marion La Follette will bring the gospel of the fighting progressives to Portland tonight. The man who uses no "weasel words," quoting one of his campaign managers, will tell the people itor of the Oregonian if that paper of Portland what he is fighting for and would give space for a fair account of La Follette is expected to arrive from

Thomas McCusker, La Follette manager is because the jurist's brother married in Oregon, will introduce the senator.

La Follette is expected to say a few words of good cheer for Senator Bourne

In the course of his address Mr. pected him to say nice things of Bourne before this, but it is thought he has been the senatorship, but to praise Bourne for the progressive stand he has taken and to suggest that Oregon will do well o retain him in Washington.

La Follette will discuss the trusts (Continued on Page Four.)

paign Meetings Refused-Gantenbein Asked to State Position on Public Issues.

When George S. Shepnerd, progressive Republican, candidate for representative in congress from Multnomah his campaign meetings, the answer was:
"No, gir! You annoy me very much by coming into this campaign.

Newberg by automobile between 8 and 7 o'clock. This will give him a short time This charge was made by Mr. Shep-berd last night in an address at Seventh for rest before going to the Gipsy herd last night in an address at Seventh Smith auditorium at Eighteenth and and Washington streets to a crowd of Taylor streets, where he will speak at 3 o'clock. A musical program will be Judge C. U. Gantenbein, one of his op-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an support of cer-given between 7 and 8 o'clock while the ponents, is receiving an account of the support of cer-given between 7 and 8 o'clock while the ponents, is receiving an account of the support of cer-given between 7 and 8 o'clock while the ponents, is receiving an account of the support of cer-given between 7 and 8 o'clock while the ponents, is receiving an account of the support of the suppor nearly 500 persons. One reason why Judge C. U. Gantenbein, one of his op-

in his speech tonight. Some of those Shepherd severely criticized Judge Gan-close to the Wisconsin senator have ex- tenbein, who, he said, has been so busy pected him to say nice things of Bourne before this, but it is thought he has been through occupying a judicial office, that he has had no time to study the needs of the people. Judge Gantenbein's needs of the people. Judge Gantenbein's sole, qualification for congress, Mr. Shepherd asserted, was his military that taking care of his private interests record, and, he declared further, that the jurist has lacked the courage to ber came direct from New York this come out and tell where he stands on any public issue. any public issue, Mr. Shepherd's remarks were fre-

(Continued on Page Five.)

KLABER, WARREN AMONG RESCUED

Mrs. F. M. Warren on List of Part Directory of Passengers Col. John Jacob Astor One of Those Saved: Almost Certain Hop Dealer Went Down With Vessel.

FRIENDS, RELATIVES OF PORTLANDERS LOST

More News of Disaster: Portland Passengers.

Fellowing is a list of Portland their relatives, who were on board the ill fated Ti-

Herman Klaber, Highland Court apartments. Probably lost. F. M. Warren Sr., 215 St. Clair Mrs. F. M. Warren Sr. Prob-

ably saved. Mrs. Ellen Becker and three children, sister and nieces of Mrs. Waldo A. Avery Jr., 584 Melinda avenue. No report.

Mrs. Luty D. Parrish and Mrs. William Shelley, mother and sister of James H. Hall, 412 Morrison street. Probably saved. Wife and daughter of James R. Watt, 189 East Fourteenth street, en route to Portland to make their home. No report. W. H. Harbeck and wife. Prob-

ably drowned.
Bert Brady, brother of R. L. Rush, 775 Everett street. Prob-Henry M. Molson, Montreal, Canada, formerly of Portland.

proved cheering to Portland people yesreceived, were shockingly offset by the G. Frauenthal, Miss Margaret Frolicher, dispatches which came later last night Mrs. Jacques Futrelle. and this morning.

apartments, and F. M. Warren Sr., presdent of the Warren Packing company and of the Alaska-Portland Packers' association, who lived at 215 St. Clair

F. M. Warren Jr., who is associated in his father's business, with offices in the Yeon building, received a private telegram this morning from his New York representative, stating that Mrs. Warren, his mother, is among those who were rescued and placed aboard the Carpathia. The press dispatches state that "Mrs. P. M. Warner" was among those saved, and this is believed to be Mrs. Warren. Mr. Warren's private message said also that the name of F. M. Warren of Portland appeared in the list of those saved, in one of the morning newspapers in New York City, but no further confirmation of this has been received locally. | Klaber Probably Drowned.

Besides these actual residents of Portland who have in all probability perished, there were many among those on the Titanic who have relatives in this city, and others whose business and social connections make them more or less known locally.
The information concerning Mr. Kla-

Wolf & Netter, to the effect that Mr. (Continued on Page Four.)

Rescued From Liner Titanie Is Sent by Wireless to New York.

STRENUOUS SENDING WEARS OUT OPERATOR

Many Waiting in Suspense for Interference by Amateurs Hinders Accurate Transmission of Names.

> New York, April 16.-While it is admittedly incorrect, the following partial list of the survivors from the Titanic disaster was the best that could be gotten from the liner Carpathla up to noon today. The Carpathia's wireless operator has been ceaselessly sending names and messages and is nearly worn out, Interference by amateur wireless operators has also hindered the accurate transmission. The survivors, so far as ascertained, follow:
>
> Dr. Washington Dodge, assessor of San Francisco, wife and son; Mrs. John Jacob, Astor and Asto

Jacob Astor and maid, Harry Anderson, Miss E. W. Allen, Mrs. E. W. Appleton, A. S. Barkworth, Mrs. James Baxter, George A. Brayton, Mr. and Mrs. R. T. Breckwith, Carl R. Baehr, Mr. and Mrs. B. H. Bishop, Henry stank, Miss Caroline Bonnell, Mias C. C. Bowen, Mias Elaie Bowerson, Mrs. J. M. Brown, Mrs. J. J. Brown, Miss Bessette, Mrs. William Bucknell, Karl Barrett, E. P. Calderhead, Miss Churchill Car-dell, Mrs. J. W. Cardeza, Thomas Car-deza, Miss Lucila Cartes, Mrs. William E. Cartes, Master William Carter, Howard B. Cass, Mrs. Turrell W. Caven-dish and maid, Mrs. H. F. Chaffee, Mr. and Mrs. N. C. Chambers, Miss Gladys Cherry, Paul Chevro, Mrs. Crosby. W. Daniel, Mrs. Thornton Davidson,

Mrs. De Valiers, Mr. and Mrs. A. A. Dick, Mrs. Fred C. Douglas, Mrs. Walter Douglas. J. F. Flynn, Mrs. Mark, Miss terday afternoon, after the first news and Miss Lucille Fortune, Dr. Henry of the wreck of the Titanic had been and Mrs. Frauenthal, Mr. and Mrs. T.

Mrs. Leonard Gibson. Though the news service coming Goldenberg Miss Ella Goldenberg Sir from the east is still rather uncertain, and Lady Cosmo Duff Gordon, Colonel the press reports and private dispatches received in Portland indicate William Graham, Miss Margaret E. that at least two residents of this city Graham. Mrs. Lee Greenfield, William went down with the ship. They are B. Greenfield, Henry Haraner, Miss Herman Klaber, senior member of the hop buying firm of Klaber, Wolf & Marjorie Newsom, E. C. Ostby, Miss Netter, who lived at the Highland Court Madeline Newell, Miss Marjorie Newell, Mr. and Mrs. George A. Harder, Henry Harper and man servant, Mrs. Henry S. Harper, Henry Hawksford, Mrs. Charles M. Hays and daughter Mar-

(Continued on Page Two.)

TO HOLD REQUIEM MASS IN MEMORY OF TITANIC'S VICTIMS

In response to a telegram from Archbishop Alexander Christie, who is at present in Washington, D. C., attending a meeting of the American archbishops, sol-emn requiem mass will be celebrated at St. Mary's Cathedral, Fifteenth and Davis streets, Thursday morning at 10 o'clock in memory of the victims of the Titantic. Father McDevitt will preach the sermon and the music will be in charge of Professor Frederick W. Goodrich. The mass is to be open to the public and federal, state, county and city officials are to be invited to participate. The priests of the whole city will take part in

Them; Guggenheim, Hays, Millet, Stead, Thayer and Roebling Are Others.

WEALTH REPRESENTED NEAR BILLION DOLLARS

Names of Victims Honeycomb Great Corporations of the Country.

New York, April 16 .- World famous pen were lost in the wreck of the

Titanic. Here are some of them: Colonel John Jacob Astor, manage of the Astor estate in New York city, richest may aboard the Titanic, the man who married Miss Madeline Force last year; lineal descendant of the great rader of the first part of the nineteenth century.

Benjamin Guggenheim, one of the noted family of mining and financia magnates.

C. M. Hays, president of the Grand Trunk rallway system, and one of the great rallway men of the continent. W. T. Stead, famous English author. editor, peace diplomat.
Isidor Straus, multimillionairs New

Colonel Washington Roebling, builder of the Brooklyn bridge, and noted engi-neer. He was president of the John A. Roebling Sons company and many times

charge and company and many an initial and a millionaire.

Charence Moore, spertaman, husband of Mabel Swift, daughter of C. E. Swift, Chicago packer.

Major Archibald Butt, aide to President Taft and former aide to President Recessed.

Roosevelt.
F. D. Millet, the artist of world fame.
G. D. Widener of the Widener-Eikins traction syndicate of Philadelphia, re-puted worth more than \$40,000,000. John B. Thayer, vice president of the Pennsylvania railroad. Thayer Jr., associated

father in business, formerly a great Walter D. Douglas of Minneapolis, millionaire starch manufacturer.
George Floyd Eitemiller, representative of a Cincinnati automobile com-

pany.

Henry B. Harris, theatrical manager,

Descendant of Original Astor.

Colonel John Jacob Astor, wealthiest of the Titanic's passengers, was great-grandson of the original John Jacob Astor. He has been manager of the Astor family estates since 1891, and is reputed to be worth considerably more than \$100,000,000. He was born in 1864, and last year, at the age of 47, married Miss Madeline Force, a young woman still in her teens, Colonsi Astoria in 1897 built the Astoria hotel, adjoining the Waldorf, which had been built by William Waldorf Astor, his cousin, the two constituting the present famous Waldorf-Astoria. He secured his title of colonel the present that the secured was to be a secured to be a s famous Waldorf-Astoria. He secured his title of colonel through holding that office on the staff of Governor Levi P. Morton, and through being in 1898 com-manding lieutenant colonel of the United States Volunteers. He presented it the government for use in the Spanish Amrican war a mountain war battery, said to have cost more than \$100,000. He served in Cuba during the Spanish-American war, and is credited with two or three mechanical inventions. In 1890 he was author of "A Journey to Other Worlds."

Head of Great Grand Trunk. C. M. Hays, president of the Grand Trunk railway, was born in 1856 in Rock Island, Ill., and entered railway service in 1878, as a clerk in the offices of the Atlantic & Pacific. He rose steadily through positions with the Missouri Pacific, Wabash, Chicago & Western Detroit Union Railwad & Sierra souri Pacific, Wabash, Chicago & West-ern, Detroit Union Railroad & Station Co., and other transportation corpera-tions, to become president of the Grand Trunk railway system, January 1, 1816. He married Clara J. Gregg of St. Louis in 1881, and his present address is Montreal, Quebec. Isidor Straus, one of the wealthiest of the passengers, reputed worth more

Isidor Straus, one of the wealthlest of the passengers, reputed worth more than \$40,000,000, was a Jewish merchant, 67 years old, a brother of Nathan and Solomon Straus, both also widely known Jewish merchants of New York. Isidor Straus came to the United States with his parents in 1854, and spent his early business years in Georgia. He was sent abroad in 1863, by the Georgia Export & Import Co., to purchase ships Export & Import Co., to purchase a and supplies for the Confederacy. 1886 he joined his father in forming firm of Straus & Sons, importers pottery and glassware. He was elec-to congress in 1893, and has been pro-linent in tariff work. His office is Broadway and Thirty-fourth street, N

W. T. Staad, editor of the British view of Reviews, was of world of fame as a writer, author and states;

COMPARISON SHOWS HOW TITANIC WOULD APPEAR IF SHE WERE DOCKED IN PORTLAND HARBOR; WOULD EXTEND FROM MORRISON BRIDGE TO FEW FEET SOUTH OF SALMON STREET

