

AN APPEAL TO THE WOMEN OF ENGLAND.

IN MEMORY OF THOSE
WHO WERE TRUE
TILL DEATH.

THE MEN WHO GAVE
UP THEIR LIVES.

"DAILY MAIL" FUND.

The Lord Mayor has opened a Mansion House Fund for the relief of the widows, orphans, and dependent relatives of those—whether crew or passengers—who have lost their lives by the sinking of the Titanic.

The *Daily Mail* makes a special appeal to the women of England in the same cause, which must touch every woman's heart with pity and love.

We appeal to our women readers on behalf of the fatherless children and widows and necessitous dependents of the men who perished with such sublime courage and such self-sacrificing devotion in that great disaster.

We know that of 2,200 souls on board only 705 have been rescued in the boats which were picked up after the disaster. We know that these boats contained mainly women and children and that very few men were saved. We know from this fact that perfect order and discipline were maintained in the doomed vessel to the end, and that more than a thousand men remained on board to die.

We know of partings for ever between husband and wife—some but newly married—that must have doubled the anguish of death. There is no story of more splendid self-sacrifice in the cause of the weak. It will stand imperishable in our national annals, the conduct of these men who were true till death, with a "self-denial that stood ready and aloof on the wreck and saw others take the seats in the boats," accepting an immediate and terrible fate for themselves.

"There is a heritage of heroic example and noble obligation, not reckoned in the wealth of nations, yet essential to a nation's life." This episode is already part of that great heritage, stirring, as it does, our deepest pride of race. Yet it was tragic indeed if the families of the gallant men who displayed such an entire disregard of self in the last action of their lives should have added to their burden of sorrow for the loved whom they have lost the sting of poverty and want. In home after home in England this disaster has brought not merely the shadow of overwhelming grief but also the pressure of pecuniary anxiety. Here is a widow left with three little children by "her man," who died the Titanic's furnace. There is a "poor old man with four sons on board." To make provision for these victims is not merely an obligation but also an honour.

As the men who died gave up their lives that women might be saved, we ask the women among our readers to send us contributions in aid of the families of the dead, as a means of testifying their admiration for conduct of such splendour, and we open the list with a donation of £500 from *The Daily Mail*. The sum needed should be forthcoming without delay. We shall gladly accept the smallest amounts, though never was there a nobler field for Christian charity than this. The donations received by *The Daily Mail* will be handed by us to the Lord Mayor, to be added to the Mansion House Fund for use in meeting distress and in placing the kindred of the men who perished at the command of duty above want.

We publish the appeal of the Lord Mayor for subscriptions, and we earnestly commend the claims of the Mansion House Fund to the men among our readers. We hope that from them there will be an immediate and abundant response in the cause of those who gave up everything and life itself for the sake of others. The dead have set a deathless example. For us it remains in our humble way, and by such minor self-sacrifice as is called for here, to follow that example and to do our duty to-day. Never should England forget such men or allow an opportunity of honouring them to pass.

WHERE TO SEND MONEY.

All cheques, postal orders, and other remittances should be addressed to

THE CHIEF CLERK,
"The Daily Mail,"
Carmelite House, E.C.,
and marked "Women's Fund."

THE CARPATHIA'S RETURN.

The Carpathia is a 14-knot ship, and at noon yesterday she was calculated to be 500 miles from New York. She will be within easy wireless signalling distance of the American stations all to-day. At noon she should be 40 miles east of Nantucket and about 188 miles from New York.

Ships do not usually proceed to their berths in New York except in daylight, owing to the Customs regulations. But in this case the Government has issued special instructions for the formalities to be waived, so that the Carpathia may be berthed in the small hours of to-morrow morning.

TO THE WOMEN OF ENGLAND.

Women of England! Mothers and daughters of England's sons,
Are you proud, in the hour of mourning, of the glory so dearly bought?
Proud of the simple heroes who died for the helpless ones,
Calm in the hour of danger, counting their lives as naught?

These, though they made no bargain, have left you a debt to pay,
A debt of duty and honour to those that they leave behind,
The care of the stricken and lonely, who else might fall by the way,
And it shall be yours to welcome the trust that is here assigned.

Be sure that the bitterest anguish that those who have perished knew
Was the thought of the widow and orphan alone in a distant land;
But in that dark hour of their trial, O! doubt not they looked to you,
Mothers and daughters of England, to stretch forth a loving hand!

TOUCHSTONE.

QUEEN ALEXANDRA.

"ALL SUCCESS TO
THE FUND."

To the Editor of "The Daily Mail,"
SANDRINGHAM, Wednesday.

Her Majesty Queen Alexandra has every sympathy with and wishes all success to the fund which is being raised to relieve the distress among the relatives of those who lost their lives in the appalling accident to the Titanic.

(Signed) JOHN WARD, Esq.,
PRINCESS HENRY OF BATTENBERG.

We have also received the following telegram from Princess Henry of Battenberg:—

Your appeal to the women of Britain on behalf of sufferers from this terrible calamity has my most heartfelt sympathy.
BEATRICE,
PRINCESS HENRY OF BATTENBERG.

THE WOMEN'S FUND.

We have received the following contributions:—

<i>The Daily Mail</i>	£500 0 0
Mrs. E. McKay Edgar	500 0 0
Mrs. Alfred G. Vanderbilt	210 0 0
Lady Decies	25 0 0
Lady Barrymore	20 0 0
Lady Sackville	10 10 0
Madame de Dominguez (wife of the Argentine Minister)	10 0 0
Mrs. Leopold Albu	10 0 0
Mrs. George Cornwallis West	10 0 0
D. G. R. M.	3 3 0

We received last night the following telegrams, with subscriptions:—

MRS. LEOPOLD ALBU.
Will send ten pounds.
ADELAIDE ALBU.
MRS. GEORGE CORNWALLIS WEST.
Entirely sympathetic with movement.
Will be pleased to subscribe £10.
J. CORNWALLIS WEST.

MME. DE DOMINGUEZ.
Am sending cheque £10 for *Daily Mail's* special appeal on behalf Titanic sufferers.
MME. DE DOMINGUEZ.

LADY SACKVILLE.
Put my name down for ten guineas, please.
VICTORIA SACKVILLE.

LADY DECIES.
Gladly subscribe £25 towards fund Titanic.
LADY BARRYMORE.
Please put me down for £20.
ELIZABETH BARRYMORE.

LORD MAYOR'S LETTER.

APPEAL TO THE PRESS.

To the Editor of "The Daily Mail,"

Sir,—I desire, by your courtesy, to intimate that I have to-day opened a fund at the Mansion House for the immediate aid and permanent relief of the widows, orphans, and dependent relatives of those—whether they be crew or passengers—who have lost their lives in this great national calamity and to invite the ever-generous assistance of the benevolent public in attempting to relieve, in some degree, the distress which has been occasioned in many hundreds of families by a disaster fortunately unparalleled in the history of ocean navigation.

In taking this step, I feel sure that I am promptly responding to the wishes of those who urge that the keen sympathy universally and unstintingly entertained for those who have thus suddenly been plunged into misery and distress should assume some practical shape for the future advantage of the bereaved families.

Of the real extent of the calamity it is too soon to expect reliable details. Some time must necessarily elapse before information can be obtained as to the number of those lost and their wives and families and their circumstances, but sufficient is known to make it evident that a very large sum will be required adequately to provide for those in distress apart from their claims under the Workmen's Compensation Act.

In raising a Mansion House Fund I am assured of the hearty and active co-operation of the Mayor of Southampton, to whose town the great bulk of the crew and their families belonged, and of others who are raising subscriptions, and I should especially welcome the assistance of the London and provincial Press in making known the existence of the fund and, if possible, in collecting, acknowledging, and remitting donations in response to this appeal.

Donations may be sent to the Mansion House or to the Bank of England, where an account, "The Titanic Disaster Fund," has been opened.

I am, Sir,

Your obedient servant,
THOS. BOON CROSBY,
Lord Mayor,
The Mansion House,
April 17, 1912.

TORONTO FUND.

Toronto, Wednesday.
The Toronto City Council has decided to grant £1,000 in aid of the families of the crew of the Titanic. The Toronto Advertiser Club started a public subscription for the same purpose at a dinner, and £81 was collected on the spot.—Reuter.

ROYAL GIFTS.

500 GUINEAS FROM
THE KING.

DONATIONS BY THE QUEEN
& QUEEN ALEXANDRA.

The following telegrams announcing the royal gifts were received by the Lord Mayor last night:—

YORK COTTAGE,
SANDRINGHAM.
I am commanded to inform your lordship that the King subscribes 500 guineas and the Queen 250 guineas to the Mansion House Fund for the relief of those who are in need through the awful shipwreck of the Titanic.

WM. CARRINGTON, Keeper of the Privy Purse.
Queen Alexandra's message was:—
SANDRINGHAM.
Queen Alexandra will give £200 towards the fund which your lordship has opened for the relief of the relatives of those who lost their lives in the disaster to the Titanic.

COL. STREATHFIELD.

FIRST DONATIONS.

MANSION HOUSE FUND.

The following were the first contributions to the Mansion House Fund last night:—

THE KING	£525 0 0
THE QUEEN	250 0 0
Queen Alexandra	200 0 0
The Shipping Federation	2,100 0 0
Morgan, Grenfell, and Co.	2,000 0 0
Mr. Edward C. Grenfell	1,000 0 0
Messrs. Speyer Bros.	1,050 0 0
Messrs. N. M. Rothschild and Sons	525 0 0
Messrs. Baring Brothers and Co.	500 0 0
Messrs. J. Lyons and Co.	105 0 0
Dr. Jaeger's Sanitary Woolen Co.	52 10 0

THE KING AND MR. TAFT.

EXCHANGE OF MESSAGES.

The King has sent the following telegram to the President of the United States:—

The Queen and I are anxious to assure you and the American nation of the great sorrow which we experience at the terrible loss of life that has occurred among the American citizens and my own subjects by the foundering of the Titanic.

Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortune which affects the one must necessarily affect the other, and on the present heartrending occasion they are both equally sufferers.
GEORGE R.I.

PRESIDENT TAFT'S REPLY.

New York, Wednesday.
President Taft in the course of a message which he has forwarded to the King, says:—

"In the presence of the appalling disaster to the Titanic, people of our two countries are brought into a community of grief through their common bereavement. The American people share in the sorrow of their King's beyond the sea, and on behalf of my countrymen I thank you for your sympathetic message."

RELIEF BY NEW YORK WOMEN.

A committee of thirteen prominent New York women has been formed to take care of the surviving steerage passengers of the Titanic on their arrival there.

LONDON OPERA BENEFIT.

Mr. Oscar Hammerstein has placed the London Opera House at the disposal of the Lord Mayor for a performance to benefit the relief fund. The Lord Mayor has accepted the offer.

HOMES FOR THE ORPHANS.

The Orphan Working School and Alexandra Orphanage, London, has offered to receive twenty children who have lost their fathers by the disaster. The Spurgeon Orphanage, Stockwell, has offered to receive twelve fatherless girls.

NEW YORK MAYORAL FUND.

New York, Wednesday.
Mr. Gaynor, Mayor of New York, has received a telegram from the Lord Mayor of London informing him that a Mansion House Relief Fund has been opened, and that Mr. Gaynor's sympathy would be warmly welcomed. Mr. Gaynor has replied, "The relief fund has our hearty sympathy. I will open one here."—Reuter.

THE FRENCH PRESIDENT.

Paris, Wednesday.
President Fallières has sent the following telegram to King George and to President Taft:—

To His Majesty George V., King of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, Emperor of India, London.

I am anxious to express personally to your Majesty the profound grief with which I learned of the horrible Titanic disaster, and I beg you to accept my most heartfelt and sincere condolences.

A. FALLIERES.
To His Excellency Mr. Taft, President of the United States of America, Washington.

It was with profound affliction that I learned of the terrible Titanic catastrophe which plunges so many American families into mourning, and I am anxious to address to you my most sincere condolences. I beg to assure your Excellency that I share your anxiety regarding the fate of your aide-de-camp and friend, Major Butt.
A. FALLIERES.
—Reuter.

CARPATHIA'S MESSAGE.

ONLY 705 SURVIVORS.

DUE IN NEW YORK
TO-NIGHT.

363 NAMES OF SAVED.

1,653 MISSING.

The following cablegram was received by the White Star Line at Liverpool last night from their New York office:—

Carpathia now in communication with Siasconset. Reports 705 survivors aboard.

The Carpathia is expected by the Cunard officials to reach New York between eight o'clock and midnight to-night (1 a.m. and 5 a.m. to-morrow morning by English time).

The fast American cruiser Chester, which was sent to meet the Carpathia, has transmitted by wireless to Washington the following message:—

The Carpathia states that the list of the first and second class passengers and crew has been sent to shore. The Chester will relay list third-class passengers when convenient to Carpathia.

This is taken to mean that the list telegraphed from the Carpathia to the station at Cape Race through the Olympic and published in yesterday's issue contained the names of all the first and second class passengers saved.

The number of survivors in the Carpathia was officially stated by the White Star offices in New York on Tuesday to be 368. A wireless message from Mr. Winfield Thompson, a passenger in the Franconia, which has been in touch with the Carpathia, has received by the Cunard Line in New York yesterday, and stated that the Carpathia has only 705 survivors on board, and this is confirmed by the message printed above.

No hope is left of any survivors being on board other liners than the Carpathia. There is just a possibility that one or two castaways may have been picked up by fishing boats near the scene of the wreck.

The position is as follows:

Survivors' names received	363
Names to come	342
Number of persons on board	2,358
Number missing	1,653

Incomplete totals of the men, women, and children saved are:

Men	79
Women	233
Children	16

The list of survivors, compiled and received from all the information that has reached London, appears on Page 8.

New names received yesterday included those of five officers, who were probably in charge of the boats, as follows:

C. H. Lightoller, second officer.
H. J. Pitman, third officer.
J. S. Foxhall, fourth officer.
H. F. Lowe, fifth officer.
H. S. Bride, second Marconi operator.
"and six officers" (? the sixth officer, Mr. J. P. Moody).

The Marconi Company have received the following message from Captain Haddock, of the Olympic, via the Celtic and the Cape Race station:—

Please allow rumours that the Virginian has any passengers from the Titanic. The Virginian has none either. I believe the only survivors are on board the Carpathia.

ANGER IN NEW YORK.

"FALSE NEWS" AND "DOLLARS AND LIFEBOATS."

From Our Own Correspondent.

New York, Wednesday.
The Olympic finished sending to the Marconi station at Cape Race the list of survivors at 2.15 this morning. She remained in wireless communication with the station for another hour, without offering any more names, and then signalled "Daylight has come." Shortly after she passed beyond the range of the wireless instruments.

The fast cruiser Salem is hurrying toward the Carpathia at the rate of 24 knots, and it is hoped that during to-night she will be in a position to report the full list of survivors.

Meanwhile, comment on the secrecy that was observed regarding the disaster on Monday is assuming an acrid character. The Associated Press has been asked if it can discover the origin of the false reports circulated throughout Monday to the effect that the Titanic was afloat at eight o'clock in the morning, that three vessels were standing by the disabled liner, and so forth. The manager, Mr. Melville Stone, has replied that all the reports issued by the Associated Press under its own authority were correct, but that statements given out from other sources acquired an importance too great to be ignored, and that consequently they were given with all due reserve as being rumours circulating in Halifax, Boston, and other places.

It is suggested that many of the false rumours originated with amateur wireless stations, which have become a pest to seafaring men on this side of the Atlantic. The Marconi stations, however, state that their apparatus was not interfered with by the amateur wireless brigade.

On referring to Monday evening's newspapers, I find the following recorded:—
"At eleven o'clock this morning Vice-President Franklin said at the White Star offices that he had received the following version of the Montreal despatch:—
"Titanic slowly proceeding for Halifax under own steam."

Shortly before noon the following wireless despatch was received from Captain Haddock, of the Olympic:—
"Parisian and Carpathia are in attendance on Titanic. Carpathia has already taken off twenty boatloads of passengers. Baltic is approaching, Olympic 230 miles away."

Mr. Franklin, in making public his message from the Olympic, declared that the Titanic would be safely towed to port and the passengers would be landed at Halifax. At one o'clock in the afternoon

the White Star officials received the following bulletin from Boston:—
"Allan Line, Montreal, by telephone confirms report that Virginian, Carpathia, and Parisian are in attendance. Mitchell, White Star agent at Montreal, telegraphs he is not responsible for report credited to his office that Titanic is sunk. So far as he knew, Titanic is still afloat and making for Halifax under own steam."

DELAY OF FATAL MESSAGE.

The mystery seems all the more inexplicable in view of the following wireless from Mr. Loudon Charlton, a passenger in the Olympic, dated yesterday, to the Associated Press:—
"Olympic received the news at midnight on Sunday that Titanic had struck ice. She started immediately for the scene, but resumed her course eastward at five o'clock in the morning, hearing that the Titanic had sunk at 2 a.m. The only details known are that 670 persons were saved, mostly women and children. All the crew, except those manning the boats, are believed to have been lost."

What people here are asking is why, if the Olympic knew of the sinking of the Titanic at 5 a.m., she was unable to add to her message, received shortly before noon, the fact that the Titanic had sunk? According to Mr. Franklin, the message from Captain Haddock, of the Olympic, telling of the awful calamity, reached him (Mr. Franklin) about 7 p.m. on Monday (New York time). Before that hour he had no idea that the Titanic had sunk.

The information contained in Captain Haddock's despatch I sent to *The Daily Mail* before eight o'clock, but a long time elapsed before Mr. Franklin issued it to the reporters waiting at his office.

Mr. Marconi this afternoon displayed considerable irritation when questioned concerning the reports circulated on Monday that the Titanic was being towed slowly into port.

"Good gracious," said Mr. Marconi, "has not wireless done enough in this instance to free it from complaints? If you can prove that one of our operators either sent or gave out that message I will take off my hat to you. This sort of thing happened before there was any wireless. Look at the confused and false reports which were circulated at the time of the Spanish War."

Mr. Marconi to-day made the proposal to the Government that as the Carpathia nears port all the Government wireless stations north of Norfolk, Virginia, shall stop sending messages for the time being, so as not to interfere with the wireless lanes.

LIFEBOATS AND DOLLARS.

The feeling aroused by the disaster has already found expression in Congress in the form of a Bill, introduced by Representative Hardwick, making it unlawful for any ship or other vessel engaged in ocean commerce to enter or clear any port in the United States unless she is equipped with sufficient lifeboats, life preservers, or other apparatus to accommodate as many passengers as the ship can carry.

The Bill was referred to a committee of the Merchant Marine and Fisheries, whose chairman, Mr. Alexander, declared: "If it is officially determined that the Titanic was not supplied with the necessary life-saving apparatus, we shall undoubtedly act. The trouble evidently is that the lifeboats take up too much room aboard the ship, and the steamship lines are chasing the 'almighty dollar.'"

The same view was expressed by an officer of one of the steamship lines, who attributed the lack of sufficient lifeboats to the conviction of the owners that the liners are unsinkable. He added, "The rivalry between the lines in their attempts to provide new vessels with features attracting the public attention has caused the deckroom, that should have been filled with life-rafts, to be used for extra smoking-rooms, rackets, tennis courts, 'sun parlours,' and the like."

"NEEDLESS KILLING."

The campaign against the regulations which permitted the Titanic to be insufficiently provided with lifeboats is led by Mr. Hearst's newspapers, which display under huge headlines a leading article entitled "Needless Killing on the High Seas." "Lifeboats," the article says, "of sufficient quantity could have saved every human being on board the doomed ship. The victims of that shameful crime of negligence and indifference, they were the victims of homicide. Through carelessness the Titanic was sent to sea with lifeboats only sufficient to rescue one-third of those on board. Had the number of passengers been greater, as it would have been at any other season, the loss of life must have been greater in proportion."

"Among the women and children saved is to be seen the name of Mr. Bruce Ismay, managing director of the line. He and his fellow officials knew that if their liners sank, as this great liner sank, the loss of life must be enormous. They took the chances, they gambled in human life, and the fearful death roll is the consequence. The case is made no better, but worse, by the fact that what the White Star Line does other lines do to a greater or less extent. There should be heavy damages for the survivors."

"In future the equipment of steamers with life-saving apparatus should not be left to the regulations of the English authorities, as it has been in the past. It is best for the United States to protect its own citizens at sea. This country has the power to force upon every steamship company every necessary precaution."

Other critics point out that under the British regulations there is ample protection for sailors on board small-sized ships, but none, in the case of such a catastrophe as Monday's, for those on board the biggest ships.

The steamship owners bitterly resent the comments attributing to them the blame for the loss of life. They refuse to accept any guilty responsibility.
"Don't blame us for this disaster," exclaimed an officer of one of the biggest Transatlantic companies. "Don't blame us. Blame yourselves and all those who demand fast voyages, tennis courts, Roman baths, and 'solariums.' We should not hesitate to place lifeboats on the decks of our vessels, but they would encroach on the luxuries, which are apparently more desired than safety."

THE WIDOWS IN THE BY-STREETS.

SCENES OF ANGUISH AT
SOUTHAMPTON.

A MOTHER'S DEATH.

FROM OUR SPECIAL CORRESPONDENT.

SOUTHAMPTON, Wednesday.
Passing through the stricken streets of Southampton this afternoon I chanced upon a neat little woman standing at her tiny front garden gate in York-street, and she told me of many neighbours and friends whose menfolk had gone down in the Titanic.

York-street is in the centre of Northam, which provided nearly all the trimmers and firemen of the lost liner, and as the little woman talked she nodded sympathetically to wives who had suddenly found themselves widows.

"No," my man was not in the Titanic," she said, "he is in the Olympic, thank God. But Mrs. May, the woman standing at her door across the way there, she has lost her husband and eldest son. The husband was a cook for firemen. Arthur, the son, was only married a year ago, and his wife had a baby six weeks ago."

"There she is, young Mrs. May, the one with the motor hat. She has the baby in a 'pram.' Poor thing, she looks like a ghost."

"Then there's Mrs. Allen. She lives round the corner. She has lost her husband, and she was so fond of him. 'There was no one like George,' she used to say."

"That young girl in black, the one on this side, is Mrs. Barnes. She has lost her brother. The woman going into the shop is Mrs. Josling. She has lost a son; and Mrs. Prescott of Prince-street, a widow, has lost a son, too."

"There's a woman in Berwick-street who gave birth to twins a fortnight ago, and she died from shock when she heard of her husband's death. There are fifteen families who have lost a father or a son in this street, but Mrs. May's case is the worst."

TRAGEDY OF THE BABIES.

Crossing the road, I had a talk with the elder Mrs. May, a slight, pale woman with dark, sorrowful eyes. She asked eagerly for news, but when I had none to give, she sighed and the corner of her apron went to her eyes.

"Yes, it's true," she said in a weary voice, "husband and son have gone and left eleven of us. It was the first time that Arthur and his father had been at sea together, and it would not have happened if Arthur had not been out of work owing to the coal strike. He tried to get a job ashore but failed, and as he had his wife and baby to keep he signed on in the Titanic as a fireman. His father should not have been on the Titanic but a bad leg stopped him from going in his own ship the Britannia. Now they are gone and there are eleven of us. The eldest boy, nineteen, makes a few shillings a week by odd jobs, and my youngest baby is six months old."

The same stories of bereavement were told in Bond-street, William-street, Prince-street, and Berwick-street. Mrs. Gear, of 17, Bond-street, was married a year ago yesterday. "There are men and babies."

Northam, who will never remember their fathers, and there are many

"Why They were Not Supplied." Daily Mail, 18 Apr. 1912, p. 7. Daily Mail Historical Archive, link.gale.com/apps/doc/EE1862726102/DMHA?u=blibrary&sid=bookmark-DMHA. Accessed 22 Sept. 2026.