

WEeping CROWDS BESIEGE THE SHIP OFFICES

FRANTIC CROWDS SEEK NEWS OF SURVIVORS AT WHITE STAR'S OFFICES

Long Line of Friends and Relatives of Titanic's Passengers in Scenes of Grief as List of Those Saved Is Reviewed.

In a city hushed by the news of a dire sea tragedy of unparalleled proportions, the offices of the White Star line at No. 9 Broadway became the focal point in the metropolis to-day for the expression of woe and despair. Multitudes of pallid men and women with swollen eyes that had been wrung of their tears, with hearts that now beat high with hope and then ceased and barely fluttered as fear gripped them, thronged the lobbies and corridors of the great steamship offices, ever coming and going, listening when they dared not ask for word of the safety of kin or friends and now and then breaking out with hysterical inquiries.

As the morning advanced the offices became jammed and the crowds overflowed into the street, soon filling the narrow area of Bowling Green Park with a pressing throng. A dozen patrolmen and four mounted men gently performed their duty of striving to keep the ever increasing hosts in order and those who had gained admission to the offices on the move, so that they who pressed behind might hear the meagre bulletins being issued.

William Vincent Astor was one of the many visitors who hung about the White Star offices yesterday and refused to depart with the meagre assurances of the safety of all the passengers that had been offered. While others turned away with glad confidence in their breasts, the boy born to unnumbered millions hovered about insisting for some definite knowledge, and as none came he at last returned to his automobile with anguish in his eyes and tears upon his cheek.

At midnight he got the alarming news that the Titanic had gone down, and from then on he rushed about in the frantic quest of news, pleading to his friends to assist him and never getting out of touch with the telephone in the Astor mansion at No. 840 Fifth avenue.

The boy was still sitting in the great silent house this morning when an official of the White Star Line called and notified him that Mrs. John Jacob Astor and her maid had been saved.

"But what of father?" shrieked the boy through the phone and made no effort to choke back his sobs when the faltering reply came that no word had been received of the fate of Col. Astor.

Grief such as this boy's visited hundreds of homes during the night and early morning hours, as was brought down into the public gaze at the White Star offices by men, women and children of every rank and station. Mothers, fathers, wives, sons and daughters poured through the entrances of the offices singly and in groups, faltering, rushing or staggering as their emotions controlled them.

Herbert Strauss, who called on Vice-President Franklin to learn the latest regarding Isidor Strauss' fate, was given little encouragement.

"We have no news," said Franklin, "and we are forced to believe all the rescued are on the Carpathia. We are not even certain that the list of survivors we have received is wholly accurate."

SEEK BRIDAL COUPLES IN VAIN.

The parents of a dozen bridal couples who had sailed from the other side of the hapless greatest of ships were among the most frantic of those who packed lower Broadway in a great, silent concourse by afternoon. Every hour brought hundreds more, and it was soon necessary to call an extra force of policemen to keep the thoroughfare clear for the passage of trolley cars. Wherever one stopped in the throng he feared sobs or suppressed excitement, and that entire teeming district seemed to take on the hush that was in the hearts of the bereaved or of those who feared bereavement and had lost all hope.

Mrs. Parquarson, mother of Mrs. D. W. Marvin, a bride, met the parents of her son-in-law at the information desk. The mother had just learned that her daughter was saved, but that her son-in-law was lost. As she turned she saw the mother of the boy, pressing her way forward for news, followed by her husband.

"My boy! my boy!" sobbed the mother of young Marvin, as she read the other's face, and the two women fell in each other's arms and gave way to unrestrained grief.

The force of clerks in the offices bore the appearance of spectres of gloom. Their faces were haggard from lack of sleep and ceaseless tolling answering innumerable frantically worded questions. The telephones of the offices had never ceased ringing for twenty-four hours. For every phone there were a dozen inquirers waiting, many of them calling from distant points who had spent hours in a vain effort to get in touch with the line.

ALL EQUAL IN THEIR GRIEF.

As the pack of silent weeping people grew solidly in lower Broadway there was no room for the constant procession of automobiles and taxicabs. Magnificently gowned women mingled in the little park with women in shawls and shabby bonnets, and for the moment all were equal in their grief.

For the relatives and friends of steerage passengers there was absolutely no news. The company had no list of their third class passengers, and no word was coming by wireless with the names of any third class passengers among the survivors.

Side by side with a big woman in blue velvet and many flashing jewels Magistrate Robert C. Cornell pressed his way into the offices again this morning for some word of the fate of his wife and her two sisters, Mrs. E. D. Appleton of Bay Side and Mrs. J. Murray Brown of Boston.

The Magistrate had almost gained the counter where the clerks were handling the lists of survivors when the big woman in blue fainted in his arms. She was revived quickly and told hysterically that she was a Mrs. Weir and that her husband had sailed from Southampton on the Titanic. Magistrate Cornell inquired for her first, and when there was no news for her she fainted again and was borne out to her waiting automobile by a policeman.

MRS. CORNELL MAY BE LOST.

Nor was there any good news for Magistrate Cornell concerning the fate of his wife. His face went ghastly white when a clerk told him that he had the names of Mrs. Appleton and Mrs. Brown on the survivors' list, but not the name of Mrs. Cornell.

"I can't understand it," he choked out. "They were all in the same stateroom when the crash came. They had only been aboard a week, crossing just to attend the funeral of their sister, Lady Drummond."

A pale little man who had bitten his lips so that the blood ran down his chin struggled through the throng to ask about the fate of his brother, D. W. Marvin of Brooklyn, who was on his honeymoon with his bride. The newly wed Marvins had gone abroad with another newly wed Brooklyn pair, Mr. and Mrs. George Harden. Both were winding up their honeymoon coming home on the Titanic.

As the clerk swept his eyes down the list he picked out the names of both Mr. and Mrs. Harden and also the name of Mrs. Marvin. But Marvin's name was not on the list. At this news the pale little man lifted his arms above his head, uttered a sharp cry and hurried out into the street.

Another man who could not control his emotion was Charles Gosham of New Dorp, S. I. His brother Thomas and his cousin, Walter Harris, both Englewood, had sailed on the Titanic, and their names were not on the survivors' list.

Nathan Vliaver, a lawyer, of No. 116 Nassau street, had paced up and down the pavement in front of the White Star offices all night long, waiting for news of the fate of his sister, Mrs. Washington Dodge, wife of the City

Some of the Prominent Women Passengers Believed to Have Been Saved From the Titanic



Assessor of San Francisco, her husband and her four-year-old son. This morning he was informed that his sister's name and the name of his nephew were in the list of survivors, but there was no mention of Mr. Dodge.

Another man with an ashen face and strained, protruding eyes, who kept struggling in and out of the throng and asking questions in tones of despair, was Henry E. Sprague, a lawyer, of No. 30 Broad street, whose sister, Miss E. H. Eustis, was a passenger not named on the list of survivors made up to date.

Mrs. Benjamin Guggenheim, wife of the smelter millionaire, became hysterical and created a scene when she was informed that her husband's name had not yet appeared on the list of survivors.

The half-crazed woman entered the offices with her brother-in-law, Daniel Guggenheim, and Mr. and Mrs. De Witt J. Sellsman. Daniel Guggenheim went to the counter to inquire of the clerk who had the list. When the clerk shook his head Mrs. Guggenheim uttered a shriek that could be heard out on the street.

MRS. GUGGENHEIM BREAKS UNDER GRIEF.

"You must do something," she cried. "It is a crime—a shame. The Virginians should have done something; and where is the Olympic? Oh, my God, it is awful! Why weren't there life boats enough?"

Tears were pouring down her cheeks and her bosom shook with sobs. When she became a little calmer she demanded to see Vice-President Franklin of the line and when informed that he could not see her she became even more hysterical. At last Daniel Guggenheim had to take her in one of the inner offices, where an effort was made to soothe her.

Two seeping women who would not give their names rushed into the offices to inquire for word of Jonathan Reaching, a director of the Holland-America line, who had been aboard the Titanic. They were informed that Mr. Reaching's name was not on the list and it was all they could do to support one another out to their waiting automobiles.

A Mrs. Budd of Newark when informed that her sister, Mrs. H. E. Stengel of Newark, had been saved was so overcome by the good news that she pitched forward into a swoon as she was descending the steps to Broadway. She was supported to her cab and driven away.

Vice-President Franklin looked himself in his office at 10:45 o'clock and sent out word that he could see no one.

Telegrams of inquiry were received at the White Star offices this morning from President Taft and many other Government officials. The President was particularly anxious to get news of Major Archibald Butt. There were many cablegrams from all over the world, a flood of messages from London asking for word of the fate of Sir and Lady Compton Duff-Gordon, whose names appear on the survivors' roster.

The office space generally occupied by those seeking first-class passage was crowded with anxious inquiries and there were many sorrowful incidents.

A Catholic priest questioned an official as to the safety of Miss Cherry, a passenger on the Titanic. He went away much relieved that her name was on the list of those saved.

E. J. Berwind, the millionaire coal operator and a director in the International Mercantile Marine Co., which controls the White Star Line, paid a visit to the company's office early this morning. He was greatly affected.

"We can only hope for the best," he said. He declared that he had received word that the Carpathia had on board more than eight hundred of the survivors. He said this message came from Cape Race. He would not believe yet, he said, that there had been such a terrible loss of life as reported. Until some news is received from the Virginian and the Parthian, he said, he had confidence that many more passengers were saved.

JOY FOR FRAUENFELD FAMILY.

One of the earliest to reach the White Star offices after daybreak this morning was Edward Frauenfeld of No. 73 Lexington avenue, a retired business man, whose two brothers and their wives were passengers on the Titanic. Mr. Frauenfeld staggered into the steamship company's office, and was so shaken with emotion that it was several minutes before he could regain sufficient composure to put his questions.

When the lists of those saved were read, and the names of the two brothers, T. G. Frauenfeld, a lawyer, and Hyman W., a well known New York physician, and their wives were found, Edward Frauenfeld was so excited that he tore the lists from the clerk's hands in order to see for himself. When he had verified with his own eyes the statement of the clerk he staggered to a telephone supported by one of the attaches of the office and then sent a message to his wife, Mrs. Rose Frauenfeld.

All that the excited man could think to cry over the phone was: "They are saved; they are saved! Praise God!"

With Mr. Byrnes, Secretary of Isidor Strauss, during his long fruitless vigil, was E. J. Steinhilber, a millionaire silk manufacturer, of No. 11 West Sixty-sixth street, whose brother, Max Steinhilber, a wealthy Saks manufacturer, his wife and daughter Margaret were passengers on the Titanic. The name of the daughter has appeared on the survivors' list, but not the names of the parents.

William H. Force, father of Mrs. Astor, was awake throughout the night, and made many inquiries concerning his daughter. When finally her name appeared in the list telegraphed from Cape Race Mr. Force expressed his joy in extravagant terms.

Benjamin Haran and his wife, Anna, of No. 440 West Fifty-fifth street, excited the sympathy of all who heard their lamentations. Mrs. Haran's mother was bound for America on the Titanic on her first ocean trip, her first long trip of any kind, in fact. She was coming to take up her home with her daughter, and the Harans had prepared a little home for the aged woman. Mrs. Haran refused to be comforted, and the husband was finally forced to carry her from the building as no word came of the old mother being saved.

H. P. Watson, a civil engineer, of Buffalo, arrived here from Buffalo this morning and hurried to the White Star line's office to inquire about two friends, Mr. and Mrs. Edwin E. Kimberly, passengers on the Titanic. He was assured that their names were on the list of those saved.

Solomon, Robert and Daniel Guggenheim, brothers of Benjamin Guggenheim, took turns all day long visiting the White Star offices in the hope of getting some news of their kinsman. After her first visit Mrs. Guggenheim returned to her home, where it was said she was completely prostrated.

ENGINEERS ARE AMAZED AT THE LOSS OF THE TITANIC

Many expert naval architects and engineers interviewed to-day by The Evening World agree that the Titanic could successfully have withstood an ordinary collision, such as running into another ship or hitting a derelict. It took an iceberg, they say, of mountainous proportions to wreck the Titanic. It doesn't seem probable, several builders pointed out, that a bow collision could have caused the boat to founder within four hours. No matter how serious the damage, the experts say, the Titanic should have been able to keep above water for three or four days.

A prevailing opinion is that the Titanic, either in the dark or in an effort to go around the iceberg, ran over a "growler" or hidden foe of ice, and that her entire bottom from the bow to the engine room was ripped open. The sudden cessation of the wireless on the Titanic supports this theory.

Henry J. Galloway, a naval architect, of No. 120 Broadway, said:

"I don't want to give an opinion as to the cause of the sinking of the Titanic until I have heard the details. It seems reasonable to believe that the bulkheads and water-tight compartments should have kept the boat afloat indefinitely. I don't think, however, that the immense size of the Titanic had anything to do with her foundering."

Theodore Wells, a naval engineer and architect, of No. 22 Broadway, agreed with Mr. Galloway that the structural plans of the Titanic were perfect.

"The Titanic must have sustained a terrible blow to have sunk as quickly as she did," said Mr. Wells. "The White Star people, after their experience with the Republic, took great care when they built the Titanic, to have the bulkheads and water-tight compartments perfect. In this case the Titanic's bulkheads from the collision bulkhead back to the engine room must have been crushed. It is probable that so many of the bulkheads were damaged and so much water was shipped that there were not enough remaining water-tight compartments to keep the huge ship afloat."

"That the Titanic sank in four hours is positive proof to all naval men that her injuries must have been terrible."

"It is probable that, being a new boat and anxious to make good time on her first voyage, she was going at full speed when the accident occurred. It was night, and I presume that the iceberg was not seen until it was too late to reverse her engines. The momentum of a large boat like the Titanic is tremendous."

"As to the lowering of the lifeboats, a new crew on a new vessel have some difficulty in becoming familiar with the boat. That is not their fault nor the company's fault; it is simply the force of circumstances."

EXTENT OF SEA TRAGEDY STAGGERS GOV. DIX.

ALBANY, N. Y., April 15.—"I am expressly shocked and pained," Gov. Dix said today of the Titanic disaster. "The appalling extent of the tragedy staggers the imagination and overwhelms the mind with grief. At such a time what can one do but attempt to give voice to the profound sympathy for the bereaved that fills the heart, and pray that they may be given strength which is beyond human power to bestow."

Among those saved from the Titanic was Mrs. A. E. Leader of New York, a sister-in-law of State Conservation Commissioner Moore. She had been abroad for some time.

Where there is need of protection from communicable diseases or to destroy foul odors and germs, use

Platt's Chlorides

It is an odorless, colorless liquid disinfectant and deodorizer, powerful, safe, economic. Sold everywhere by druggists and high-class grocers.

Andrew Alexander

Gun Metal Colonial Shoes

Wing tip, covered buckle; same style in light weight Patent Leather and Tan Russia. \$3

At Sixth Avenue Store Only.

Sixth Avenue at Nineteenth Street Fifth Avenue above Forty-fifth St.

LINERS HERE ALL REPORT RECORD FIELD OF ICEBERGS

Niagara Struck a Berg and Sent Wireless Call for Aid, Then Decided to Make Port Without Assistance of the Carmania.

Incoming steamships from Europe, which have been held up down the bay by fog for the last twenty-four hours or more, all report having passed numbers of large icebergs and ice fields in the vicinity where the Titanic was lost.

The Red Star liner Lapland, from Antwerp and Dover, reports that she passed a number of large and small icebergs in the vicinity of longitude 49.50 and latitude 42, and that the ice fields extended as far north and south of the course as the eye could reach.

The steamer Niagara, from Havre, stated that on the evening of April 10, it latitude 44.07 and longitude 50.40, she saw many icebergs, followed by an ice field, and the liner steamed around the field until 3 o'clock the following afternoon.

While steaming through the ice fields the wash of the sea hurled a large block of flint-like ice against the port bow of the Niagara and perforated or plate in two places. Capt. Johann said that in all his experience in service on the North Atlantic he had never seen so much ice.

The steamer George Washington, from Bremen, Southampton and Cherbourg, which was detained in the lower bay by fog for twenty-four hours, also reports passing large and small icebergs.

Style Notes by Madame Louise



WE HAVE TO THANK the passion for automobiling for the many new and fascinating conceits in outdoor headgear. Whom shall we thank for the new and pleasing tendencies in shoedom?

IN THE QUEEN QUALITY Boot Shop you should see the lovely creations which have been designed to make evening slippers and pumps ever more bewitching. As if they weren't already irresistibly so, and have been ever since Cinderella lost hers.

OH, THEY ARE POEMS, every one of them. And what could be more appropriate to adorn a dainty foot than a Queen Quality slipper?

EVERYTHING in the way of footwear may be had in this delightful shoe shop. It is the largest one in the United States which is devoted exclusively to women's shoe needs. Prices \$3.50 to \$5.00.

THEY EVEN HAVE women's hosiery, everything, in fact, to add to the comfort, convenience and satisfaction of their women patrons.

Queen Quality Boot Shop

32 West 34th Street

Ostrich Plumes



FROM BEARER TO WEARER

Manufacturers' Sale

We have satisfied thousands of women at this sale; why not YOU? Positively the finest plumes, and—

LOOK AT THESE PRICES!

FRONT PLUMES	WILLow PLUMES
14-inch . \$1.00 value . \$.50	16-inch . \$4.00 value . \$2.00
16-inch . \$2.00 value . 1.00	18-inch . \$6.00 value . 3.00
18-inch . \$4.00 value . 2.00	22-inch . \$10.00 value . 5.00
16-inch . \$7.00 value . 3.50	25-inch . \$15.00 value . 7.50
18-inch . \$10.00 value . 5.00	30-inch . \$22.00 value . 11.00
\$12, \$16, \$20 and \$25 Values	Highest Priced Plumes All at 50% off

New York Ostrich Feather Co. (Inc.)

Over Childs' Restaurant 184 FIFTH AVENUE One door below 42nd St.

The tea that harmonizes with every palate is

TETLEY'S TEA

INDIA AND CEYLON