

Carpathia picked up many passengers in boats. Will wire further particulars later. Proceeding back to New York."

SABLE ISLAND IN TOUCH WITH CARPATHIA.

Late last night the Marconi wireless station at Sable Island reported that it was in touch with the Carpathia and expected to be able to furnish details of the loss of the Titanic.

In the mean time, neither the Cunard nor the White Star Company could give any definite idea as to when the Carpathia would reach New York.

The White Star Line was unable all yesterday to communicate with the Olympic, which was ordered on Monday to stand by the Carpathia for a day and relay wireless messages.

The Cunard Company was unable, despite repeated attempts, to get a message through to the Carpathia. A dozen messages were sent from the Cunard offices in this city to Captain Rostron of the Carpathia yesterday with instructions that they be relayed by the Olympic.

Charles P. Sumner, general passenger agent of the Cunard Line, said yesterday that the wireless of the Carpathia would reach only 300 miles, and that the vessel had not been within 700 miles of Halifax or 1,000 miles of New York at any time since the disaster.

"We do not know how long she stayed by the wreck," he said, "or when she started for New York, or at what speed she is sailing. We assume, of course, that she will make her best speed, which is about thirteen knots. At that rate she should reach New York from where the Titanic sank in from eighty to eighty-five hours. With our meagre knowledge of when she turned westward again, we think she should be here Friday morning."

The White Star Line was in no better position than the Cunard Company.

"We have not heard a word from the Carpathia," said P. A. S. Franklin, of that company, yesterday afternoon, "since the messages received at 9 o'clock this morning through the Cunard Company. The Olympic, to the best of our knowledge and belief, is standing by the Carpathia to relay wireless messages with her more powerful apparatus, but why we have not received further word I can't explain."

NO REPLY TO REQUEST FOR STEERAGE LIST.

"We have cabled to the other side for the names of the steerage passengers, but have not yet received a reply. There were 325 first cabin passengers aboard the Titanic, and of these 202 have been heard from. There were 285 second cabin passengers, and of these word has been received from 114. There has been no word received from any of the steerage passengers."

"Our advices from Montreal are that the Allan liner Virginian has proceeded on her eastbound voyage, which would tend to show that she has no survivors on board, I am sorry to say. The California is probably on the spot where the Titanic sank. We asked the California to stay by the scene as long as possible. The Parisian has proceeded westbound. No, I can't hope that she rescued any one."

In despair at the failure to hear from either the Olympic or the Carpathia, the White Star Line and the Cunard Company joined yesterday in asking President Taft to send revenue cutters equipped with wireless apparatus to pick up the Carpathia and put her in touch with the land.

Through Secretary Meyer the President directed the scout cruisers Salem and Chester to steam northward at once and meet the Carpathia. The Chester was caught by wireless about forty miles off the Chesapeake Capes, and by 4 o'clock was steaming northward at twenty knots.

The Salem was lying in Hampton Roads, and instructions were issued to send the cruiser North Carolina if the Salem had not sufficient coal in her bunkers.

Two revenue cutters were also notified to stand in readiness to proceed to the Carpathia if necessary.

The commanders of the Salem and the Chester reported by wireless to the Navy Department last night that they were heading for the path of the Carpathia and expected to pick her up by wireless late to-day.

CROWDS BESIEGE WHITE STAR LINE OFFICES.

Crowds besieged the White Star Line offices all day yesterday from early morning until late at night, seeking news of relatives and friends who had sailed on the Titanic. Weeping women and men, whose faces showed the strain of hours of fruitless waiting for news, crowded the offices and kept clerks and officials busy with inquiries.

Bulletins giving the names of those who had been saved were posted by the White Star Company, and new names were added and revisions made as fast as word was received by the line.

In the evening the lists of the survivors were posted in the uptown hotels, and crowds gathered around the bulletin boards all night.

Bowling Green was filled all day with a crowd of men and women anxiously watching the White Star offices as though some fresh news of rescues might at any minute shine forth from the gray walls. At the noon hour the crowd increased to such alarming proportions that the police reserves had to be called out.

When the Carpathia reaches this port she will dock at Pier 56, North River.

By order of H. C. Stuart, Acting Collector of the Port, the customs regulations have been suspended in the case of the Carpathia. Mr. Stuart has requested the quarantine officer to pass the Carpathia to her dock at once upon arrival, so as to facilitate the landing of the passengers. As the Carpathia has not touched at a foreign port since sailing from here this can be done without infringing the regulations.

No revenue cutter will be sent to Quarantine to meet the Carpathia. All customs inspections will be made at the pier, but it is not believed that there will be any baggage to examine. It was said at the Custom House yesterday that no restrictions would be placed on the passengers brought by the Carpathia. They would be allowed to leave the pier as soon as they pleased.

Only those having passes from the Custom House will be allowed to enter the pier to await the arrival of the Carpathia. They will be segregated according to the initials of those for whom they are looking, in order that it may be easier for the passengers to find their friends.

WILL ADOPT A MORE SOUTHERLY ROUTE.

The transatlantic lines agreed yesterday to take a more southerly route for summer voyages in the future in the endeavor to avoid the great ice floes. The Cunard offices here received the following message from Liverpool yesterday afternoon:

"All lines have agreed eastbound steamers use extreme southerly track, crossing longitude 47 in latitude 40:10, commencing April 16. We have telegraphed Boston. Please instruct Carmania and other steamers. Westbound change, crossing 47 in 41, comes into operation April 25."

Until this order was issued eastbound steamers crossed longitude 47 in latitude 41. The new order brings them fifty miles further south,

and it is hoped that they will thus avoid the greater part of the great ice floes and bergs.

Charles P. Sumner, of the Cunard Line, said yesterday that it had been found that the ice had been coming further south every year for several years. It was hoped that the new order would take the vessels out of the greatest danger.

P. A. S. Franklin, of the White Star Line, explained that the Titanic was on the long course, the course which transatlantic steamships follow between January and the latter part of August every year to avoid the icebergs which float down from the Arctic during that period. The short, or more northerly course, is considered safe only through the fall and early winter, when everything is frozen tight in the Arctic Circle and before the ice has had time enough to accumulate to such an extent that it has begun to break off and float south.

There was a circumstantial report in circulation yesterday that the White Star Line had had the news of the sinking of the Titanic as early as 10 o'clock Monday morning. It was said that the message telling of the loss of the Titanic came through the Marconi offices.

FRESH DENIALS THAT NEWS WAS HELD BACK.

P. A. S. Franklin was asked yesterday if he knew of the nature of the accident as early as 10 o'clock Monday morning.

"I did not," he replied.

"Can you tell us," he was asked, "just when you heard for the first time that the Titanic had sunk?"

"I have said a number of times already," he replied, "that the very first word of the sinking to reach this office came about 6:30 o'clock last night."

In other quarters it has caused comment on the lifesaving equipment of the Titanic. The theory is advanced by many that either the side or bottom of the vessel was ripped open by the ice, while Lewis Nixon believes it probable the ship rammed the ice head on and the force of the impact was so great that rivets were sheared off and plates started from stem to stern. It is generally agreed that nothing in the equipment and building of ships has yet been designed to cope with such a catastrophe.

In this emergency, it is said among shipping men, whether notice of the doom of the vessel was long or short, she was not prepared to set afloat in small boats the great complement of passengers and crew that she carried.

The Titanic had twenty lifeboats, designed to carry about forty-five persons each. These would account for 900 persons—almost the exact number saved. It is believed by many that the great loss of life was due chiefly to lack of means for them to leave the ship.

The general traffic manager of the Marconi company denied most emphatically that his company had received any word of the sinking of the Titanic until after 6 o'clock Monday evening.

"We received no message telling of the sinking of the Titanic on Monday morning," he said. "Absolutely, positively and emphatically, we received no such message."

"The first word we received telling of the sinking of the Titanic came at about 6:30 o'clock Monday evening."

In the list of those among the first cabin passengers who had been saved no mention was made of John Jacob Astor, Isidor Straus, Benjamin Guggenheim, Major Archibald Butt, military aid to President Taft; William T. Stead, F. D. Millet, Jacques Futrelle, George D. Widener, or many others of the well known men who sailed on the Titanic.

This is considered by shipping men as strong evidence that for some time after the Titanic struck the ice—in fact, until shortly before she went down—it was not believed that the vessel would sink.

Passengers booked for the eastbound voyage of the Titanic, which was to sail from this port on Saturday, will be accommodated as far as possible on the Lapland, of the Red Star Line, which sails on Saturday morning. The Lapland, which usually proceeds directly to Antwerp, will on this trip, to accommodate those who had booked passage on the Titanic, stop at Plymouth and Cherbourg before going to Antwerp.

Inquirers in Tears Crowd White Star Offices All Day

The offices of the International Mercantile Marine Company, to which the White Star Company belongs, at No. 9 Broadway, were crowded throughout the day yesterday with seekers after further news of the great marine disaster, many of them relatives and friends of Titanic passengers. Outside in Bowling Green a large throng stood quietly looking up at the Bowling Green Building, which houses the White Star offices, morbidly curious to see mourning relatives descend the steps into Broadway after failing to hear of the safety of their loved ones.

Throughout the day, but particularly in the early hours when news of the disaster was still fresh, telegrams, cable messages, telephone calls and messages of all kinds poured in from all parts of this city and from various points distant by land and water asking information about this or that passenger from the White Star officials. But it was little satisfaction the officials could give any inquirer further than to read off the incomplete list of first and second cabin survivors, which had been received from the Olympic.

One of the early callers at the White Star offices was Henry E. Sprague, of No. 80 Broad street, who made inquiry for the fate of Miss E. H. Eastis, relative, whose name did not appear on the list of survivors. But he could get nothing better than the advice to return later in the day, when possibly additional names might have been received by wireless.

A man who refused to give either his name or address asked for news of Miss Anna G. Carter, of Philadelphia, and he also was not able to learn anything. He said Miss Carter had been in Egypt for two months. He seemed overcome with grief on finding that her name did not appear on the list of those who had survived.

A woman who said she was Mrs. J. Weir asked for information concerning her husband, who had sailed in the first cabin. She became hysterical when told that his name did not appear on the list of survivors. Several employees of the steamship company took charge of her until she was able to leave the building alone.

Two well dressed women who seemed greatly distressed over the question of the safety of some relative hastened into the office where first class passage is booked, but when they reached the desk to ask an official after the fate of their relative they could only sob and wring their hands. They were led away to give them an opportunity to compose themselves and make intelligent inquiry.

Mrs. Benjamin Guggenheim, whose husband was one of the more prominent passengers aboard the Titanic, arrived early in an automobile with her brother, DeWitt C. Selligman, son of James Selligman, the banker. She seemed on the verge of collapse from grief and lack of sleep. With her brother she went at once to the private office of P. A. S. Franklin, vice-president and general manager of the International Mercantile Marine Company. Mrs. Guggenheim inquired between sobs if any word had been received from her husband.

"Sorry, Mrs. Guggenheim," replied Mr. Franklin. "We haven't had a word. There still remain hundreds of names yet to come in, we hope. We can only hope that your husband's will be among them."

Scores of grief-stricken, weeping inquirers had to be satisfied with this slender suggestion of hope. Mrs. Guggenheim declared passionately: "If so many were lost, then the White Star Line did not have enough boats alongside the Titanic when she first got in trouble. There should have been more boats," she repeated, appealing to her brother.

As she was descending the steps of the building to re-enter her automobile a

group of newspaper men rushed for the telephones to send in a new list of survivors.

"Is my husband's name there?" screamed Mrs. Guggenheim, as she stopped the first man she could and insisted upon going over the list with him. She was told it was not, and was led into her car by her brother.

Magistrate Robert C. Cornell, whose wife and two sisters-in-law were on board the Titanic, was much overcome when he inquired at the White Star offices for his relatives. He was told that the names of his wife's two sisters, Mrs. E. D. Appleton and Mrs. J. M. Brown, appeared on the list of those saved, but that no word of his wife's fate had been received. The magistrate left the offices much affected, asking that the first news of Mrs. Cornell, if any, be sent to him, and adding that he would return later to make further inquiry.

The White Star officers received a telegram from President Taft in the morning asking for word of Major Archibald Butt, his aid. They could give him none. It is understood the President has sent a number of dispatches to Halifax seeking the same information.

H. P. Watson, a civil engineer, of Buffalo, arrived from Buffalo in the morning and hastened immediately to the White Star offices to inquire after two friends, Mr. and Mrs. Edwin N. Kimball. The names of Mr. and Mrs. Ed. Kimberly appeared on the list of survivors. It is supposed they are Mr. and Mrs. Kimball. Mr. Watson departed much relieved in mind.

Nathan Vidaver, a lawyer, of No. 116 Nassau street, appeared in person to be assured of the safety of his sister, Mrs. Washington Dodge, and her four-year-old son. Mrs. Dodge is the wife of the City Assessor of San Francisco, whose husband is still among the missing, at least so far as the wireless messages are concerned.

Straus's Secretary in Line's Office All Night.

Sylvester Byrnes, secretary to Isidor Straus, whose name appeared on none of the lists of survivors given out yesterday, paced the floor of the steamship office with hardly an interruption from dark Monday night until 8 o'clock yesterday morning.

One of the earliest arrivals at the Bowling Green Building in the morning was Edward Frauenthal, of No. 783 Lexington avenue, a retired business man, whose two brothers and their wives had sailed aboard the Titanic. Mr. Frauenthal staggered into the White Star offices so shaken with fear of hearing the worst that for several minutes he could not articulate his questions. When he finally pulled himself together, however, and found the names of his two brothers, J. G. Frauenthal, a lawyer, and Hyman W. Frauenthal, a doctor, and their wives, on the list of survivors, he became so excited that he tore the list from the clerk's hands to make doubly sure and then staggered to a telephone, supported by one of the employees of the office. But all that he could think to cry over the phone to Mrs. Rose Frauenthal, his wife, was:

"They are saved, they are saved! Praise God!"

Mrs. Frauenthal became so excited on the other end that she hung up the receiver, and the White Star clerk had some trouble in regaining the connection to give her husband, now more composed, a chance to impart the good news in more detail.

Another man to receive good news was a Catholic priest, who inquired for news of Miss Gladys Cherty.

E. J. Herwind, the coal operator, who is a director of the International Mercantile Marine Company, called on Mr. Franklin shortly after the latter's arrival at his office at 7:30 a. m. Mr. Herwind was visibly affected.

"We can only hope for the best," was his only comment.

Mr. Franklin, who had not reached his home until the wee hours, had left it again after a hasty breakfast before 7 o'clock. The strain under which he had been laboring had told on him. He appeared tired and haggard, to face another day of disappointment and suspense.

During the luncheon hour the crowd in Bowling Green Park and in Broadway in front of the Bowling Green offices swelled to alarming proportions. The reserves from the Greenwich street police station had a hard time keeping a pathway clear for pedestrians and traffic. Gradually it thinned out, however, as the time came for the idle clerks to return to their respective offices, but still continued formidable until dark.

Miss Eleanor Bishop, accompanied by another young woman, appeared at the White Star offices in the afternoon to get word of her brother, Walter Bishop, one of the stewards aboard the Titanic. She thought he might have escaped going down with the vessel, since he was regularly assigned to command one of the lifeboat crews. The officials could give her no information.

Messengers from Wall Street Houses Numerous.

Many inquiries came from Wall Street, messengers appearing from the offices of financiers, lawyers and stock brokers to inquire after this or that business or professional friend or relative, but, with scarcely an exception the inquiries were made in vain.

Inquiries as to the fate of Edgar J. Meyer, vice-president of the Braden Copper Company and a brother of Eugene Meyer, jr., of the stock brokerage firm of Eugene Meyer, jr. & Co., were received. The steamship company officials were also asked as to the safety of Bradley Cumings, of the Stock Exchange firm of Cumings & Markwald. Other inquiries were made for word of Benjamin Guggenheim. All these had to go unanswered so far as any real news was concerned. These names did not appear on the list of survivors.

The Rev. Albert C. Larned, curate of St. Michael's Church, Bristol, R. I., appeared to ask after Mr. and Mrs. Arthur Ryerson, Master John Ryerson, Mrs. Emily Ryerson and Miss Susan Ryerson, all of Philadelphia, his cousins. He found all but Arthur Ryerson put down on the list of survivors as Rogerson. Mr. Ryerson's name did not appear in any form. Mr. Larned hung about the desk for a long time, seeking further news of Mr. Ryerson, but in vain.

Lorillard Spencer, jr., visited the steamship offices in the afternoon to inquire after Mr. and Mrs. W. H. Spencer, his uncle and aunt. He was told that Mrs. Spencer and her maid had been saved, but that his uncle's name did not appear on the all too meagre list.

Miss Ella Wilhelm, of No. 2270 Broadway, accompanied by two sisters, called for news of a brother, but could get none.

L. M. Byles, vice-president of the brokerage firm of W. E. Byles & Co., No. 127 Water street, living in New Dorp, Staten Island, accompanied by his brother, W. Hunter Byles, of Omaha, made inquiry for his brother, a minister, who was a second cabin passenger. The clergyman's name was not on the list of survivors received, but Mr. Byles was told not to give up hope, as it was probable that additions would be made to the list during the night. Mr. Byles said his brother was on his way to America to officiate at the marriage of a fourth brother, who lives in Brooklyn.

The offices of the steamship company were practically deserted of inquirers at 6 o'clock. Several reserve patrolmen, who had been detailed to the offices and the vicinity, were ordered back to the Greenwich street station.

TITANIC HAD WARNINGS

Amerika and La Touraine Told Her of Icebergs.

RELAYED AMERIKA'S WORD

One Hour Later Linter Struck the Mass Which Sent Her to the Bottom.

[By Telegram to The Tribune.] Philadelphia, April 16.—The records of the United States Hydrographic Office, received here to-day, show that at 9:30 o'clock on the night of April 14 the captain of the Hamburg-American liner Amerika reported by radio-telegram that he had passed two large icebergs in latitude 41:27, longitude 50:08. This report further shows that the Amerika message was relayed to the government station by the Titanic. One hour later, in latitude 41:48, longitude 50:14, the Titanic struck the iceberg which caused her to go to the bottom.

Naval men here to-day figured that the Titanic had steamed a little more than nineteen miles from the time she sent the report of the icebergs, relayed from the Amerika, and the time she struck the berg. The naval men here also are anxious to know why the Amerika did not answer the "S O S" calls of the Titanic. The only way they can account for this is that the Amerika had steamed out of the wireless zone of the Titanic.

Have, April 16.—The French liner La Touraine, which arrived here last night, reports that at midnight on April 10 she encountered a huge field of ice with the tops of the bergs slightly above the water. La Touraine slowed down and emerged from the icefield after an hour's steaming. Next morning she passed other icebergs.

La Touraine was in communication with the Titanic on the afternoon of Friday, April 12. The "Presse Nouvelle" quotes the captain of La Touraine as saying that he sent a wireless dispatch reporting the presence of the icebergs to the captain of the Titanic, who acknowledged the message with thanks.

The disaster here thrown a gloom over the insurance of the French liner France, which makes her maiden voyage this week, sailing from here on Saturday next and carrying to America the French delegation to the Champlain festivities, as well as Robert Bacon, American Ambassador to France, Mrs. Bacon and other prominent people.

Special trains conveyed a large number of guests to New York, where a banquet was given on board the France, the feature of which was the presentation of an American flag for the steamer. This was the gift of the American government.

NO HELP FROM OLYMPIC

Assistance Impossible, Says Manitou Operator.

[By Telegram to The Tribune.] Boston, April 16.—Officers of the Red Star liner Manitou, in to-day from Antwerp, were astounded at the news of the loss of the Titanic. Captain Tribe, the commander of the Manitou, said he could hardly believe the giant liner had sunk. He said a ship of her size, with so many watertight compartments, would hardly sink in four hours. Captain Tribe further said the ice was unusually early in getting south this season.

Not an inkling of the tragedy was received on the Manitou until last night. At 11 p. m. the wireless operator picked up press dispatches from the Cape Cod station which told those on the Boston-bound liner of the calamity. The wireless operator said the position of the Olympic was such that she could not have reached the Titanic before she went down.

The Manitou was four hundred miles southeast of the Titanic when the latter met her doom, having passed the locality about thirty-six hours previously. The Manitou passed immense quantities of ice and several bergs. At 3 p. m. on Friday last, in latitude 41 degrees 30 minutes north, longitude 49 degrees 35 minutes west, heavy field ice was encountered, and it extended to longitude 50 degrees 30 minutes west. For two hours, and at a distance of twenty-five miles, the Manitou was skirting the ice. There were several large bergs to the northward, as well as many smaller ones.

The weather was clear and cold, and the bergs could be distinctly seen. No other steamer was in sight at the time. The ice did not appear to be packed solidly and extended for miles to the northward. In fact, clear water could not be seen north of the field.

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