

The World's Greatest Sea Horror

DEATH LIST IS EVEN GREATER THAN HAD BEEN FIRST REPORTED

Only 705 Survivors of the Titanic are on Board the Carpathia Which Will Land Tomorrow Night.

SOME BODIES FLOATING ON THE OCEAN

Today's News of the Sea's Greatest Tragedy Only Adds to the Horror of the Story.

[United Press Leased Wire Service.] NEW YORK, April 17.—There are only 705 survivors of the Titanic on board the Carpathia, according to a wireless message received here at 1:10 this afternoon. It came from Winfield Thompson, a Boston newspaperman, who is a passenger on the Franconia. He says that the Carpathia will reach here at 8 o'clock tomorrow night.

The message in full: "The Franconia was in communication with the Carpathia at 6:10 New York time Wednesday morning. "At that time the Carpathia was 489 miles east of Ambrose light and was making 13 knots. She was in no need of assistance. The Carpathia has 705 survivors of the Titanic on board. The Franconia is relaying personal messages from the survivors to Sable Island."

"Over 2,000 Lost." NEW YORK, April 17.—Renewed apprehension that the number saved was not as large as what the White Star officials have insisted, came today when the Marconi company made what it termed an official statement that it had reached the Carpathia through the Franconia and that there were only 700 survivors of the disaster, while "over 2,000 were lost." It seemed certain that until the scout cruisers now on the way reach the Carpathia and report, the real figures of lost and saved will not be available.

The first report credited to the captain of the Carpathia fixed the number of saved at 675, later the White Star people here said that there had been 865 saved, but failed to reveal their source of information. As the day wore on it became almost a certainty that some one had been maintaining a censorship over the wireless.

Captain Rostron, of the Carpathia, sent a wireless dispatch to his owners here as soon as he reached the scene and found the Titanic had sunk. That message was held up for nearly twenty-four hours. At the Cunard line offices today it was suggested that this message had to be relayed through the Olympic to the land station, but the officials refused to say whether they believed that it was held up on the Titanic's sister ship.

Suggestions that powerful influences prevented the news of the disaster reaching the world while the stock market was open on Monday were being made in several places today and it is even intimated that misleading wireless messages were sent out in order that the impression that the Titanic was safe would be upheld during the hours the European and American markets were open.

Suggestions of a government inquiry to decide how much truth there was in these stories were being made today, but when the Cunard line officials were asked if they intended to investigate whether their reports from Captain Rostron were withheld, they said: "Probably not."

supply of caskets in this town, stacked on her forward decks, the cable ship Mackay Bennett sailed this afternoon to explore the scene of the foundering of the Titanic and pick up any floating bodies, restoring them to loved ones ashore.

When this mournful ship passed out of the harbor thousands of citizens lined the docks, making a demonstration of sympathetic interest and a flag was dropped to half mast.

In addition to her crew of 80 men, the Mackay Bennett carried an undertaker and a staff of embalmers, a full equipment of embalming implements and a large quantity of ice.

If any bodies are found they will be brought here. It is not believed that the ship will return before ten days.

She carried a wireless outfit and news of the bodies that can be identified will be flashed to the White Star offices in New York.

The belief that many bodies may be found is based upon the success of a similar expedition after the wreck of the French liner La Bourgoigne which was sunk in collision off this port. Scores of bodies were picked up at sea for two weeks after that disaster.

Vincent Astor is depending upon the Mackay Bennett to find the body of his father, if possible. No attempt of course, will be made to penetrate to the two mile depth where the Titanic is now resting, this being impossible for divers, according to marine men here.

Captain Larnber of the cable ship before sailing said: "We are under charter of the White Star company. Just as soon as any body is found and identified a wireless message will be sent to the White Star company in New York. I expect that we will spend two or three days at the scene of the disaster exploring the field. The bodies will be tenderly cared for and returned to Halifax as soon as possible."

The freighter "Anee" from London, arrived here today for coal. She carried no wireless and her crew had not heard of the Titanic disaster until port was reached.

Hundreds of messages are piled up at the wireless stations here and at Cape Race for transmission to the Carpathia. These are from frantic friends and relatives asking for news of survivors.

So great is the accumulation of messages that the wireless operators have no hope of clearing them today or tomorrow.

REVISED FIGURES THIS MORNING	
Maximum Dead 2,000; Minimum Dead 1,310 is Result.	
[United Press Leased Wire Service.]	
White Star Line Figures.	
On board	2,178
Saved	865
Lost	1,310
Marconi Wireless Figures.	
Saved	700
Lost	2,000

have already been sent out were saved from the wreck of the Titanic. The others on board the Carpathia, it was believed, were third class passengers.

If this interpretation is true there is no hope for any of the noted men and women who are still missing. They certainly must have gone down with the ship. So certain were many of the persons who have been waiting in the White Star offices for further names that there was now no hope that many broke down and cried, while others collapsed utterly and had to be assisted into waiting carriages.

No news had left some hope, but the report from the Chester was accepted as true. Few of the third class passengers had been reported from and in addition there now came fear that the number rescued would be less than 700.

"It would appear that we know all who were saved so far as well known names are concerned," reluctantly said a White Star official, "and the early fears have become a reality."

Friends who had been clinging to the hope that there was slight chance that John Jacob Astor, Major Butt, William T. Sneath and the other well known men on board might be on the Carpathia had absolutely abandoned that hope this afternoon. All had surely perished, it was believed.

Only 700 Saved. NEW YORK, April 17.—The Marconi wireless officers said today that they had received a wireless from the Cunard liner Franconia, saying that she had been in communication with the Carpathia and the latter vessel had reported as follows:

"Have on board 700 saved from Titanic. More than 2,000 were lost." This report was at variance with any of the other stories received here and the telegraph officials were inclined to believe that the figures received had been misread.

Carpathia Well Supplied. NEW YORK, April 17.—The Cunard Carpathia, bringing in the Titanic survivors is the flagship of the Cunard Atlantic fleet. She is not a first class, modern liner, but she is roomy and comfortable.

When the Carpathia sailed she had but 290 cabin, or saloon passengers and she has accommodations for 375, so there was room in these cabins for at least a part of the first cabin survivors. There was plenty of room in the steerage which has accommodations for 2,500 passengers and carried nothing like its full quota when she left. The Carpathia was well supplied with food and the Cunard offices here believe she will have no difficulty caring for the survivors until she can land them in New York.

Californian Coming In. BOSTON, April 17.—At the offices of the Leyland line it was stated today that the steamer Californian which has been cruising about the scene of the wreck of the Titanic has started for port, according to wireless from Cape Race. They don't say whether there were bodies of victims or survivors on board, but it is known that she combed every bit of the sea in the vicinity of the wreck.

It is not believed, the Californian will reach here until some time tomorrow. The agents of the line say that so far they have only had fragmentary messages from her and that they were not conclusive of anything.

—Read The Gate City for all kinds of news.

SEVERAL BODIES ARE RECOVERED

Remains of Many of the Victims of Titanic Disaster Are Being Brought to the Shore.

NEWS FROM OLYMPIC

General News Manager of United Press Associations Was on Board Enroute to the Other Side.

[United Press Leased Wire Service.] [Copyright 1912 by the United Press Association.]

[By Roy W. Howard, General News Manager of United Press Association.] ON BOARD THE STEAMSHIP OLYMPIC, eastbound, by wireless to Cape Race and land lines to New York, April 17.—The bodies of some at least of the victims of the lost Titanic will be brought, probably to Boston, on the Leyland liner Californian. Wireless advices reaching us from the scene of the disaster say that some have already been recovered. They will be tenderly cared for and we understand that they will be taken to port as soon as the Californian resumes her interrupted voyage, but when we do not know.

The Olympic is proceeding. She could do nothing. The realization of the tragedy, followed by the knowledge that the younger sister of the Olympic went to the bottom while this great vessel was rushing to her aid at top speed and hoping against hope that she would get there on time, has stunned all on board.

The captain's seat in the dining saloon, his cabin, everything about the Olympic is a reminder of Captain Smith, first commander of the Californian, who lost his life on the bridge of the sister ship. There is little talking among the passengers. In hushed whispers passengers and sailors alike discuss the tragedy which is brought squarely home to everyone here.

Since the word was received that the Titanic had struck a "berg" the apprehension has been very great. As soon as Captain Haddock received the first wireless word of the disaster he turned the Olympic's prow toward the scene and sent her ahead at full speed. There was hope that we might arrive in time. That hope was shattered when we got into wireless reach of the Carpathia and the full news of the tragedy was received.

The word of the tragedy shocked and appalled everyone. The Olympic's orchestra was hushed, the instruments were put into their cases and will not be heard again on this voyage, at least.

The helplessness of all was apparent. This was best shown by the heavy contributions made to the fund for the sailors and their dependents which was immediately raised. After remaining almost stationary most of Tuesday, relaying with melancholy exactitude the list of survivors from the Carpathia, Captain Haddock was ordered to proceed on his voyage. Not until then was the use of the wireless permitted for any other purpose.

The above message received from Roy W. Howard, general news manager of the United Press, at the New York offices this morning, cleared up some of the missing details of the ocean tragedy of the wrecked Titanic. It shows plainly that Captain Haddock must have been certain from the moment he received the first appeal for aid that the emergency was great. It will also lessen the fears of many of the near relatives of the victims of the tragedy that the bodies of their loved ones would be lost forever. If the recovery of the bodies had been left until the vessels that left Halifax today reached the scene, many must have sunk forever, while others must have been torn to pieces by the grinding ice floes that dot the scene.

Whether Captain Haddock received the real story of the events that immediately preceded the terrible disaster and loss of the finest vessel afloat, is known only to himself, his wireless operator and the officials of the White Star line.

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FIXING BLAME FOR THE WRECK

Not Enough Life Boats Are Carried by the Big Ships to Save All of Those on Board.

CONDEMN SPEED MANIA

Fifteen Hundred Lives Have Been Lost and There Must Be Some Place to Fix the Blame.

[United Press Leased Wire Service.] WASHINGTON, April 17.—Lax marine regulations were to blame for the great loss of life on the Titanic, according to George Uhler, supervisor of the United States steamboat inspection service.

"If the Titanic had been under United States register," said Uhler, "she would have been forced to carry 48 lifeboats instead of the twenty she had aboard under the British board of trade regulations. When the crash came, it was easy to save all who could be crowded into the lifeboats. But the remainder were forced to go down with the vessel. What we need is legislation that will prohibit foreign vessels carrying passengers to or from American ports unless they are under inspection by the United States authorities. Under our system vessels must carry adequate life saving apparatus."

"It is deplorable that a disaster of this magnitude must occur to make the English people realize the inadequacy of their marine regulations."

London Cries for Vengeance.

LONDON, April 17.—Vengeance for the 1,492 passengers that went down to death in the sea with the ice-crushed Titanic was demanded today by practically every London journal. The deplorable lack of life saving facilities aboard the gigantic liner has aroused widespread indignation, and there was today a universal demand for a drastic investigation of the conditions under which all modern transatlantic steamers conduct their desperate speed competition to cut a few hours from the sailing time between Europe and America.

Editorially the newspapers demand that the speed mania be stopped, that the dangerous northerly course, where the Titanic met disaster, be deserted and the longer, but safer southern route, be followed throughout the year.

The revision of the board of trade regulations as to life saving facilities was also demanded. The White Star line officials admitted that the Titanic carried but twenty life boats on her davits. These boats had a capacity of 970 passengers and from the list of survivors it appeared that one or more boats was disabled in collision or they were not filled to capacity in the scramble to leave the sinking ship. Besides the life boats the Titanic carried a number of collapsible rafts, none of which were launched according to the news received. The lord mayor today opened a subscription list for the relief of the widows and orphans of the crew of the Titanic.

Survivors at Witnesses.

WASHINGTON, April 17.—An effort will be made to bring about the attendance of some of the survivors of the Titanic before the house merchant marine committee, Chairman Alexander said today, to show the necessity for legislation requiring steamers to provide lifeboats enough to accommodate all passengers when that work is taken up by the committee. He said that the matter would receive consideration without delay. "I am opposed to any hysterical rushing into an investigation by congress of the Titanic disaster," said Chairman Henry of the house rules committee, when his attention was called to the Mott resolution for a general inquiry into the shipwreck. "I believe this matter will be thoroughly investigated and by the American public and the newspapers. However, if any necessity arises, my committee, I expect, will deal with the matter in a perfectly adequate and intelligent manner."

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UNIQUE CHAPTERS OF THE TRAGEDY

Some Peculiar Stories About the Wreck of the Titanic, the World's Greatest Sea Horror.

ARCHIE BUTT PREPARED

Damon and Pythias of the Present Day in the Case of Harrington and Lambert.

[United Press Leased Wire Service.] WASHINGTON, April 17.—A mysterious warning that he would meet death on his trip abroad, that ended in a night of terror in the ice bound seas off the great banks, came to Major Archibald Butt before he left Washington.

Six weeks ago, when the major determined on a European trip to regain his health, a premonition that he might not return alive caused him to make his will. He called in his lawyer and closed up his affairs, preparing for death.

President Taft and other friends of the missing officer hoped against hope today that the scout cruiser Salem, speeding toward the Carpathia, would report Butt alive and well, but the conviction was general that he went down to death with the Titanic, after the women and children had been put into the boats.

Damon and Pythias. NEW YORK, April 17.—Facing the corridors of the White Star offices here, Joseph Francis Marrington today began the third day of his ceaseless vigil.

Marrington is a present day Damon, seeking assurances that his Pythias is alive. Heart sick with the dread that his chum, William Slocum Lambert, of Greensboro, Pa., is among the Titanic's dead, Marrington has not left the White Star offices since Monday morning. At no time have the officials been able to give him any word of his friend. Not even when at dawn today the worn officials gently assured him that there was "no news" did Marrington give up his quest.

"He is my friend," said Marrington, "he saved my life years ago and now I can do nothing for him. We started into the jungles of Ecuador, searching for rubber. All our natives either died or deserted. We were almost without food in the wilderness. I wanted to die, but Lambert kept me going and brought me to civilization. I was almost mad, but he kept me on. We sealed our friendship in the bitter days of hardship. Now I am afraid he is gone, but God is good and may have preserved him. I won't give up until I hear something definite."

And the wan figure began the dreary march up and down the corridors again.

Dodge Safe. [United Press Leased Wire Service.] NEW YORK, April 17.—That Washington Dodge, the San Francisco millionaire, was also saved from the Titanic.

THRILLING STORY OF

TITANIC'S LAST MOMENT

English Description of the Plunge Downward of the Big Ship.

[United Press Leased Wire Service.] LONDON, April 17.—A thrilling story of what is termed the "last moments of the Titanic" was published here this afternoon. It did not give the source of the information, but according to the account the great ship sunk by the head and had reached an angle of about 45 degrees before the final plunge came.

The passengers retreated to the stern as the vessel began to tilt forward. Many hurriedly put on life belts. Some lost their footing and fell overboard. Others jumped overboard hoping to be able to swim away from the vessel before she took her

COFFIN CARGO STARTS SEAWARD

Boat Sailed This Afternoon to Explore the Scene of the Wreck and Look for Bodies.

FOG ENVELOPS ALL

Watching for the Incoming Ships and Waiting for News on the Docks of Halifax Harbor.

[United Press Leased Wire Service.] [By a Staff Correspondent of the United Press.]

HALIFAX, April 17.—There was no relief in the feverish suspense in the great throng of watchers for news from the scene of the great wreck of the Titanic today, though the marine observers strained their eyes into the dense fog of the harbor for sight of some vessel bearing tidings of the catastrophe.

When at 10 o'clock this morning the Direct Cable Company's repair ship Minia hove in sight down the bay, shipping men and dock watchers thronged to her pier, hoping that she might have passed within sight of the wreck and might have picked up some survivors. This ship, however, came from St. Pierre, passing some 150 miles north of the scene of the Titanic's sea grave, and saw nothing of the wreck nor did it sight any other ships. The Minia is equipped with wireless and her captain stated that his wireless operator had picked up messages on Monday morning around nine o'clock telling of the sinking of the Titanic. He said that he had passed vast ice fields.

The Allan lined Parisian, which is supposed to have visited the scene of the wreck, but too late to be of any service to the survivors, was expected in this port but on account of the dense fog may not come up until later today. It is known that she does not carry any of the ship-wrecked people, but it is believed that she may furnish some details of the disaster.

The Commercial Cable Company's ship Mackay Bennett, Captain Larnber has been chartered by the White Star company to explore the scene of the wreck in search of bodies. She will sail this afternoon, carrying a crew of eighty men and a gruesome cargo of coffins and ice for embalming purposes.

The Mackay Bennett will be at sea ten days or more. A local undertaker and his staff were on board to care for any bodies that may be picked up. Vincent Astor was expected here today to make arrangements with some wrecking concern to make a search for the body of his father, John Jacob Astor, if he is lost. The young man did not appear here, however, and it is believed he will remain in New York to meet his step-mother, who is known to be aboard the Carpathia.

It is reported that Vincent Astor has chartered the sealing ship Seal to search the seas for Colonel Astor's

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final plunge. The Titanic went down bow foremost, her stern and propellers flying high into the air.

The captain and his officers were seen clinging to the bridge. As the leviathan sank beneath the ocean a great spout of water showed that the boilers had exploded. There must have been at least thirty explosions in the furnace room as the sea water reached the fires.

The authorities at the admiralty compute the Titanic's position at the bottom as not less than eight miles from the spot where she sunk. They say it must have taken thirteen minutes to reach the bottom and that at the spot where she now lies the water on the chart is indicated as two and one-quarter miles deep.

The passengers who were sucked down by the whirlpool that followed the sinking of the steamer were suffocated. Those who had attached life belts will come to the surface and their bodies be recovered.