

TITANIC'S CAPTAIN HAD WARNING

WILL PROBE CRUEL HOAX OF "ALL SAVED" MESSAGES

Carpathia Captain's: "Titanic Sunk; 800 Saved," Wireless Muzzled, Is the Report--Government Begins Inquiry.

The mystery of why the news of the sinking of the Titanic and the consequent appalling loss of life was suppressed in transmission from Cape Race, Newfoundland, for twenty-four hours and why the actual messages that were being flashed across the sea by the Olympic, Carpathia, Virginian and other vessels were garbled and held back from an anxious and apprehensive world is occupying the attention of steamship and financial circles to-day, and is likely to be taken up in other quarters that were heavily hit by the Titanic's loss.

It was learned to-day at the Cunard offices that the two messages from the Carpathia, which did not reach the officials of the Cunard Line until yesterday morning, had been sent to Cape Race at 7 o'clock Monday morning.

Both were flashes from Capt. Rostron of the Carpathia and told that the Titanic had gone down and that only about 800 survivors of the crash had been picked up.

The Cunard people suggest that it is more than likely that the Olympic relayed the Carpathia's messages to shore. If the Olympic did not hold them back then the White Star people must have received them almost a day before the Cunard line received them, in which case they must have been deliberately suppressed, marine men argue.

WHO HELD UP MESSAGE?

Both these messages are dated Monday morning and had been relayed from Cape Race Island. They should have been despatched from Sable Island to New York via the Postal Telegraph Company. No explanation has been made of why they were not sent on. No explanation has been made of an establishment who held up the very important messages.

That there has been an extraordinary and unaccountable censorship which has resulted in the stifling of the news of the disaster is half way admitted by the Cunard officials. It is also stated in steamship circles that there must have been an extraordinary misreading of messages by officials of the International Mercantile Marine in the White Star line offices.

The text of the despatch from the Olympic upon which the White Star officials based their assurance that all on board the Titanic were saved is still withheld. An admittedly garbled text of this message was given out.

The shipper of the Olympic was made to say that the Parisian had picked up twenty boatloads of Titanic's passengers and that the Virginian and Carpathia were standing by.

WORLD WAITS SOLUTION OF MYSTERY.

It is being asked all over the world how the Olympic could have misread the wireless despatch of the Carpathia which told that the Titanic had struck an iceberg and gone down; how she could have misread that the Virginian and the Carpathia were taking part in a rescue when they were still many miles from the scene of the disaster.

Furthermore, it is urged by those familiar with the workings of wireless messages at sea that the Olympic must have picked up the Carpathia's message Monday morning and read them accurately.

In view of all this it seems more than probable, marine men insist, that there has been cruel forgery and garbling of messages in high circles. The whole world is asking to-day why the White Star people did not get more accurate information from the Carpathia.

The latest report is that the Carpathia was 100 miles east of Ambrose Channel Light at 11 o'clock last night, and with reasonably fair weather had cut that distance down to 60 miles at noon today. She is within the wireless zone and could be reached by the White Star people with a little effort.

But Mr. J. Bruce Ismay, managing director of the White Star line, is on the Carpathia, he having escaped from the Titanic by a lifeboat, it is explained, of the necessity for having some one in authority in charge of the survivors.

The United States Government has taken a hand in the gathering of information for the benefit of the friends and families of the survivors, and if there are any White Star barriers they bid fair to be broken down within a few hours.

VINCENT ASTOR STILL HOPES HIS FATHER LIVES

Keeps Up His Nerve as He Receives Every Bulletin of Information.

Young Vincent Astor, son of Col. John Jacob Astor, awoke to-day to another day of trial, severely shaken in his nerves by the strain of maintaining hope against all the adverse reports that had come in through the air from the Atlantic during the past forty-eight hours, but far from yielding to physical collapse. He went down at his home, No. 540 Fifth avenue, that the report of his collapse under his weight of woe was entirely unfounded; he still had hope and was far from giving way to the mental and physical exhaustion that would follow the abandonment of hope.

The Colonel's son also took occasion to deny the report from Halifax that he had chartered a 1,000-ton steam tug at that port to go out and make a supplementary search for the father, he still hopes to see him.

"I believe all has been done that can be done in that direction," was Vincent Astor's comment upon the rumor. "There would be no sense in such an undertaking on my part. If there were any chance that such an expedition would result favorably I would not hesitate to undertake it, but I am convinced it would be entirely useless."

RECEIVES ALL NEWS AS SOON AS IT ARRIVES.

By arrangement with the Marconi Wireless people and the Associated Press young Astor is receiving at his home in the form of bulletins every scrap of information that comes through those two agencies. When an Evening World reporter started to tell him the contents of the early morning despatch from the Marconi wireless station at Campden, N. S., incorporating the report

of the Carpathia's captain as to the number of survivors he was bringing to New York, the young man smiled faintly and said:

"I had that message direct from the Marconi people fifteen minutes ago."

A wireless message from the Carpathia received last night by Astor relatives announced that Mrs. Astor had lost all her jewels and had only her night clothing and a raincoat.

A cable from Paris declared that prior to sailing Mrs. Astor had bought \$2,000,000 worth of diamonds from Cartier, the jeweler and was bringing these to America on the Titanic. Cartier refused either to confirm or deny the report.

Vincent Astor is twenty-one years old, and for years has been more a shadow than a son of his father's. He was his constant companion until he entered Harvard last fall. He is a delicate youth, rather tall, with dark, straight hair and dark-blue eyes. He resembles his father strongly, especially in the lower part of his face. His sister, Miss Alice Muriel Astor, is in charge of her mother, Mrs. Ava Williams Astor, and is now in London, though Mrs. Astor is in France.

Vincent Astor is the heir to at least \$100,000,000 and probably much more. As the head of the Astor family he will control the vast New York estate, as well as the city home on Fifth avenue, the out-of-town houses at Rhinebeck, N. Y., and Newport, and the four Astor steam yachts, the Noma, Xylophone, Progresso and Skirmisher. Miss Astor will be provided for liberally in case Col. Astor is among the lost, but her share of the estate will be insignificant as compared with her brother's. The first Mrs. Astor has no claim on the estate, and the second Mrs. Astor is understood to have relinquished hers by a marriage settlement.

These Milder Days
one is less careful and a chill results. Drink good warm

White Rose
CEYLON TEA

Double Strength Saves Half.

White Rose Coffee, 3 Pound Tins, \$1.00

SHORTAGE OF LIFEBOATS "APPALLING," SAYS DEWEY

Old Fighter Tells of His Own Thrilling Experience in a Field of Icebergs.

Washington, D. C., April 17.—In a statement about the Titanic and general danger in ocean voyages, Admiral Dewey said to-day:

"I think that every passenger who crosses the North Atlantic takes his life in his hands every time. For myself, I would rather go around the world in a well equipped man-of-war than make a trip across the North Atlantic in a trans-Atlantic vessel. The greed for money-making is so great that it is with the sincerest regret that I observe that human lives are never taken into consideration."

"Let all good Americans exert every energy to have the present laws amended as regard life-saving appliances on every passenger-carrying vessel. I do not believe that a passenger vessel should be cleared unless she has boats sufficient to float the great majority of its precious cargo in the event of an accident."

It is appalling to think that the Olympic, when she struck the Hawke, according to reports, had boats sufficient to carry only one out of every six passengers.

"In 1871, when I was commander of the ship Supply, carrying provisions to the starving French, we sailed from New York on March 2. Not long after, by the temperature, we felt we were in the neighborhood of icebergs, but all the books on the subject indicated that they never had travelled so far south."

ICEBERGS! HARD UP THE HELM.

"One night about 9 o'clock, the first lieutenant, Augustus Kellogg, and I were in the cabin, when we heard the officer of the deck give the order 'hard up the helm.' We knew some danger was imminent, but I never gave icebergs a thought. I feared a collision with another sailing craft. I hurried to the deck and had the pleasure of gazing on a collection of icebergs about the size of the Capitol."

"Every soul on board was on deck, and every soul was letting go a rope, and we were like a runaway horse in a crowded thoroughfare."

"Fortunately, our craft was about the size of a catboat as compared with a vessel of the dimensions of the unfortunate Titanic, and we spent the rest of the night dodging icebergs."

WORSE THAN BLOCKADE RUNNING.

"The passage of the forts at New Orleans, the battle of the Port Hudson and the battle at Manila Bay weren't in it as compared with that night dodging icebergs."

"The most unfortunate part of the fatality is that most of the drowned are Americans, and we Americans surely have some rights in the matter."

"It is very easy to picture an American of the type of Major Archibald Butt, one of God's noblemen, doing all he can to insure the safety of the women and children aboard the Titanic, knowing that within a very short time he will face his Creator."

"I sincerely hope Congress will attend to the matter of caring for the lives of passengers aboard our trans-Atlantic liners. Is there any need for a more striking example?"

HAD BOOKED PASSAGE, BUT MISSED THE SHIP

Failure to catch the Titanic when the ill-fated liner left Southampton saved the lives of a number of persons who had booked passage for her maiden trip. At the office of the White Star line to-day the list of first cabin passengers was revised, convenient names being erased. It was explained that, although the initial reports showed they had been passengers, cable advice from the English offices of the company indicated that the following persons had either missed the boat or had cancelled their passage at the last moment:

ANDERSON, WALTER.

CRAIG, NORMAN, K. C. and M. P.

EASTMAN, Miss ANNIE K.

GIBSON, Mrs. L. D.

GIBSON, Mrs. L. D.

HOLDEN, Rev. J. STEWART.

LAWRENCE, ARTHUR.

LEWIS, Mrs. CHARLTON P.

MCGOUGH, J. R.

MIDDLETON, Hon. J. CONNOR.

BOND, Miss FLORENCE L., and

Maid.

PUFFER, C. C.

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