

great fabric of steel under him sped through the heavy, crestless swells toward the bergs as if they were magnets. The bergs when sighted by the America were about twenty-two miles south by east of the spot where the Titanic met disaster last night. The Labrador current and the Gulf Stream are at odds at this point and it is reasonable to believe that the bergs, or the great berg that the Titanic rammed, had drifted twenty-two miles from the place where the America reported it, in the hours that passed while the Titanic was rushing to her fate.

Capt. Smith cannot be censured for taking a northerly route, as he plainly did not. He was even closer to the east-bound or lower course than to the prescribed westbound route. But that he knew that there were bergs in his course is evident by the transmission of the message bearing the name of his ship, and doubtless signed by one of his officers, probably the chief, to the Cape Race station and thence to Washington.

TOURNAINE WARNED TITANIC.

Special Cable Dispatch to The Sun. HAVRE, April 16.—La Touraine of the Compagnie Générale Transatlantique, which sailed from New York April 6 and arrived here today, reports that she entered the ice field in latitude 44 degrees 58 minutes north and longitude 50 degrees 40 minutes west. The ice was very low and the ship slowed down to 12 knots an hour. La Touraine passed through another field later on.

The captain of La Touraine reports that he radiographed the Titanic on April 14 almost all the afternoon and until 9 o'clock in the evening giving the position of the bergs and warning the new boat. The Titanic acknowledged the warnings and thanked La Touraine for the information.

CARPATHIA IN TOUCH.

Messages From Land Had Precedence, Those From Survivors Follow.

Cape Race ceased to hear from the Carpathia early yesterday forenoon, but late in the afternoon the wireless station at Cape Sable picked up the Cunarder and remained in communication with her the rest of the day and last night. The first thing to be done after communication was established, according to Marconi rule, was for the operator at Cape Sable to get off to the Carpathia all the messages he had for persons on the ship. These once off the Carpathia would begin sending to Cape Sable the messages filed by passengers, and it would not be until these were disposed of that the news would come. At 8:30 o'clock last night the operator at Cape Sable had his own pile of messages to passengers on the Carpathia pretty well cleared up and was about ready to begin receiving the passengers' messages. It was expected that these would be got out of the way in time to begin sending news in to the Cunard Line and to the Marconi office about midnight.

F. W. Bridgway, manager of the steamship department of the International Mercantile Marine, said last night that it wasn't strange that the White Star Line had not been able to get news from the Carpathia; that the Carpathia had only one wireless operator, who had been working for a fifty-six hour stretch and was probably worn out.

STORY ST. JOHN'S HEARD.

Report There of a Panic and the Smashing of Many Boats.

Marconi Wireless Dispatch to The Sun. ST. JOHN'S, N. E., April 16.—A story current here which is said to have emanated from the trading vessel Bruce, which is on the way to Sydney, C. B., gives a version of the Titanic disaster which the trader obtained from various ships. This is to the effect that when the Titanic struck the berg she was going at the rate of 18 knots an hour and the impact almost rent the big vessel asunder. Her decks, sides and bulkheads were smashed from bow to midships. The bows and upper works were smashed to pieces. The ship struck the berg partially bow on, careening to the port side and almost turning turtle.

The bottom is supposed to have been torn out of the Titanic by submerged icebergs which she was passing over as every compartment from midships forward was quickly flooded, and the ship rapidly settled by the head with a list to port, rolling heavily in the trough of the sea.

The force of the impact was so terrific that it practically rent the ship from stem to stern. For a short while sufficient order was maintained to allow of the launching in safety of most of the life boats and embark about a thousand persons. Then a cry went up that the Titanic was sinking and the frenzied crowd rushed madly for the boats. As the ship settled in the sea many of the boats were smashed to pieces in the davits and some were swamped while they were being launched. The others went down with the ship.

By this time the ship was seen to be settling fast and the water had reached the engine room. The wireless failed through the loss of the motor and all lights went out all over the ship. This added to the gloom and the difficulty of handling the boats.

This version gives the number of passengers saved as over one thousand.

AMERICANS IN PARIS STIRRED.

Give Up Pleasure Jaunts to Seek News of Disaster.

Special Cable Dispatch to The Sun. PARIS, April 16.—Every place where there was a possibility of getting news about the Titanic was thronged all day by Americans and French friends of those on board the lost vessel. The "Seeing Paris" automobiles, which are usually crowded with Americans, were not patronized at all today.

There were the most distressing scenes at the Paris office of the White Star Line, where Mr. Martin, the veteran agent, who is acquainted with thousands of Americans, spared no efforts to inform and console inquirers after relatives or friends. Many of these people spent the entire day in the office waiting for definite news.

The opinion among shipping men is that the disaster will lead to the establishment of new regulations in regard to the speed of transatlantic liners during the season of icebergs.

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ASTOR, STRAUS, STEAD GIVEN UP FOR LOST

Continued from First Page.

proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of men's hands; vast bulks of ice there to make a mockery of human ingenuity.

As the whispering of the wireless is pieced out by the experience of mariners and builders the Titanic must have recoiled from her destroyer a shattered and riven ship. It is likely that water rushed into her hull from all sides, for her keel must have been injured by the terrific drive on a mass as hard as rock. And that jar may have quenched the ship's lights by injuring her electrical apparatus. We know that the wireless worked weakly when Phillips, the operator, set about his desperate task of reaching out for help while the women and children in the boats rocked off somewhere in the dark and the men waited with sinking hearts. And the wireless ceased muttering in less than two hours. A flutter or two and it was gone.

The Night Alarm.

The Titanic could not have stopped progress all at once, so she must have gone on briefly while tons of ice crashed upon her decks; and then the sudden dark, falling through the terror upon men and women at ease. No tragedy of the sea has supplied a picture more intense, more staggering to the imagination.

The blasting shriek of the sirens had not alarmed the great company of the Titanic, because such steam calls are an incident of travel in seas where fog rolls. Many undoubtedly had gone to bed, but the hour, 10:12 P. M., was not too late for the friendly contact of saloons and smoking rooms. It was Sunday night and probably the ship's concert had ended, but there were many hundreds up and moving among the gay lights, and many, no doubt, on deck with their eyes strained toward the mysterious west, where home lay. And in one jarring, breath sweeping moment all of these, asleep or awake, were at the mercy of chance. Few among the more than 2,000 aboard could have had a thought of danger. The man who had stood up in the smoking room to say that the Titanic was vulnerable or that in a few minutes two-thirds of her people would be face to face with death would have been considered a fool or a lunatic. No ship ever sailed the seas that gave her passengers more confidence, more cool security.

And then in the tick of the clock all this was changed. The extent of the catastrophe must have been apparent to passengers as well as officers. Husbands sought for wives and children. Families gathered together. Those who were asleep hastily caught up their clothing and rushed on deck. It is evident that discipline was preserved. The belief is that Capt. Smith first of all tried the switch that closed the water tight compartments and then had the boatwain sound the call to quarters. The officers were assigned to the task of filling lifeboats and getting them overboard. There were boats enough only for the women and children and a few of the men. In this respect the equipment of the Titanic was similar to that of her sister ship the Olympic. She carried sixteen lifeboats and four collapsible boats which were actually life rafts. They were supposed to be capable of accommodating about 1,100, but many less than that found places on them.

Parting to Die and Live.

Until the Carpathia arrives to-morrow night bearing those who were torn away from their loved ones nobody may know the dreadfulness of the hours that followed. With no other ship for 200 miles around there was nothing to do for the men of the company save to bid farewell to their wives and families and hope that help would come before the Titanic foundered. Phillips, the wireless operator of the ship, told the world that the Titanic was sinking and that the women and children were in the boats. No hint of panic has come from the tragedy. There is no reason to believe other than that Capt. Smith and his officers held control of crew and passengers. All of the boats have been accounted for and that indicates something of orderly procedure.

One wireless message has spoken of an order to the men manning the small boats to pull far away from the ship so as to be removed from the danger of suction when she took her downward plunge, but it is not likely that the boats were rowed so far away that their occupants couldn't make out the Titanic as she slowly filled. How long the occupants of the boats waited before the Titanic went under is not known exactly, but Phillips' messages indicated that the boats had been lowered almost at once after the ship struck. It was at 2:20 A. M. when she finally foundered.

It was long after daylight when the Cunard Carpathia, which was more than 200 miles east of the Titanic when she caught the appeal for help, got to the scene and found the twenty boatloads of exhausted, grief stricken people. The

sea was covered with wreckage, the odds and ends wrenched loose when the Titanic struck and floated when she foundered. It is supposed that man clung to pieces of debris until cold and weakness released their hold. Apparently the Carpathia took aboard the refugees without great difficulty and then, after communicating with the Olympic, since her own wireless apparatus was not powerful enough to carry to land, started for this city.

Virginian Too Late.

Later on the Allan liner Virginian, the first ship to pick up Phillips' cries for help, made her appearance. But she had lost the race against time. What living there were had been taken on board the Carpathia. There was nothing for the Virginian to do but to report to her line office at Montreal and continue eastward to Glasgow with her mails. The Allan Line office at Montreal gave out yesterday this report:

"We are in receipt of a Marconi via Cape Race from Capt. Gambell of the Virginian stating that he arrived at the scene of the disaster too late to be of service and is proceeding on his voyage to Liverpool."

"The Parisian reported via Sable Island that she had no passengers from the Titanic on board. The Parisian had just come in touch with the Sable Island wireless station."

From the wireless messages sent by the Parisian, which was westbound for

Andrew Carnegie
has said he thinks the tariff on steel too high. He ought to know; he made four or five hundred million out of steel. Anyway, that doesn't concern you. This does: Men who have made millions in New York really will tell you that the tariff on Long Beach homes is so low as to offer opportunities that no sane man should neglect. These homes in Summer rent for 10% of their cost.
Estates of LONG BEACH, 225 FIVE AVE.
W. H. McFARLAND, President.

to the Cunard officials she is not overcrowded. With 800 of the Titanic's people, she carried altogether 1,700 passengers and she is fitted to carry about 2,500 comfortably. There is plenty of food on the ship, as she was on her way provisioned for a cruise in the Mediterranean.

ABOUT 800, SAYS CARPATHIA.

Two messages from Capt. Rostron of the Carpathia came to the office of the Cunard Line yesterday morning. The first was received at 8:30 A. M. and said: "7:30 A. M., New York time, latitude 41:45 North, longitude 50:20 West. Am proceeding to New York unless otherwise ordered with about 800. After having consulted with Mr. Ismay and considering

accommodate 2,500 passengers, and has nothing like its full quota.

The Federal officials and the officials of the Cunard line are working in harmony to facilitate the landing of the survivors of the Titanic when the Carpathia gets here, probably on Thursday evening. The Carpathia will not be held up at quarantine but will come right up to her dock no matter what the hour, weather permitting. Regular passes for the pier will not be recognized on this occasion.

Gen. Nelson H. Henry, Surveyor of the Port, made arrangements yesterday to have forty inspectors at the Cunard Line pier. Only near relatives of the survivors will be allowed on the pier. About 200 passes were issued yesterday. Many of the persons who called on Gen. Henry yesterday showed signs of distress that Gen. Henry will make arrangements to take charge of persons who may faint or collapse at the pier. It is likely that there will be a number of ambulances and doctors at the pier.

The Carpathia will not receive the usual visit here accorded to incoming vessels by a revenue cutter. There will be no customs inspectors at the pier. As soon as the Carpathia has unloaded the survivors of the Titanic she will slip out of the dock and once again start on the trip to the Mediterranean and Adriatic ports which was interrupted by rescue work.

Word was received at the White Star Line yesterday from President Taft's secretary that the President had ordered

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ference between the 675 and the 800 includes members of the crew who manned the twenty boats which were put off from the Titanic.

"We have tried in every way to get word to the Carpathia through the Olympic, which was told to stand by in order to relay messages. A message was sent to the Marconi operator at Cape Race to find out why a message could not be delivered. Perhaps the Carpathia is out of wireless range. We understand her wireless range to be between 150 and 200 miles."

MRS. ASTOR LOST HER JEWELS.

\$3,000,000 Story From Paris—Warships Pick Up a Message.

PARIS, April 16.—It is reported here that Mrs. John Jacob Astor had with her on the Titanic diamonds of the value of 15,000,000 francs or \$3,000,000, which she bought from Cartier, the Paris jeweler. The latter refuses to confirm or deny the report that he sold that amount of diamonds to her.

NORFOLK, Va., April 16.—Wireless messages from the Carpathia, which is en route to New York with survivors from the Titanic picked up by other ships at sea, were intercepted by the several warships last night. Messages received here stated that revised estimates placed the total number of passengers saved at 800. The same message said that Mrs. John Jacob Astor, who with her husband was a passenger on the Titanic, had been saved and will be on the Carpathia, but that there was no news of her husband.

Col. Archibald Gracie of Washington was also reported safe and on the Carpathia. Another message announced that Major Archibald Butt, President Taft's aid; Clarence Moore of Washington, Frank Millet, the artist, and William T. Stead of London are believed to have gone down with the Titanic after assisting in the rescue of many of the women now on the Carpathia.

The Salem will, it is believed, get in communication with the Carpathia before daybreak. Since 8 o'clock to-night the cruiser has been endeavoring to raise the Carpathia, but because of static interference her efforts up to a late hour were in vain. The Salem is proceeding under full steam to intercept the Carpathia and will certainly be near enough to get into communication before daybreak.

A wireless message sent to relatives of the Astors in New York said that Mrs. Astor had lost all her jewels and saved only her night clothes and a raincoat. Robert W. Daniels, one of the survivors of the Titanic, who lives in Richmond, sent a wireless to his mother, Mrs. J. R. V. Daniels, announcing that he was safe and was then entering Halifax harbor. Mrs. Daniels believes her son was taken on board the Virginian.

TWO DINNERS CALLED OFF.

Mr. and Mrs. J. P. Morgan, Jr., Abandon Them Because of Disaster.

Owing to the Titanic catastrophe Mrs. J. Pierpont Morgan, Jr., at once recalled invitations for a dinner and dance she had arranged for last night at her house, 221 Madison avenue, for her daughter, Miss Jane Morgan. There were none of her relatives on board the ill-fated vessel, but for many years Capt. Smith and his father before him had been friends of the Morgan family, who had crossed the Atlantic many times with Capt. Smith, and it was for this reason that their entertainment was given up.

For the same reason a dinner arranged by Mr. Morgan for to-night has been abandoned. No other invitations here have been recalled on account of the disaster, but the chief topic of conversation at dinners and other society gatherings has concerned the loss of the Titanic and her passengers, and while certain dinners have been given according to arrangement made long in advance they have been anything but gay.

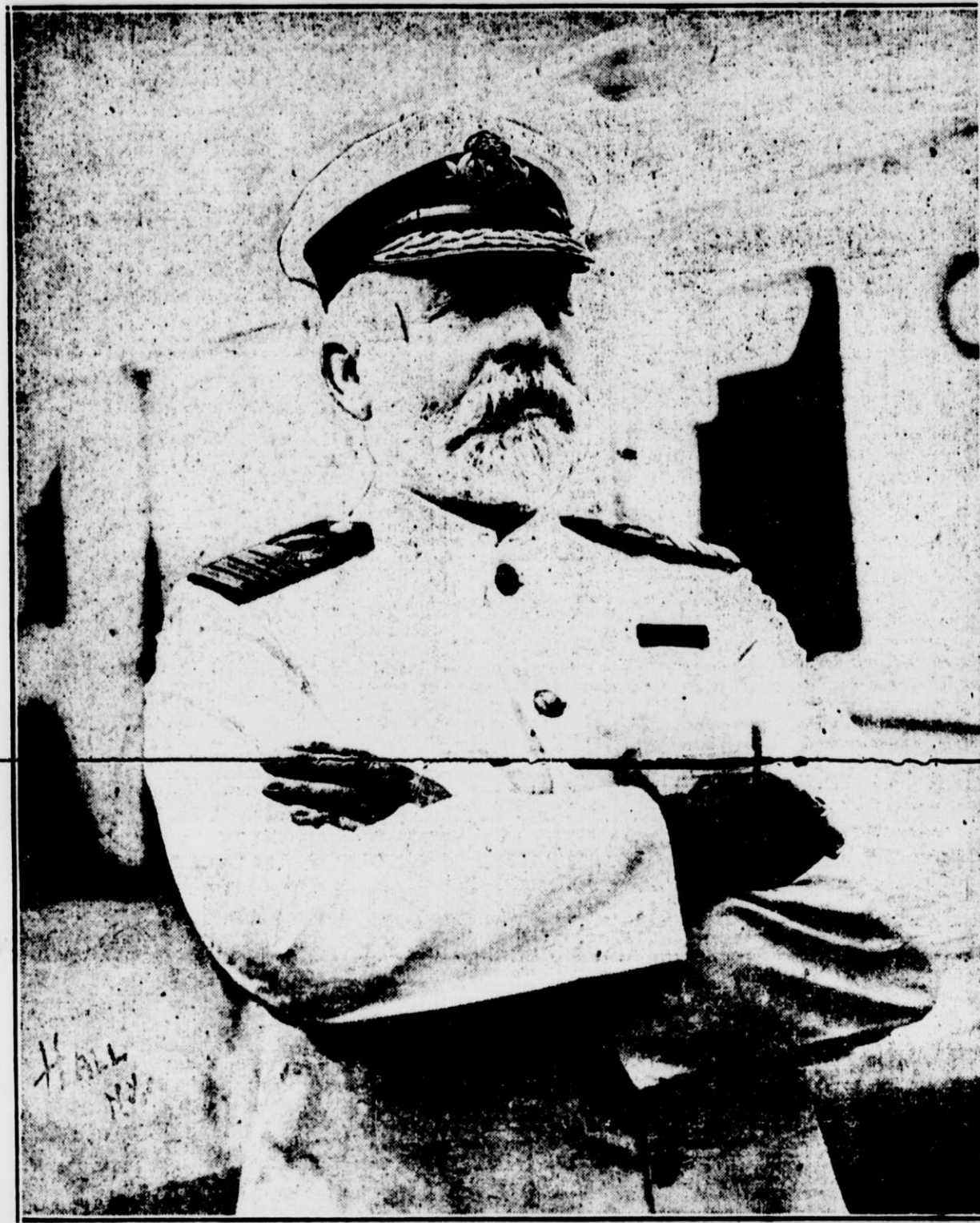
HOPE ABANDONED OF BETTER NEWS.

After a day of anxiety, in which repeated efforts were made to get into wireless communication with the Cunard Carpathia, the officials of the White Star Line said last evening that no word had been received from her since 9 o'clock yesterday morning. This was a message which had been relayed from the Carpathia by the White Star liner Olympic, which had been ordered to stand by the Carpathia in the hope that touch with the Carpathia and those rescued from the Titanic. The message gave the names of some survivors.

When evening came P. A. S. Franklin, vice-president of the International Mercantile Marine, said that he had almost come to the conclusion that the only survivors were on the Carpathia. He did not want to think it, he said, and he hoped it would turn out differently, but he did not believe that there were any passengers of the Titanic on the Virginian or the Parisian, which were reported as being near the Titanic when she went down. When some one told Mr. Franklin that there had been a despatch from Montreal that the Virginian was coming into Halifax and probably had survivors Mr. Franklin said with vehemence that he believed false reports were being sent out of Montreal and it was unlikely that any such statement had been made by the Allan Line.

Mr. Franklin seemed surprised that no message had been received from J. Bruce Ismay, managing director of the International Mercantile Marine, one of those rescued. It was evident that Mr. Franklin and officials of the line had been endeavoring to get information from Mr. Ismay, who is on the Carpathia.

"We are making every effort," Mr. Franklin said, "to get from the Carpathia a complete list of persons taken from the Titanic. We have no means of knowing how many passengers and how many members of the crew of the Titanic are on the Carpathia. A message from Capt. Rostron of the Carpathia which was received by the Cunard Line this morning said that he was coming here 'with about 800' from the Titanic. Perhaps the dif-



CAPT. E. J. SMITH OF THE TITANIC.

Montreal out of Glasgow when she picked up the Titanic's call on Sunday night, much has been learned as to sea and weather conditions on Monday. Like the Virginian, the Parisian searched first for the Titanic too far to the northward, acting on the location given by that ship when she sent out her calls. But the Titanic had crept thirty miles to the south before she foundered and it was not until after a careful search that both ships made their way to the scene of the disaster.

Parisian Saw Only Wreckage.

The Parisian steamed through fields of heavy ice looking for passengers from the Titanic. Everywhere a green sea churned between masses from the Arctic. Progress was necessarily slow. The liner found much wreckage from the Titanic, but observed no bodies. She found no lifeboats or rafts and none of the Titanic's company remained, as the Parisian's officers had hoped, afloat on wreckage.

Going on her way after a careful search, the Parisian reported that the weather was cold and that even if there had been persons adrift on wreckage they would in all probability have perished before they could have been picked up. The Parisian is due in Halifax this morning. The Sable Island cableship Minia, by the direction of the Canadian Government, put out to the scene of the wreck on the chance that she might be in time to save life. It was hoped that the Minia, which proceeded from Cape Race soon after the Titanic's signals reached land, had picked up some of the passengers. That hope was destroyed yesterday, when the cable ship reported to Halifax that nothing was to be seen on the spot where the Titanic foundered but a great mass of wreckage churning in the ice.

Early yesterday morning messages from the sea picked up by the Marconi people said that thunderstorms had swept the area where the Titanic went down. Storms were interfering with the transmission of messages.

Under favorable conditions, the Carpathia with the survivors should reach this port by to-morrow night and land the survivors on Friday morning. According

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TWO FASTEST CRUISERS FLYING TO CARPATHIA

Hope to Get News by Wireless and Relay It to Washington.

MR. TAFT IS MOST ANXIOUS

No Hour of the Night Too Late for Word of Major Butt.

WASHINGTON, April 16.—Deciding that for the public interest steps should be taken by the Government to obtain authentic information concerning the fate of the passengers on the Titanic, President Taft directed the Navy Department this evening to dispatch two of the swiftest vessels with high power wireless to establish communication with the Carpathia.

The scout cruisers Chester and Salem, capable of making 22 to 24 knots an hour under forced draught and already at sea off the Atlantic coast, received wireless instructions from Secretary of the Navy Meyer to speed to the Carpathia.

The Chester left Boston yesterday on a three day trial cruise at sea en route to Philadelphia and was supposed to have been about twenty-four hours out of Boston when the orders were wired her at 5 o'clock this evening. The Salem left the Southern drill grounds off the Virginia Capes this afternoon at 3:30 for Boston and she was intercepted at 5 o'clock on her way up the coast.

Commander Lloyd H. Chandler, commanding the Salem, acknowledged the order within a few minutes after it was sent from the Washington Navy Yard. Commander B. C. Decker, commanding the Chester, had not yet acknowledged receipt of his orders up to 6 o'clock this evening, so another message was flashed to the Salem to be relayed to the Chester and was also duplicated by way of the Newport, R. I., wireless station.

These ships are equipped with turbines. The Chester is the swiftest vessel in the American navy above the destroyer class, having made 26.52 knots on her trial trip. The Salem made 25.95 in her tests.

With these two cruisers dash at full speed toward the path of the Carpathia, which is bringing in survivors of the Titanic, it was thought that a chain of communication with that ship might be established to-night. These cruisers besides being swift carry high power wireless outfits, the Salem being equipped with a ten kilowatt set, the highest of any wireless set in the navy.

The Salem has a record of about 700 miles in communication with shore stations by day and has covered a greater distance at night. The Chester has a record of about 400 miles. With the Chester considerably in advance of the Salem it is thought she may be able to communicate with the Carpathia first and relay the messages to the Salem through which it will be sent to Washington by way of the Newport or Norfolk station.

President Taft is deeply concerned over the fate of Major Butt, his personal aid, and arrangements were made with the Navy Department by which any information obtainable concerning Major Butt should be sent to him at once.

At any hour of the night the naval authorities were instructed to turn over all information obtainable concerning the wreck or fate of the passengers to the newspapers for publication for the benefit of friends or relatives of the passengers. Capt. Chandler in a radiograph to the Navy Department to-night said that owing to the conditions of his boilers it has been impossible to put the Salem to more than 15 knots speed. He said that at this speed he would reach latitude 41 longitude 67 Wednesday night, at which time he should intercept the Carpathia if she is expected to reach New York Thursday morning.

Although the Salem wireless is capable of long distance communication this cannot be accomplished at a greater distance than the Carpathia's wireless can reach. The Carpathia's wireless is understood to be reliable at less than 100 miles.

Capt. Decker, commanding the Chester, reported at 9 o'clock to-night that he was off Nantuxet Shoal lightship and was proceeding at full speed to the scene. He has a considerable advantage in distance over the Salem and is expected to be able to communicate with the Carpathia before morning.

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