

BIG THROG BESIEGES SHIP'S OFFICE ALL DAY

Grief Stricken Women Seek in
Vain for Tidings of Male
Friends or Relatives.

POLICE SEND CURIOUS OFF

Many Inquiries From President
Taft and Others as to the
Fate of Major Butt.

The scene at the office of the White Star Line on lower Broadway was much different yesterday from that of Monday, when it was not known that the Titanic had sunk. Instead of comparatively few persons making inquiries calmly and quietly, apparently confident that the big ocean craft could not founder, there were anxious men and grief-stricken women seeking information of relatives and friends who were on the Titanic. For those who came to learn of the fate of men passengers there was seldom comfort. As apparently most of the women in the first and second cabin were saved, cries of joy were heard frequently when inquiries were made for women passengers and the information came that they were among the survivors.

The crowd began to gather at the offices of the company at midnight, and while it thinned out in the early morning hours at daylight men and women came from all over the city asking about those who had been saved. As the downtown workers came they stopped and asked for particulars. Soon the space in front of the building at 9 Broadway and the railing around Bowling Green Park was lined with men and women, who waited and waited, many of them all day, for any bit of news that came out of the steamship offices.

When the street became so jammed that traffic came to a standstill, Lieut. Devery with a dozen policemen began to shoo the curious away, informing them that no information was being received by the steamship officials. It was not an easy job and pretty soon a couple of mounted policemen came along to see that those who had business in the office of the steamship company had a chance to transact it.

As an automobile or a carriage stopped in front of the building there was a rush to get a glimpse of the occupants, usually women. Photographers ran about, snapping any likely subject and then trying to identify the person photographed. At nightfall the crowd was still there, refusing to take the word of the police that nothing could be gained by waiting.

Vincent Astor left the steamship offices early in the morning, when he was told that Mrs. Astor had been saved, but that nothing had been heard of his father. He left word that he was going to his father's home at 841 Fifth Avenue and that if any further particulars came he was to be notified at once by telephone. When the steamship officials got what they believed to be confirmation of the rescue of Mrs.

Astor they notified him. Several times during the day he asked the company if there was any report of Col. Astor being among the survivors.

President Taft and government officials in Washington telegraphed and telephoned for news of Major Archibald Butt, who was the President's aide. In traveling with the President Major Butt had made many friends and messages came from all over the country about him. He was not on the list of survivors.

Magistrate Robert C. Cornell made his way through the crowd in the hope that he would get word that his wife had been saved. As he got to the clerk's desk a woman swooned. Magistrate Cornell helped her to a chair. She told him that she was Mrs. Weir and that her husband had sailed from Southampton on the Titanic. Magistrate Cornell learned for the woman that her husband was not among the reported survivors and then the woman fainted. When she revived a policeman helped her to an automobile.

Then Magistrate Cornell was told by a clerk that there was no record of Mrs. Cornell having been saved. It was hard for the Magistrate, as Mrs. Cornell's two sisters, Mrs. E. D. Appleton of Bay Side and Mrs. J. Murray Brown of Boston were rescued. The three sisters went aboard a short time ago to attend the funeral of their sister, Lady Drummond. They occupied the same suite on the ship.

Later in the day word came that Mrs. Cornell had been rescued. The mother of D. W. Marvin of 317 Riverside Drive, who was returning from his honeymoon with his bride, was told that young Mrs. Marvin had been saved, but that there was no report of her husband. About the same time relatives of Victor A. Harder and his bride, who were returning from their honeymoon, were told that the couple had been saved. The Harders live in Brooklyn at 117 Eighth Avenue and young Harder is connected with a foundry business in Newark. His father gave him \$10,000 when he started on his wedding trip.

Nathan Vidaver, the lawyer, was told that his sister, Mrs. Washington Dodge of San Francisco, and her son had been saved, but that Mr. Dodge, who was City Assessor of San Francisco, was not listed among the survivors. Henry E. Sprague, a lawyer at 80 Broad street, was told that his sister, Mrs. E. H. Eustis, had not been reported as among those saved.

Herbert Straus got no encouragement when he inquired if there was any news that Isidor Straus had been saved. Mrs. Benjamin Guggenheim, who was at the steamship office early in the morning with her brother-in-law, Daniel Guggenheim, and Mr. and Mrs. De Witt J. Slegman, became hysterical when she was informed that nothing additional had been learned which would indicate that her husband was among those saved.

Friends of Sir Cosmo and Lady Duff Gordon, who were on the Titanic, were notified that they had been saved. Several cablegrams from England were received asking about the couple. There was also good news for the relatives of Dr. Henry Frauenthal and his brother, T. G. Frauenthal, who were on the Titanic with their wives. When Edward Frauenthal of 783 Lexington Avenue was told his brothers and their wives had been saved he started every body in the crowd shouting and shouting over the telephone to his wife, "Thank God; they are all saved!"

About noon Benjamin Haran and his

wife of 446 West Fifty-fifth street, pushed their way to the clerk's desk and asked about Mrs. Haran's mother, who was making her first trip to this country. She intended to make her home with her daughter. The Harans were told that there was no record that she had been saved.

Anderson Polk of Lower Bros., Dayton, Ohio, made inquiries for William Carter and his wife, who was Miss Lucille Polk. They were not on the list of survivors. There were many inquiries about Clarence Moore of Washington. He married a daughter of F. C. Swift. There was no record that he had been saved.

According to the last reports Lord Martin Rothschild was not rescued, but his wife was. She is a sister of C. S. Barrett of the Great Bear Springs Company. There was nothing to show that Mr. and Mrs. Emil Tausig had been saved, but Ruth Tausig was.

E. J. Berwind of the White Star Line called at the company's offices and said that he was hoping for the best in spite of very bad reports. William Barclay Parsons, the engineer, remarked to the reporters that he did not believe that a head collision alone could have wrecked a ship the size of the Titanic and make her founder.

Among those who spent all day at the White Star office were Mrs. Frank Parkinson and Mrs. William Wheelock. They wanted news of D. W. Marvin. Mrs. Parkinson's son-in-law, who was returning from a honeymoon trip abroad. Mrs. Parkinson's daughter was reported safe on the Carpathia early in the day, but it was not until late that Marvin's name came through.

Marvin and his bride, who was Miss Mary Graham Carmichael Parkinson of 317 Riverside Drive, are each 18 years old and were married five weeks ago at her home. The marriage was performed by Dr. John Cough of the Harlem Presbyterian Church under the eye of a moving picture machine. Marvin's father, Henry N. Marvin of 340 Riverside Drive, is the president of a moving picture concern and arranged to have pictures of the marriage transferred to films.

URGES TITANIC RELIEF FUND.

English Mayor Suggests It—Night Watchers Await News.

Special Cable Dispatch to The Sun.

LONDON, April 16.—The Mayor of Southampton has asked the Lord Mayor of London to cooperate in a national subscription for the aid of those dependent upon the crew of the Titanic.

The White Star Line will keep its office here open all night to answer inquiries and receive any news that may come. The crowd outside the offices dwindled after midnight and there were only ten persons waiting at 2 o'clock this morning.

One of these was Miss Franklin, a sister of the London merchant, who was aboard the Titanic. She maintained a constant vigil all day waiting for some definite news and will remain at the offices all night.

Another all night watcher is Mr. Hood, a resident of Bramshaw, whose brother and six other young Bramshaws were in the second cabin of the wrecked ship on their way to Canada, where they intended to engage in farming.

Twenty members of the Walworth Road Church are alternating in keeping a night watch awaiting news of their former pastor, the Rev. John Harper, who was on his way to Chicago to take up a pastorate there in the Moody church.

ANXIOUS HOURS FOR MANY HOTEL GUESTS

Those Who Came to Town to
Greet Titanic's Arrival Have
Sleepless Hours.

RUSH FOR LATEST EXTRAS

Joy Comes to a Few Who
Crowded the Corridors but
Sorrow Came to Others.

There were many in the hotels who did not close their eyes on Monday night waiting for news of relatives or friends on board the Titanic whom they had come on to New York to meet. All of yesterday morning the situation in the hotel lobbies was tense. People sat about keeping an eye on the newstand, and the moment a fresh supply of extras was brought in they would hurry over and buy copies.

As the lusty lunged vendors of the early morning extras passed up Fifth Avenue you saw many an automobile stop and its occupants motion to the newstand and then drive on, the big display of black type in automobiles and carriages in itself lending a gloomy aspect to what the sun was struggling hard to make a bright morning.

As the further lists given out by the White Star Line offices were printed they were scanned eagerly, and in some hotels they were cut from the newspapers and posted. At the Belmont, there was keen interest among the managers and clerks about Arthur L. Ryerson of Haverford, Pa., who with his wife, two daughters and a son was on the Titanic. The family went aboard only a few weeks ago and were summoned back by the death of Mr. Ryerson's son, Arthur Larned Ryerson, who with J. Louis Hoffman, another Yale student, was killed near Philadelphia on Monday of last week. The Ryersons had caught the fastest available steamer.

At the St. Regis E. L. Ryerson, a brother of Mr. Ryerson, who had come on from Chicago to meet the family and attend the funeral, was waiting. Their list gave the names of Mrs. Susan P. Ryerson, Miss Emily R. Ryerson, Mrs. Arthur Ryerson, John Ryerson and John Ryerson, and from what was an obvious misspelling of names those most particularly interested were encouraged to hope that the whole family were among the survivors.

Mr. and Mrs. Frederick Wick, formerly of Youngstown, Ohio, but now of Ashland, Mass., were waiting at the Wolcott for news of Mr. Wick's brother, George D. Wick of Youngstown, and their daughter, Miss Margaret Wick. They are members of one of the most wealthy families of Youngstown. With them was Miss Bonnell, whose mother, Mrs. J. M. Bonnell, has been at the Waldorf waiting to meet her daughter. Miss Wick appeared on one of the early lists of survivors, while Miss Bonnell's safety was announced later in the day.

On the Lapland arrived yesterday

morning Mr. and Mrs. Henry Wick, cousins of the George Wicks. Henry Wick said at the Wolcott that he and his wife had seen Mr. and Mrs. George Wick in London, and the latter had urged them to change their booking from the Lapland to the Titanic, so as to make a good family party, but their quarters on the Lapland pleased them so well that Mrs. Henry Wick said she and her husband would stick to that ship.

At the Wolcott Mrs. Robert L. Beckwith's safety was a matter of much concern among their friends until the lists began to appear. Mrs. Beckwith used to live in Columbus, Ohio, and he has a summer home at Centre Harbor, N. H. He has also an apartment in New York. He and Mrs. Beckwith went aboard in September. They were joined about three months ago by Miss Helen Newson, Mrs. Beckwith's daughter, who had been at school in New York. She too was named among the survivors. Anderson Polk, a brother of Mrs. William E. Carter of Philadelphia, was at the Belmont, awaiting news from his sister and her husband. The earlier lists omitted the name of Mr. Carter, but later news indicated the safety of the entire family.

The Earl of Rothes, who had come to the Ritz-Carlton expecting to meet Lady Rothes, was up all night trying to get word about the safety of the countess. She had been spending her honeymoon on the Nile. The father of Mr. Bishop, who have been spending their honeymoon on the Nile, was at the Ritz-Carlton to meet them and he remained up night after night until word came that they were safe. The other couple were Mr. and Mrs. Lucian P. Smith of Morgantown, W. Va. They were at the Ritz-Carlton only two months ago on their way to Europe. Only yesterday morning came in the European mail with a letter from him dated London assuring that the same hotel he reserved for them they had on their way to Europe and that a taxi and porters met them at the dock. The lists that came by wireless contained the name of the bride but not that of her husband.

At the Ritz-Carlton yesterday was A. W. Howser of Portland, Ore., who expected to meet his wife, due as he expected on the Titanic. Mrs. Howser's name was not on the list of survivors issued. At the same hotel the employees were wondering as to the fate of Harry Bricks, an English lad who was for some time one of the elevator boys in the hotel, but who left a few weeks ago to accept a place as a bit of an end on the Titanic.

That part of the Roosevelt family which is at the Gotham displayed keen interest in the fate of Major Archie Butts and Mrs. Nicholas Longworth, made frequent inquiries at the hotel office. Major Butts was liked very much by Col. Roosevelt and his family and he was the Colonel's aide de camp when Col. Roosevelt was President.

William T. Graham after a night of terrible uncertainty became a happy man yesterday as soon as he could get the morning papers containing the names of his wife and daughter among the saved.

A cable message was received yesterday morning at the Plaza from London. It was signed Mrs. Wood and it read: "Cable Ritz Hotel if word received safety of Hugh Wood on Titanic." Mr. Wood's name had not appeared on the lists at a late hour.

"How in the world am I going to answer this?" asked Manager Fred King.

HARRISON NOT ON TITANIC.

Special Cable Dispatch to The Sun.

LONDON, April 16.—William Henry Harrison, the father of Leland Harrison, who was supposed to be on the Titanic, is now in London.

HOW WE DO IT

The facility with which we handle each new building enterprise that comes along is due to the fact that we have no opportunity to rust.

Unlike smaller organizations whose business runs in cycles, the Thompson-Starrett Company has a steady volume of business at all times, and every day its organization is running a little better, a little smoother, a little more like a machine.

Every job we get makes us that much more capable to handle the next one.

**THOMPSON-STARRETT
COMPANY**
Building Construction

COST OF CARPATHIA'S TRIP.

Rescue at Sea Is a Courtesy, but
Line Will Lose \$10,000.

It is the habit of all good steamship lines to go out of their way and cheerfully submit to financial loss when it comes to succoring the distressed or the imperiled at sea. Therefore the Cunard Line in extending the courtesies of the sea to the survivors of the Titanic asks for nothing more than the mere acknowledgment of the little act of kindness. It may be said, but with the sanction of the Cunard Line, that the return of the Carpathia will cost the line close to \$10,000.

She will have been delayed on her way to the Mediterranean at least ten days and will have to coal and provision again, as the extra 800-odd passengers she is bringing here will have reduced her large allowance for her long voyage to the Mediterranean and the Adriatic very much. She sailed with nearly all her first cabin berths filled and many of the Titanic's passengers doubtless have doubled up with the regular passengers, while some have been made as comfortable as the circumstances permit in the steer age.

CAPT. SEALBY PRAISES SMITH.

Calls Titanic's Commander One of
World's Ablest Seamen.

ANN ARBOR, Mich., April 16. Capt. Immanuel Sealby, commander of the steamer Republic, which was the first vessel to use the wireless telegraph to save her passengers in a collision, to-night spoke highly of the commander of the wrecked Titanic, calling him one of the ablest seamen in the world.

"I am sure that Capt. Smith did everything in his power to save his passengers. The disaster is one about which he could have had no warning. Things may happen at sea that give no warning to ships' crews and commanders until the harm comes. I believe from what I read that the Titanic hit an iceberg and glanced off, but that the iceberg struck her from the bottom and tore a great hole."

Capt. Sealby is a senior in the law department of the University of Michigan, taking a course in admiralty law. He came here shortly after the collision between his vessel and the Florida.

FEW CELEBRITIES IN THE LIST OF SAVED

Bruce Ismay, Head of International
Mercantile Marine,
Most Noted of Rescued.

WOMEN CHIEF SURVIVORS

Children Too Taken Off When
Big Liner Went to Bottom
of the Ocean.

Among those reported thus far to have been saved from the Titanic there are few of those whose names were most noted in the list of passengers. Women are the most numerous among those rescued, while the children also seem to have been taken off.

The best known of the survivors yet reported is J. Bruce Ismay.

Mr. Ismay succeeded Clement A. Gricom as president of the International Mercantile Marine Company on February 23, 1904. Before that he was managing director of the White Star Line. He was born at Liverpool December 12, 1862, and is the eldest son of the late Thomas Henry Ismay, who was the head of the old firm of Ismay, Imrie & Co., the pioneers of the modern steamship business and founder of the White Star Line. His fleet operated not only on the North Atlantic, but between England and Australia and from San Francisco to the Orient.

J. Bruce Ismay was educated at Eelstree and Harrow and then joined his father in business. He soon became one of the leading steamship men in the world and succeeded his father as the head of the old firm. After the formation of the White Star Line he came to this city and was for several years the agent of that company here. In 1888 he married Lady Florence, daughter of George R. Schieffelin of this city and has two sons and two daughters. He returned to England in 1890 and became a partner in the firm of Ismay, Imrie & Co. and on the death of his father in 1899, he became chairman of the White Star Company.

Since he was elected president of the International Mercantile Marine he has divided his time between his home near Liverpool and this city and nearly always has made a trip across the ocean when a new vessel has come here making the first passage on that vessel. He is a patron of many sports and his favorite recreations are shooting, motoring and playing golf.

FEARED BOAT WOULD SINK.

One of Titanic Victims Told Brother
of Premonition.

RACINE, Wis., April 16.—"I dread taking this trip to Denmark, for I have a feeling that I will never return alive. I just know that the boat will sink or something awful happen to me."

With these words to her brother, Thomas Howard, Mrs. Peter C. Hanson, a widow among the passengers on the Titanic, went on to tell the kind of funeral she wanted, what she wanted to be buried in and what kind of flowers she wanted on her casket. This she followed by a farewell kiss and she was off to New York on the way to Denmark.

Mrs. Hanson, accompanied by her husband, sailed last evening for Copenhagen. Hanson's old home in Denmark. They were returning on the Titanic. Their names do not appear among the list of those rescued.

The Aeolian Company Announces

Metro-Art Music Rolls

The Famous Metrostyle Music-rolls, reproduced by a new process from the recorded performances of authoritative pianists, and portraying with wonderful fidelity the distinctive characteristics of the finest hand-playing

Metro-Art Music Rolls are the latest artistic achievement of the Aeolian Company.

These rolls are *hand-recorded*. That is, instead of being mathematically transcribed from the printed music-score as are other music-rolls, they are actual records of the performances of expert pianists.

In playing Metro-Art Music Rolls, the performer is enabled to reproduce the subtle shadings of tempo, phrasing and accent characteristic of hand-playing.

Augmented by the Themodist, Graduated Accompaniment, Automatic Sustaining Pedal and the Metrostyle, Metro-Art Rolls produce effects hitherto confined entirely to the most artistic hand performances.

The Result of Long Study and Experiment

Recorded-rolls, so-called, are not a novelty.

Over 15 years ago, the Aeolian Company possessed machines by which records could be taken of hand-performances, which could be subsequently transferred to Pianola Music Rolls. Not until the past few months, however, has the Aeolian

Three Recital Demonstrations this Week

Metro-Art Music Rolls are one of the most significant developments of recent years in the player-industry. To afford owners of Pianolas and other Players and all others interested in music an opportunity to hear these rolls, three Recital Demonstrations at which they will be used, will be given this week at Aeolian Hall.

Well-known artists will appear as soloists, the magnificent Aeolian Pipe-Organ will be heard, and the Metro-Art Music Rolls will be played upon the Pianola and interestingly explained.

Wednesday's Recital begins at 3 P. M.

Admission is free and all are welcome.

PROGRAM

SOLOISTS

MRS. VIOLA WATERHOUSE, Soprano
MR. WM. H. PRICE, at the Pipe Organ
MR. EGON PUTZ, at the PIANOLA

Liebestraum - PIANOLA - Liszt
Moonlight Song - PIANOLA - Cadman
Mammy's Song - PIANOLA - Harriet Ware

Peer Gynt Suite - PIANOLA - Grieg
Accompanied with the PIANOLA

Nocturne Op. 9 No. 2 - PIANOLA - Chopin
Rustle of Spring - PIANOLA - Sinding

My Lovely Celia - PIANOLA - Old English Songs
Pastoral - PIANOLA - Old English Songs

MRS. WATERHOUSE
Accompanied with the PIANOLA
WEBER PIANO USED.

THE AEOLIAN COMPANY AEOLIAN HALL

362 Fifth Avenue, near 34th St., New York
Largest Manufacturers of Musical
Instruments in the World

The Red Metrostyle
Line is on Every
Metro-Art Roll

Company felt that these machines and records were at a point of perfection consistent with Aeolian standards.

The Immense Value of Recorded METROSTYLE Rolls

The objection to recorded rolls, as hitherto known in this country and abroad is that no matter how excellent the interpretations they portray, they play always in the same tempo and hence become finally monotonous.

This objection is entirely overcome in Metro-Art Music Rolls.

While it would be exceedingly difficult, if not impossible, for the ordinary performer to alter the interpretation on a recorded roll, the Metrostyle Line on all Metro-Art Rolls shows precisely how this can be accomplished.

Indeed, this Line gives a separate and an additional interpretation and by indicating just the places where changes can be made, opens the way for an inexhaustible variety of effects, at the command of the performer.