

HOPE ABANDONED FOR ALL BUT ABOUT 800 OF THE LOST TITANIC'S THOUSANDS



IN FRONT OF WHITE STAR LINE'S OFFICE, LOWER BROADWAY.



PA WIDENER (LEFT) AT THE WHITE STAR OFFICES. HIS SON, GEORGE D. WIDENER IS AMONG THE MISSING. MRS. WIDENER SAVED. MR. HUNN AT RIGHT OF PICTURE.

ASTOR, STRAUS, STEAD GIVEN UP FOR LOST

Carpathia Has the Only Survivors—Lists of Cabin Passengers Saved Practically Complete

Nothing that came through the air from the sea yesterday mitigated in any degree the pity and the horror of the Titanic tragedy except as individual distress was abated by the gradual addition of names to the list of the known survivors. There are no known survivors that are not on the Carpathia. The Virginian was too late and found none and neither ship has reported finding any.

In the fog smothered seas where the Titanic sank exposure must soon have destroyed those who were left to life boats or wreckage when all the boats were gone and no help had come and the great steamship foundered. The receding Olympic, whose powerful wireless began on Tuesday morning to recite the names of the living, continued the work yesterday of relaying the Carpathia's despatches, and the successive bulletins posted at the White Star office kept many a despairing man or woman waiting all day and sent others away thanking God.

There is not much doubt that the lists published elsewhere of first and second

nearly all of the men on the Titanic went down with the ship when she plunged two miles toward the ocean floor or that they perished while clinging to wreckage or life preservers in the icy water that betrayed them. They gave up life within sight of the little rocking boats that held their women and children.

It cannot be doubted that among these were Col. John Jacob Astor, Isidor Straus, Major Archibald W. Butt, aid to President Taft; George D. Widener of Philadelphia, Col. and Mrs. Washington Rossling, William T. Stead, the London editor; Francis D. Millet, the American artist, and many, many more who were known on both sides of the Atlantic.

Reports persisted yesterday that President Charles M. Hays of the Grand Trunk Railroad and Jacques Futrelle, the author, were both among the saved, but the White Star offices did not confirm them.

The names of the survivors sent here by the Olympic include a small number of men who were able to find a place with the women and children in the all too few boats. Such good news as there is places among the living Henry Sleeper Harper of the publishing firm of Harper & Co., and Mrs. Harper; Dr. and Mrs. Henry Frauenthal and Mr. and Mrs. T. G. Frauenthal. Mrs. John Jacob Astor, with her maid, is on the Carpathia, which is hurrying the survivors to this port and which should arrive here to-morrow night.

Among the others rescued are J. Bruce Ismay, the managing director of the White Star Line; J. B. Thayer and his family, Mrs. George D. Widener, Sir Gordon and Lady Cosmo Duff, Mrs. Jacques Futrelle, Mrs. Charles M. Hays, Mrs. Henry B. Harris and Mrs. Washington Dodge of San Francisco. The rule of the sea for the most part sent women and children to the boats and left the men to their fate.

About 800, Says Carpathia. The first message from the Olympic that filtered through stormy airs early yesterday morning that there were 888 survivors on the Carpathia was modified later yesterday to "about 800," but whether one message allowed for the boat crews and the other did not was not made clear and it may even be that the 800 includes the boat crews from the Titanic and leaves the number of passengers rescued at 675.

Still another report from Capt. Haddock was: "Carpathia reached Titanic's position at daybreak. Titanic sank about twenty minutes past 2 o'clock in the morning, in 41.16 north latitude, 50.14 west longitude. All her boats accounted for, containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner Californian remained and searching exact position of disaster."

It is reported that Vincent Astor is to charter a steamer here to seek for his father.

FOUR OFFICERS SAVED Olympic Says Neither the Virginian Nor the Tunisian Has Any Survivors.

CAPE RACE MARCONI STATION, April 16.—This message comes from Capt. Haddock of the Olympic via the Celtic:

"Please allay rumor that Virginian has any Titanic passengers; neither has the Tunisian. Believe only survivors on Carpathia. Second, third, fourth and fifth officers and second Marconi operator only officers reported saved."

HALIFAX, April 17.—In reply to a despatch sent by the Halifax manager of the Allan Line Capt. Haines of the steamer Parisian has sent the following by wireless:

"I have no survivors of the Titanic on board and no official information as to the fate of the ship. Expect to reach Halifax early this morning."

The Carpathia at 1 o'clock this morning reported passing through a severe electrical storm, which interfered with the wireless transmission.

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Titanic shattered her tremendous bulk the Hamburg-American liner Amerika had notified her by wireless that there were two large icebergs a little east and south of the place where the White Star colossus was finally in collision. That was on Sunday and very shortly after receiving the news the Titanic herself relayed it to land. And then there seems little reason to doubt, the Titanic plunged onward and hurled herself against those very bergs.

Wireless Barren of Narrative.

A shadowy hint of what followed then has come from that area of waters that are ruled by fog and frost. The wireless, modern miracle as it is, could not achieve the impossible and snatch toward the Titanic in time to save her people the greyhounds that were hundreds of miles away. It has not recounted at all the episodes of the terrible four hours while the great ship struck from happiness and peace to horror and despair lay helpless among the groaning bergs. The story of the wireless has been maddening snatches, bulletins which skimmed the top of surmise, a few figures, some conjectures and finally an ugly picture of a sea strewn with wreckage. But between the flashes of the Marconigrams and with the stories of the captains who came too late something of the tragedy of the Titanic can be written.

The wireless has told of the bitter cold in air and sea, the accompaniment of the ice packs that tear loose from Arctic glaciers and sag southward with the currents. But no warning chill served to deflect the ship from her course. She strove ahead as destiny pointed her, and no invention of man or interference of Providence averted her from a fatal course. Her ears, the submerged telephones placed on either side of the vessel just below the water line to tattle of the

Continued on Second Page.

TITANIC KNEW OF THE ICE AHEAD

Warned of It by the Amerika but a Few Hours Before She Struck It.

TWO BIG BERGS THERE

She Relayed the Message to Land as She Went on Toward Them.

PROBABLY THOSE SHE HIT

Only 22 Miles Between Their Given Location and the Collision Point.

The Titanic was warned on Sunday a few hours before she struck that there were two large icebergs in her path and she sent the news ashore as she proceeded. The local Hydrographic Office, in Broad street received yesterday the ice report of the Hamburg-American liner Amerika, which sailed hence on Thursday for Plymouth. She passed on the afternoon of Sunday in latitude 41 degrees 27 minutes, longitude 50 degrees 8 minutes, two large icebergs. Shortly afterward she got in wireless touch with the Titanic and, as the hydrographic expert puts it, "reported by radiotelegraph" that she had passed the bergs and where they were.

The Titanic's commander, anxious to let his fellow navigators know of the danger lurking in their course, transmitted the news about the two big bergs to Cape Race, which relayed it to Washington. Washington sent it to the office here yesterday morning for the benefit of Atlantic navigators. It appeared on the bulletin directly under the announcement of the daily memorandum of the office:

"Collision with iceberg—April 14 latitude 41 degrees 46 minutes, longitude 53 degrees 14 minutes, the British steamer Titanic collided with an iceberg, seriously damaging her bow; extent not definitely known."

This was written on Monday afternoon. Lieut. John Grady, the hydrographer in charge of the Broad street office, looked at the one date and the two positions and formed some conclusions. It was apparent to him that the Titanic probably had shattered herself against one of the bergs that her commander had taken the trouble to send out warning of. The position of the Titanic when she received the news of the big bergs—and they must have been monsters, as the conservative skipper of the Amerika, Capt. Knuth, is not in the habit of saying things are "large" unless he means it—was probably many miles east of the position in which the Amerika passed the ice which was doubtless to the north of her. How long the Titanic may have run after she got the warning from the Amerika cannot be guessed, for the Amerika does not give the hour, but it is reasonably certain that Capt. Smith knew that the bergs were in his course. Yet apparently the

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