

## Waiting For the Terrible Truth

### THE SHIP OF SORROW IS DRAWING NEARER

**Carpathia With a Company Almost Mad From Grief is Creeping Toward the New York Dock.**

### MESSAGE FROM CAPTAIN ROSTRON

**Scenes of Horror Will Mark the Landing of the Few Survivors When Ship Arrives Tonight.**

[United Press Leased Wire Service.] NEW YORK, April 18.—With the entrance to New York harbor enshrouded in fog that threatened to become more dense as the day wore on, there was fear this afternoon that the sorrow ship Carpathia, which is due there at 8 o'clock tonight, might be held off the "hook" through the night and not be able to land the Titanic's survivors until morning.

Meanwhile the full story of the horrifying tragedy was still withheld from the public.

The strange censorship that had been maintained ever since Sunday night when the giant liner carried her hundreds to their grave in the ocean, continued today. Wireless appeals for information were ignored. Although the scout cruiser Chester told Captain Rostrom of the Carpathia that the president of the United States personally was asking for information, no reply was forthcoming.

Code messages passed between Bruce Ismay, managing director of the White Star and Vice President Franklin in this city. They were not explained. Franklin denied that they threw any light on the tragedy. He said that they were "personal messages."

He admitted that everyone on the Carpathia was so stunned with grief that they could tell little about their experiences. The fear that many of the survivors may literally have been driven insane by their terrifying ordeal was insistent. Some reports had many of the women utter collapse. That there was some truth at least in this report was shown when the White Star line hired wards in many of the hospitals. One great section in St. Luke's which will accommodate sixty persons, was taken over and nearly every ambulance in the city was detailed to meet the vessel.

Arrangements for the gruesome task of caring for any that may be dead on board the Carpathia were made this afternoon. Acting in conjunction with the board of health, the coroner's office planned to facilitate the removal of any bodies with as little official red tape as possible. Coroners Feinberg and Holtzhauser, with Physician Weston will be held in readiness to go down the bay in the police patrol if that becomes necessary. Coroner Hallenstein and Physician Lehane will be posted at the pier where the Carpathia will dock with all of the morgue machinery ready to be put into instant motion.

There were many pitiful scenes at the White Star, Cunard and Customs service offices today. Frenzied relatives of those whose names are among the missing, demanded the right to board the Carpathia to see for themselves that their loved ones were not there. It was a difficult task to restrain many of them, who refused to be convinced that there would be little to be gained by personally questioning the grief-stricken survivors.

Passes were issued only to those who were able to prove that they were close blood relations of the survivors on the Carpathia. All were required to prove their identity and as far as possible passes were limited so that over crowding of the pier would be prevented.

The police fear trouble controlling the crowd tonight. After a conference

with his inspectors, Commissioner Waldo issued an order to enforce Mayor Gaynor's direction that the streets should be roped off and all persons kept away from the dock who did not have actual need to be there.

**Direct Report.**  
[United Press Leased Wire Service.] NEW YORK, April 18.—Wall street news bureaus have posted a copy of a message which they say was received from Captain Rostrom of the Carpathia by the Highland Light wireless.

It purports to say that none was saved from the Titanic excepting those he has on board; that he has not Colonel John Jacob Astor's body on board and that Mrs. Astor is dangerously ill; that 100 survivors are in the hospital and that two hundreds sailors of the Titanic crew, asleep

were crushed to death. The vessel was in darkness within four minutes after the crash, the message says.

A somewhat similar story was reported from Norfolk early last night but was not confirmed.

**The Ship of Sorrow.**  
NEW YORK, April 18.—The Carpathia is a ship of sorrow with a company almost mad with grief, according to Vice President Franklin of the White Star line, who protested at noon that definite information as to the Titanic disaster was still unavailable.

"I have received absolutely no details up to the present time," he protested. "We know nothing about what happened. Everyone on board the Carpathia is so overcome with grief that they cannot tell connected stories of the disaster."

"I have had a code message from Managing Director Ismay but it throws no light on the tragedy. I have no reason to believe that he plans to take the Cedric, and that boat will not be held. Mr. Ismay will come to the dock here on the Carpathia. There is no intention of taking anyone from the Carpathia until she reaches the dock here. No yachts or private boats will meet her. She will come right up the harbor at top speed and be warped immediately into her berth."

"I have arranged for wards in many of the city hospitals and will have ambulances meet the steamer at the dock. We do not know that they will be needed, but we fear they will. And for that reason we have taken this precaution. I have also accepted Mayor Gaynor's offer of the municipal lodging house, and we will send the immigrants there to be cared for temporarily."

"We now believe that the Carpathia will dock between nine and eleven o'clock tonight. She is coming as fast as she can. We will make public information as we receive it regarding survivors, but think the facts already known regarding the identity of the survivors are accurate."

**Tonight Will Be Terrible.**  
NEW YORK, April 18.—A throng of anxious relatives and friends of survivors of the Titanic disaster and of passengers on the rescue ship Carpathia besieged the offices of Surveyor of the Port Henry today, clamoring for passes to the pier, where the sorrow-freighted steamer will land her melancholy passengers tonight.

The demand was so great that Henry found it necessary to request that all

### SKY WAS CLEAR ALL THAT NIGHT

**Never Had There Been Such a Perfect April Night Off the New Foundland Coast as on Sunday.**

### UNHEARD OF ICEBERG

**Captain Haines Does Not Think It is Possible That a Submerged Mass of Ice Could Wreck Ship.**

[United Press Leased Wire Service.]

HALIFAX, April 18.—It was believed here today, following the arrival of the steamer Parisian and the receipt of many wireless dispatches that when the Titanic was wrecked Sunday night she was proceeding at a fast rate of speed. Captain Haines and Wireless Operator Sutherland of the Parisian insisted today that the night was clear and that therefore Captain Smith was undoubtedly holding to his course and making good time. If this is so, it would account for the magnitude of the tragedy as the Titanic must have struck the berg a fearful blow which shattered her entire forward structure.

Captain W. R. Haines and Wireless Operator D. S. Sutherland, of the Allan liner Parisian, which docked here today, enroute from Glasgow to Boston, declared today that Captain Smith, of the Titanic, must have known all day Sunday and Sunday night that gigantic icebergs, the largest seen in years, were floating fully a hundred miles south of the dangerous ice line usually observed by Atlantic navigators. Sutherland says that the Titanic was 100 miles astern of the Parisian on Sunday. He was himself in wireless communication with Operator Jack Phillips, of the Titanic on Sunday evening.

"I knew poor Jack Phillips very well," said Sutherland, "but I had not seen him for some months. I sent him a word of greeting and then put through a message for Captain Haines concerning the ship's business. Later I got the Atlantic transport liner Mesaba on the wireless and reported having sighted more huge icebergs. The Mesaba was at this time running between the Titanic and the Parisian and was relying my messages concerning icebergs to the Titanic."

"The weather was clear and we could see the bergs clearly Sunday night."

Sutherland said that his last communication with the Titanic direct was at 10:30 p. m. (ship's time) on Sunday. As the official statement of the White Star line is that the Titanic struck at 10:20 p. m. New York time, the last wireless communication from the Titanic to the Parisian was only about an hour before the Titanic struck against the side of a floating mountain of ice.

The Parisian carries only one wireless operator. He had been at his key for 18 hours when he sent his final message to the Titanic. He then went to bed and was asleep when Phillips was frantically flashing the fateful "S. O. S."

While Operator Donald Sutherland slept, his friend and colleague, Jack Phillips, signalled the death cries of more than a thousand souls, vainly, so far as the Parisian was concerned. If Captain Haines had received the "S. O. S." his ship could have rushed to the scene, doubtless arriving there before the Carpathia.

Sutherland awoke late Monday morning. He put his wireless cap on and heard the Carpathia wireless operator's description of the Titanic's two mile plunge into the deep. He told Captain Haines what had happened.

The Parisian had gone off her course searching for the tank ship Deutschland which was helpless. Having been short of coal, Captain Haines decided he could not reach the Titanic in time to be of service and went on chasing after the tank in the hope of salvage for giving her tow to Halifax. Captain Haines was asked today: "Would it be possible that an iceberg would lie so low in the water that it would be impossible to see it in a clear night?"

He answered: "I have never heard of an entirely submerged iceberg of

### TITANIC TRAGEDY

Based on Latest Figures.

[United Press Leased Wire Service.]

The rescued:  
Cabin passengers whose names are known ..... 381  
Steerage passengers whose names are known ..... 126  
Reported on Carpathia, names unknown ..... 33  
Crew who manned boats ..... 165

Total of those saved ..... 705

The missing, undoubtedly dead:  
First cabin passengers ..... 172  
Second cabin passengers ..... 189  
Steerage passengers ..... 453  
Crew, including all but four officers ..... 700

Total of the dead ..... 1,514

a size large enough to wreck the Titanic."

He would not discuss the matter further, although he freely admitted he had never seen a clearer night in April off the New England coast than last Sunday night.

Sailors here believe that the impact of the collision must have jarred loose all of the Titanic's machinery and possibly that she was in darkness almost from the outset. If this was so, the task of lowering the lifeboats and getting the frightened passengers into them must have been a fearful one. There was also a belief here today that all of the reserve sailors who were asleep in their quarters forward, as well as many of the steerage passengers in the bow of the boat, were crushed to death when the bows rolled back before the unglivable berg.

There is a belief here that not all of the boats of the Titanic were launched. The crew, while picked experienced men, was new on the ship and the boat davits were new and undoubtedly had to handle.

This, added to the difficulty of working in the darkness, may have made the work of getting survivors overboard a most difficult task.

The newspapers here today directly charged some one with withholding news. They say that the Carpathia should have been sent into this harbor.

### ALMOST IN SIGHT OF THE TITANIC

**One Ship Was Less Than 100 Miles Away But Wireless Operator Was Asleep.**

[United Press Leased Wire Service.]

NEW YORK, April 18.—Because the steamer Parisian of the Allan line carried only one wireless operator and he was off duty when the Titanic struck the iceberg that vessel, which was less than 100 miles from the wreck did not receive the appeal of the Titanic's wireless for aid. If she had it now seems certain most of the Titanic's company could have been rescued. But it was not until some hours after the Titanic had sunk that Donald Sutherland, wireless operator on the Parisian heard the news from the Olympic and from the Carpathia.

Sutherland was at his post all day Sunday trying to get assistance for the tank steamer Deutschland, which was disabled. He reported the ice fields in which the Titanic later foundered, to several vessels that were spoken. Finally at nine o'clock he was ordered to bed by Captain Haines and the Parisian's wireless was not in communication when the great need came.

**Hays Was Drowned.**

[United Press Leased Wire Service.] MONTREAL, April 18.—A wireless dispatch from Mrs. C. M. Hays, wife of the president of the Grand Trunk railroad says positively that her husband is not on board the Carpathia. This confirmed the original belief that he was drowned when the Titanic went down.

**Company Issues Denial.**

NEW YORK, April 18.—The report that there were survivors on the Baltic, which has persisted for the last twenty-four hours, was denied at the White Star offices which pointed out that if it were true the Baltic would have headed back to this city immediately.

"We do not know where the report originated," said Vice President Franklin, "but it is untrue."

### THE WIRELESS IS SPEECHLESS

**Carpathia Refuses to Tell What It Knows of the Last Moments of the Titanic.**

### ITS MOUTH MUZZLED

**Rescue Ship to Arrive in New York This Evening and Will Then Tell the Story.**

[United Press Leased Wire Service.]

NEW YORK, April 18.—With every wireless station along the coast trying frantically to secure some information from the rescue ship Carpathia, radio-communication conditions were at their worst and messages were sent and received with utmost difficulty. In addition to the enormous pressure of business, weather conditions were bad and heavy static currents in the air interfered with the operation of instruments.

After hours of unavailing efforts by the scout cruisers Salem and Chester to secure information from the Carpathia, they were prepared to give up in despair. At 11:30 an arrangement was made to eliminate the many land stations that were interfering with communication. The government ordered all land stations not to attempt to talk to the Carpathia or the Salem but to relay messages from the Chester. At the same time the Marconi and United Wireless companies ordered all distant stations to keep out of the field of communication. The stations at Wellsfleet, Sauranapack, Siasconsett and Sea Gate were given orders to pick up the Carpathia as she came within easy communication radius. All other stations were ordered to keep out.

The first direct communication between the Carpathia and New York was shortly after 11 o'clock when the Marconi office picked up messages exchanged between the George Washington and the Carpathia. Up to that time wireless operators had been calling the rescue ship repeatedly without securing an answer. The Washington ascertained that the captain of the Carpathia expected to have her at dock "some time tonight."

**Not a Flash.**

NEW YORK, April 18.—Every resource of wealth and power was expended in vain today to secure some word from the Carpathia of Mr. and Mrs. E. N. Kimball. Kimball is the head of the Hallett-Davis Piano Company, of Boston, and the entire organization devoted every effort to securing some word from the rescue ship.

But not a single wireless flash could be forced from the Carpathia as to the fate of the Kimballs. A Mr. and Mrs. Kimball appeared in the list of survivors sent yesterday and it is believed they may be the ones sought.

**A Private Message**

NEW YORK, April 18.—It was definitely settled today that neither Isidor Straus nor his wife, was saved from the sinking Titanic. The following message received by Percy Straus here was given out by the White Star line:

"Every boat watched. Father and mother not on Carpathia."

The message was signed "Bada-nock," a buyer for the L. H. Macy Co. of which Isidor Straus was the head, who sailed on the Carpathia.

**Ismay Would Escape.**

[United Press Leased Wire Service.] NEW YORK, April 18.—It was rumored at the offices of the White Star line today that Bruce Ismay, managing director of the White Star line has sent a wireless to the captain of the Cedric of that line which sails at noon today, to wait in the lower bay until the Carpathia arrives so that he (Ismay) can be transferred and return to England. Officials of the line said they could not confirm the report. The move by Ismay was said to have been planned to escape being interviewed on this side of the water and the excuse offered by those who said they believed the story was that business required his presence on the other side.

### STORY OF HORROR TOLD WHEN SURVIVORS LAND

**Rescue Ship Carpathia is Due at 9:00 O'clock Tonight and Then the Whole Truth Will Be Known.**

### REFUSED TO ANSWER TAFT'S REQUEST

**Mayor Gaynor Gives Orders That Photographers and Moving Picture Machines Must Not Be at the Dock.**

[United Press Leased Wire Service.] NEW YORK, April 18.—The Carpathia, with the 705 survivors of the Titanic disaster, is expected to dock at New York by nine o'clock tonight, according to a bulletin posted by the White Star line early today, for information of those who gathered at their Broadway offices for news of friends and relatives.

**Refuses to Give Information.**

NEW YORK, April 18.—Despairing of forcing news from the liner Carpathia, the scout cruiser Salem was prepared to give up her chase of the rescue ship this morning, according to a wireless message sent to the Brooklyn navy yard from the Salem to be relayed to the secretary of the navy. The message read:

"Can get no information from the Carpathia of any kind although she is within easy radio-communication. She sometimes acknowledges a call, but will not admit the receipt of messages or make any reply. I cannot believe that she has failed to understand the messages sent her. She is within easy range of torpedo station, so the Salem will go to Bradford this afternoon."

The message was signed "Chandler," the commander of the Salem.

**Bitter Criticism.**

NEW YORK, April 18.—Because Bruce Ismay, managing director of the White Star line, refuses permission the story of the Titanic disaster is withheld from the world. Ismay, who was saved with the women and children has plainly established a censorship over the Carpathia's wireless. Today the commander of the scout cruiser Chester reported officially to Washington that when he asked the Carpathia for the story of the disaster he was curtly refused. This, too, in the face of the fact that he explained that the president of the United States whose personal friend and military aide, Major Archibald Butt, went to the bottom with the Titanic, wanted to know.

This has resulted in bitter criticism of Ismay and a fear that when the real story does finally become known it will show that the accident might have been avoided had the Titanic slowed down in the ice. Navigators are anxious to know what orders Captain Smith received from the owners regarding the time he was expected to dock his charge on this side. The Titanic had been advertised as an "express train" boat, which would leave and arrive on schedule and with whose operation "nothing could interfere."

**Horrible Story Expected.**

The condition of the survivors is unknown. All messages sent to relatives were uniform in their wording, indicating that they had been penned by the same hand and simply containing the fact that the senders were safe. There were various rumors which could not be run down that some at least of the women who had lost their loved ones were on the verge of insanity as the result of the shock. It became evident as the Carpathia approached nearer and nearer to port that the story of horror to be told would eclipse anything ever known in history.

The White Star line at 8 o'clock this morning posted a bulletin announcing that the Carpathia will dock at nine tonight. Every arrangement has been made to expedite the landing of the survivors. General Nelson H. Henry, surveyor of the post and Commissioner of Immigration Williams, with a large part of their office force will be

in personal charge on the dock. The steamship company has received accommodations at several hotels for those survivors who want to go to them. They have also arranged that relatives shall be admitted to the dock and grouped in the alphabetical sections in hope that there will be no confusion to mar reunions.

**No Photographs Allowed.**

Only representatives of the press associations are to be admitted to the dock and by order of Mayor Gaynor the streets in the vicinity are to be roped off by the police and all photographers rigidly excluded.

Mayor Gaynor's letter to the commissioner is as follows: "Sir: On the arrival of the Carpathia with the survivors of the Titanic the United States authorities will exclude all photographers from the dock space devoted to the customs service. You will exclude all photographers or picture takers from the rest of the dock. Also rope off a large space on the outside for the protection of these unfortunate people from all approach or interference of photographers or anyone else. We owe this to them and let it be carried out strictly." (Signed) "Wm. J. Gaynor, Mayor."

New York was in mourning today. Flags on every building and on the steamers in the harbor were flying at half staff. Relief funds for the survivors and for the dependents of the crew who lost their lives have been started and within a few hours tallied more than \$5,000. The municipal lodging house has been set aside by order of Mayor Gaynor for the use of the steerage refugees, should it be desired.

**Women in Sad Shape.**

As the day wore on the apprehension increased. Vague stories of the condition of some of the saved on the Carpathia passed from person to person. None could be confirmed, but persons familiar with the situation admitted that there was reason to believe they were well founded. These tender women and children, most of them insufficiently dressed, had been exposed to freezing temperature in open boats for several hours. Then there was the shock of the awful realization that those they had loved best were gone from them forever and they would hardly have been human had they not collapsed.

It is known that Colonel John Jacob Astor and his bride were returning to this country so that an expected heir might be born on American soil. The great Astor town house on Fifth avenue had been put in readiness for the event. To it the widow will be taken and there was a vague rumor here that she was in the hospital on the Carpathia, very ill. Her father and mother said they had no knowledge that this was so and that they were hoping for the best.

Among those who went down with the ship, one report today said, was "Doc" Owens, the most noted of ocean gamblers. Owens and five companions were reported to have booked on the Titanic in the hope of a big "clean up" and are supposed to have gone to the bottom with the ship.

**Unconfirmed Report.**

[United Press Leased Wire Service.] WASHINGTON, April 18.—An unconfirmed report reached the white house today that the Baltic had rescued 200 of the Titanic's passengers. While it was regarded as highly improbable, the president directed the telegraph operators at the white house to trace the report.

(Continued on page 7.)