

SURVIVORS DUE LATE TO-NIGHT

Mayor Orders Police to Bar
Photographers From
the Pier.

HUNDREDS OF PASSES

It May Be After Midnight
When the Carpathia Gets
to Her Dock.

WIRELESS FRAGMENTARY

Few Names Come, but No De-
tails of the Loss of the
Titanic.

Marine experts doubt if the Carpathia, bringing the survivors of the Titanic, will get to her pier much before midnight to-night, but something depends on the weather. Siasconnet reports that she is expected to pass the Nantuxet lightship at 3 A. M. and arrive off the entrance to New York Harbor at 8 or 9 o'clock.

The Cunard Line posted in the morning a bulletin saying that the Carpathia should arrive at Sandy Hook at 8 o'clock to-night and get to the Cunard pier between 10:30 and 11 o'clock, assuming that weather conditions are such that Capt. Rostron of the Carpathia will venture a run through Ambrose Channel and up the bay. All restrictions on making a quick entry into port have been removed by the Federal officials.

Everything possible was done yesterday to remove any obstacle that might delay the landing of the rescued from the Titanic. The cruisers Salem and Chester will act as a convoy for the Carpathia and the revenue cutter Mohawk will meet her.

Commissioner of Immigration Williams announced that the usual rules covering the inspection of steerage passengers among the Titanic survivors would be waived and immigration inspectors will be on hand to help steerage passengers in every way. Officers of the White Star Line will be at the Cunard pier to assist the Titanic passengers, to see that they are taken to the hotels if they have not homes in this city to go to and to render any assistance possible.

Gen. Nelson H. Henry, Surveyor of the Port, will have forty inspectors at the pier. Mayor Gaynor sent this letter to Police Commissioner Waldo:

"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 entrance to the rest of the dock. Also rule off a large space on the outside for the protection of these unfortunate people from all approach or interference of photographers or any one else. We owe this to very truly yours,
W. J. GAYNOR, Mayor.

This telegram came from Secretary MacVeagh of the Treasury to Collector Leahy:

"In order to obviate all possible delays in the landing of the passengers rescued from the Titanic the Secretary of the Treasury has waived all customs regulations in connection with the landing of passengers from the Carpathia and the examination of baggage, and as the coast cruisers Salem and Chester will convey the Carpathia into port there will be no necessity for the dispatch of revenue cutters for either customs or convey purposes. There is, however, no obstacle so far as the Government is concerned to the boarding of the Carpathia by friends of survivors and by representatives of the press, provided the consent of the owners of the Carpathia is obtained. If the authorities of the Cunard company are willing that representatives of the press and relatives should board the Carpathia before her arrival the Department will, upon being so advised by the Cunard company, authorize the use of a cutter for this purpose, but thus far the Cunard company has taken the position that it will be impossible for any one to board the ship prior to her reaching the dock. The action issued by the Department is limited to necessity to dock passes, which will be issued under proper restriction by the Surveyor of Customs at the pier of New York. The representatives of the Cunard company have been advised of this decision.

FRANKLIN MACVEAGH
The Mohawk received orders later to go to Tompkinsville, Staten Island, and wait for orders to meet the Carpathia. She was instructed to keep all her officers and men on board all night, as orders to sail might come at any minute.

It is expected that there will be a great crowd at the pier, which is at the foot of West Fourteenth street. Under the rule made by Surveyor Henry passes have been issued only to near relatives of the Titanic survivors, but the Surveyor fears that many persons who have no business at the pier may be able to get passes. All of yesterday there was a list of persons at Gen. Henry's office and a pass was issued about every minute. These persons insisted that they were relatives of survivors, naming some person on the published lists. As there was absolutely no way in which Gen. Henry could disprove the statements outside of a strict cross-examination of the applicants it is believed that many persons who should have been barred have been able to get passes.

The understanding was last night that a great number of reporters would be allowed on the pier. Letters have been received at the Cunard Line protesting against the presence of reporters at the pier. One of the letters was sent by Herbert Morgan & Co. It was said that the Guggenheims and the Astors had joined in the request.

Beyond the names of six additional survivors, four first class and two second class passengers, not a whisper of news came direct from the Carpathia yesterday afternoon to the office of the White Star Line. Also too in spite of the fact that the

officials of the line say that they had been endeavoring in every way since 9 o'clock on Tuesday morning to get into communication. The officials of the company commented among themselves that it was hard to understand why nothing came except a few names. It seemed odd to many persons that if the Carpathia could get through names of survivors there wasn't a wireless message to the line from J. Bruce Ismay, managing director of the International Mercantile Marine, who was on the Titanic, while private messages were being received.

Another puzzling message sent over by the Marconi Company from its Campdown station near Halifax was as follows:

"CAMPERDOWN, N. S., April 17.—We are now in communication with the Carpathia via steamship Franconia and able to announce officially that Titanic struck enormous iceberg and sank. Over 2,000 lost. Seven hundred survivors, mostly women, on Carpathia."

Late in the afternoon Vice-President Franklin got this message which had been sent by the Chester through the Government radio station at Newport: "Chester reports in communication with the Carpathia repeatedly. Asked Carpathia for list of third class passengers. Request not complied with. Will try again. Carpathia in communication with shore stations."

Mr. Franklin said that the company was very anxious to get the names of the third class passengers and those of the crew of the Titanic who were on the Carpathia. There had been inquiries from England asking about members of the crew.

When Mr. Franklin was told that a wireless message had been received saying that Mrs. Edgar J. Meyer, a daughter of Andrew Saks, who died last week, was safe and that Mrs. Meyer's name was not among the company's list of survivors, Mr. Franklin said:

"I am very glad to hear that. It shows that our list is not complete and that there may be other first and second cabin passengers of the Titanic on the Carpathia from whom we have not heard."

Mr. Franklin pointed out that there were now two wireless operators on the Carpathia, the wireless operator of the Titanic having been saved, and that they could work in relays in sending and receiving messages.

NEWPORT, R. I., April 17.—According to information received at the Naval wireless station here at 11 o'clock to-night the Carpathia will pass the Nantuxet Shoals lightship at 3 o'clock to-morrow morning. Nothing has been heard from the operators on the lightship as they have been ordered to keep quiet. There is a severe rain storm off these shoals to-night, but the sea is comparatively smooth and the northeast wind that is blowing is expected to add a little to the speed of the Carpathia.

Both the cruisers Salem and Chester are expected here some time to-morrow, as it is figured to-night that these boats must be running short of coal.

WASHINGTON, April 17.—It was made known at the White House to-day, following a conference between President Taft and Secretary MacVeagh, that the owners of the steamship Carpathia had informed the Government that reporters would not be permitted to board the vessel in advance of landing. Many requests have been received at the Treasury Department for authority for representatives of the press to board Government vessels with a view to transporting them to sea to meet the Carpathia. The owners of the Carpathia objected to this, saying that the survivors of the Titanic, mostly women and children, were hysterical and in no condition to be interviewed. The President and Secretary MacVeagh both appreciated the desire of the public for information, but they determined to support the position of the steamship company.

There will be no customs examination of the Titanic survivors who are on the Carpathia. They will be free to leave the vessel immediately upon landing. Judging from the meagre information at hand Navy Department officials estimated to-night that the Carpathia at 1 o'clock this morning was approximately in latitude 40-50 north, longitude 65-40 west, or about 30 miles almost due east of New York city.

This was based principally upon the estimate of the Carpathia's captain reported from the Newport station last night that the Carpathia would reach New York about 1 o'clock Thursday night. It is thought the Chester must have met the Carpathia some time this afternoon and is now conveying her in. The Salem's position was estimated as being in the vicinity of Nantuxet shoals lighthouse at midnight.

TITANIC OPERATOR REPORTS?

London Newspaper Prints Message
He Is Said to Have Sent.

Special Cable Dispatch to The Sun.
LONDON, April 18.—The Daily News in a late edition prints a cablegram from Wellfleet, Mass., reporting a conversation with the naval station at North Truro, N. S., with H. S. Brice, the second Marconi operator on the Titanic who escaped through being placed in charge of one of the Titanic boats.

The story reads that neither Col. Astor, Isidor Straus nor Benjamin Guggenheim was rescued.

NAVY YARD LISTENS.

Catches a Message From President
Taft to Carpathia.

At 10 o'clock last night the wireless office at the Brooklyn navy yard picked up this message sent from the Salem to the Carpathia:

"The President of the United States is very anxious to learn if Major Butt, Mr. Miller and Mr. Moore are saved. Please inform me so I can transmit at once."

"CHANDLER."

The answer was not heard at Brooklyn. The Brooklyn navy yard wireless station heard crackles of wireless all through the evening which was thought to be the Salem and the Chester talking to the Carpathia. Now could be heard a dot, then a dash faintly, but few letters could be picked out.

GRAND BEAR SPRING WATER.

See per case of 6 glass stoppered bottles.—Ad.

WAY IS CLEARED FOR CARPATHIA'S MESSAGES

Navy and Marconi Company
Agree to Silence Stations on
Coast a While.

TOO MUCH INTERFERENCE

Step Taken to Hasten Wireless
To and From Incoming
Rescue Ship.

WASHINGTON, April 17.—Following an agreement reached to-day between the President and former Attorney-General Griggs, counsel for the Marconi Wireless Telegraph Company, the Navy Department and the Marconi company issued instructions to-night to the various shore stations calculated to centralize the wireless channels, providing for non-interference of messages directed to and from the Carpathia. This agreement was reached on the receipt by the Department of the following telegram from the Marconi company in New York:

Believe all interests best served if Government will instruct all Government wireless stations north of Norfolk to cease sending, excepting cruisers or cutters in immediate vicinity of the Carpathia. We prohibit transmission to all United Wireless and Marconi ship and shore stations excepting South West Jet, Siasconnet, Sagaponnet and Sea Gate, allowing these stations, which are unaffected by amateurs, control of entire wireless situation.

This will avoid any chance of confusion due to excitement and allow transmission of general news to relatives and friends of Titanic passengers. Also prompt efficient handling by our trained force of thousands of urgent personal telegrams to survivors on the Carpathia. Would be willing to have naval stations do this, but we are positive our men can handle three messages to one by the navy, owing to expert telegraphers trained to our method of work. Positive first named arrangement will produce best results for the public.

Our request is strictly unselfish. Our only desire is best possible wireless service to those immediately interested. John Wamamaler also agrees to close his stations for a few days.

Secretary of the Navy Meyer sent this reply to the Marconi request:

Replying to your telegram orders have been issued to all radial stations and ships not to attempt to call the Carpathia. Chester has orders to relay list of third class passengers when convenient to Carpathia. Will order Newport not to interfere.

NEWPORT, R. I., April 17.—A general request to all wireless operators on board small boats and shore stations in this section to keep quiet for a while, so that the naval operators here might have a chance to pick up the cruiser Chester, was issued by Commander George W. Williams of the naval torpedo station at 9 o'clock to-night.

The naval station has been trying to work with the Chester, but the interference was so great that it was impossible to get anything collected. On this account Commander Williams sent his request broadcast and he included in it the Fall River line steamer Priscilla and the Point Judith Maudie station.

SMITH READY FOR FATE.

Captain Once Said at Dinner He
Would Sink With His Ship.

Special Cable Dispatch to The Sun.
NEWCASTLE, ENGL., April 17.—A woman living here whose husband is an officer on a White Star liner tells an incident about the steamship Olympic, at the time commanded by Capt. Smith, who has an application to the district court to the Titanic. At a gathering of the officers of the Olympic and their wives reference was made to the fact that the Titanic would soon take the Olympic's laurels as the biggest vessel afloat. This recalled to some one the prophecy published in England that about this spring the largest vessel in the world would sink with much loss of life.

Capt. Smith, who at the time had been notified that he was to command the Titanic, responded: "Well, if the largest liner in the world goes down I shall go with her."

Afterward the wife of one of the Titanic's officers, who was then attached to the Olympic, told the narrative of this story about the conversation. It had upset her completely and caused apprehension about her husband's transfer to the Titanic. The husband is supposed to have been one of the officers lost in Monday morning's disaster.

FLASHED "THANKS, GOOD-BY."

Titanic's Last Message to Tunisian
In Passing.

Special Cable Dispatch to The Sun.
LONDON, April 17.—The Allan liner Tunisian, which arrived at Liverpool to-day, reports that she spoke the Titanic by wireless at midnight Saturday night and wished the new ship good luck. The Titanic replied: "Many thanks, good-by."

The captain of the Tunisian reports that his ship entered a huge ice field 87 miles east of St. John's. He carefully threaded his way through the field for twenty-four hours and then stopped all night. Finally he steered southward for a distance of sixty miles. The captain, who was on the bridge for thirty-six hours, says he saw 200 icebergs.

Mail on the Titanic.

Special Cable Dispatch to The Sun.
LONDON, April 17.—The Titanic carried 3,418 bags of mail for the United States, Canada, South America and the Pacific Islands. The bulk of the cargo was comprised of spring goods for New York shops.

Poland Water promotes health.

See per case of 6 glass stoppered bottles.—Ad.

RUMOR OF 250 ON BALTIC.

Told by Anonymous Wireless, but
Improbable on Its Face.

HALIFAX, N. S., April 17.—The cable steamer Minia reports that she picked up a wireless dispatch stating that the Baltic had rescued 250 and the Carpathia 700 of the Titanic's passengers. The captain of the Minia says, however, that he was not in direct touch with the Baltic. He heard many conflicting wireless telegrams and cannot vouch for the accuracy of the statement that the Baltic rescued some of the passengers.

The Marconi office had no news of the kind and the report was not credited at the White Star office. The news would have come long ago if true, it was believed.

The Baltic sailed hence for Queenstown and Liverpool at noon on April 11 and is due at Queenstown to-day. No wireless messages have come from her announcing her position since her departure. She should have been on Sunday night and Monday morning in the neighborhood of where the Titanic sank.

HUNDREDS BEG FOR TIDINGS.

White Star Offices Again Beleaguered
by Anxious Throngs.

From daylight until midnight a hundred or more persons stood in the rain outside at the White Star Line offices at 9 Broadway yesterday and waited for any stray bit of news that might filter from the officials of the company as to the Carpathia and the survivors of the Titanic. While the clerks were not as busy as on Tuesday giving information about persons who had or had not been saved, there were many inquiries made by anxious men and women.

Henry W. Taft, brother of the President, called at the office early in the morning. He first asked if there had been any news that Major Archibald Butt, who was the President's aid, had been saved. He was told that so far as the company knew Major Butt had gone down with the Titanic. Then Mr. Taft asked about Karl T. Behr, the tennis player, and Francis Miller, the artist. Behr is on the company's list of survivors, but Mr. Miller is believed to have been lost. W. S. Brewster, a lawyer, also asked about Karl Behr.

There were many questions as to whether Charles M. Hays, president of the Grand Trunk Railway, had been saved. The company had no information that the company had been saved. Hays, as had been reported from London, Mrs. Hays and her daughter are listed as among the survivors.

Mrs. Benjamin Guggenheim, who has been at the offices of the company every day since it became known that the Titanic had sunk, was an early caller yesterday morning. She talked with Vice-President Franklin for about fifteen minutes, but he could give her no encouragement that her husband had been saved.

"It is wrong that some of the steamers did not stay near the wreck," she said. "Maybe some of the passengers would have been picked up. It is too bad."

Metz Green, who is Consul for Uruguay in this city, inquired about Ramon Arlaquevitch, who was on his way to this country from Berlin. Mr. Arlaquevitch's home is in Uruguay, but he has been visiting his nephew, who is Consul for Uruguay in Berlin.

Mrs. Franz Adelman and sister asked about their brother and his wife, who were on their honeymoon. They had booked passage from Berlin about five weeks ago, but their names were not on the passenger list.

Chief of Police Bird of San Francisco received good news. He got to the offices of the company soon after it was announced that Washington Dodge of San Francisco, who was not on the first list of survivors, had been rescued.

Joseph F. Marrington of Philadelphia, who has anxiously inquired for William S. Lambert of Greensboro, Pa., for three days, got no satisfaction yesterday and Lambert's name is not included among the survivors. Marrington said that Lambert had saved his life once when they were searching for rubber in Ecuador.

Capt. J. W. Cleaver, U. S. A., called at the White Star offices last evening with three women. They inquired for Major Archibald Butt and then told him that he had not been heard from. The women did not give their names, but Capt. Cleaver said they were cousins of the Major.

NATHAN STRAUS IMPROVES.

Illness Not Serious, Guarded Against
Shock of Bad News.

Special Cable Dispatch to The Sun.
ROME, April 17.—Nathan Straus, despatch reports that he is not seriously ill. Since April 7 he has been weak owing to an attack of dysentery which he contracted in Palestine. He remains indoors, but is not confined to his bed. He is improving daily and his illness is not dangerous.

During his visit to Palestine Mr. Straus opened a great number of soup kitchens which will cost \$12,000 yearly in expenses for upkeep. Mr. Straus has promised to pay these expenses for three years. He also contributed \$10,000 for an art school and founded a health board, the object of which is to combat malaria. He sent at his own expense Dr. Brum of Rome to carry out a study of malaria.

On his release as the result of his dysentery Mr. Straus sent a message to Dr. Brum to meet him at Naples. The doctor is now attending.

Though Mr. Straus is improving the shock of his brother's death might prove fatal, and it is therefore imperative that the news, if true, must be withheld. However, he has received news that his brother's wife has been saved.

Mr. Straus appeared to be well in the evening. He chatted cheerfully about the health board of Jerusalem, which he is convinced will succeed in stamping out malaria. He said he had visited the experimental stations which had been established in Palestine by Aaron Aaronson, who had succeeded in combating malaria. He had the assistance of Dr. Magnus.

The health board established by Dr. Straus in Jerusalem is non-sectarian. In addition to the fight against malaria it will also combat tuberculosis.

CARPATHIA LETS NO SECRETS OF THE TITANIC'S LOSS ESCAPE BY WIRELESS AS SHE DRAWS NEAR THIS PORT

DENIAL THAT NEWS WAS WITHHELD

Cunard Official Heard Titanic's
Fate Was Known Here at
10 A. M. Monday.

NOT UNTIL 6:30, LINE SAYS

Montreal Reports That the News
Got There From Here
in Afternoon.

One of the persistent reports yesterday was to the effect that the White Star Line knew of the sinking of the Titanic hours before announcement of the fact was made at the offices of the White Star Line on Monday evening. The Carpathia got to the scene of the wreck at daybreak Monday. How early she got news to the Olympic that the Titanic was gone is as yet a matter of surmise. It was the Olympic that sent the messages to land.

Vice-president Franklin of the International Mercantile Marine said when asked about these reports:

"I have denied these reports more than once. I say most emphatically that this line did not have word of the sinking of the Titanic until a few minutes before it was announced by me on Monday evening. No official of the line could have had such a message without my knowing of it. We have concealed nothing."

Mr. Franklin was told that Thomas J. Stead, an assistant to the vice-president of the Cunard Line, was quoted as saying that he had information to the effect that it was known in this city at 10 o'clock on Monday morning that the Titanic had sunk. Mr. Franklin telephoned to General Manager Sumner of the Cunard Line and asked him to send Mr. Stead to the White Star office so that he might explain to the reporters present and to the White Star officials just what he had said. Mr. Stead, who hurried over, was much flustered.

"I did not say," he explained, "that the White Star Line or any official of the line knew of this message. All I said was that a personal friend told me that he knew of the sinking of the Titanic at 10 o'clock on Monday morning. I had confidence in this man and I did tell some of the reporters that this statement had been made to me. But I did not say that the White Star Line had any such knowledge."

Earlier in the day Mr. Franklin was asked if a published report was true that J. Pierpont Morgan, Jr., who is one of the directors of the International Mercantile Marine, got information from the White Star Line in the forenoon Monday that the Titanic had sunk. Mr. Franklin was just as emphatic in saying that Mr. Morgan did not get any such information from the line because the line did not have it to give until 6:30 P. M.

Mr. Franklin said last evening that no message had been received from J. Bruce Ismay, managing director of the International Mercantile Marine, one of the men saved from the Titanic. Mr. Franklin declined to speculate on the reason.

MONTREAL, April 17.—Investigation here to-day indicated that the sinking of the liner Titanic was known long before it was made public and at the very time reassuring reports that all on board were safe were being given out. It is known that the news of the disaster was sent to Montreal on Monday afternoon and was confirmed by a telephone message from New York.

The despatch received in Montreal saying that the Virginian was towing the Titanic to port came from the wireless operator at Cape Race.

GERMANS DEMAND FEW BOATS.

Titanic Disaster Is Ascribed to Craze
for Speed.

Special Cable Dispatch to The Sun.
BERLIN, April 17.—The German regulations in regard to providing boat accommodations for passengers and crew in case of an emergency like the sudden foundering of the Titanic, do not call for a seat in a boat for everybody. The largest ships carry about twenty boats.

The newspapers, in referring to the Titanic disaster, make less criticism in regard to the shortage of boats than on the speed craze, to which many ascribe the accident.

It is claimed that, if a daily service each way across the Atlantic is established the danger of disaster will be lessened as ships will always be in the neighborhood of each other.

It is stated that the North German Lloyd, Hamburg-American, Cunard, White Star and the French lines are discussing such an arrangement.

CRAIG JUST DIDN'T SAIL.

M. P. Can Not Tell Why He Post-
poned Trip.

Special Cable Dispatch to The Sun.
LONDON, April 17.—Norman Carlyle Craig, the member of Parliament who did not sail on board the Titanic as he had planned, said to-day:

"I certainly was booked on the Titanic the day before her departure and fully intended sailing. At the last moment, however, I suddenly decided not to sail. I cannot tell why. There is simply no reason for it. I did not have any premonition or any dream of a disaster."

According to a despatch received here yesterday Mr. Craig had the White Star line cancel his passage on the Titanic, saying that he would sail on the Oceanic to-day.

ANGOSTURA BITTERS—Just what you need to tone up the system in the Spring.—Ad.

SAVED, 332; MISSING, 353.

Cabin Lists of Titanic Survivors
Increased by 44 Names.

The list of cabin passengers of the Titanic saved and missing as amended yesterday by the addition of names to the list of survivors is as follows:

First cabin, saved 203
Second cabin, saved 129
Total 332
First cabin, missing 155
Second cabin, missing 198
Total 353

This adds forty-four names to the list of saved. It indicates also that 400 or more of the steerage and crew are safe. The names of these latter are still coming in. Eighty had been received by 12:30 o'clock this morning.

J. B. THAYER NOT SAVED.

His Wife, on the Carpathia, Says
She Has No News of Him.

PHILADELPHIA, April 17.—The Pennsylvania Railroad officials have been skeptical from the start as to the safety of John B. Thayer, the second vice-president of the company whom the wireless had reported saved. They have used every endeavor to get into communication with Mrs. Thayer, and finally early this evening Joseph Richardson, the assistant to the second vice-president, received a wireless from Mrs. Thayer in which she said that Jack, Margaret (the maid) and she had been saved. She said that she had no news of Mr. Thayer yet. She also gave the names of two members of the family whom she wished to have meet her in New York upon her arrival.

The fact that his wife says she has not seen him yet leads persons here to believe that the survivors on the Carpathia may have been told that other vessels would pick up the remainder of the passengers.

STEAMSHIPS WELL FILLED.

Titanic Disaster Has Little Effect
on Transatlantic Travel.

That the disaster to the Titanic has not seriously affected travel by the ocean ferry is illustrated by the departure to-day of three steamships, the North German Lloyd liner George Washington for Bremen, the Hamburg-American liner Moltke, for Hamburg, and the White Star liner Cedric, for Queenstown and Liverpool. The George Washington has more than her usual mid-April number of voyagers, including a small number who had been booked for the Titanic. The Cunard Carmania, which sailed yesterday, took away twenty who had intended to take the Titanic. The Cunard Mauretania, which sails next Wednesday for Fishguard and Liverpool, will have every first cabin berth filled. She will take about 120 of those who had been booked for the Titanic.

The agents of all the lines said that there had been no falling off in bookings because of the fate of the Titanic. The impression seems to prevail among seagoers that after a serious accident commanders are likely to be extra careful. April and May are among the most peaceful months for seagoing, and the greatest peril is that of bergs in the fog, but the new routes agreed upon by the lines will take all ships below the latitude of frequent fog and ice.

NOT CHIVALRY, SAY WOMEN.

Suffragettes Think Men Should Give
Way in Crisis.

Special Cable Dispatch to The Sun.
LONDON, April 17.—The opinions of prominent suffragettes were asked in regard to the chivalry of the men on the Titanic, in view of the contention of many of the leading militants that chivalry among men is dead.

Annie Kenney, the organizing secretary of the Women's Social and Political Union and one of the foremost suffragettes next to Mrs. Emmeline Pankhurst, admitted her admiration for the heroism of the men on the Titanic. She added, however, that it was possible to place it on too high a plane. It was almost a natural law, she said, that women and children should be saved first, the children because childhood is sacred and the women because they are so necessary to the race that they cannot be spared.

"At a crisis such as this," she said, "it must be admitted that the lives of women are more useful to the race than the lives of men. If it is insisted that for the men to recognize and act on this view is chivalry, it is also the duty of women to insist on always and is usually not recognized."

"Women cheerfully starve for their husbands and children and starving is much slower and more painful than drowning. Man is chivalrous at moments of a crisis, but in the aggregate the balance of chivalry is on the part of women."

Miss Sylvia Pankhurst said she did not want to minimize the gallantry displayed by the men on the Titanic, but it must not be forgotten that it is the universal rule in cases of shipwreck that the women and children shall be taken care of first.

"William T. Stead was one of our earliest and best supporters," she said. "We shall suffer a great blow if he has perished."

Another suffragette said she did not wish to be ungracious, but she thought it was the least men could do—let the women leave the ship first.

"We," she said, "have to suffer so many disabilities throughout our lives that we may at least expect some advantages at such a crisis."

Other women made the point that a single instance under exceptional circumstances did not constitute chivalry. If they were consistently chivalrous the men would help the women's movement, added these speakers.

DEWEY'S PURE GRAPE JUICE.

Purifies the blood. A delicious beverage. H. D. DEWEY & SONS CO., 135 Fulton St., N. Y. Ad.

Petitions for Details Un-
heeded and Marconi Work
Interrupted.

NAMES OF SAVED SENT

Outside Messages Put Total
at 700, but That Is Prob-
ably Too Small.

BRUCE ISMAY SILENT

Ambulances to Meet Ship,
Though She Reports
"All Well."

CITY FLAGS HALF STAFF

44 Added to Lists of Cabin Sur-
vivors—Names of Saved in
Steerage and Crew.

Far out at sea near the Cunard Carpathia and her sad company of survivors of the Titanic tragedy the cruisers Chester and Salem were sending late last night to the Government wireless station at Newport a list of steerage passengers and crew saved. All along the