

STORM STOPS REPORTS FROM CARPATHIA

WIRELESS PICTURES THE TRAGIC SCENE

Vivid Tale of Titanic Catastrophe Flashes
Through Atmosphere from the
Carpathia.

FLOATING BODIES FOUND TO MARK LINERS WATERY GRAVE

New York, April 17.—Confirming the most liberal estimates of loss of life and exceeding the worst catastrophe conceived by imagination, the elements of the great tragedy at sea—the sinking of the \$10,000,000 liner Titanic early on Monday morning—are slowly coming to light.

From his wireless tower at Wellfleet, Mass., the special correspondent of The Washington Herald, an experienced wireless operator, late to-day talked across the seas with the operator on the steamer Carpathia, and secured from him full confirmation of the disaster and such few scant details as could be transmitted before they were interrupted by the rough weather.

The only survivors of the wreck are those who were picked up by the Carpathia. Beyond that list there is no hope.

OTHER SHIPS TOO LATE.

The Carpathia found no other ships on the scene. Fishing craft may have arrived later and searched the water, but they were too late to find any living thing. The crew and passengers of the Carpathia, tiring the radio, saw a desolate expanse of water broken only by the floating bodies of half a dozen victims and what wreckage had come to the surface.

Far enough away to have escaped the suction of the sinking liner, drifted twenty lifeboats, filled with women and children and a few men, passengers, besides some members of the crew, who had been blown away to sea. Many of these women were attired in evening gowns which they wore at a gathering of the fashionable in the main saloon of the great liner as she struck the berg. Other of the women and all of the children were in their night garments, and but few of them had overcoats of any description. In the night as the Carpathia is steering the Atlantic on her way to New York, many of these women are under the care of physicians in a pitiable state of mental and physical exhaustion.

How many hours these people have been drifting about in the bitter cold and among the floating fragments of ice The Herald correspondent could not learn.

Women Hysterical.

The Carpathia's operator was able, however, to tell him that practically all of the survivors, with the exception of the members of the crew, were in a serious condition. Many of the women were hysterical and some in a state of mental collapse. Conditions aboard the Carpathia were described as those which would be unbearable under any other circumstances. The ship's medical supplies were inadequate for the treatment of more than a few of the most serious cases. There were not enough clothes to go around, and the survivors were suffering from the cold.

From the few details which the Carpathia's operator was able to transmit to a fleet, the sea was perfectly calm when the accident happened. On every side stretched a great white expanse of broken ice, and it was through this mass that the Titanic steamed to her doom. From the estimates of the survivors, the operator conjectured that the vessel was steaming at a rate of ten miles an hour. Considering the ship's equipment of engines, this was approximately at the rate of half her full speed. This indicates that, although Capt. Smith was hoping to establish a record on the vessel's maiden trip, he

had confined his efforts at spurring to unobstructed water, and was cognizant of the danger which the captain of the French liner Touraine reports he pointed out to him. It also indicates that, as usual, the great bulk of the iceberg was below the surface.

The night was dark and a low haze spread over the ocean, making it impossible to discern objects ahead. How many icebergs were abroad in this mist will never be known. But it is certain that the greatest of them and of the kind that mariners call a "blue iceberg" was directly in the path of the Titanic. Of what orders were given from the bridge, there is no report. But the Carpathia's operator said that the survivors had only words of praise for the conduct of Capt. Smith and his crew.

Capt. Smith was on the bridge with the lookouts when the vessel struck. There was no need to sound a muster call for the crew. The crash brought every man to the deck. Neither was there any cause for the enforcement of the law of the sea, that when men disregard the rights of "women and children," they shall be clubbed back.

The Wellfleet dispatches confirm the supposition that a large number of the crew peacefully sleeping in the forecastle head were instantly smashed to death. But how many perished in this manner is a mystery of the sea.

The wireless operator managed to utter his cry for help before the electric power gave out. This explains the abrupt ending of his message:

"S. O. S. Titanic sinking by the head. Rush assistance."

The last words of his message only barely agitated the detectors on the instruments of the vessels which picked up the call.

The lifeboats escaped the sinking ship only to fight another life battle against the floating ice. Whether all of them went to destruction is not known.

The number of lifeboats picked up by the Carpathia is not definitely known. Neither is it known whether any of the floating bodies were picked up by the Carpathia.

At midnight the Carpathia is estimated to be 50 miles from New York.

Mrs. Hughes, Sr., Dying?

Wellfleet, W. Va., April 17.—Mrs. Hughes, wife of the West Virginia Congressman, is reported dying at her home here to-night from shock caused by failure to receive any news from her daughter, who was aboard the Titanic.

MAKING GOOD SPEED.

Carpathia, Now Nearing New York.
Reports that All is Well.

Newport, R. I., April 17.—At 4:30 o'clock to-night the wireless station here reports that the Carpathia is in communication with the Marconi station at Blauvelt, but at this hour has not received any definite information, except that the Carpathia is proceeding toward New York and making good speed.

A message from the White Star Line office at New York to J. Bruce Ismay, on the Carpathia, expresses thankfulness that he escaped.

IMPACT KILLS MANY OF THE CREW

Were Quartered in Forecastle When
the Collision with Ice-
berg Occurred.

Wellfleet, Mass., April 17.—(By wireless from Carpathia).—The iceberg was not sighted until the Titanic was dead upon it. Capt. Smith signaled to reverse the engines. It was too late.

Halifax, April 17.—The liner Parisian, of the Allan Line, anchored off this harbor to-night. She reports that she has no survivors of the Titanic aboard and that she doubts that any survivors were picked up by a fishing fleet.

Several passengers were killed on the Titanic by the impact. Many had limbs broken. It is reported that at least 150 members of the Titanic's crew were instantly killed when the collision occurred. These men were quartered in the forecastle head.

ALL PLANS LAID TO RECEIVE LINER

Cunard Officials Make Full Arrangement for Arrival
of Carpathia.

New York, April 17.—Fearing turbulent scenes when the Carpathia reaches her pier, officers of the Cunard Line are making extraordinary arrangements for her reception. She is due between 9 and 10 o'clock tomorrow night. There has been a tremendous demand for passage tickets to relatives and friends of the survivors.

The Cunard officials anticipate that representatives of the individual newspapers and all photographers will be barred from the ship. Each press association will be permitted to have fifteen representatives on the pier. This action was mainly due to the pressure brought to bear upon the officials by J. P. Morgan, Jr., who is a director of the White Star Line. The capacity of the pier was placed at 1,200. This number of passengers have already been issued by the company to friends and relatives of the survivors. In addition, Surveyor General Henry's office has issued 1,000 pier passes, each good for two persons.

HINT TO "AMATEURS"

Wireless Operators Requested to
Stop Operations Just Now.

Marconi Station, Wanamaker Stores Building, New York, April 17 (8:35 p. m.).—All wireless stations have been requested to refrain from using the ether except in cases of emergency, so as to facilitate communication with the Carpathia.

The only stations with which the Carpathia is now in touch are the International News Service station, at the Wanamaker Stores; Seagate and Sagaponack, Long Island. These stations are authorized by the Marconi Company.

TALES OF HORROR FLASHED ASHORE FROM CARPATHIA

A "Blue Iceberg," Wrapped
in Haze, Caused the
Disaster.

ALL LIGHTS WENT OUT

Wellfleet, Mass., April 17.—There is no chance to obtain direct statements from Titanic survivors on board the Carpathia, as the ship is bombarded with private messages and the operators have been on duty continuously for sixty hours. The following facts have been learned, however:

The only survivors of the Titanic are those who put to sea in the life boats and who were picked up by the Carpathia, the first ship to arrive on the scene, women and children placed in life boats which were manned by two and three men. Many of them were in scant attire when they took to the boats and suffered greatly from exposure. The Carpathia's hospital is overflowing. The sea was calm, but ice abounded. The Titanic struck what mariners term a "blue iceberg," which was obscured in a thin, low-hanging haze. The Titanic was proceeding at a speed of about ten knots, feeling her way through the thick field of ice. The iceberg was not seen until the ship was dead upon it, and too late to retard her speed or alter her course. The bow was stove in for a considerable distance and ripped out the bottom of the hull from bow to amidships.

When Crash Came.

The ship's officers felt certain the vessel would be able to remain afloat, but could not calm the fears of the passengers, most of whom had retired, and were thrown from their berths when the liner struck with a deafening crash. Scenes of indescribable horror occurred when the dynamo room was flooded, causing the electric lights to go out and leaving the ship in darkness. The wireless operator managed to transmit a call for help before the power failed, which was weak and hardly audible, carrying a greater distance than 100 miles. Lifeboats had a hard time keeping afloat in the field of ice, and many women were rendered temporarily insane by harrowing experience.

Many were dressed in evening gowns, which afforded small protection. Several bodies were seen floating around in the wreckage and field of ice, but no effort was made to recover them, as search for survivors was more important. No trace of Maj. Archibald Butt, who probably lost his life. Commanders of the Chester and Salem asked the Carpathia if in need of provisions, but were told supply was plentiful. Both ships, the Franconia and North German liner, outbound, handled hundreds of messages to the Carpathia during the day.

The wireless operator also stated that Isidor Straus was on board the Carpathia. He gave the first authentic details as to the sinking of the Titanic, although not a complete story. He said that Capt. Smith stuck to the ship and was on his bridge when the Titanic took her final plunge. The second wireless operator on the Titanic, who was in charge of one of the lifeboats, was among the rescued.

Report from Chester.

A continuous stream of wireless messages are being sent from the Carpathia and are being relayed by the scout cruisers Chester and Salem to the land stations. The captain of the Chester reported that he was making twenty knots an hour and would reach the Carpathia by 11 o'clock to-night.

ADDITIONS MADE TO SURVIVORS' LIST

White Star Line Makes Revision of
the Original Announcement of
Those on Carpathia.

New York, April 17.—The following list of persons not previously mentioned in the list of persons rescued from the Titanic was given out at the office of the White Star Line to-night as an "unofficial" list of persons rescued. The names in this list were:

MRS. ANTOINETTE KENNARD, CALABARD, WILLIAM CHARTERIS, MISS SARAH CLARKE, MISS KATHLEEN GIBSON, MISS NINA JONES, MISS J. A. HOLD, MRS. M. OLIVIA MIDDLEBURY, MRS. MOHAN, MISS LETTIE MINDERSON, MISS EVELYN POMEROY, MISS NORA SEDLEY, MISS JESSIE TROUT, MISS ALICE TROUT, MRS. WARREN (Mrs. F. M. Warren).

NATHAN STRAUS III.

News that Brother Was Among the
Missing of Titanic Is Cause.

Rome, April 17.—Nathan Straus is dangerously ill here and fears for his recovery are entertained. Mr. Straus collapsed to-day when he learned of the fact that his brother Isidor was among the missing on the Titanic's passenger list.

Physicians were summoned immediately and they reported his condition grave. Nathan Straus, with Mrs. Straus, sailed from New York last August, as the representative of the United States government to the International Congress for the Protection of Infants.

that he was making twenty knots an hour and would reach the Carpathia by 11 o'clock to-night.

The captain of the Chester said word that he would keep within wireless range of the North Truro station and attempt to get first-hand statements of the disaster from some of the survivors to be flashed landward.

The above account was the first direct word from the Carpathia, and the first authentic account of the fate of Capt. Smith.

Definite information has been received here that the Titanic was proceeding at a speed of about ten knots. Ice abounded on all sides and Capt. Smith was cautiously feeling his way through the floating cakes. There was a thin, low-hanging haze which added greatly to the danger.

The iceberg was not sighted until the Titanic was dead upon it. Capt. Smith signaled for the engines to stop, but it was too late. How on the queen of the seas sped to her fate. The gigantic mass of ice pushed ahead with irresistible force. The Titanic buckled up.

Passengers who had retired were roused from their berths by the terrific force of the impact and several were killed. Windows were shattered and ornaments were ripped from the wall.

The rush of the torrents of water could be plainly heard.

Suddenly the lights went out as the water flooded the dynamo room and the sinking ship was plunged into darkness. The cruisers Chester and Salem, sent out by order of President Taft, have been in wireless communication with the Carpathia to-night. They asked if the captain of the Carpathia was in need of provisions and were assured that there was a plentiful supply on board.

All day the Carpathia has been flooded with wireless messages. The Franconia and a North German liner out-bound, handled hundreds of messages to the Carpathia during the day.

WELLFLEET REPORT IS NOW ACCEPTED AS FINAL

New York, April 17.—The steamer Carpathia, bearing to New York the survivors of the Titanic disaster, is making good speed to-ward this port at a late hour to-night and at the present rate will dock here to-morrow night. This information was received at 10 o'clock here from the scout cruiser Salem. That vessel reported that she had been in communication with the scout cruiser Chester and that vessel received the message from the Carpathia.

The wireless communication was broken off after the Carpathia had stated her progress. The Salem asked the Chester not to attempt to take the names of the third-class passengers saved, as the weather was bad and there were more important matters waiting to be transmitted by wireless.

All doubts as to wreck of the Titanic with an appalling loss of life was removed by a wireless message from The Washington Herald correspondent at Wellfleet, Mass., who secured absolutely the first details of the catastrophe. Wellfleet has not been able to pick up the Carpathia since 9 o'clock, owing to the bad weather also reported by the cruisers Salem and Chester.

Every wireless station in New York is calling the Carpathia without cessation, but at a late hour none has been able to reach her.

The thousands of people who, stricken with grief, have waited all day and to-night at the White Star offices for some word of their relatives and friends, accept the Wellfleet reports as final. That John Jacob Astor, Isidor Straus, Maj. Archibald Butt, and the remainder of the notables reported among the missing have perished is no longer doubted.

Wellfleet, Mass., April 17.—Capt. Smith was the first officer who realized the peril, but he did not believe that his boat, which he had expected to pilot to glory on this, her maiden trip, was in danger of going down. As a precautionary method, however, he instructed the wireless operator to send out the "S. O. S." call, the international signal of distress on seas, so that aid would be on hand if it came to the worse. This was before the power failed, and the terrifying signal was sent into the night asking for assistance. The operator had barely clicked his instrument for the final letter of his message when the water flooded the dynamo room.

He turned to his accumulator set, which was weak; spluttering messages were sent out, but they were incapable of carrying a greater distance than a hundred miles.

MANY WOMEN INSANE.

Many of the women were rendered temporarily insane, and are now under the care of physicians on the Carpathia.

The first S. O. S. call was picked up by the Carpathia, which headed at once for the scene of the disaster. The Titanic had gone down before she reached the spot, but numerous pieces of wreckage told the story of what had happened.

A number of bodies were seen floating about in the ice field. They were evidently those who had sought refuge on the floating cakes of ice or in clinging to the pieces of wreckage. The cold overcame them and they perished while the Carpathia and a number of other liners were rushing to their aid. No attempt was made to recover the bodies.

With the final realization that his splendid craft was doomed, Capt. Smith ordered the lifeboats lowered. His orders were obeyed with alacrity, and the women and children were lowered. The lifeboats were rocked and swayed by the wind and the rolling of the boat, and great difficulty was experienced in getting the women aboard without mishap.

There was a gathering of fashionables in the grand saloon. Many of the women were lowered into the lifeboats in evening gowns.

Latest estimate is 1,500 dead and probably 700 saved.

There was a gathering in the grand saloon on Sunday night, attended by men and women of the first cabin in evening clothes. Many of the women were lowered into the lifeboats in their evening gowns, which afforded but scant protection from the chill winds and water.

Guided only by the cries of the distressed survivors, the Carpathia cautiously made her way through the dangerous ice fields, picking up boat loads of lost souls of frenzied women and children. Many of the women were rendered temporarily insane by their harrowing experience, and are still under the care of physicians in the Carpathia's hospital.

When communication was first established with the Carpathia her wireless was working clearly and distinctly. She stated that she was 20 miles north of Cape Cod at noon, and that she expected to reach New York either late Thursday night or Friday morning.

The wireless operator confirmed the figures previously sent to The Washington Herald. He said he could not give the exact number of survivors or dead, but it would approximate 1,500.

He denied that any passengers of the Titanic survived other than those aboard the Carpathia. When the Carpathia reached the scene of the wreck there were no other vessels in sight. All that remained of the giant ship were a few bodies floating on the surface above.

CARPATHIA DOCKS AT PIER TO-NIGHT

Wireless Stations Near New York Lose Communication with the Cunard Liner
After 9 o'clock Last Night.

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EARL GREY SENDS OUT S. O. S. CALL

Halifax, Nova Scotia, April 17.—The Earl Grey, with 200 passengers, is ashore at Cape Bohn to-night. The government has issued a call for assistance from the Earl Grey, which was flashed at regular intervals for several hours. The Earl Grey piles between Charlottetown, Prince Edward Island, and Plover, Nova Scotia.

BULLETIN.—Several passengers were killed on the Titanic by the force of the impact. Many had limbs broken. It is reported that at least 150 members of the Titanic's crew were instantly killed when the collision occurred. These men were quartered in the forecastle head.

Exclusive Details In The Herald's Extra, First on the Streets

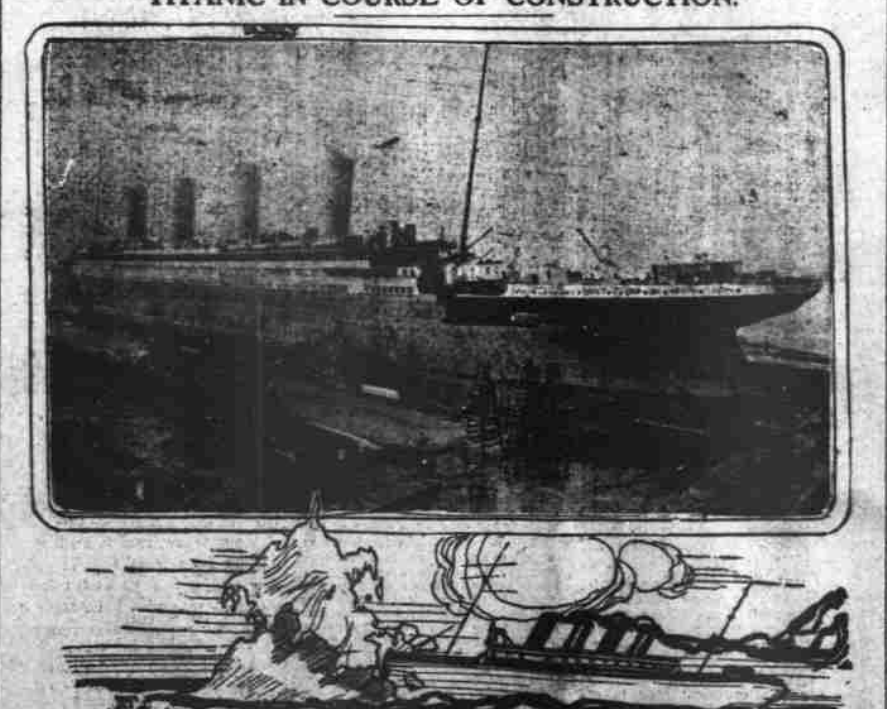
Beating its nearest competitor by five minutes in getting last night's extra edition on the streets, and printing two big, exclusive stories, The Washington Herald added another notable coup to its already long list, and maintains its reputation as the newspaper of the National Capital which prints all the news and prints it first.

The startling account of the dangerous predicament of the Earl Grey, with 200 human beings aboard and its wireless apparatus flashing out the dread "S. O. S." was printed exclusively by The Washington Herald last night in the extra edition which newsmen were shouting at 8:20 o'clock, and the latest bulletin on the Titanic catastrophe, revealing the story of how 150 men death the instant the leviathan plowed into the floating mountain of ice, was also exclusively displayed in the special edition. The following exclusive stories, properly displayed under big headlines, were given to the people of the District last night in The Washington Herald at 8:15 o'clock:

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TITANIC IN COURSE OF CONSTRUCTION.



The Titanic was the largest vessel that was ever built. Here are the basic simple proportions, the skeleton outline of her size: Length over all, 882 feet 6 inches; beam, 92 feet 9 inches; depth, keel to deck, 97 feet 4 inches. The vessel was launched at Belfast May 31, 1911. She was designed to comfortably accommodate 3,360 persons—of this number 860 were to be regularly employed as officers and crew. A large majority of the towns of the United States could put their entire population on board the big ship for a sea voyage.