

WIRELESS CONFIRMS WORST REPORTS

Save 328 of Titanic's Cabin Passengers and 540 of Steerage and Crew

SURVIVORS ON CARPATHIA TO LAND TONIGHT

BIG STEAMER NEARING PORT WITH RESCUED

City Preparing to Handle Immense Crowds at the North River Docks.

Only Relatives and Friends Will be Admitted Through Lines to Ship.

NEW YORK, April 17.—Every effort to facilitate the landing of the Titanic's survivors, when the Carpathia docks at her pier on the North river to-morrow night or early Friday morning will be made by the immigration and customs authorities, officials of the Cunard line and the New York police.

The plans were made known in various announcements to-night, and provide for the fullest protection of the survivors and their relatives from interference from curiosity seekers and newspaper reporters until they have left the Cunard pier. Customs regulations, it was announced, would be suspended and all aliens among the survivors would be immediately discharged by the immigration authorities to their friends and relatives as soon as they leave the ship, although such as may desire will be taken to Ellis island and cared for.

Bar Out Curious.

The Cunard officials announced that they would permit on the pier only friends and relatives of the survivors, who will be admitted by a pass after having established their right to obtain one at the company's offices. No photographers of the press, they stated, will be admitted, and the police will keep off a large space outside the pier to keep back curious crowds. Although government officials have signified their willingness to allow newspaper reporters and relatives of the survivors to board the ship from revenue cutters before she reaches the dock, the Cunard officials indicated to-night that this privilege would not be granted. In that event, the full story of the great disaster, except such details as may be received by wireless meanwhile, probably will not be learned until long after the Carpathia has docked.

Franklin MacVeagh, secretary of the treasury, in a statement sent to collector of customs Loeb, announcing that customs regulations would be waived, said:

Cunard Line Strict.

"There is, however, no obstacle, so far as the government is concerned, to the boarding of the Carpathia by friends of survivors and by reporters, provided the consent of the owners of the Carpathia is obtained. If she authorities of the Guard line 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 anyone to board the ship prior to her reaching the dock."

The Cunard officials stated tonight that they expected that more than 1,000 passengers would be issued to relatives of survivors.

The White Star officials announced that arrangements have been made between their company, Commissioner of Immigration Williams and Mayor Gaynor for caring for the third class survivors in the city's municipal lodging houses. Those who are in financial distress or without aid from friends or relatives will be sheltered by the city, it was stated, until they could obtain employment or other relief.

THE WEATHER

WASHINGTON, April 17.—Forecast: For Western Pennsylvania West Virginia and Ohio—Showers Thursday; cooler; Friday fair.

1312 LOST IN OCEAN'S APPALLING DISASTER

Cunarder Carpathia With Precious Freightage of Lives Snatched From Jaws of Death Creeping Down Atlantic Coast.

Figures Tell Story of the Heroism of the Men Aboard the Sinking Liner, Who So Unselfishly Sacrificed Their Lives.

Masters of Millions Bravely Stood Aside While Women and Children Filled the Few Lifeboats That Titanic Carried.

Wireless Has Not Yet Revealed the Great Secret of Ship's Death Which Carpathia Has to Tell to World.

Parisian Has No News of Horror.

HALIFAX, April 17.—The steamer Parisian, the Allan liner, which last Monday was near the scene of the Titanic disaster, the fact arousing hopes until a denial was received from her of her having survivors of the Titanic on board, entered Halifax harbor at 7 o'clock last evening.

The Parisian was visited upon her arrival by the port physician, who on landing brought the information that the steamer had no further details of the Titanic disaster.

Captain Haines, when communicated with, reported that at 10:30 (Parisian time) on Sunday night she was in communication with the Titanic, being 150 miles distant. The Titanic was then safe. The operator on the Parisian retired soon after and nothing was known of the disaster until Monday morning.

The weather on Sunday night was clear and starlight.

It is the belief that the Titanic struck a low-lying iceberg, not more than ten feet out of water and 70 feet submerged. With the ship going at high speed, such a berg would rip the bottom open, probably as far as the engine room, and this probably accounts for her going down so quickly after she struck. Had it been a high berg it would have been visible far off.

NEW YORK, April 17.—The roll of the saved from the Titanic disaster to-night seems complete.

Practically every attending circumstance in the transmission of news from the Carpathia goes to show that only 328 of the 610 cabin passengers of the Titanic are safe on the rescue ship.

The 282 cabin passengers whose names have not appeared in the lists sent ashore yesterday by wireless must probably be conceded as among the 1,312 lives which the collision of the mammoth new steamer with an iceberg off the Newfoundland banks Sunday night is believed to have taken.

Thousands of hopeful hearts were turned to despairing ones when the United States scout cruiser Chester wirelessed ashore late to-day that she had been in communication with the Carpathia and had asked repeatedly for the full list of the first and second cabin survivors, and that the rescue ship reported that all the names had already been sent ashore. The remainder of 540 persons saved were passengers in the steerage or members of the crew.

After the strain of three days waiting without news of their missing ones, there were few of the hopeful that still held out to-night against the seemingly final word as to the fate of their friends and relatives.

Nurse Faint Lingered Hope.

The small remaining hope of the few who persistently refused to believe the worst rested to-night on the faint possibility that the list of survivors sent by wireless from the Carpathia might, after all, not be quite complete.

The fact that one new name came through late to-day in a private message from the Carpathia was the basis of what was more a desire than a hope that there were slips enough in her wireless lists to account for a few, at least, of those still unaccounted for. At the best, however, it appeared that it could be only an occasional one whose safety had not been reported through some error of omission on the line or of wireless transmission.

From the Carpathia, which was approximately 600 miles from New York this morning, and which is expected, if she keeps up her rate of progress of 12 knots an hour, to reach the entrance of the harbor by 8 o'clock to-morrow night, came a new report during the day as to the number of survivors on board.

May Be Only 705 Saved.

Through the Cunarder Franconia, which established wireless communication with the rescue ship, came a message which included this statement: "She has a total of 705 survivors aboard."

The previous statement from the Carpathia had been that she carried 661 survivors. It may be that the report received through the Franconia included account of rescued passengers only, disregarding the crew of 100 or more, who must have been in the boats when the Carpathia picked them up.

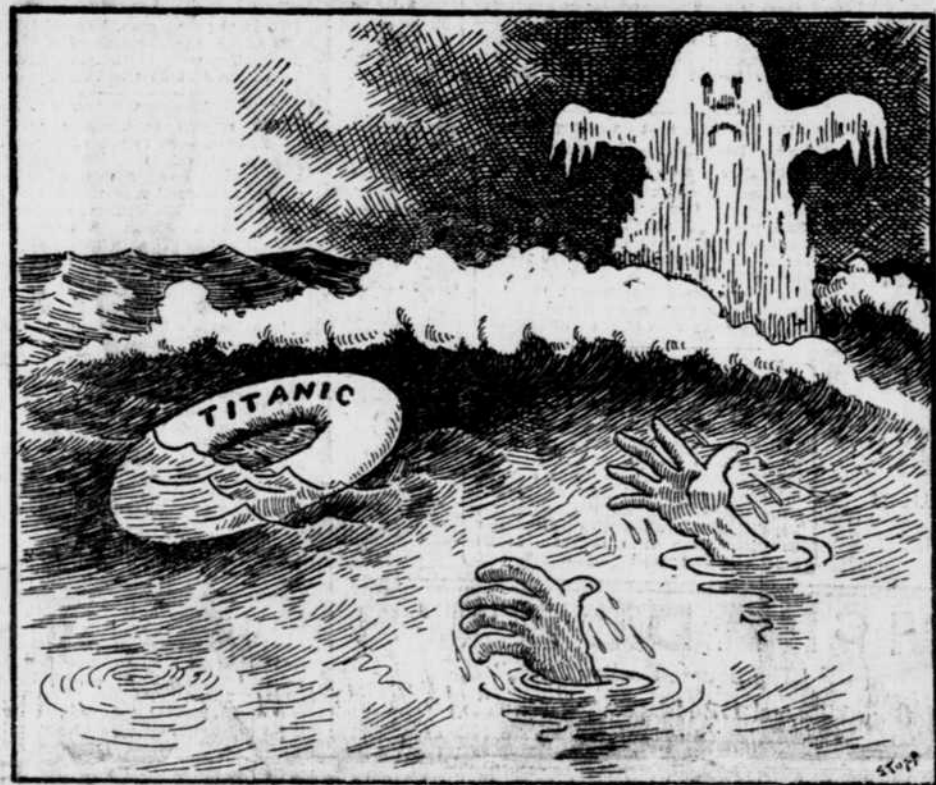
Communication was being had with the Carpathia to-night through both

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COFFINS CARGO OF THIS SHIP

HALIFAX, N. F., April 17.—The cable ship Mackay-Bennett, chartered by the White Star Line, sailed to-day to the scene of the Titanic disaster. She carries a hundred coffins, ice and undertakers. She hopes to recover dead. A similar vessel left here when the La Bourgoin sank, and a week after the disaster found thirty bodies. The ship Mina arrived to-day, with no survivors.

THE SPECTRE OF THE SEA



MEN OF FAME OCEAN TOMB AMONG LOST

FINANCIERS, ARTISTS, WRITERS AND MERCHANTS

Engulfed in Last Plunge of the Monster Titanic Beneath the Ocean.

Col. Astor, Major Butt, W. T. Stead, Benjamin Guggenheim Among Lost.

Never in the history of the world has a single disaster blotted out the lives of so many distinguished men of finance, literature, art and business as the plunge of the Titanic beneath the surface of the Atlantic after the collision with an iceberg. All died after giving away that the women and

MAJOR A. BUTT.



Major Archibald Butt, Military and Social Aide to President Taft, who was aboard the giant ocean liner Titanic when that great vessel collided with an ice berg on the New Foundland coast. At the present writing it can be learned that only 574 passengers on board the Titanic were saved and that the remainder of the 2,204 passengers, which includes a crew of 860, went down with the vessel.

children on the craft might fill the life boats and be saved. Noble sacrifices like they made came as a climax to the disaster.

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OCEAN TOMB OF THE LOST

BUT FEW BODIES WILL EVER BE RECOVERED.

Terrific Pressure Holds Victims Firmly Two Miles Below Surface.

Scientists Declare Ware Has Crumbled in Ship Walls Like Tissue Paper.

BALTIMORE, Md., April 17.—The bodies of the victims of the Titanic are at the bottom of the deep, never to leave it," declared Prof. Robert W. Wood, of the chair of experimental physics of Johns Hopkins university, to-day.

"It is altogether improbable that any of the corpses will ever return to the surface, as is the case with bodies drowned in shallow water."

"At the depth of two miles the pressure of the water is something like 6,000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases generated in them."

"That the bodies sank to the bottom of the sea there is no question," he continued. "The Titanic's victims who were not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile, a mile or at any other point."

"Great changes have necessarily been wrought in the vessel itself by the enormous pressure to which it has been subjected. No effect was produced on any portion or compartment or room to whose inside as well as outside walls the water has access. In such instances the pressure from one side neutralized that from the other side."

"But wherever there was an air-tight or water-tight compartment, the 6,000 pounds to a square inch pressure of water has crumpled those walls of the vessel as if they were tissue paper."

PLANNING NEW LIFE SAVING DEVICES

LONDON, April 17.—"Naval architects are already busy with the problem of designing a deck which can be slipped from a sinking liner," said John Harvard Niles, vice president of the Institution of Naval Architects, in an interview to-day. He continued: "The problem is chiefly that of the expense of the apparatus, which would be used only once in fifty years. An unsinkable ship is fiction of the trans-Atlantic ticket sellers."

TAFT WINS CONNECTICUT

ALL FOURTEEN DELEGATES PLEDGED THE PRESIDENT

Effort to Start Roosevelt Demonstration Results in Wild Cheering for Taft.

Illinois Districts Go Through Formality of Selecting Delegates.

PREVIOUSLY REPORTED.

NEW HAVEN, Conn., April 17.—Four delegates-at-large to the Republican national convention were chosen to-day by the Connecticut Republican State convention, and, by resolution, instructed to vote for the renomination of President Taft. The delegates are Charles F. Brooker, of Ansonia; J. Henry Roroback, of Canaan; Chas. Hopkins Clark, of Hartford, and Frank B. Weeks, of Middletown. The resolutions requested the district delegates to vote for Taft.

The district delegates were chosen by separate conventions, the selections being later ratified by the State convention. They are:

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NAMED IN HONOR OF PRESIDENT OF B. & O.

Mr. Willard Attends Opening Dinner, Delivering Thoughtful Address.

Says Success of Road and State Are Closely Linked—Should Work in Harmony.

Special Dispatch to the Intelligencer.

GRAFTON, W. Va., April 17.—The palatial new Hotel Willard, erected by Col. John T. McGraw and named in honor of President Daniel Willard, of the Baltimore & Ohio railroad, was formally opened to-night. The affair was a brilliant one, attended by many persons of prominence not only from the city and vicinity, but from a distance. During the hours of the reception, it was impossible to accommodate the many who attended, while the demand for rooms exceeded the supply. The hotel is handsome throughout, modern in equipment and brought forth expressions of admiration from all who inspected it.

During the evening Col. McGraw entertained with a banquet. It lasted until after midnight and among the prominent people in attendance was President Daniel Willard of the B. & O., vice-president and General manager A. W. Thompson, second vice-president Randolph and F. E. Blaser, of the B. & O., Judge Alston G. Day, of the B. & O., Judge Ira E. Robinson, who came up from Charleston, Hon. Louis Bennett, Hon. Charles Fetter, Sen. S. V. Woods and a number of others. Covers were laid for 135 guests.

Col. John T. McGraw acted in the capacity of host and toastmaster and addresses were made by President Willard, Mr. Thompson, Mr. Randolph, Mr. Blaser, Judge Day and Senator S. V. Woods. Other local people also made a number of remarks. Vincent band rendered a concert during the evening.

Immediately after the banquet the B. & O. officials returned to Baltimore on a special train.

The principal address was made by President Willard who said:

"It is perhaps proper that on such an occasion as this I should say something concerning the development of the Baltimore & Ohio Railroad, and the relation which, in my opinion, should exist between the railroad and the public, and perhaps more specifically between the Baltimore & Ohio and the people of West Virginia."

B. & O. Organized.

The Baltimore & Ohio Railroad was conceived by some of the leading citizens of Baltimore, and the project first took shape at a conference called by Mr. Evan Thomas, a merchant of that city, at his residence on the evening of February 12, 1837. Immediately following the conference a charter was applied for and it was granted on the 24th of the same month, and the actual beginning of the road was celebrated by the laying of a stone in Baltimore by the Hon. Charles Carroll, of Carrollton, on the Fourth of July, 1838. The Erie Canal, which was finished in 1825, threatened seriously to divert from Baltimore much of the trade which that city for years carried on with the country west of the Alleghenies, and it was for the purpose primarily of protecting that trade that the main line of the Baltimore & Ohio Railroad was built, connecting Baltimore on the east with Wheeling on the Ohio river in the west. Construction was pushed as rapidly as the financial circumstances of the company would permit, and the rails finally reached Grafton early in the summer of 1852, and the main line was completed through to the objective point on the Ohio river Christmas eve of the same year, and the first train was run into Wheeling on January 1, 1853. During the twenty-five years which elapsed between the time when construction was commenced and the date when the road was, finally completed to the City of Wheeling, a sum somewhat in excess of thirty million dollars was expended for property, construction and equip-

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WOMEN ARE ALL SAVED

NONE PERISHED IN SINKING OF TITANIC.

Wireless From Carpathia Is Caught Up by Olympic and Flashed Ashore.

NEW YORK, April 17.—"All women saved. On the Carpathia."

This wireless dispatch was received to-day from Miss Caroline Bonnell, of Youngstown, O., one of the Titanic's rescued passengers, now bound for New York, on the Carpathia.

The message came to H. W. Bonnell, of Youngstown, her brother, stopping at the Waldorf-Astoria, from Mrs. Bonnell's uncle, on the Olympic. Before sailing, it was agreed that Mrs. Bonnell, on the Titanic, was to get in touch with her uncle, on the Olympic, as soon as possible on the voyage.

SMITH LOST

Hope is Practically Given Up That Morgantown Man is Among Survivors.

Special Dispatch to the Intelligencer. MORGANTOWN, W. Va., April 17.—"Hope is saved. We have little hope for Louie. We can get no information about him at all."—Paul McKel.

The above is the gist of a telegram received here, late this afternoon by relatives of Louie Smith, E. M. Grant of the Board of Trade and Senator Davis Elkins returned from New York this morning and they say that the above are true on the part of the frantic relatives.

RED CROSS APPEALS FOR AID FOR FLOOD SUFFERERS.

WASHINGTON, April 17.—An appeal on behalf of the Red Cross for funds to aid the flood sufferers in the Mississippi valley was made public to-day by President Taft, who is president of the society.

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VOTING COUPON

GOOD FOR ONE VOTE.

For M. Address District No.

in THE INTELLIGENCER European Tour Contest at or any time before 4 o'clock p. m. on date hereon.

In order to be counted this coupon must be evenly trimmed and properly filled out.

April 20

If used to nominate new contestant, will count 1,000 votes.