

THE LOSS OF THE TITANIC.

AWAITING STORIES OF SURVIVORS.

CARPATHIA APPROACHING NEW YORK.

LIST OF RESCUED THIRD CLASS PASSENGERS.

Many conflicting and speculative stories of the disaster have emanated from New York during the past few days, and the most detailed of all was circulated yesterday. There were many obvious discrepancies in the narrative, and it was not surprising when later in the day it was denied and described as an invention. A few accounts, less "incredible," were also published, but the fact remains that nothing of an authentic character will be known until the arrival of the Carpathia with the survivors at New York. At 11 o'clock (American time) on Tuesday night the vessel was reported to be 596 miles east of that city, and it is expected she will arrive at eight o'clock (American time) to-night, which means that the first news to reach Great Britain will not come out until some time between 2 and 3 a.m. to-morrow morning. In these circumstances the news in the interval, as to the wreck or what followed, must necessarily be fragmentary and incomplete. The list of third class passengers included among the survivors was issued yesterday, and embraces over 50 persons.

Throughout the world there has been every manifestation of sympathy; the Parliaments of all countries and every municipality and public body of any note have passed resolutions expressive of the grief which the calamity has evoked. With characteristic promptitude the Lord Mayor of London has opened the Mansion House Relief Fund, and already a number of substantial subscriptions have been intimated.

KING GEORGE'S MESSAGE TO THE UNITED STATES.

The King has sent the following telegram to the President of the United States:—

"The Queen and I are anxious to assure you and the American nation of the great sorrow which we experience at the terrible loss of life that has occurred among the American citizens and my own subjects by the foundering of the Titanic. Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortune which affects the one must necessarily affect the other, and on the present heartrending occasion they are both equally sufferers. (Signed) GEORGE, R. and I."

PRESIDENT TAFT'S REPLY.

WASHINGTON, Wednesday.

President Taft has published the cablegram of sympathy which he has received from King George and Queen Mary, and has sent the following reply:—

"In presence of the appalling disaster to the Titanic the peoples of the two countries have been brought into a community of grief through their common bereavement. The American people are in the sorrow of their kinsmen beyond the sea. On behalf of my countrymen I thank you for your sympathetic message.—Reuter.

THE KAISER'S GRIEF.

Amongst the numerous messages of sympathy received by the White Star Line at Liverpool is one from the German Emperor as follows:—

"Achilleson, April 16, to White Star Line, Liverpool.

"Deeply grieved at sad news of terrible disaster which befell your line. I send expression of deepest sympathy. Also with all those who mourn the loss of relatives and friends.—WILLIAM I.R."

The following reply was sent:—

"Liverpool, April 17, to His Imperial Majesty the German Emperor, Corfu, Greece.

Your Majesty's kind message of sympathy has been received with deepest gratitude. The calamity is indeed overwhelming. We are taking steps to ensure your Majesty's message coming to the knowledge of all who have suffered bereavement.—EMMA, LIMEY AND CO., Managers, White Star Line."

FRENCH PRESIDENT AND THE DISASTER.

PARIS, Wednesday.

President Falleres has sent the following telegram to King George and to President Taft:—

"To His Majesty George V., King of the United Kingdom of Great Britain and Ireland and of the British territories beyond the seas, and Emperor of India, London.

"I am anxious to express personally to your Majesty the profound grief with which I learned of the horrible Titanic disaster, and I beg you to accept my most heartfelt and sincere condolences.—(Signed) A. FALLERES."

"To His Excellency Mr Taft, President of the United States of America, Washington.

"It was with profound affliction that I learned of the terrible Titanic catastrophe which plunged so many American families into mourning, and I am anxious to address to you my most sincere condolences. I beg to assure your Excellency that I share your anxiety regarding the fate of your aide-de-camp and friend, Major Butt.—(Signed) A. FALLERES."

CARPATHIA'S JOURNEY IN THE ICE.

SCARCITY OF NEWS.

NEW YORK, Tuesday.

To-day brought little fresh news of the survivors from the ill-fated Titanic, and the American Continent is waiting with the most intense interest for the arrival of the Carpathia to-morrow evening. According to an official statement issued by the Cunard Company, the Carpathia is due here at eight o'clock to-morrow night, and not until her unlocked-for passengers have landed will it be possible to obtain reliable information as to how the great liner met her end. Various imaginative stories have been printed here, only to be contradicted or disproved by the shipping companies and the Marconi Company, who have been able to show that no such "wireless" messages have been received. The only real news to-day was of a negative character, and further emphasised that there can be no hope for anyone who is not on board the Carpathia. For some time there was considerable anxiety felt for the Cunard's vessel, for after yesterday's message from her commander saying that he was groping his way cautiously through ice-floes and bergs communication with the ship ceased. This proved to be due, however, to atmospheric disturbances and the fact that the Olympic, which had been acting as a relaying station between the Carpathia and the shore, had got out of wireless range. Eventually a reassuring message was received from the Sable Island wireless station stating that they had been in communication with the Carpathia, and later the White Star Company received the following message:—

"East of message 596 miles, 11 p.m., Tuesday; all well."

Ambrose of course means the Ambrose of Annel Lightship of New York Harbour,

and already a large fleet of vessels have been chartered by the newspaper men, friends and relatives of the survivors, who intend going down the bay to meet the Carpathia at quarantine.

EXCITEMENT ON THE OLYMPIC.

Some confusion was caused this afternoon by the receipt of a wireless message from a passenger on the liner Franconia stating that the Carpathia had reported by wireless that she had only 705 of the Titanic passengers on board, after his definite report from Captain Rostron, issued by the White Star Company, that he had 868 survivors. The Franconia's passenger—a Mr Wingfield Thompson—statement must be received with considerable reserve, unless, indeed, it is intended to mean that only 705 of the survivors were passengers. Even then it is pointed out that it is hardly likely that so many as 163 of the crew would be saved. Another wireless message received here to-day appears to be worthy of more consideration. This is one sent by a passenger on the Olympic, Mr Roy W. Howard, general news manager of the United Press. He explains that the passengers of the Olympic were not allowed to use the ship's wireless until all official messages and reports from the Carpathia had been dealt with, a delay which must have been particularly exasperating to a newspaper man. In his message, which was addressed to the United Press, Mr Howard says that wireless messages of the Olympic indicate that the Loyland liner Californian has picked up some bodies near the scene of the wreck, and is probably conveying them to Boston. This appears to be confirmed by a Boston message, which states that the Californian is on her way there with the bodies of some of the victims. Mr Howard goes on to say that the receipt of the Titanic's wireless appeal for help caused tremendous excitement on the Olympic, and her passengers and crew are saddened despite the fact that she raced full speed all the way she was unable to be of any assistance to her sister ship, either before or after the disaster. The Carpathia sent the appalling news by wireless, and from that time on the Olympic constituted herself as a relaying cable station for the smaller vessel. All day on Tuesday the great liner remained practically stationary flashing the names of the survivors to the land station as fast as she received them from the Carpathia. The sympathetic interest of the passengers had to remain unsatisfied until the Olympic received instructions to continue her voyage to England. Then the list was published for the benefit of inquirers, and the embargo on private use of the ship's wireless instrument was removed. The Olympic's passengers immediately opened a fund for the benefit of the families of the victims of the Titanic, and handsome donations were at once received.

SCENES IN NEW YORK.

Meanwhile heartrending scenes are being witnessed at the White Star offices here, as relatives of victims who refuse to abandon hope continue to beg the officials to give them news. Mr Henry W. Taft, brother of the President, has paid several visits to the offices to inquire whether there is any news of Major Butt; and Mrs Benjamin Guggenheim and others. Distracted ladies continue to haunt the building, frantically upbraiding the officials for not keeping the rescuing ships on the scene of the wreck. Meanwhile relatives of the steerage passengers, very few of whose names have been published, are pitifully pleading with the White Star people for a full list of those steerage passengers saved. The United States scout cruiser Chester, which was sent out to meet the Carpathia, has reported to the Navy Department at Washington that the Carpathia has already transmitted a full list of the first and second class passengers saved, and this is taken to mean that the survivors as yet unaccounted for are all steerage passengers or members of the crew. Elaborate preparations are being made here for the accommodation of the shipwrecked people.—Special Telegram.

ANOTHER DOUBTFUL MESSAGE.

MONTREAL, Wednesday.

Tremendous excitement was caused here this afternoon by a Halifax message stating that the Government's cable ship Minia, which has returned there, reports having received a wireless message stating that the White Star liner Baltic had rescued 250 of the Titanic's passengers, while the Carpathia was stated to have rescued 760. The commander of the Minia, however, lessened the hopes raised by stating that he had not been in direct communication with the Baltic, and that owing to the many conflicting wireless messages picked up by his operator he could not vouch for the accuracy of the message. The White Star officials have no knowledge of such a message, and as it was stated yesterday that the Baltic was resuming her voyage to Liverpool, it is feared that very little reliance can be placed on this report. The Dominion Government has ordered lighthouse keepers and patrol boats to keep a sharp lookout for bodies of the victims of the Titanic, and the cable ship Mackay-Bennett is preparing to proceed to the scene of the wreck in the hopes of picking up bodies. A gruesome feature of her preparations is that she is taking coffins, undertakers, and embalmers.—Special Telegram.

GROUNDLESS RESEARCHES.

IMAGINATIVE DESCRIPTIONS.

NEW YORK, Wednesday.

Thwarted in their insatiable desire for descriptive narrative, the public and the press have set their imagination to work to dissect the cause and place the responsibility for the fatal catastrophe. These purely hypothetical researches have done little to elucidate the situation, and mere abusive criticism for their real or pretended delinquencies have accomplished nothing of any value. Though there was a total absence of any authentic news to-day either from the Carpathia or any other source, many papers gave a striking display of the lengths which sensational American journalism will go by publishing this morning full detailed accounts of the disaster, giving minute particulars of the damage done to the liner, the precise manner in which it was caused, the immediate and subsequent consequences of the launching of the boats, the stoving in of some as they were lowered, and the swamping of others; the failure of the electric light on board, and the confusion in the darkness. For all these lurid pictures there was no foundation whatever, every one, except such as could be deduced from the known facts, being purely imaginative.

Several of the papers gave as their authority wireless messages alleged to have been picked up by the British steamer Bruce from various steamers in the vicinity of the wreck of the Titanic and transmitted from that vessel. As a matter of fact the Bruce had been in harbour at St John's, Newfoundland, since noon on Monday, when she reported she had had no communication from any other vessel regarding the Titanic disaster, nor did she receive any such messages while in port. Another example of the same kind was furnished by an evening paper which came out with the statement that Mr Thomas J. Stead of the Cunard Line had positively asserted that he knew of the sinking of the Titanic at ten o'clock on Monday morning. Mr Stead subsequently denied having made this statement.

REDUCED ESTIMATE OF THE SAVED.

Meanwhile it is reported that the number of survivors appears to have shrunk. According to figures published here, 780 or thereabouts alone have escaped disaster, and undoubtedly among these are 100 sailors. If these figures turn out to be correct, there cannot be more than 600 passengers saved. The death-roll in that case would number over 1500. The latest analysis received via the cruiser Chester places the number lost—cabin passengers at 115, and of second-class passengers at 167. This continual increase in the reported death-roll has all but broken the hopes of those whose friends and relatives have

not yet been heard from. Some even think that the published list of saved completes the roll of survivors, although the White Star officials still hold out hope to the contrary. It would seem from the latest advices from the Carpathia that the list first sent out contained all the first and second cabin passengers saved, and that any other survivors were therefore steerage passengers. Certainly there has never before been a catastrophe of this kind in which the hope of the safety of all concerned was at first so highly raised and then so rudely shattered. First assurances were to the effect that no lives had been sacrificed, and the reasonableness of the hope was sustained by the remembrances of the loss of the Republic and other disasters narrowly averted by means of wireless telegraphy. Whether the early reports were due to the confusion of the wireless service or were deliberately calculated for the purpose of gradually leading up to the magnitude of the tragedy it is impossible to say, and may never be known. The misleading hopes were all the more rudely dashed by the terrible reality. A significant development is the notification of the Treasury Department by the Cunard Line that no reporters or newspaper men will be allowed on board the Carpathia until she reaches the pier. The object of this is to avoid disturbance to the survivors, many of whom are no doubt hysterical from grief.

A STRANGE FEATURE.

One inexplicable feature of the disaster is how the Titanic headed into the iceberg after the ship had been warned of such a danger by the America only a few minutes before the collision, nor was the America's the only information received respecting the menace so near at hand. The Touraine had radiographed to the Titanic on the 14th warning her of the position of the bergs, and the Titanic answered the warning. The Etolian's officers, who think that possibly sailing vessels may have picked up some of the survivors, believe they saw and photographed the very iceberg that sent the new liner to her two-mile grave. This photograph was published in several of the afternoon papers. There is a widespread and ineradicable belief in the minds of most people here that something must be wrong with the methods of navigation in vogue to have resulted in such a disaster in such conditions. A great number of panaceas have been offered by imaginative inventors and serious experts. One is the installation of powerful head lights to reveal the presence of icebergs ahead. Another is the obligatory closing of bulkhead doors at sundown; and still another, a new routing of the steamship line considerably to the southward. Congress has taken up the matter, and the first step it is likely to take is the enactment of a law regulating the promiscuous use of wireless telegraphy and the exclusion of amateur and irresponsible operators from the freedom of the air. Measures of this sort have been pending some time, but the present situation will undoubtedly force immediate action.—Press Association Foreign Special.

IN TOUCH WITH THE CUNARDER.

NEW YORK, Wednesday.

A telegram from the Government wireless station at Newport states that it has established wireless communication with the Carpathia through the United States cruiser Chester. The message adds that the station repeatedly asked for a list of the additional steerage passengers of the Titanic who are now believed to be the only survivors on the Carpathia, whose names are missing, but the request has so far not been complied with.—Reuter.

A WISE PRECAUTION.

WASHINGTON, Wednesday.

In order to facilitate the transmission of news from the steamship Carpathia the Navy Department has agreed to close down temporarily all Government wireless stations to the north of Norfolk, Virginia, with the exception of a few designated stations which are not likely to be affected by the operations of amateurs.—Reuter.

POSSIBLE RESCUES BY FISHING BOATS.

NEW YORK, Wednesday.

Another ray of hope came early this morning when the captain of the steamer Uptonia arrived at midnight and reported he had passed over the Titanic's route and had seen a number of fishing boats in the vicinity of where the disaster occurred. He thought it not improbable that many passengers had secured life preservers and had jumped overboard, and may have been picked up by the fishermen. What was probably one of the Titanic's last wireless messages was received at the Hydrographic Office at Washington on the 14th of this month, saying:—"Steamer Amerika reported by radiograph passing two large icebergs in lat. 41.27, long. 50.08.—Titanic."—Reuter.

OLYMPIC'S SAD MESSAGE.

NEW YORK, Wednesday.

A message from Cape Race says that Captain Haddock, the commander of the Olympic, has sent the following wireless message:—

Please allay rumours that the Virginian has any of the Titanic's passengers. The Tunisian also has none, and I believe the only survivors are those on board the Carpathia. The second, third, fourth, and fifth officers and the second Marconi operator are the only officers reported to have been saved.—Reuter.

INACCURATE ACCOUNTS.

ST JOHN'S, N.F., Wednesday.

The stories published in New York purporting to describe the actual scenes at the wreck of the Titanic and to be based upon wireless messages from the British steamer Bruce, are a pure invention. The Bruce arrived here at noon on Monday from Sydney, Cape Breton, and her Marconi operator informed the reporters of all the St John's newspapers that the Bruce had not been in touch with the Titanic or any other steamer near the scene of the disaster. Indeed, her only news of the wreck was a bulletin which she received from Cape Race station when passing that point four hours before her arrival at St John's. The Bruce remained at St John's until yesterday afternoon before she left to return to Sydney. All steamers within the wreck zone were beyond touch of Cape Race. The falsity of descriptions alleged to have been gathered by the Bruce from other steamers is therefore obvious.—Reuter.

UNITED STATES SENATE AND AN INQUIRY.

WASHINGTON, Wednesday.

The Senate has adopted without discussion a bill calling for a comprehensive investigation of the Titanic disaster. The resolution empowers the Committee to summon witnesses and to take any necessary steps to secure their attendance.—Reuter.

ALLAN LINER IN AN ICEFIELD.

The Allan liner Tunisian, which arrived at Liverpool yesterday from Canada, reports on Saturday at midnight speaking the Titanic by wireless, sending a message, "Good luck," to which the reply came "Many thanks. Good-bye." The Tunisian was 867 miles east of St John's when she entered a huge icefield through which she carefully picked her way for 24 hours, then stopped all night, eventually turning 60 miles south. No fewer than 300 icebergs were seen. The commander was on the bridge for a 36 hours spell.

DISTRESS TELEGRAM TO THE CARONIA.

On the arrival of the Cunard liner Caronia at Queenstown from New York last night Captain Barr stated that on Monday morning at 4.30, in latitude 43.45 north, longitude 42.20 west, he received a wireless telegram from the Titanic stating that she had been in collision with an iceberg, and being in a sinking condition required urgent assistance. The Caronia was then 700 miles east of the Titanic's position and beyond the reach of being able to render assistance, so that Captain Barr sent wireless messages out indicating to steamers nearer to the Titanic than he was the nature of the disaster created a painful sensation on board the Caronia, and Captain Barr, the officers, and crew deeply regretted that they were precluded from being of service to those on the sinking liner. The Caronia saw no ice.