

CARPATHIA IS PLUNGING TOWARD PORT WITH REMNANT OF TITANIC'S THOUSANDS

Huge Rescuer With Its Pitifully Few Survivors is Expected to Dock in New York Tomorrow or Early Friday.

Wireless Communication Fails at Noon and Appeal For Additional News Does Not Bring a Reply.

Many in Forward Compartments Probably Crushed When Hull of Liner Was Crumpled by Berg.

BULLETIN.

On board the steamship Olympic, at sea, April 17.—The Olympic has resumed her course east. The only known details of the Titanic's disaster are that 670 persons were saved. All the crew, except those manning the boats, are lost, including the captain.

BULLETIN.

CAPE RACE, N. F., April 16.—A wireless message late tonight from Capt. Haddock of the steamship Olympic, relayed by the Celtic, reads as follows:

"Please allay rumor that the Virginian has any of the Titanic's passengers. Neither has the Tunisian. I believe that the only survivors are on the Carpathia. The second, third, fourth and fifth officers and the second Marconi operator are the only officers reported saved."

NEW YORK, April 17.—Revised figures given out this morning by the officials of the White Star line place the number of dead in the sinking of the liner Titanic at 1,512. It is stated that the total number of people aboard the Titanic was 2,358, comprising 1,468 passengers and a crew of 890, and that 846 are aboard the Carpathia.

The 868 survivors rescued from lifeboats by the Cunarder Carpathia, now on her way to this city, are the only known saved.

The brief and meager wireless messages that came to hand today practically extinguished hope that some of the ill-fated passengers may have been picked up at sea by the steamships Virginian and Parisian of the Allan line. Both of these steamers sent word they had none of the Titanic's survivors on board.

That the final roll of the rescued from the Titanic disaster had been made up was the impression that grew into conviction last night.

Of definite news of the disaster, the night added little. Down the Atlantic coast, fog-enveloped in many places, as the reports showed, crept the Cunarder Carpathia, bearing on her the 868 lives that had been snatched from the waters.

But although the rescue ship was reported within wireless range of the Sable island station at a comparatively early hour and every wireless ear was waiting to catch the snap of a receiver which might mean that the great secret of the liner's death was about to be given up, midnight came and went and the night began to grow old—and still the word had not been spoken.

Carefully compiling the available lists, the record of the named survivors of the disaster stands significantly thus:

Men—79.
Women—233.
Children—16.
Total—328.

Of the remaining 540 known survivors, it is estimated that not more than 100 were seamen required to man the boats. This would leave approximately 440, and in the ordinary proportions of women and children in steerage, where the passengers in the Titanic's care numbered 710, it seems probable that the greater part of these 440 were women and their little ones.

Nothing could show more plainly the heroism of the crew and the men passengers. Some would have to be left; that was a certainty. Hundreds in fact were left. But to all appearances the men who were left stayed behind deliberately, calmly, stepping aside to let the weaker ones, those to whom they owed protection, take their way to safety.

"Sinking by the head. Have cleared boats and filled them with women and children."

This was the final message these brave men sent to the world, for it was directly afterward that their wireless signals sputtered and then stopped altogether.

The picture that inevitably presents itself, in view of what is known, is of men like John Jacob Astor, master of scores of millions; Benjamin Guggenheim of the famous family of bankers; Isidor Straus, a merchant prince; William T. Stead, veteran journalist; Maj. Archibald Butt, soldier; Washington Roebling, noted engineer—of any or all of these men stepping aside, and bravely, gallantly, remaining to die that the place he otherwise might have filled could perhaps be taken by some sabot-shod, shawl-enshrouded, illiterate and penniless peasant woman of Europe.

Thus the stream of women with toddling infants or babes in arms, perhaps most of them soon to be widowed, filed up from the cabins and over the side and away to life. The men—by far the greater part of them—remained to die—millionaire and peasant and man of middle class alike, bravely, it must have been, sharing each other's fate and going down to a common grave.

Of the survivors, what? Their story of peril and suffering, with the revelation they will furnish of just what happened on board the stricken ocean giant—pictures which will leave the imagination nothing to draw upon—still remains to be told.

List of Saved Incomplete.

Of the 868 persons rescued by the Carpathia, the names of 326 passengers had been received by wireless up to 4:30 o'clock. The Carpathia evidently was out of wireless range toward noon, for after that efforts to reach her with wireless communications were futile and a score of more messages from the Cunard company and other sources were unanswered.

Col. John Jacob Astor is believed to be among those drowned. His wife and her maid are safe on the Carpathia. Isidor Straus, the millionaire merchant; Benjamin Guggenheim, the copper magnate, and Edgar J. Meyer, vice president of the Braden Copper Co., are still unaccounted for.

Whether Charles M. Hays, president of the Grand Trunk railroad, was saved, was not known tonight. His name was not among those reported rescued by the Carpathia. A Canadian dispatch early in the day stated that Mr. Hays was saved. His wife and daughter were rescued.

Carpathia Coming Slowly.

Capt. Rostron of the Carpathia, in his last wireless report to the Cunard company stated that his vessel was proceeding slowly through a field of ice to this port. Capt. Rostron has been instructed to send full details of the sinking of the Titanic.

At 5 o'clock this afternoon Vice President Franklin of the White Star line said so far as he knew, the Olympic was still standing by the Carpathia to relay wireless messages. He added that he had received no word

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from the Olympic since 9 o'clock this morning and had been unable to get either the Carpathia or the Olympic by wireless.

The Carpathia will reach port Thursday night or Friday morning. Her captain reports that she is making all speed possible, and at a late hour asked that special docking arrangements be made. All these arrangements have been completed.

The battleship North Dakota and the scout cruiser Salem reported late tonight in the vicinity of Nantucket shoals and asked for information as to the supposed location of the Carpathia. The warships were informed that the vessel was about 1,000 miles from New York at noon Monday and expected to pass ten miles south of Nantucket shoals some time Thursday. Both vessels probably will put to sea to meet her.

Late messages contain nothing to indicate that any of the distinguished men who have been reported missing have been found to be alive. Scores of private messages have been sent to the Carpathia inquiring for John Jacob Astor, Isidor Straus, William T. Stead and others of the notable list, but have brought no tidings that they escaped.

Gen. Nelson Henry, surveyor of the port of New York, acting in co-operation with and under direction of Acting Collector H. C. Stuart, has decided that no dock passes will be issued to photographers to meet the Carpathia.

"It is the intention of the treasury department and this office," said Gen. Henry, "to in every way expedite the landing of the grief-stricken survivors of the Titanic and to help them meet their friends upon the arrival of the Carpathia. Many of them probably are ill from exposure and shock and have had all the mental strain they can stand without being subjected to flashlight photographs on the pier when they meet their friends.

"The customs officers will meet the Carpathia at the pier and every facility will be given the survivors to find their friends. Every person meeting a friend will be assigned to a space under his initial letter, and the survivor will be sent there to meet him. This will avoid confusion and carry out the intention of the secretary of the treasury in giving the order for the suspension of customs regulations in this case."

The Carpathia will be given the right of way over all other ships bound in, and will proceed directly to her dock at the Cunard pier. The steamer, at 10:15 o'clock tonight, was reported under high steam about 500 miles from New York. She will be met by the scout cruiser Chester, commanded by Benton C. Decker, now at Newport. The navy department tonight ordered the Chester to get in wireless communication with the Carpathia and proceed toward her with all possible speed. The Chester, which has an excellent wireless station on board, will attempt to disseminate press matter for the newspapers of the country.

From what can be learned tonight, many of those who came through the harrowing scenes of the wreck are in a pitiful state. Most of them had retired and were forced to leave the vessel in their night garments. Then for eight hours they were buffeted about in the sea of ice. Exposed to the icy blasts of the ocean, they drifted in the small lifeboats and saw the great ocean palace, with its wonderful illumination, slowly sink, carrying with it the husbands, fathers, brothers and sweethearts to whom they had said a hasty farewell. Officials of the White Star line today graphically described what happened when the vessel struck the submerged iceberg, from their intimate knowledge of Capt. Smith and the man they knew him to be.

It was not necessary to invoke the unwritten law of the seas of "women first" if man acted in this crisis as he has done from time immemorial on land and sea. Women and children were taken from husbands and fathers, placed in the boats and then lowered away over the towering sides of the doomed ship into impenetrable darkness with only men enough among them to man the craft.