

Another Day of Agonizing Scenes in White Star Offices

MANY BREAK DOWN UNDER THE STRAIN

Women Swoon When They Go for News to White Star Office.

ANOTHER DAY OF ANGUISH

Haggard Clerks Can Do Nothing But Point to List of Survivors.

(Special to The Times-Dispatch.) New York, April 18.—Greater throngs than on any day since the news of the Titanic disaster thronged the White Star Line offices to-day, and scenes of woe and anguish were intensified, scores breaking down from the strain of forty-eight hours' uninterrupted anxiety. Reports that scores of the survivors were badly injured and would require hospital attention brought back hosts of relatives and friends of the known survivors, whose faces bore acute testimony of the blasted hopes as they stormed the information counters.

The third and haggard clerks shook their heads and despairingly pointed to the rosters of survivors. They had no news of any sort to impart. Whatever news the officers of the line had received during the night was bottled up in the inner sanctum and the clerks were instructed to answer no questions aside from the bald testimony at hand in the shape of survivors' lists.

Beginning at an early hour, lower Broadway began to choke with a procession of automobiles and taxicabs which discharged their woe-begone passengers in an ever-increasing swarm. The bleak and drizzling day served to thin out the crowds of curious on the pavements, and there were very few who struggled within the entrance of No. 9 Broadway whose faces did not contain mute evidence of their distressing errand.

Women in Majority. Women were easily in the majority again to-day, and while the majority fought bravely to control their emotions, there were many pathetic scenes as the harrowed inquirers turned away from the counters and stumpled, sobbing to a chair.

As the fourth day of the grim vigil began at the White Star office at Southampton, many women among those clamoring for news, collapsed from grief and exhaustion. One woman, shrieking that her husband, her son, two brothers and four cousins were among the crew of the ill-fated ship, dropped to the floor unconscious, and was borne away to a hospital.

Relatives of Benjamin Guggenheim, of Colonel Astor, of the Wideners and of scores of other prominent men and women whose names do not appear on the survivors' list returned again to the steamship offices, recalled by the fervent hope inspired by private messages that told of survivors whose names had not been sent ashore. As the day wore along and the publishing reports that many survivors would require hospital attention became widely read and discussed, the rush to the White Star offices augmented, and the nature of the inquiries became frantic and hysterical.

Likewise, multitudes of telegrams poured into the offices from almost every city in America, and the telephone wires were again taxed to the limit. Men and women from distant cities kept coming in ever greater numbers, many of them hysterical and scarcely able to articulate their inquiries, some so feeble they had to be supported to the counters and then be almost carried out to waiting vehicles.

Relatives and friends of steamer passengers whose names had not appeared on the list obtained by the cruiser Chester came in a swarm to fight their way into the jammed offices and wall their quests for information. In this phase of the throng a dozen nationalities were represented, and a babel of tongues added to the din. There were Italians, Slavs, Greeks, Armenians, Transylvanians, Russians, Turks, Poles, Germans, French, and it seemed, representatives of every nation in Europe and Eastern Asia. For many of these there were no interpreters, and they chattered and wept and wailed in vain.

Relatives of Butt: Call. A dozen women relatives of Major Archibald Butt visited the White Star offices at different times to-day, begging for information concerning the vague reports that President Taft's military aide had been saved. Mrs. J. E. Butt, of Washington, was the first of the army man's relatives to arrive, and she was barely able to grope her way back to her beach after she had been informed that no word had been heard of the fate of her relative. Another cousin, Miss Butt, of Plymouth, Mass., swooned where she stood when she heard that there was no verification of the rumor that Major Butt had been saved.

A little later three elderly women relatives of the major, who have been frequent visitors at the White Star offices since Monday, returned and begged for some tidings. They departed weeping and clinging to one another for support.

These three women would not give their names, though they said their home was in Washington.

That those who are seeking health and strength for themselves, children, relatives or friends may experience the life-giving properties of this exclusive Norway gold medal ozonized cod liver oil medicinal food emulsion, as well as to know Ozonumil superiority—in being most palatable and easy to take—a generous 3-oz. bottle will be sent by mail to those who send addresses by postcard or letter to Ozonumil, 545 Pearl Street, New York.

Sample Bottle Free by Mail.

Contractors and Builders Take Notice

The Richmond Sand and Gravel Company, Inc., is now ready to deliver Washed Sand and Gravel in carload lots.

Attractive prices. Phone Madison 708-L, Monroe 3354-J.

Wagon trade supplied from plant Highland Park.

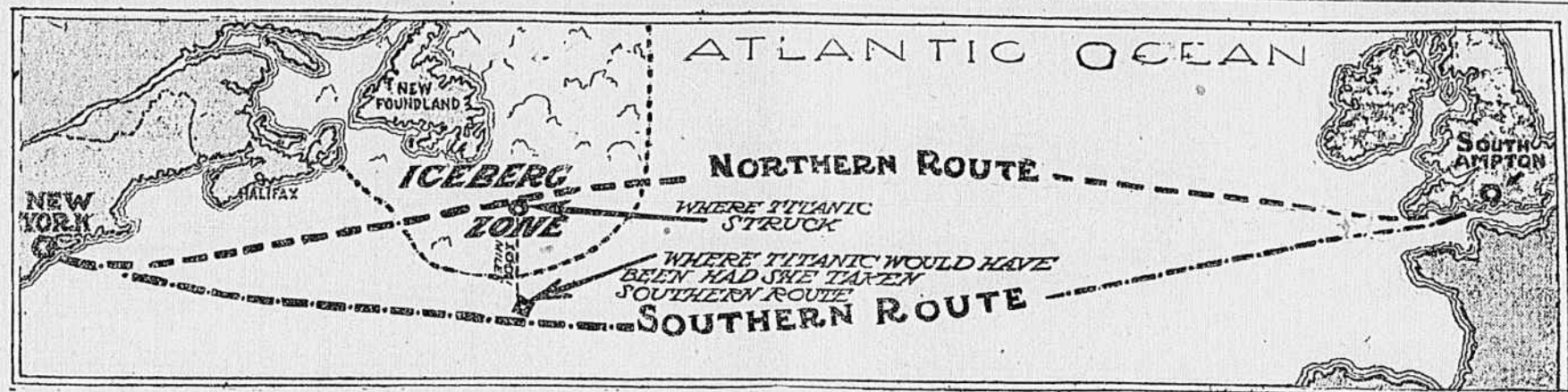


Diagram showing the northern and southern Atlantic steamship routes, where the Titanic sank, and how she would have been clear of the iceberg zone had she been on the southern lane.

BUYING TICKETS FOR OCEAN TRIPS

Strange Phase of Crowd That Throngs White Star Line Office.

BY MARY LOUISE WRIGHT. (Special to The Times-Dispatch.) New York, April 18.—I expected to find intense excitement about the office of the White Star Line to-day. People came on foot, in street cars, in automobiles. Many men and women, with traveling bags, who had come in from the country or nearby cities, prepared to stay in close touch with the steamship office until definite news arrived of the friends or relatives.

And one of the strangest phases of it all was that not all of those at the counters were inquirers for Titanic passengers; many were purchasing tickets for transatlantic trips, just as if nothing had happened. One little woman with banknotes in her hand remarked that there was so much going on she could get nobody to attend to her booking.

KEEP ON FEEDING

A Plain Rule for the Salvation of Children and Workers. "To prevent consumption, feed the children." "To throw off the infection, feed the workers." "To cure consumption, feed the patient." "To prevent relapses, keep on feeding him."

These three women would not give their names, though they said their home was in Washington.

THOUSANDS VIEW APPROACH OF SHIP

Every Vantage Point Is Crowded With Eager Spectators.

New York, April 18.—News that the Carpathia was outside of the harbor and rapidly approaching sent thousands of persons to vantage points along the city's water front. At the Battery, the first point on Manhattan Island, which the rescue ship would pass, a crowd estimated at 15,000 persons assembled. Other vantage points further up town were crowded with spectators eager to catch the first glimpse of the approaching Carpathia.

The coming of the steamer was reported successively from various points to the congregated crowds. Outside the Hook at 6:39 this evening the vessel was reported successively as passing each local harbor mark, reaching Quarantine at 7:39. Every consideration having been taken, and in the emergency the quarantine officials did not hold up the ship a moment. The doctors put out the ship's launches and hurried alongside while the vessel slowed down a bit, and Health Officer Quinn was put aboard. The Carpathia proceeded then steadily toward her mark, passing the Statue of Liberty at 7:50, the Battery at 8:10, and then on past the forest of shipping on both sides of the river, proceeding cautiously under escort of tugboats.

As the liner passed the Battery, the great crowds which lined the wall and was massed in the park space behind stood in silence. At intervals the dark river, up which the rescue ship, with few lights showing, was passing, was lighted up as photographers from decks of tugs and from well selected flashlights possible in an effort to catch the first pictures of the incoming liner.

On up the river the Carpathia steamed, bearing out well the description given of her by the observers who saw her as she crept past Quarantine, and telegraphed word to each other that, dimly lighted and slowly moving as she was, she looked like a "funeral boat."

NO PANIC AT FIRST

All Believed There Were Plenty of Lifeboats to Go Around. (Special to The Times-Dispatch.) New York, April 18.—C. E. Henry Stengel, of Newark, said it was only the forethought of a member of a boat crew who was quick-witted enough to snatch up three green lights that saved a number of the lives of those adrift in the lifeboats. The green lights, he said, shining through the darkness, enabled the other boat crews to keep close together in the ice-filled waters.

Mr. Stengel took his wife in a boat and then followed. He said that early the next morning, shortly after they had been picked up, they saw floating far away a gigantic iceberg with two peaks shining in the morning sun. This was the berg that sent the Titanic to the bottom, he thought.

KNEW OF DISASTER EARLY ON MONDAY

Ample Evidence That News Was Suppressed by White Star Line.

(Special to The Times-Dispatch.) New York, April 18.—That the officers of the White Star Line knew early on Monday that the Titanic was sinking, if they did not know that she had already gone to the bottom, became apparent to-day. Timothy L. Woodruff and the other members of the board of directors of the Union Typewriting Company were informed on Monday morning at 10:30 o'clock by a private message from the steamship company that the vessel was afloat, "but would probably sink in half an hour."

There is abundant evidence that Vice-President Franklin suppressed news of the disaster. The public was not told the real facts until late Tuesday afternoon. Then Mr. Franklin admitted that he had received the night before a wireless dispatch from Captain Haddock, of the Olympic, stating that the Titanic had foundered at 2:20 A. M. Monday.

Mr. Franklin excused the suppression of this news on the ground that he was hoping against hope that it would turn out not to be true. An altogether new light was thrown on the situation to-day when it was learned that the White Star Line was telling certain persons early on Monday that the Titanic was sinking.

"I was attending a meeting of board of directors of the Union Typewriter Company on Monday morning," said Mr. Woodruff to-day. "It was about 9:30 o'clock. I should say, as I entered the office I asked one of the secretaries to call the White Star and get the latest news. Along about 10:30 o'clock he sent in a typewritten statement, setting forth that the Titanic had struck an iceberg, was still afloat, but that she would probably sink within half an hour."

ENTIRE FAMILY SAVED

Mr. and Mrs. Carter and Their Two Children Rescued. Philadelphia, April 18.—It is probable that the only entire family to be saved of those on board the Titanic when she struck an iceberg is that of Mrs. Carter before her marriage was Miss Lucile Polk, a Baltimore girl, a descendant of President James K. Polk.

Wireless dispatches received here tell that Mr. and Mrs. Carter and their two children, Lucile, fourteen years of age, and William, nine years of age, are among the survivors. Mrs. Carter is the only daughter of Mr. and Mrs. W. Stewart Polk, of Baltimore. A woman of unusual attractiveness, dignity and refinement, in family and fortune, she is well equipped for the service in which she has become a favorite. It is on her paternal side that she is a descendant of President James K. Polk.

REFUSE TO LEAVE HIM TO HIS DEATH

Wife and Daughter Go Down With Allison on Titanic.

(Special to The Times-Dispatch.) New York, April 18.—The first circumstantial story of what actually happened on the Titanic was let slip at the office of the White Star Line. Though the White Star officials denied that they had had any further news than they have given out, it is believed they have received other messages. An incident which tends to confirm this was the accidental mention by a clerk in the line's office of a strange feature of the wreck. His story, which he begged us not to attribute to him, was that of a family named Allison, aboard the Titanic, only one member, a child, had been saved.

"Because Mr. Allison would not take to the lifeboats, but stayed behind with the men," said this clerk, "his wife and daughter also refused to leave the ship and went down with the Titanic, having first put their little boy safely in one of the boats in charge of his nurse."

"How do you know this?" the clerk was asked. He realized for the first time he was talking to two reporters. He admitted he had got the information "inside," pointing upstairs to the executive offices.

It is a fact that the family of E. J. Allison was aboard, and that neither Mrs. Allison nor Miss Allison, who were in the party, have yet been reported saved.

When asked if he knew of any other wreck incidents, the clerk replied that one slip was enough for him.

The first-cabin list of the Titanic registers the Allison family as follows: "E. J. Allison, wife, son, daughter, maid and nurse."

CAPTAIN SMITH GIVEN WARNING

Wireless Operator of Mesaba Tells of Messages Sent to Titanic.

(Special to The Times-Dispatch.) New York, April 18.—Less than three hours before the Titanic received its death blow from the towering sides of an iceberg on Sunday night, her captain received warning of the danger in his path from the Atlantic Transport Line steamship Mesaba, only ninety miles ahead of him on the eastward-bound track. So far as truth can be learned to-day, this was the third and last warning that the Titanic's commander received from other ships. The Mesaba, which arrived in port to-day, had passed the floating field of ice and the clusters of tremendous bergs already reported by the captains of La Bretagne and the Parisian during nearly all of the daylight hours on Sunday, and at 7:50 o'clock Sunday night, the wireless operator, Stanley H. Adams, a young man, twenty years old, but competent at his instrument through more than a year's experience, sent back to the Titanic, then only ninety miles astern, word that the Mesaba had seen blocking the westward-bound steamer track.

"From 7 o'clock in the morning through the whole of that day we were skirting the edge of an enormous area of ice," said young Adams, in detailing to-day the efforts he had made to send out the usual warning of ice that North Atlantic shipping was greater than Captain Clarke had ever met, and all his voyages across the Atlantic, and was filled with great bergs. We had great difficulty keeping out of the field, and had to alter our course to seaward in order to do so.

"At 7:50 o'clock on the night we were out of the ice area, but it was then began to drop down on us. I heard the Titanic talking to the Race, and I thought I'd better send back warning of what we had just escaped.

"So I sent out the Titanic's call, M. G. Y. at 7:50 o'clock. The wireless operator on the Titanic immediately then I sent following message: "Latitude 42 to 42.25 north, longitude 49 to 50.30 west, saw much heavy pack ice and great number icebergs. Weather clear." Within a few minutes I received the following acknowledgment from Phillips on the Titanic: "Thanks, M. G. Y."

"At 8 o'clock I began to think again of the danger we had just escaped, and wondered if I had better call the Titanic once more and repeat the warning, but I knew that the wireless operator aboard her had already made acknowledgment of my message, and had probably reported the same to the captain, so I did not send a second message."

The Mesaba's operator was asked if he had heard the Titanic's "S. O. S." call at 10:30. He replied that he had not, because he didn't have his instrument in key for it. The Mesaba did not know that the great liner which had been racing so close behind it had gone to her doom until Monday, when Adams heard the Olympic talking of the news to the Parisian.

QUICKER TIME BY DANGEROUS ROUTE

Desire to Make Speed Record Responsible for Wreck of the Titanic.

NAVAL OFFICER'S THEORY

Thinks It Unfair to Place Blame in Absence of Definite Facts.

Expressions of blame toward particular persons or companies in connection with the loss of the Titanic and the death of its passengers should be withheld until a careful investigation of the circumstances of the disaster can be made, lest innocent persons receive censure that is entirely unwarranted. This was the emphatic sentiment expressed yesterday by a Richmond naval officer, who has spent a lifetime on the high seas, and whose knowledge of marine affairs is unquestionable.

"There is an awful responsibility connected with the accident to the Titanic," said the officer, "and one that should not be placed without unimpeachable reason. Somebody blundered terribly, either the captain or the lookout—or perhaps all of them together—but the blame for such a mammoth disaster should not be placed rashly, and upon uncertain and meagre information."

"The less said about the matter, the better, for it is not well to talk creditably of the dead, particularly of a dead man who had earned such confidence and esteem as brave Captain Smith of the Titanic. If the company was negligent or careless of human life, let it be thoroughly proved, and then let the blame be placed."

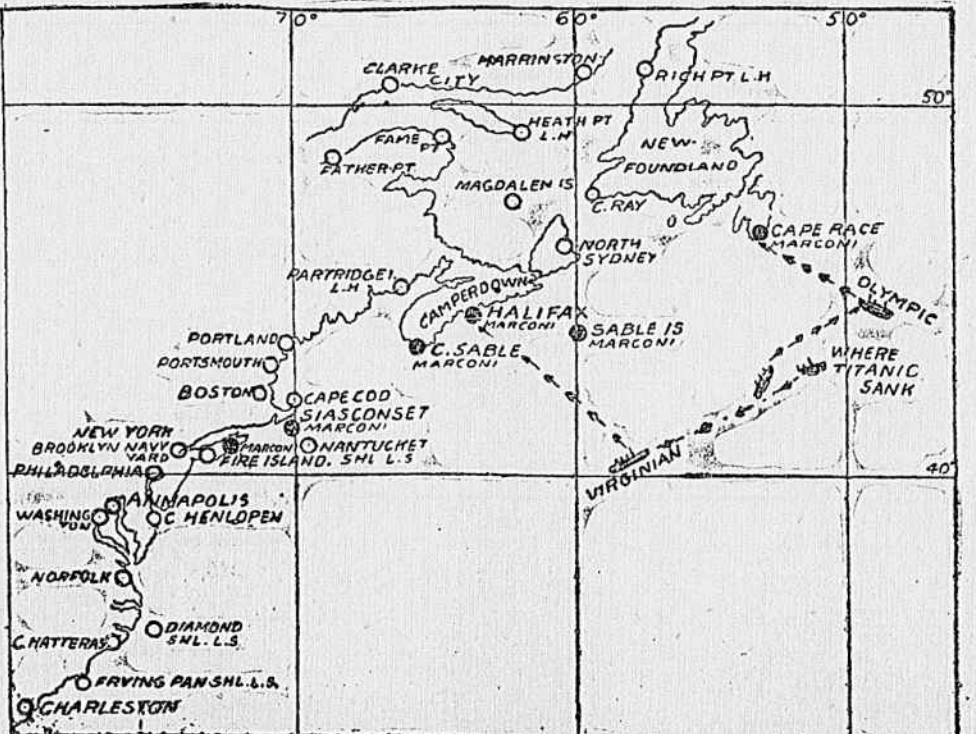
Question of Lifeboats. "A great many papers have raved wildly about the lack of life-preserving accessories on the Titanic, but the truth of the matter is that the Titanic was equipped as no steamer ever has been equipped with appliances and apparatus for the preservation of human life in case of accident."

"But when the catastrophe comes as this one did, all human devices and contrivances fail; when the lights go out, the power plant fails and the wind is kicking up a heavy sea. No ship afloat on the sea has enough to accommodate all the passengers and crew, there are rafts of great carrying capacity that do double the duty of lifeboats. But in the Titanic disaster, these great rafts could not be floated, because the ship's power plant failed, mechanical aid being necessary to raise the rafts from the upper deck and launch them."

"In the minds of men who have made seafaring their business, the failure of these life-saving devices and the frightful loss of life on the Titanic was due to several irreparable causes—the failure of the lighting system and the huge number of passengers, the very short time in which the vessel sank and the roughness of the weather. No matter if the Titanic had been equipped with lifeboats enough to accommodate 10,000 people, it would have been absolutely impossible to launch the boats and stow away the 2,200 passengers in total darkness in the short space of four hours. That is the belief of naval men, I think."

Took Dangerous Route. "When the time for investigation comes, great stress will be laid on the point, why was the dangerous northern route taken at this time of year? In the hydrographic charts published by the national governments of this country and England, the northern route is declared to be treacherous from January to August. But in the effort to make the maiden voyage a record one, either the advisory board of the White Star Line ordered this dangerous route to be taken, or Captain Smith took it on his own initiative, believing the boasts of the Titanic designers; that his ship was unsinkable. Time and investigation will show whose was the responsibility for the choice of the northern route."

"A few figures will show why the northern route, in spite of its known dangers, was taken. The distance from Bishop Rock to New York by the southern route is 3,015 miles, while by the northern route the distance is measured as 2,996 miles, a difference of 110 miles in favor of the northern route. The difference means hours in any transatlantic trip."



MAP PLAYED BY WIRELESS IN TITANIC DISASTER.

CASTORIA

For Infants and Children. The Kind You Have Always Bought

Governor Woodrow Wilson Said: "If I knew my business and were a manufacturer, what would I do? I would create such conditions of sanitation, such conditions of life and comfort and health as would keep my employees in the best physical conditions."

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Our nine nurses are doing pioneer work in giving relief to the sick, in spreading knowledge of how to keep well—and in making Richmond a greater, HEALTHIER city.

Visits Paid in Last Twelve Months 25,726

OUR ONLY APPEAL THIS YEAR—Why not give yourself the pleasure of seeing the price of a good cigar or the cost of a dinner go to relieve some suffering family and to prevent the spreading of disease?



TAG-DAY

APRIL 22