

Wireless Told of Icebergs Before the Titanic Struck

NO HOPE HELD OF RESCUE OF WEALTHY MEN

Number of Survivors May Be Less Than Reported in the Early Messages

Only 328 of the 610 Cabin Passengers in List Sent From Carpathia

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wireless communication of the Carpathia with Siasconsett was, for the most part, devoted to the sending of private messages of reassurance from passengers to friends on shore and to transmission of anxious inquiries from land to vessel.

STORY OF WRECK AWAITED

Momentarily the chance was awaited for communication of greater moment to the world at large, the opportunity to draw from the rescue ship the secret of the Titanic's last hours afloat.

That every chance might be afforded, to open up freely communication with the slowly approaching liner, practically all other wireless business along the coast tonight was suspended.

The Marconi company early in the evening announced that it had notified its stations at South Wellfleet, Siasconsett, Sagaponack and Sea Gate to handle messages to and from the Carpathia exclusively.

OTHER BUSINESS STOPPED

"All other commercial and governmental stations," the message reads, "will cease transmitting while the Carpathia's business is being exchanged with the above mentioned stations. No other work than the Carpathia's and business from the government ships going to meet the Carpathia will be permitted."

These instructions, it was stated, were sent out in conformity with the suggestion made to the United States government by the Marconi company and which was agreed to.

Given the names of the first and second cabin passengers and the assurance, which the Carpathia furnished, that it had no more of these to offer, the word of world wide interest demanded of the Carpathia was that which would reveal what took place on the Titanic's decks when it became known that the fate of the liner was sealed.

But that word was not spoken. Neither was there any explanation forthcoming from the surviving officers of the Titanic as to how their ship came to strike the hidden obstacle in the ocean.

From the Marconi offices word came that repeatedly, when the wireless working conditions practically were perfect, the Carpathia was asked to convey to the waiting world some idea of the momentous happenings on the Titanic in the terrible 3 hours and 55 minutes between the time when it struck the iceberg off the banks of Newfoundland and that of its final plunge to the bottom.

THEORY ADVANCED One explanation advanced was that the wireless operator of the Carpathia was exhausted as a result of his three days work at the key. But among the list of rescued on board the Carpathia is the second wireless operator of the Titanic, who might have been counted upon to relieve the wearied sender of the Cunarder.

A censorship appeared to exist on the Carpathia, which prevented any response to inquiries of what had taken place after the Titanic struck the iceberg. The wireless operator on the Carpathia is an officer on the Cunard line and therefore subject to the ship's commander.

Despite appeals that wireless communication with the Carpathia be restricted to authorized messages from recognized wireless stations, the crisis of wireless waves over the sea toward the rescue ship continued to interfere during the greater part of the night with legitimate attempts at transmitting messages to and from the liner.

APPEALED TO MEYER Around midnight an appeal was made to Secretary of the Navy Meyer to see if something could not be done to reduce the congestion.

In reply the following message was received from the secretary: "Replying to your telegram, orders have been issued to all ships at sea, and at the navy yards not to attempt to call the Carpathia. The Chester will relay a list of third class passengers saved when convenient. Have notified Newport not to interfere."

While careful preparations were being made here to receive and safeguard the living on their arrival word came that a cable steamer had set out for the scene of the disaster from Halifax to seek the dead.

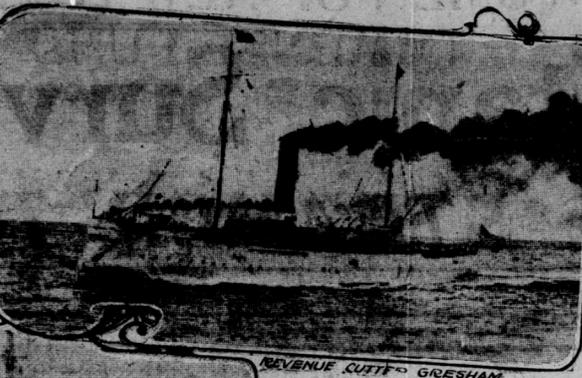
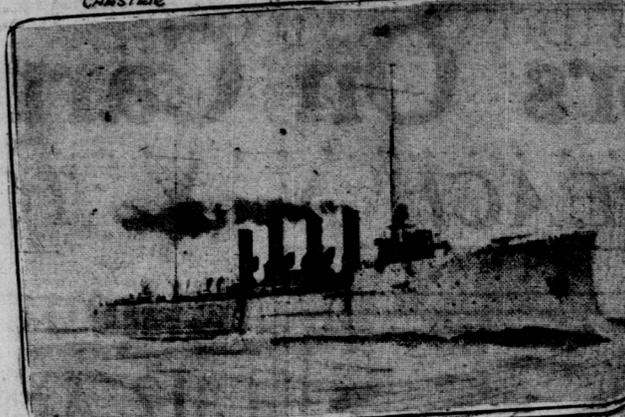
BERGS MENACE ALASKA LINERS

Steamer Reports Colossal Ice Floes Numerous in Inside Passage

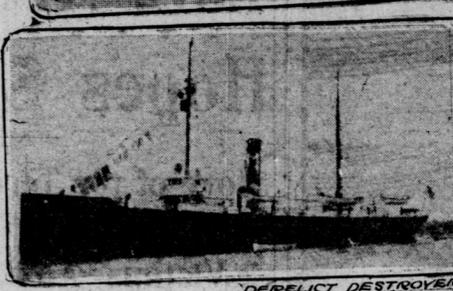
SEATTLE, April 17.—Cross sound, Tex Strait and Prince William sound, Alaska, are filled with drift ice and icebergs, according to the report made by Captain J. C. Hunter of the steamer

VESSELS THAT HAVE GONE TO MEET THE CARPATHIA OR TO SEARCH FOR BODIES OF THE LOST AND WRECKAGE.

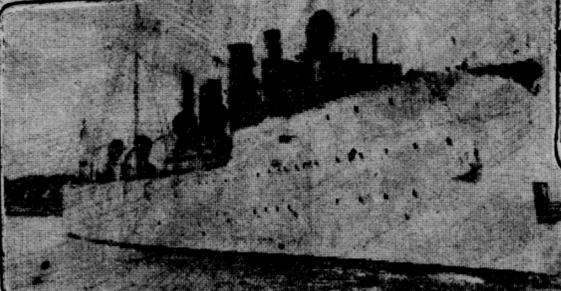
U.S. SCOUT CRUISER CHESTER



REVENUE CUTTER GRESHAM



DERELICT DESTROYER SENECA



S.S. MACKAY-BENNETT

U.S. SCOUT CRUISER SALEM

SHIPS WARNED OF ICE FIELDS BY U. S. OFFICE

Mariners Given Location of Dangers to Navigation by Means of Bulletins

WASHINGTON, April 17.—For more than a quarter of a century the hydrographic office of the bureau of navigation, navy department, has been publishing from month to month a series of charts of the north Atlantic ocean, depicting physical conditions as well as the location of dangers to navigation as reported by incoming ships.

These publications are circulated freely among ship masters and shipping people in return for their news of the sea, the point of contact between the office at Washington and the marine world being a chain of branch hydrographic offices at the principal seaports.

COLLECTION OF DATA

In recent years the collection of marine data has been accelerated immensely by the use of radio-telegraphy and the hydrographic office thereby is enabled to publish a daily memorandum of any important reports of dangers received.

By this means, Boston, New York, Philadelphia, Baltimore, Norfolk and other important ports on the Atlantic coast daily are put in possession of the accumulated reports of dangerous derelicts and icebergs which have been edited by experts in this line of work.

Shipping companies and ship masters also are put in possession of the experiences and judgment of a trained staff in the hydrographic office as summarized in a pamphlet entitled "North Atlantic Ice Movements," giving a study of the entire question, with diagrams to show the usual limits of ice for a period of 10 years.

CHARTS GIVEN OUT The shipping communities also are provided from month to month with the pilot chart showing the conditions of ice up to the time of printing, with the weekly hydrographic bulletin giving details in regard to ice and derelicts and also the daily memorandum summarizing the collected reports of each day.

The April pilot chart issued March 23 showed that in March ice had come as far south as latitude 44 north. The daily memorandum up to the 13th instant showed that the trend of ice was to the southward, icebergs being sighted below the forty-third parallel on April 7, 8, 9 and 11. On the 9th and 11th it had reached the forty-second parallel and on the 11th some of it was seen south of latitude 42.

The Titanic's position was reported to have been latitude 41:16, longitude 50:14 at the time of its disaster.

BERG HALF MILE LONG HIT LINER

Size of Titanic's Destroyer Calculated by U. S. Navy Officers

WASHINGTON, April 17.—The iceberg which caused the Titanic disaster was from a quarter to half a mile in length, rising 400 feet out of the water, according to the confident belief of government marine officers, based on reports just received here.

The master of the steamer Carmania has advised the hydrographic office that one week ago today he passed about thirty icebergs and other extensive fields of ice off the banks of Newfoundland, many of the bergs being in the vicinity of the Titanic wreck.

Reports from other vessels confirmed the terrible conditions of the ice. The British steamer Lord Cromer advised the government officials that mammoth icebergs were seen in these northern latitudes March 31 and April 1.

MANY VESSELS IMPERILED BY BIG ICE FLOE

Captain of Etorian Tells of Dangers Encountered Through the Frozen Mass

Ships Had to Maneuver Course Through Largest Field Seen Off the Coast

[Special Dispatch to The Call]

NEW YORK, April 17.—The Titanic was not the only great steamer which was in peril of the gigantic ice fields which dotted the northern steamer line. Vessels reaching port today bring stories of deadly peril and dangers narrowly escaped.

One of them, the Leyland freighter Etorian, almost met the fate of the Titanic, and its commander, Captain William Ferrie Wood, is certain it was the same berg into which the great White Star liner smashed with such fearful results that came near sinking his boat.

Here is Captain Wood's story: By Captain William Ferrie Wood When I first learned that I was approaching ice fields I was in latitude 42, longitude 50.

That was at noon on April 12. From that time on I steamed about 50 miles and it was then that I sighted the icebergs and the ice fields. I saw that the ice field was an unusually heavy one and approached it with caution.

SIGHTED TWENTY BERGS As I got nearer I saw that there were at least 20 icebergs and the field extended as far as the eye could see. I maneuvered north, south and west, proceeding very slowly, taking great care to avoid the ice. I crept along with the greatest caution until I passed the field. I estimated that the field of icebergs extended at least 100 miles. That was from 40.42 degrees north and 49.50 west.

As we got close enough to the largest iceberg I maneuvered for a good position and took a photograph of it. I believe that the iceberg which I photographed was at least 500 feet long and 100 feet in height at its tallest peak. There was another one near by, but it was long, flat and low. The water was very cold and was making a haze.

STEERED THROUGH FLOE If it had been very hazy there would have been no course for me and no way to get clear. But, luckily, it was clear enough for me to see my way and see that there was no straight course through the field, which was directly in our path and in the path that the Titanic must have taken.

It is no wonder to me that the Titanic struck one of these bergs, it probably attempted to proceed at night, and the haze must have added to the darkness. The only course through the field was a winding one.

After clearing the field I passed three steamers and warned them by means of the Morse lamp of the danger. SCHOOENER IN FIELD The captains of all three steamers thanked me. One of the steamers was the Danish steamer United States. I did not get the names of the others.

I sighted the schooner Dorothy Baird in the midst of the field with all its sails lowered, waiting for daylight. The captain informed me he was afraid to move because of the ice. The weather was fine, the sea was smooth and the glass was high.

It is not possible that the steamer Dorothy Baird could have been very far away at the time of the accident to the Titanic because there was no wind and it could not have proceeded very far.

BOARD OF TRADE RULES OBSOLETE

English Ship Builders Admit That Vessels for Years Have Been Death Traps

[Special Dispatch to The Call] NEW YORK, April 17.—Inquiries made by the World correspondent in London, Liverpool, Southampton, Glasgow, Newcastle-on-Tyne and Belfast, the greatest shipping and ship building centers in the United Kingdom, show that both builders and ship owners have been fully alive for years to the obsolete character of the Board of Trade regulations and that they have been sending their ships to sea with full knowledge that they were entirely un-equipped to resist such a calamity as overtook the Titanic without terrible loss of life.

The Titanic carried 16 lifeboats, but had gear for 48, which would have sufficed for her whole company. It is known that both the builders and the owners of the Titanic were aware that she carried an insufficient number of lifeboats.

A Treat for Tourists If you want to taste California's choicest table wine, call for the Italian-Swiss Colony's choice Tivo. All hotels serve it.

TITANIC'S THIRD CLASS LIST NEW NAMES SENT BY WIRELESS

PORTLAND, Me., April 17.—A list of third class passengers and crew rescued from the wrecked steamer Titanic by the Carpathia was received by wireless tonight. The list follows:

- Alderson
- Iblena Angswan
- Della Dianodeman
- Agnes Doyt (or Mrs. A. A. Dick)
- Leoneh Edgarek
- Hawakana (?)
- Kirkorian Kirora
- Aine Ludwig
- Kristof Madson
- Henna Manman
- Bertha Maraa
- Marikari
- Kari Mathlonx
- Annie Messeneckes
- Bunos Mondarek
- Javina Muso
- Hallinan Mondarek
- Katie Mullin
- Kirkoean Muban
- Mua Musulman
- Gitson Mondarek
- G. D. Messeneckes
- Kate McCarty
- Maggie Merrigan
- Bertha Milledell
- John McKeane
- Deilah McDermott
- Mary McGovern
- Thomas McCormack
- Alice McKee
- Annie McGowan
- Ernest McKee
- Albert Moss
- Nora Murphy
- Maggie J. Murphy
- Margaret Sanna
- Dennis K. Nelson
- Mary Neket
- Bertha Nelson
- John Nickerson
- Yreec Nyhem
- Sanna Subulskat
- Madera Yusuf
- Esterice Stude
- Haline Hoklin
- Latefe Boklin
- Filly Aksaks
- Nassif Casem
- Boyan Casem
- Emily Batmana
- Maria Bockstrom
- Daniel Buckley
- Bridget Bradley
- Gling Hip
- Elaine Harrison
- Beatrice Sande
- Gus Cobb
- L. M. Cribb
- Minnie Conato
- Neville Conato
- Will Conato
- Katie Connelly
- Ellen Carr
- Theodore Demuelder
- Charles Krigesee
- W. B. Daly
- Joseph Daly
- Marcola Daly
- Mrs. Edna Dean and two children
- Margaret Deveney
- Reuben Bridget
- Anna Kolshotel
- Nora O'Leary
- Arthur Olsen
- Caterina Patros
- Genert Pickard
- Nobesa Patros
- Ernest Person
- Norah Roth
- Anna Ribban
- John Chaursson
- Nicola Sulist
- Julie Stralner
- Jan Schumbint
- Julia San
- Sanna Sofia
- S. Johnon
- Rose Siderome
- Agnes Sidelome
- Amy Stanley
- John Sumdian
- Falle Smythe
- Axel Salmc
- Florence Kosorny
- Croft Hedvig
- Hedvig Turkus
- William Turkus
- Varianon Yartauron
- Ella Wicks
- Stene Yeshurg
- Hanna Yousef
- George Yousef
- Maria Yousef
- Scerill Dumson
- Philip Zena
- Nicola Elime
- Nicola Oana
- August Ahrthanson
- Bednara Aloun
- Mariana Aloun
- Carlo Nelson
- Anderson Ouplund
- John Charles
- Rosa Abbott
- Edna Anderson
- Selma Astlund
- Felix Astlund
- Lillian Astlund
- Ahmoes Abelsaph
- Leak Aksaks
- Lee Blar
- Marie Boklin
- Eugene Boklin

LACK OF LIFEBOATS CRIMINAL UNITED STATES LAW PROTECTS

By WILLIAM MATSON I notice by the morning papers that it is the intention of some members of congress to introduce bills covering the lifeboat equipment of passenger vessels.

This is occasioned by the apparent lack of such equipment on the steamer Titanic. The newspaper reports credit the vessel with having 16 lifeboats and with a full capacity of less than 900 people.

If the Titanic had been built under the United States law, it would have been equipped with 23,670 cubic feet of lifeboat space, which, at 10 cubic feet to a person, would accommodate 2,367 people. Under the United States laws, two-thirds of this capacity must be in properly built lifeboats, the remaining one-third made of approved type of life rafts or collapsible lifeboats. Thus regular lifeboat capacity would have accommodated 1,578 people and life rafts or collapsible lifeboats 789 people.

The United States laws governing this question cover any size of vessel, while apparently the British laws only go as far as 10,000 gross tons. We have the strictest inspection in the United States on the Pacific coast.

I think it was a crime to send this ship out with a license for 3,300 people and crew, with only 16 lifeboats, besides two small boats, as equipment.

light compartment closed, not to be opened again before arrival in port. Vessels that could not do this on account of faulty construction should not be permitted to carry more passengers and crew than its lifeboats could carry in case of accidents.

MAYOR GREET DOCTOR DODGE

Message Tells Assessor of the City Rejoicing Over His Rescue

After more than two days of acute distress and anxiety on the part of the family of Dr. Washington Dodge, which was shared by all the city, definite word came yesterday afternoon to set at rest the doubt that had been raised by the conflicting wireless reports of the Titanic disaster, some of which had included the names of Doctor Dodge and his wife and son, while others had mentioned only Mrs. Dodge and the child.

Yesterday afternoon the message came through direct from the Carpathia to Harry Dodge, son of the assessor, bearing the two words: "All well," signed "Father." The message had been caught by the wireless station at Halifax, probably after being relayed through from the Carpathia by other vessels, and was flashed to San Francisco by way of New York.

Immense relief was spread by the quieting message, particularly in the city hall, where the brother officials of Doctor Dodge have been sick at heart over his reported death. Mayor Reith immediately telegraphed to the assessor, in care of the White Star Steamship company in New York, a message of congratulation and thanking. The greeting was as follows:

April 17, 1912. Dr. Washington Dodge, Care White Star Steamship Company, New York City, N. Y.

San Francisco, for the last 48 hours has been sick at heart over the thought of your death in the terrible disaster of the ill fated Titanic. I have just received news of the safety of yourself, Mrs. Dodge and little son. The people of San Francisco thank God over your safety, and through me extend to you all affectionate greetings and shall be glad to welcome you home. Very sincerely yours, JAMES ROLPH JR., Mayor.

Astor Not on Carpathia

SIASCONSETT WIRELESS STATION, NANTUCKET, Mass., April 18.—In reply to a query sent to the Carpathia early this morning, the wireless operator aboard the steamer said that Colonel John Jacob Astor was not on board the Carpathia. He said he did not know whether Benjamin Guggenheim or Major Archibald Butt were on board.

CALL READERS URGE CHANGES

"Close Water Tight Doors Before Leaving Port" Advises Hanssen

The mission of the Mackay-Bennett recalls the disaster to the steamer La Bourgogne, when a similar vessel was fitted out to search the sea for dead. At that time more than 30 bodies were found floating near the scene of the disaster, although the vessel did not sail from Halifax until a week after the tragedy.

CABLE SHIP IS MARINE HEARSE

Vessel, Bearing Coffins and Undertakers, to Search the Sea for Bodies

HALIFAX, N. S., April 17.—The cable ship Mackay-Bennett, which has been chartered by the White Star line to go to the scene of the Titanic disaster, sailed at 3 o'clock this afternoon. In the hope that some bodies may be picked up, coffins were included in the cargo.

In addition to undertakers, Rev. K. C. Hind, a church of England clergyman, went on the ship to perform the last rites over any bodies that may not be brought to port.

The cable ship Minia, which was near the disaster, has arrived here with no survivors. It had been hoped that the Minia might have picked up a few stragglers floating on rafts or among the wreckage.

LINE IS LIABLE TO KIN OF DEAD

Eminent Lawyers Assert Ship Owners Must Pay if Negligence is Proved

[Special Dispatch to The Call] NEW YORK, April 17.—The question of whether relatives and dependents of the victims of the Titanic disaster can recover damages from the White Star line for the death of their relatives today interested many.

It is learned on reliable authority that they can if it can be proved that death resulted from the negligence of the White Star line.

Eminent lawyers state that the lack of lifeboats should constitute competent evidence of negligence. If it is shown later that the Titanic was proceeding at a high rate of speed amidst dangerous ice floes, this, too, they state, shows negligence within the law's meaning.