

Iceberg Peril Is to Be Removed by Scientists

NEW INVENTION GIVES WARNING OF THE DANGER

Prof. A. G. McAdie Describes Experiments With Device to Detect Floes

That disasters such as befell the Titanic will be placed in the list of improbable events by work being carried on by the scientists of the world in the belief of Professor A. G. McAdie of the San Francisco weather bureau.

The perfection of an instrument which will detect icebergs is the aim of the scientists and one of their number is on a fair road to success. Professor Barnes of the physics department of McGill university has invented a micro-thermograph, which measures and records changes in temperature to one-hundredth of a degree Fahrenheit.

The laboratory tests have been successful and one successful practical test has been made off the coast of Labrador near the scene of the Titanic wreck.

By ALEXANDER G. MCADIE, In Charge United States Weather Bureau, San Francisco.

Professor Barnes has written a book on electricity, and through his knowledge of this subject he has devised his micro-thermograph, which is a very sensitive electric thermometer.

The ordinary electric thermometer has been used extensively by Professor Callender of London, but it has not been found useful for the purpose of detecting icebergs. Barnes modified the Callender electric thermometer so that it would measure and record changes to one-hundredth of a degree Fahrenheit.

INDICATED ICEBERGS

It is another thing to put this instrument to a thorough practical test. I understand it was used off the Labrador coast and indicated the approach of the vessel, on which it was installed, to icebergs at distances of from five miles to half a mile.

Two great obstacles to navigation—ice and fog—can be overcome and I am speaking with conservatism when I say that most of the scientists of the world believe the same thing. A great number of scientists have been working experimentally on devices which will stand as safeguards to vessels in fog and against ice floes. Their efforts will be doubled following the awful Titanic wreck and it is safe to say that it will not be long before there will be practical tests of these instruments all over the world, especially off the north Atlantic coast of America.

ICE MOVED EARLY

This has been an unusual season, the icebergs coming down so early in the year from the north. The Newfoundland and Labrador coasts usually have icebergs in May and June, the floes coming down on the Labrador current from the Hudson bay country.

It is thought that the mild summer and winter which prevailed in the northern hemisphere north of parallel 45 are responsible for the early movement of the ice. There has been a comparatively warm winter in the north temperate zone. We know that it has been 20 degrees warmer over the Atlantic and British isles.

The same higher temperatures that prevailed on the Atlantic obtained in the north Pacific this year. If the ice from the Bering sea districts came down this way we would have had the same early floes that struck Newfoundland and Labrador. But fortunately for the American Pacific coast the ice of the Pacific flows toward the Asiatic coast and is carried on by the Bering sea current. By the time it has reached the Japan current the ice has melted.

WARMER IN NORTH

Professor Willis L. Moore, chief of the weather bureau, calls attention to the fact that January and February, this year, gave temperatures above the seasonal average in the Alaskan area. These months were warmer than the average on the Pacific slope as far south as southern California and Arizona, while over the greater portion of interior United States and southern Canada east of the Rocky mountains these two months were unusually cold.

December was the cold month on the Pacific coast and in Alaska. The question is, what part did the Japan current play in the temperature over the northern Pacific.

Temperatures for Sitka in 28 years show 18 Decembers warmer than that of 1911 and four Januaries warmer than that month in 1912. But February, 1912, was the warmest February of the 28.

FEBRUARY, 1912, A RECORD

The temperature of 41 degrees was the highest ever recorded for February. The next warmest February was in 1902. Professor Moore has completed data for Nome and other Alaskan stations which shows similar temperatures for December, January and February.

The assumption is that the circulation of winds and their northward deflection toward Alaska, is the real cause of the warmer weather and the extension of the Japan current northward was the result of this pressure distribution. Of course, the Pacific ice does not come this way so this warmer winter did not affect us as it did the Atlantic coast.

Parisian Empty Handed

HALIFAX, N. S., April 17.—The steamer Parisian entered Halifax harbor at 7 o'clock this evening without any survivors of the Titanic wreck or any new details of the tragedy.

DR. DODGE AND HIS FAMILY SAVED FROM WRECK OF LINER TITANIC

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RECEIVED AT Post Office Building, 7th and Mission Sts 35 SP. DR. 2

S.S. Carpathia April 17, 1912

Harry Dodge, Caro Assessor's Office, San Francisco, Cal.

All Safe. Father.

3:17pm.

Facsimile of the telegram from Dr. Washington Dodge on board the Carpathia to his son in San Francisco setting at rest all doubts as to Doctor Dodge's safety.

KINGS EXPRESS GRIEF OVER BIG OCEAN DISASTER

Rulers of England and Belgium Send Messages of Condolence to Taft

WASHINGTON, April 17.—President Taft today made public cablegrams received from the king and queen of England and the king of Belgium, conveying their sympathies to the American people in the sorrows which have followed the Titanic disaster. The president's responses to both messages were made public.

The following was the cablegram from King George, dated at Sandringham:

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 as well as among my own subjects by the foundering of the Titanic. Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortunes which affect the one, must necessarily affect the other and on the present terrible occasion they are both equally sufferers.

(Signed) GEORGE, R. AND I

PRESIDENT'S REPLY

President Taft's reply was as follows: In the presence of the appalling disaster to the Titanic the people of the two countries are brought into community of grief through their common bereavement. The American people share in the sorrow of their kinsmen beyond the sea. On behalf of my people, I thank you for your sympathetic message.

(Signed) WILLIAM H. TAFT.

The message from King Albert of Belgium was as follows:

I beg your excellency to accept my deepest condolences on the occasion of the frightful catastrophe to the Titanic which has caused such mourning in the American nation.

The president's acknowledgement follows:

I deeply appreciate your sympathy with my fellow countrymen, who have been stricken with affliction through the disaster to the Titanic.

CARDINALS' MESSAGE

The many expressions of grief to reach President Taft included one signed jointly by the three American cardinals who are here attending the meeting of the trustees of the Catholic university.

To the president of the United States:

The archbishops of the country in joint session with trustees of the Catholic university of America, beg to offer to the president of the United States their expression of their profound grief at the awful loss of human lives attendant upon the sinking of the steamship Titanic; and at the same time to assure the relatives of the victims of this horrible disaster of our deepest sympathy and condolence.

They wish also to attest hereby to the hope that the lawmakers of the country will see in this sad accident the obvious necessity of legal provisions for greater security of ocean travel.

JAMES CARDINAL GIBBONS, Archbishop of Baltimore.

JOHN CARDINAL FARLEY, Archbishop of New York.

WILLIAM CARDINAL O'CONNELL, Archbishop of Boston.

Harris Believed Lost

NEW YORK, April 17.—That Henry B. Harris, theatrical manager, is not among the Titanic survivors on the Carpathia is shown by a message received late today at the Hudson theater from Mrs. Henry B. Harris, his wife, who, with Harris, was on board the Titanic.

Mrs. Harris' name has appeared on the list of saved. The message came from the steamer Carpathia by way of Halifax, and said:

"Am safe. Praying that Henry has been picked up by another steamer, Carpathia. Rene."

Relative in N. Y. Gets Good News From Carpathia

Continued from Page 1

his family were on board the Carpathia. "It is not generally known that Dodge is an intimate friend of John Hays Hammond," said Vidaver, "and is his medical adviser. Dodge is a physician, but with the exception of Hammond and a few more of his personal friends, does not practice medicine. No matter where Hammond may be, however, he always will consult Doctor Dodge regarding his health."

"Hammond has been considerably worried as to the safety of his friend and physician and has been in constant communication with me over long distance telephone from Washington. The news will be as great a surprise to him as it was to me."

WRECK VICTIM'S COUSIN MARRIED

LOS ANGELES, April 17.—Miss Sally Bonner, niece of J. Ross Clark, vice president of the Salt Lake railroad, and Harry Innesbonner were married at 9 o'clock last night, after J. Ross Clark received a telegram, stating that his son Walter M. Clark, one of the passengers on the ill-fated Titanic, had been rescued.

During the day the name of Mrs. Clark was among those of the rescued on board the Cunard liner Carpathia and fear that her young husband was one of the many who went down with the Titanic caused the announcement of the indefinite postponement of the wedding which was to have been an important social event.

Shortly before 9 o'clock Clark received a private telegram which stated that his son had been rescued and the wedding followed.

It was learned later that the name of young Clark did not appear on the revised list of cabin passengers rescued.

MAYORS START RELIEF FUNDS

NEW YORK, April 17.—Mayor Gaynor today received the following cablegram:

London, Eng., April 17. The Mayor, New York: Opening fund relief sufferers Titanic disaster. Will warmly welcome your sympathy.

LORD MAYOR, LONDON.

Mayor Gaynor at once said funds for the relief of sufferers would be received at the mayor's office. He cabled the lord mayor of London as follows: Lord Mayor, London: Relief fund Titanic sufferers has our hearty sympathy. Will open one here. GAYNOR, Mayor New York.

Hays' Fate in Doubt

MONTREAL, April 17.—The rumor sent out from here yesterday that C. M. Hays, president of the Grand Trunk railway, was safe, which information can not be substantiated, was indorsed by the three evening papers yesterday.

Pierre Davidson, brother of, Thornton Davidson, the latter a son in law of C. M. Hays, and a passenger on the Titanic, said he received a cable saying the Hays party was safe.

Another paper received information from Grand Trunk officials here that Hays was safe. Judge Davidson, father of Thornton Davidson, said he had received a private message from Vice President Franklin of the White Star line that all the Montreal people were safe.

Titanic Refused Help

NEW YORK, April 17.—Captain Schulke of the steamship Cincinnati, which reached port today from Naples, reports that at midnight, April 14, he received a wireless call for help from the Titanic. Although 550 miles away, the Cincinnati headed for the scene, and would have continued had not another message from the Titanic been received half an hour later: "Olympic coming; not needed."

Message From Rome

ROME, April 17.—Ernest Nathan, mayor of Rome, today conveyed his own condolences and those of the city on the loss of life caused by the wreck of the Titanic to the American embassy here.

SURVIVORS OF WRECK TO GET SPECIAL CARE

Steamship Company Will Protect Titanic's Passengers From Curious Crowds

NEW YORK, April 17.—Every effort to facilitate the landing of the Titanic's survivors when the Carpathia docks at its pier on North river tomorrow 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 tonight and provide for the fullest protection of the survivors and their relatives from interference from curiosity seekers until they have left the Cunard pier.

Customs regulations, it was announced, would be suspended, and all aliens among the survivors will be discharged immediately 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.

HAN ON CURIOUS CROWDS

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 been established at the company's offices there. No photographers will be permitted, and the police will rope off a large space outside the pier to keep back curious crowds.

Although government officials have signified their willingness to allow newspaper representatives and relatives of the survivors to board the ship from revenue cutters before it reaches the dock, the Cunard officials indicated tonight that this privilege would not be granted. In that event, the full story of the disaster, except such details as may be received by wireless meanwhile, probably will not be learned until long after the Carpathia has docked.

CUTTER OFFERED FOR PRESS

Secretary of the Treasury MacVeagh, in a statement sent to Collector of Customs Loeb, announcing that customs regulations would be waived, said:

"There is, however, no obstacle, so far as the government is concerned, to the boarding of the Carpathia by friends of survivors and by representatives of the press, provided the consent of the owners of the Carpathia is obtained."

"If the authorities of the Cunard line are willing that representatives of the press and relatives should board the Carpathia before its arrival, the department will, upon being 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 any one to board the ship prior to its reaching the dock."

The White Star officials announced that arrangements had 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 said, until they could obtain employment or other relief.

Nagel to Take Charge

WASHINGTON, April 17.—President Taft and Secretary Nagel held a conference tonight at which it was decided that Secretary Nagel will go to New York tomorrow to take personal charge of the administration of immigration inspection regulations to the Titanic survivors aboard the Carpathia.

Mass for Titanic Victims

A mass of requiem will be held Friday morning at 9:30 o'clock in the Episcopal Church of the Advent, at which prayers will be offered for the souls of those lost when the liner Titanic was wrecked. Rev. Charles M. Lathrop will officiate at the mass. The new location of the Church of the Advent is at 261 Fell street, one block west of Van Ness avenue.

SURVIVORS MET CERTAIN DEATH IN ICY WATERS

Chilled to Marrow Within Few Minutes of Immersion, Many Who Jumped Drowned

By PATRICK GALLAGHER

The Noted Sea Novelist

[Special Dispatch to The Call] NEW YORK, April 17.—Those who left the side of the doomed Titanic in the lifeboats which were safely launched have been accounted for. What of those others who jumped overboard, snatching a flimsy hold on floating deck chair or broken panel—have they all perished in the waters which engulfed the brief lived queen of ships? Perhaps not. There is a chance in a million that a sinking human being who trusted himself or herself to the ice packed waves will live even to tell the story.

Why? Because the strongest man, or the strongest swimmer, would have been chilled to the bone within 20 minutes of immersion. The temperature of the water was probably in the neighborhood of 40 or 42 degrees. Even with the proximity of the gulf stream, the monster ice mountains afloat, which rammed the Titanic and the scattered flotilla of lesser drifts from the Arctic belt, must have acted with such chilling force as to have made the sea in the neighborhood a huge ice bath.

MANY TOOK A CHANCE Nevertheless, there were many men and women, too, who preferred to take this grim chance, hugging hard the hope of life, rather than remain on the swaying, canted decks of the Titanic. To remain aboard was to meet certain death half way.

To jump for the black waters and trust to the slim chance of being picked up by the lifeboats, or by the hopes for rescuing steamers, was to play a last card in the vital game for existence. And so they jumped overboard, some before the cry was raised, "She's going down"; some with life belts, some without—all seeking a forlorn hope. Some never got farther than the black sides of the ship. The eddying waters sucked them down.

CHILLED TO THE MARROW

Those who did get away were chilled to the very marrow the moment they touched the cruel, bone biting waves. But they struck out, agony and fear giving them added strength to fight down the buffeting rollers, to win warmth by Herculean efforts of their hands and sinews.

They struggled and drifted apart. Away from the sound of a cheering voice, away from the sight of a single boat—the swell buried them in its trough.

"What is that just a few strokes ahead? A frail lath of wood swept away from the floating wreckage thrown overboard from the now dark and invisible liner.

The man in the water swims eagerly for it, gains it with high hopes and finds it utterly worthless. It would not support a full grown sparrow. Yet he grips it with the madness of despair and then—the end.

IN THE ICE PACK

Another has been carried into the ice pack. He breathes new hope as the half submerged mass drifts toward him. Fighting for breath, for heat, his last ounce of strength almost expended, knees stiff with cold and pain, elbows and shoulders refusing their office at the very moment when he is able to roll over and under defeat, he rests upon it.

It slips from under him. His eyes bulging in their sockets, his limbs cracking with the effort, he sinks along and teeth in the cold, slippery mass. It dips with his weight, turns turtle and with it another life goes out.

SPECTRE OF DEATH

Yet another brave and death daring man misses the lesser ice to gain the greater mass. Like a spectre of death it raises its forbidding spires alongside him—almost, but not quite. When he thinks he has about gained his frozen goal he finds that the mocking deep has deceived him. It is yet many lengths away. But he continues his hopeless struggle and at last he is right under the great floating mountain.

He tries for a low projection to get a grip, a footing. Frantic with each successive failure he finds his dismay that at all points the berg is "step to"—sheer cliff with an overhanging brow, like the banks of a barren, uninhabited island.

ONE CHANCE IN MILLION

The action of the waves makes it so. That part which is submerged becomes more and more sucked away by the water until the berg at last loses buoyancy and topples over, to assume a new formation, until ultimately it dissolves and sinks.

No man or woman who sought life in the bath of ice above the present grave of the Titanic had more than one chance in a million of gaining anything—but death. But brave were they who made the trial, though grim their end.

H. W. Taft Seeks News

NEW YORK, April 17.—Henry W. Taft, brother of the president, called at the White Star offices today, seeking news of Major Butt, the president's aide, and of Karl Behr, the tennis player, and Frank D. Millet, the artist, friends of Taft. He held a 5 minute conference with Vice President Franklin of the White Star line, but learned nothing.

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YOUNG ASTOR REFUSES TO BELIEVE "DAD" DEAD

Heir to Millions Recalls Father's Pluck When His Yacht Was in Danger

By JULIUS CHAMBERS

[Special Dispatch to The Call]

NEW YORK, April 17.—The immense fortune of young Vincent Astor does not rob the heir of the Astor millions in this country of all the sympathy of New York in his hour of travail. To none probably of all those to whom the loss of the Titanic has been a bitter harbinger of grief does sympathy turn more generally and genuinely than to the 20 year old son of the drowned head of the house of Astor. But, the young man himself is insensible to consolation or the assurance that all hope is gone.

At his home in Fifth avenue he has veered from the most heart moving outbursts of sorrow at one moment and the next to glowing pride in the brave conduct of his father.

"Dad" is on his lips all the time, whether it is at the telephone directing new efforts to search for and rescue the father who was more than a father to him, or while telling an intimate friend (one of the few whom he will admit to the privacy of his sorrow) how he was sure of the way in which "dad" would act in the tense moment of trial.

He speaks frequently of the days aboard the yacht Nourmahal two years ago, when the American warships and the nation were searching for it, tossed about in the great storm down off the West Indies.

MISSING GRAVE AT SEA

Vincent Astor was with that party of pleasure seekers which narrowly missed becoming a voyage to the grave, and he bore himself with pluck and coolness, which was testified to by every seaman on the yacht. That stirring experience aide him to understand what must have happened when the boats were being launched from the Titanic; his father then was the coolest, least disconcerted man in all the yacht's company, guests or complement.

It is of this brave example which Colonel Astor showed during those trying days that young Astor speaks. It helps him to avoid thinking of the inevitable in which he will not yet admit that his father, the fond companion of his boyhood and young manhood, is dead, beyond hope of restoration to him. His friends urge him to talk, and try to keep his mind on this more soothing side of the catastrophe knowing that it will help bring relief.

"Dad, dad, poor dad," and he bends his head between his palms. "I know he is still living, I feel it," and then he breaks off and starts up the telephone list calling up yet another number to set in motion the power of Astor millions to recover, at least the body of his father. But he never refers to the colonel as dead.

FORMER TROUBLE RECALLED

"I can see him," he will say a minute or two later, "brave dad standing among the officers helping the others into the boats, showing them how to use the life belts, encouraging and cheerful all the time."

"You should have seen him when we were on the Nourmahal with its plates loose and the water flooding the lower compartments. He wasn't a bit put out, just the same old dad as he always was at his home, here, or in Europe. Yes he was one of the last to leave the ship, but he knew how to take care of himself in the water and you'll see, he'll pull through, helping others, too."

And so this mainly inheritor of the bulk of the Astor estate, and the worthy head of those now in the land here, where the Astor millions were made, passes from one strong emotion to another, but always manly and lovable in his grief. It is no wonder that the hearts of the poorest in Gotham are grieved for him in his heroic grief.

GREATEST FLOE NOTED OFF N. F.

Liners Carry to Port Tales of Narrow Escapes in Fields of Ice

NEW YORK, April 17.—What is said to have been the greatest iceberg field ever seen off the coast of Newfoundland was skirted by the steamship La Bretagne of the French line, which arrived here from Havre today, bringing 175 passengers.

According to Captain Morse, the field was 70 miles long and probably as wide, and the Bretagne was five hours in passing along its edge. Scattered among the small ice were between 40 and 50 immense bergs.

The Bretagne sighted this field last Sunday in the vicinity of the place where the Titanic struck a berg and went down.

The Scandinavian liner Hellig Olav, Captain Holst, reached port today with reports of gigantic icebergs in the ship's course last Saturday and Sunday. Because of the ice and a heavy fog later Captain Holst did not leave the bridge from Saturday night until he took on a pilot outside Sandy Hook this morning.

Captain Holst saw three huge icebergs Saturday night in 41:43 north, 49:51 west, and soon afterward a red skyscraper of an iceberg loomed suddenly close by. It towered over the Hellig Olav, Captain Holst says, the biggest berg he ever saw.

Disaster Shocks Bryce

WASHINGTON, April 17.—James Bryce, the British ambassador, was so shocked at the news of the Titanic disaster that he wrote a personal note to President Taft today saying he would not attend the unveiling of the statue to John Paul Jones here, as he had intended.

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