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on board her at the time of the fateful crash.

Along the entire Atlantic coast wireless apparatus was attuned to catch from any source the slightest whisper of hope that possibly on board one of the many steamships which rushed to the assistance of the stricken Titan of the seas were other survivors of the sunken vessel. But from none of the ships reported to be at or near the scene of what may be recorded as the world's greatest marine horror, came the faintest syllable of encouragement to the anxiously waiting world until news of the addition of more than 200 to the number of those saved by the Carpathia brought decided encouragement.

The steamer Virginian was finally heard from at 2.15 o'clock Tuesday morning, but hers was a message of

despair. She did not report the presence of any survivors on board, the message from her stating that she would bring to St. John's, Nfld., such survivors of the Titanic as she "may rescue." The fact that the Virginian was to go out of her course to put into St. John's on her voyage to Liverpool was taken as a favorable indication, arousing the hope that after she might have picked up some of the victims of the wreck and was bringing them to port. Later, however, these hopes were dispelled by the receipt of another wireless message from the Virginian, announcing that she had failed to pick up any survivors and was proceeding to Liverpool.

And then as if to add to the overpowering gloom and blot out every vestige of hope, followed on the heels of this announcement another message

from the Virginian by wireless via Sable Island and Halifax saying: "We are now in communication with the Parisian. No Titanic passengers on board."

The commander of the Parisian said he had searched the ocean in the vicinity of the disaster, but had been unable to find a soul. There was a great deal of wreckage, and all this was scanned carefully, in the hope that human beings might be found clinging to the debris, but none was found.

A marconigram from Captain Gamball, of the S.S. Virginian, received by Mr. Hannah, passenger traffic manager of the Allan Line, read as follows:

"Arrived at scene of disaster too late. Have proceeded on voyage to Liverpool."—Gamball.