

"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Unsettled Tuesday; Wednesday, fair, cooler; moderate southerly winds, becoming variable. (For full weather report see Page 11.)

VOL. LXX. NO. 12,568

NEW YORK, TUESDAY, APRIL 16, 1912—TWENTY-FOUR PAGES.

ONE CENT In Greater New York, 1 Cent Extra for Delivery Outside City, and Outside, TWO CENTS.

TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG; 866 RESCUED BY CARPATHIA, PROBABLY 1250 PERISH; ISMAY SAFE, MRS. ASTOR MAYBE, NOTED NAMES MISSING

Col. Astor and Bride, Isidor Straus and Wife, and Maj. Butt Aboard.

"RULE OF SEA" FOLLOWED

Women and Children Put Over in Lifeboats and Are Supposed to be Safe on Carpathia.

PICKED UP AFTER 8 HOURS

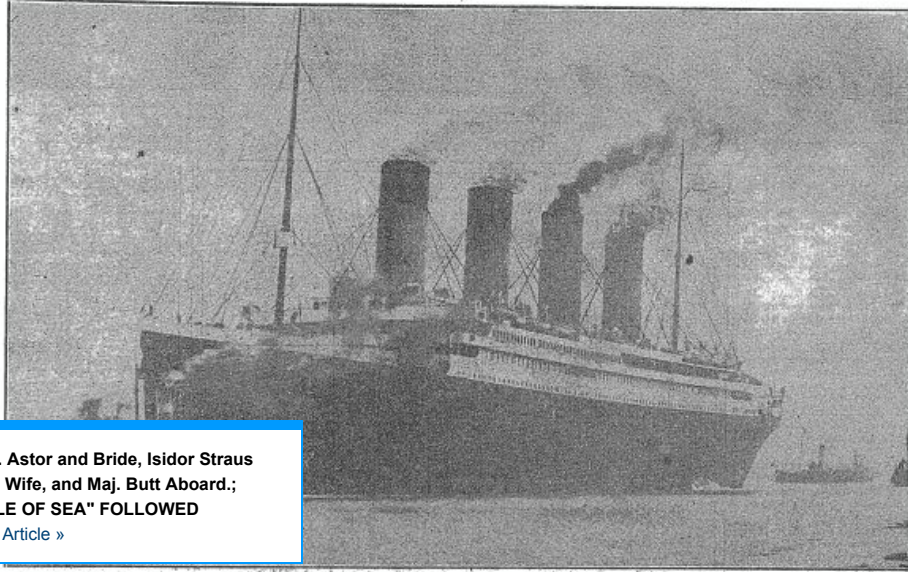
Vincent Astor Calls at White Star Office for News of His Father and Leaves Weeping.

FRANKLIN HOPEFUL ALL DAY

Manager of the Line Insisted Titanic Was Unsinkable Even After She Had Gone Down.

HEAD OF THE LINE ABOARD

J. Bruce Ismay Making First Gigantic Ship That Was Surpass All Others.



Col. Astor and Bride, Isidor Straus and Wife, and Maj. Butt Aboard; "RULE OF SEA" FOLLOWED

Full Article »

The admission that the Titanic largest steamer to be built has been sunk by an iceberg and is lying on the bottom of the Atlantic, carrying more than 3,000 passengers and crew with her, was made at the White Star Line offices, 8 Broadway, at 8:30 o'clock last night. Then P. A. B. Franklin, Vice President and General Manager of the International Mercantile Marine, confessed that probably only those passengers who were placed up by the Cunarder Carpathia had been saved. Advice received early this morning tended to increase the number of survivors by 500.

The admission followed a day in which the White Star Line officials had been optimistic to the extreme. At no time was the admission made that every one aboard the huge steamer was not safe. The ship sank, it was hastily asserted, was unsinkable, and inquiries were informed that she would reach port, under her own steam probably, but surely with the help of the other liner Virginia, which was reported to be towing her.

As the day passed, however, with no news authentic reports from the ship or any of the other vessels were known to have responded to her wireless call for help, it became apparent that authentic news of the disaster probably could come only from the Titanic's sister ship, the Olympic. The wireless range of the Olympic is 500 miles. That of the Carpathia, the Parthian, and the Virginia is much less. As they neared the position of the Titanic they drew further and further out of shore range. From the Titanic's position at the time of the disaster it is estimated that if any of the ships except the Olympic could establish communication with the Titanic.

Headquarters at 8:30 A. M. Monday in the White Star office the hope was held that all day the Parthian and the Virginia had taken off some of the Titanic's passengers, and efforts were made to get into contact with those liners. Until such communication was established the White Star officials refused to recognize the possibility that there were survivors of the Titanic's passengers.

But by nightfall came the message from Capt. Haddock of the Olympic to Cape Race, Newfoundland, telling of the sinking of the Titanic and of the rescue of 625 of her passengers by the Cunarder Carpathia, which the wireless message had reached the position of the Titanic at daylight. They found there, however, was life, but in wreckage. The biggest splash in the world had resulted in another deadly morning. Mr. Franklin admitted late last night that the Parthian and the Virginia, though they were among the first to answer the Titanic's calls for help, could not have reached the scene before 10 o'clock yesterday morning, seven and a half hours after the big Titanic had been seen beneath the waves and floated downward out of sight. The Carpathia, as the wireless dispatch reached, Haddock to Cape Race announced, reached the scene of the disaster.

The Lost Titanic Being Towed Out of Belfast Harbor.

PARTIAL LIST OF THE SAVED.

Includes Bruce Ismay, Mrs. Widener, Mrs. H. B. Harris, and an Incomplete Name, suggesting Mrs. Astor's.

Special to The New York Times.

CAPE RACE, N. F., Tuesday, April 16.—Following is a partial list of survivors among the first class passengers of the Titanic, received by the Marconi wireless station this morning from the Carpathia, via the steapsiph Olympic:

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|-----------------------------|-------------------------------|-----------------------|
| Mrs. JACOB P. ... and maid. | Mrs. C. HOLMANS | Mrs. WILLIAM BUCKNELL |
| Mrs. HARRY ANDERSON | Mrs. SUZAN P. ROGERSON (Prob- | Mrs. O. H. BARKWORTH |
| Mrs. ED W. AFFLETON | ably drowned) | Mrs. H. B. STEPFARON |
| Mrs. ROSE ABBOTT | Mrs. EMILY B. ROGERSON | Mrs. ELISIE BOWENMAN |
| Mrs. G. M. BURNE | Mrs. ARTHUR ROGERSON | |
| Mrs. D. G. CARREHER | Mrs. ALISON and nurse | |
| Mrs. WM. M. CLARKE | Mrs. K. T. ANDREWS | |
| Mrs. B. CHERRICK | Mrs. MINNIE PANHART | |
| Mrs. E. C. CHORRILL | Mrs. W. W. ALLAN | |
| Mrs. E. ROSSIGNOL | Mrs. and Mrs. D. SIMPSON | |
| Mrs. FRANK HYPACK | Mrs. H. BLAKE | |
| Mrs. M. B. HARRIS | Mrs. A. BARRIN | |
| Mrs. ALEX. HALVERSON | Mrs. JAMES BAXTER | |
| Mrs. MARGARET BAYL | Mr. GEORGE A. BART | |
| Mrs. BRUCE ISMAY | Mr. C. H. BOWEN | |
| Mrs. and Mrs. ED. KIMBERLEY | Mrs. J. M. BROWN | |
| Mrs. P. A. KENNEDY | Mrs. RUTH ZALUSKO | |
| Mrs. EMILE KENWORTH | Mrs. and Mrs. E. E. TAYLOR | |
| Mrs. G. F. LONGLEY | GILBERT M. TUCKER | |
| Mrs. A. F. LEADER | Mr. J. S. TRATER | |
| Mrs. REYTHA ... | Mrs. JOHN R. ROGERSON | |
| Mrs. FROST LITNER | Mrs. M. ROYCHILLI | |
| Mrs. MARY CLINE | Mrs. MADOLINE NEWELL | |
| Mrs. RICHARD LINDSTROM | Mrs. MARGARET NEWELL | |
| Mr. CYRIL J. LEBERUE | HELEN W. NEWCOM | |
| Mrs. GHOSSHYTA A. MADILLA | Mr. FERNAND OMOND | |
| Mrs. MARGARIN | Mr. H. C. OWETT | |
| Mrs. TUCKER and maid | Mrs. HELEN D. OSTBY | |
| Mrs. J. B. TRAFER | Mrs. MAMAM J. RENAGO | |
| Mr. J. B. TRATER, Jr. | Miss OLIVIA | |
| Mr. HENRY WOOLMER | Mrs. D. W. MERRIN | |
| Mrs. ANNA WARD | Mr. PHILIP RHOON | |
| Mr. RICHARD M. WILLIAMS | Mrs. JAMES COOCHIE | |
| Mrs. F. W. WARNER | Mrs. RUIRETTA MAIRY | |
| Mrs. HELEN A. WILSON | Mr. FREDERICK MARSHALL | |
| Mrs. WILLIAM ... | Mrs. W. M. MERRIN | |
| Mrs. MANY WICKER | Mrs. ALICE PHILLIPS | |
| Mrs. G. D. WIDENER and maid | Mrs. PAULA MUNDO | |
| Mrs. J. SYKES WHITE | Mrs. PHILIP O. | |
| Mrs. MARIE YOUNG | Mrs. PHILIP O. | |
| Mrs. THOMAS ... | Mrs. MARGARET ... | |
| Mrs. EDNA S. ROBERTS | Mrs. KATH ... | |

hours before the expected arrival of the Virginia and the Parthian. It is unbelievable that the Titanic was not picked up every lifeboat which still floated on the water. If they failed to pick up more than 625 passengers, it was because the others of the ship's complement had gone with her to the bottom.

But it was not until nearly midnight that the extent of the disaster was realized. Justice that the rescue was made by the Carpathia, and even the Titanic was not until nearly midnight that the extent of the disaster was realized. Justice that the rescue was made by the Carpathia, and even the Titanic was not until nearly midnight that the extent of the disaster was realized.

and when Capt. Haddock's message proved that to be untrue only the admission was made at the White Star office that Capt. Haddock's message was true and "imposed to say that all the crew had been saved." But the inference was not that all the passengers had been saved. Rather it was that none of them had died, and presently Mr. Franklin admitted the fact that there had been a terrible loss of life on the Titanic.

This version of Capt. Haddock's message had been given at the White Star office. Capt. Haddock of the Olympic said a wireless message to the White Star office late that the steamer Titanic sank at 2:20 A. M. after all the passengers and crew had been rescued in life boats and returned to the Virginia. The Cunarder Carpathia, which was reported to be towing her, was reported to be towing her.

Biggest Liner Plunges to the Bottom at 2:20 A. M.

RESCUERS THERE TOO LATE

Except to Pick Up the Few Hundreds Who Took to the Lifeboats.

WOMEN AND CHILDREN FIRST

Cunarder Carpathia Rushing to New York with the Survivors.

SEA SEARCH FOR OTHERS

The California Stands By on Chance of Picking Up Other Boats or Rafts.

OLYMPIC SENDS THE NEWS

Only Ship to Flash Wireless Messages to Shore After the Disaster.

LATER REPORT SAVES 866. BOSTON, April 15.—A wireless message picked up late to-night relayed from the Olympic, says that the Carpathia is on her way to New York with 866 passengers from the steamer Titanic aboard. They are mostly women and children, the message said, and it concluded: "Great fears are felt for the safety of the balance of the passengers and crew."

Special to The New York Times. CAPE RACE, N. F., April 15.—The White Star liner Olympic reported by wireless this evening that the Cunarder Carpathia reached, at daylight this morning, the position from which wireless calls for help were sent out last night by the Titanic after her collision with an iceberg. The Carpathia found only the lifeboats and the wreckage of what had been the biggest steamship afloat, at 2:20 A. M., in latitude 41:46 north and longitude 50:14 west. This is about 30 minutes of latitude, or about 34 miles, due south of the position at which she struck the iceberg. All her boats are accounted for and about 655 souls have been saved of the crew and passengers, most of the latter presumably women and children.

There were about 2,100 persons aboard the Titanic. The Leyland liner California is remaining and searching the position of the disaster, while the Carpathia is returning to New York with the survivors. It can be positively stated that up to 51 o'clock to-night nothing whatever had been received at or heard by the Marconi station here to the effect that the Parthian, Virginia or any other ships had picked up any survivors, other than those picked up by the Carpathia.

First News of the Disaster. The first news of the disaster to the Titanic was received by the Marconi wireless station here at 10:25 o'clock last night [as told in yesterday's New York Times]. The Titanic was first giving the distress signal "C. Q. D.," which was answered by a number of ships, including the Carpathia,