

"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 15.

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

ONE CENT In Greater New York, 1 Cent
Army, City, and Naval, TWO CENTS

TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG; 866 RESCUED BY CARPATHIA, PROBABLY 1250 PERISH; ISMA Y 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

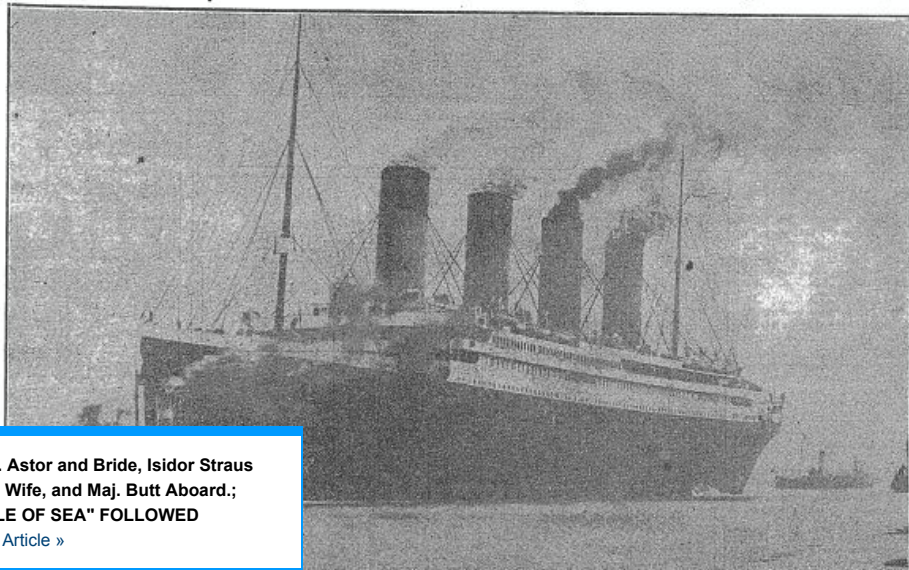
Vincent Astor Calls at White Star Office for News of His Father and Leaves Weeping.

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 the world has been sunk by an iceberg and is lying on the bottom of the Atlantic, carrying more than 3,400 of passengers and crew with her, was made at the White Star Line offices, 3 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 *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 *Titanic* was not safe. The ship sank, it was quickly ascertained, 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 *Virginian*, which was reported to be towing her.

As the day passed, however, with no news authentic reports from the Cape Race, Newfoundland, which 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 100 miles. That of the *Carpathia*, the *Parisian*, and the *Virginian* 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*.

Messages from 8:30 A. M. Monday in the White Star office the hope was held that all day the *Parisian* and the *Virginian* 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 rescue of 625 of her passengers by the *Carpathia*. This news, which the wireless message had reached the position of the *Titanic* at daylight, they found there, however, was lifeless and wreckage. The biggest splash in the world had sunk at 2:20 o'clock Monday morning, leaving the *Carpathia* to search for survivors beneath the waves and floated downward at all angles. The *Carpathia*, as the wireless dispatch from Capt. 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.

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 steamship *Olympic*:

- Mr. JACOB F. ... and maid.
- Mrs. HARRY ANDERSON.
- Mrs. ED W. AFFLETON.
- Mrs. ROSE ARBOTT.
- Miss G. M. BURNE.
- Miss D. G. CARREHER.
- Mrs. WM. M. CLARKE.
- Mrs. B. CHERRICK.
- Miss E. G. COMBER.
- Miss E. ROSSIER.
- Mrs. FRANK HYPACK.
- Mrs. M. E. HARRIS.
- Mrs. ALEX. HALVERSON.
- Miss MARGARET BAYL.
- Mrs. BRUCE ISMAY.
- Mr. and Mrs. ED. KEMMERLEY.
- Mr. P. A. KENNEDY.
- Mrs. EMILE KENWIGEN.
- Miss G. F. LONGLEY.
- Mrs. A. F. LEADER.
- Mrs. MARY MANNING.
- Mrs. MARY CLINE.
- Mrs. EDWARD LINDSTROM.
- Mr. GUYAETE J. LEROUX.
- Mrs. GHOSSHYTA A. MADILLA.
- Miss MORGAN.
- Mrs. TUCKER and maid.
- Mrs. J. B. TRAYER.
- Mr. J. B. TRAYER, Jr.
- Mr. HENRY WOOLMER.
- Mrs. ANNA WARD.
- Mr. RICHARD M. WILLIAMS.
- Mrs. F. W. WARNER.
- Mrs. HELEN A. WILSON.
- Mrs. WILLIAMS J. LEROUX.
- Mrs. MARY WICKER.
- Mrs. GEO. D. WIDENER and maid.
- Mrs. J. SWANSTAY WHITE.
- Mrs. MARIE YOUNG.
- Mrs. THOMAS WYFFER, Jr.
- Mrs. EDNA S. ROBERTS.
- Cousins of HOFFER.
- Mr. C. HOLMANS.
- Mrs. SUZAN F. ROGERSON (Prob- ably HOFFER).
- Miss EMILY B. ROGERSON.
- Mrs. ARTHUR ROGERSON.
- Miss ALERSON and nurse.
- Miss K. T. ANDREWS.
- Miss NINETTE PANHART.
- Miss E. W. ALLAN.
- Mr. and Mrs. D. SIMPSON.
- Mr. H. BLANK.
- Miss A. BARRINA.
- Mrs. JAMES BAXTER.
- Mr. GEORGE A. BART.
- Mrs. C. BONNELL.
- Mr. J. M. BROWN.
- Miss G. C. BOWEN.
- Mr. and Mrs. R. L. BECKWITH.
- Miss RUTH ZAUBER.
- Miss BLA TRON.
- Mr. and Mrs. E. T. TAYLOR.
- GILBERT M. TUCKER.
- Mr. J. B. TRAYER.
- Mr. JOHN B. ROGERSON.
- Mrs. M. ROYERCHILLI.
- Mrs. MARGARET NEWELL.
- Mrs. MARGARET NEWELL.
- HELEN W. NEWCOM.
- Mr. FREDERICK OMOND.
- Mr. H. C. OWBY.
- Mrs. HELEN D. OSTRY.
- Mrs. MAMAM J. RENAGO.
- Miss OLIVIA.
- Mrs. D. W. HERVEN.
- Mr. PHILIP HOOK.
- Mrs. M. ROYERCHILLI.
- Mrs. MARGARET MARY.
- Mrs. FREDERICK MARGHERAL.
- Mrs. W. E. MURPHY.
- Mrs. APPER RANDEL.
- Mrs. ALBERT PRITCHER.
- Mrs. KAREL H. BEHR.
- "OSBITE"
- Mrs. WILLIAM BUCKNELL.
- Mr. O. H. BARKWORTH.
- Mrs. H. B. STEFFANON.
- Mrs. ELISIE BOWENMAN.



CAPT. E. J. SMITH, Commander of the Titanic.

hours before the expected arrival of the *Virginian* and the *Parisian*. It is unbelievable that the *Carpathia* should have failed to pick 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.

THE PROBABLE LOSS.	Number Aboard.
First-class passengers.....	320
Second-class.....	280
Crew, (estimated).....	900
Total.....	1,500
By the <i>Carpathia</i>	625
Probably drowned.....	875

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 some of them had died, and presently Mr. Franklin admitted the fact that there had been a terrible loss of life on the *Titanic*.

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