

TITANIC SINKS AT SEA=LOSS OF LIFE MAY REACH 1,800

Most Appalling Marine Disaster in the World's History—Earlier Reports of Rescue of Passengers Only Partly True—Titanic Sank at 2.20 Monday Morning, Hours Before Rescuing Ships Appeared—Survivors to the Number of 675 Picked up From Life Boats by The Carpathia—Hopes That Other Passengers are Aboard the Virginian and Parisian, But There is no Certainty of This—Wireless Message Gives Little Hope That Male Passengers Have Been Saved—All Boats Accounted For Show Only 675, Mostly Women and Children, Rescued—Partial List of Survivors Give Names of Alice Fortune and Mrs. Wm. Graham of Winnipeg—Passengers Included John Jacob Astor, C. M. Hays, B. Guggenheim, J. B. Thayer, Alfred Vanderbilt, Isidor Straus, F. D. Millet and Many Other Notabilities.

LATEST REPORT—1,800 LOST.

New York, April 16, 3 a.m.—It was learned late tonight that the full text of the message from the steamship Olympic, reporting the sinking of the Titanic, only a portion of which had been made public earlier in the evening, expressed the opinion that the loss of life would reach 1,800 persons. That despatch said in its concluding sentence, "loss likely total 1,800 souls."

It is hoped here that this is an error, unless the Titanic had on board more passengers than was reported. The list as given outshowed 1,310 passengers and a crew of 860, or 2,170 persons in all.

Deducting the 670 reported to have been saved and to be bound for New York aboard the Carpathia and the Cunard Line, the loss of life indicated would be 1,495 persons.

The full text of the despatch received from the Olympic is as follows:

"Carpathia reached Titanic's position at daybreak. Titanic sank about twenty minutes past two o'clock in the morning in 41.16 N. latitude, 50.14 W. longitude. All her boats accounted for containing about 675 souls saved, crew and passengers included. Nearly all saved were women and children. Leyland liner Californian remained, and searching exact position of disaster. Loss likely 1,800."

New York, April 15.—The text of the message from the steamer Olympic, reporting the sinking of the Titanic and the rescue of 675 survivors which reached here late tonight, expressed the opinion that 1,800 lives were lost.

"Loss likely to total 1,800 souls," the despatch read in its concluding sentence.

It is hoped and believed here that this is an error unless the Titanic had more passengers on board than was reported. The list as given out showed 1,310 passengers and a crew of 860, or 2,170 persons in all. Deducting 675, the known saved, would indicate a loss of 1,495 persons.

CONCEALS HORRIBLE LOSS OF LIFE.

New York, April 15.—Vice-President Franklin at 8:40 o'clock tonight conceded that there had been a "horrible loss of life" in the Titanic disaster. He said that he had no information to disprove the Associated Press despatch from Cape Race to the effect that only 675 of the passengers and crew had been rescued. He said that the monetary loss could not be estimated tonight, although he intimated that it would run into millions. "We can replace the money," he added, "but not the lives."

"It is horrible," Mr. Franklin continued. "As far as we know it has been rumored from Halifax that 3 steamers have passengers on board; namely, the Virginian, the Carpathia and Parisian. Now, we have heard from Captain Haddock that the Titanic sank at 2:20 this morning. We have also learned from him that the Carpathia had 675 survivors on board. It is very difficult to learn if the Virginian and the Parisian have any survivors on board. We have asked Captain Haddock and our agent at Halifax to ascertain if there are any passengers aboard the 2 steamers. "We very much fear, however, that there has been a great loss of life, but it is impossible for us to give further particulars until we have heard from the Parisian and Virginian. We have no information that there are any passengers aboard these two steamships."

ALL OFF WHEN BOAT SANK.

New York, April 15.—The White Star Liner Titanic sank at 2:20 o'clock this morning, after all her passengers and crew had been taken off and transferred to the Virginian. This statement was given out at the White Star offices here at 7:15 o'clock tonight.

NO WORD AT CAMPERDOWN.

Halifax, N.S., April 15.—No word has been received tonight by the wireless station at Camperdown from the scene of the Titanic or the steamers that went to her rescue.

WOMEN AND CHILDREN SAVED.

Cape Race, N.F., April 15.—The steamer Olympic reports that the steamer Carpathia reached Titanic's position at daybreak today, but found boats and wreckage only. She reported that the Titanic had foundered at about 2:20 o'clock a.m. in latitude 41.16 north and longitude 50.14 west. The message adds that all the Titanic's boats were accounted for and "about 675 souls saved, crew and passengers, latter nearly all women and children."

The report from the Olympic states that the Leyland liner Californian was remaining and searching the vicinity of the disaster. The Carpathia, it was stated, was returning to New York with the survivors.

STRANGE MESSAGE OF OPERATOR.

London, April 15.—The parents of J. A. Phillips, the wireless operator aboard the Titanic, received tonight this wireless message from him: "Making slowly for Halifax. Practically unsinkable. Don't worry."

ALFRED VANDERBILT NOT ON BOARD.

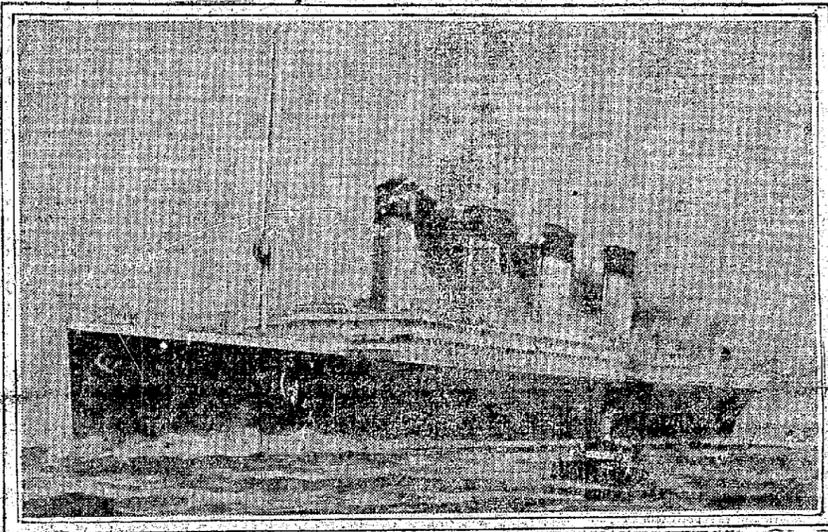
New York, April 15.—Mrs. Cornelius Vanderbilt received a cablegram today from Alfred G. Vanderbilt, her son, saying that he had not sailed on the Titanic and was safe in London. This announcement was made at the Vanderbilt home tonight.

PRESIDENT TAFT ANXIOUS FOR HIS AIDE.

Washington, D.C., April 15.—President Taft was in great anxiety tonight for news of his aide-de-camp, Captain Archibald W. Butt, one of the 4 Washington folk on the Titanic. The president had frequent inquiries made of the newspaper offices and the steamship agency.

ALLAN LINE HAS NO WORD.

Halifax, April 15.—Up to 11 o'clock tonight the Allan Line had not received any word from the Titanic.



THE LOST WHITE STAR LINER TITANIC. The Vessel Collided at 10:25 Sunday Night with an Iceberg, and Which, According to Vice-President Franklin of the Company, Sank at 2:20 a.m. Monday Morning.

The Titanic divided with her sister ship, the Olympic, the honor of being the biggest ship in the world. She had triple screws, and measured 882½ feet from stem to stern, and 92½ feet across. She had a tonnage of 46,228, and a displacement of 68,909 tons. The Great Eastern, displaced 23 years ago as being too large to be serviceable, would have appeared a veritable pigmy alongside. The Great Eastern, while 592 feet long, only displaced 12,000 tons. The Titanic, placed on end, would overshadow by 132 feet the Metropolitan Tower in New York. In point of luxurious accommodation, the Titanic was a marvel of modern ideas. The main staterooms, sixteen feet wide, and serving room, enclosed verandah, etc., as well as three electric elevators, and the staircase and entrance hall were surmounted by a great glass dome. The reading room, reception room, smoking room, enclosed verandah, etc., as well as three electric elevators, and the staircase and entrance hall were surmounted by a great glass dome. The reading room, reception room, smoking room, enclosed verandah, etc., as well as three electric elevators, and the staircase and entrance hall were surmounted by a great glass dome.

swimming pool, a racquet court, and a gymnasium fitted with dumb-bells, rowing machines, riding machines, and so forth. The enormous size of the Titanic is indicated by these figures: Tonnage registered 45,000 Tonnage displacement 69,000 Length over all 882 feet 6 inches Breadth over all 92 feet 6 inches Breadth over boat 84 feet 6 inches Height from bottom of keel to main deck 37 feet 4 inches Height from bottom of keel to top of captain's house 105 feet 7 inches Height of funnels 152 feet 0 inches Height of funnels above casing 72 feet 0 inches Height of funnels above boat deck 81 feet 6 inches Distance from top of funnel to head of mast 178 feet 0 inches Number of steel decks 11 Number of water-tight bulkheads 15 Passenger capacity 2500 Crew 860 Engine capacity 59,000 h.p. Speed 24 knots A booklet, published by the White Star Co., dealing with the Titanic and its sister ship the Olympic says: "Nothing has been left to chance in the construction of these superb ships, and beside being the largest and

most powerful vessels ever built, they are also undeniably the strongest. Their lowering hulls are moulded to battle against the seven seas, and boats, on each ship, the presence of three million rivets (weighing about 1,200 tons) holding together the solid plates of steel. To insure stability in binding the heavy plates in the double bottom of each ship half a million rivets, weighing about 270 tons, have been used. "The double bottom extends the full length of each vessel, varying from 5 feet 3 inches to 6 feet 3 inches in depth, and is riveted to the hull. The subdivision of the hulls of the Olympic and Titanic into fifteen compartments separated by watertight bulkheads of steel, further assures the safety of the vessels."

PARTIAL LIST OF THE FIRST CLASS PASSENGERS RESCUED

Cape Race, N.F., April 15.—Following is a partial list of the first-class passengers who were rescued from the Titanic and are on the Carpathia. The initials and spelling, in some cases, do not correspond with the list cabled from London.

Mrs. Edward W. Applen.
Mrs. Rose Abbott.
Miss G. M. Burns.
Miss D. D. Cassehere.
Mrs. William McLarke.
Mrs. B. Chibinaco.
Miss E. G. Crossbie.
Miss H. E. Crossbie.
Howard B. Case.
Miss Jean Hippack.
Mrs. Henry B. Harris (wireless version Mrs. L. Y. B. Harris).
Mrs. Alex. Halverson.
Miss Margaret Hays (daughter of C. M. Hays).
Bruce Lamay.
Mr. and Mrs. Ed. Kimborley.
F. A. Konyman.
Miss Emile Kanohen.
Miss G. F. Langley.
Miss A. F. Leder.
Miss Bertha Lavory.
Mrs. Ernest Lives.
Mrs. Susan P. Rogerson.
Miss Emily B. Rogerson.
Mrs. Arthur Rogerson.
Master Allison and nurse, Miss K. T. Androwe (of Montreal).
Miss Nanette Panhart.
Miss E. W. Allen.
Mr. and Mrs. E. D. Bishop.
H. Blank.
Miss A. Bassina.
Mrs. James Baxter (Montreal).
George A. Bayton.
Miss G. Bonnell.
Mrs. J. M. Brown.
Miss C. C. Ewen.
Mr. and Mrs. R. L. Beckwith.
Mrs. F. M. Warner.
Miss Helen A. Wilson.
Miss Villard.
Miss Mary Wicks.
Mrs. George D. Widener and maid.
Miss Mary Clines.
Mrs. Singrid Lindstrom.
Gustave J. Lesueur.
Miss Georgietta Amadill.
Madame Melard.
Mrs. Tucker and maid.
Mrs. J. B. Thayer.
J. B. Thayer, Jr.
H. Woulmer.
Miss Anna Ward.
R. M. Williams.
Mrs. J. Stewart White.
Miss Marie Young.

Mrs. Thomas Potter, Jr.
Mrs. Edna S. Roberts.
Countess of Rothes.
C. Rolmane.
Mrs. Jacob P. (word missed).
Mr. and Mrs. L. R. Henry.
Mrs. L. W. Hooper.
Mr. Mile.
Mr. J. Flynn.
MISS ALICE FORTUNE (of Winnipeg).
Mrs. Robert Douglas.
Miss Hilda Slayter.
Mrs. P. Smith.
MRS. WILLIAM GRAHAM (of Winnipeg).
Miss Lucille Carter.
Mr. William Carter.
Miss Roberts.
Miss Cummings.
Mrs. Florence Mare.
Miss Alice Phillips.
Mrs. Paula Mango.
Miss Rooie (name missed).
Mrs. Jane (name missed).
Miss Phyllis O. (name missed).
Miss Bertha (name missed).
Mrs. Carl H. Behr.
Miss Dessette.
Mrs. Wm. Bucknell.
A. H. Barkworth.
A. H. Steffanson.
Mrs. Elsie Bowerman.
Mrs. D. W. Marvin.
Philip Emock.
James Goght.
Miss Ruberta Maimy.
Pierre Marechal.
Mrs. W. E. Minahan.
Miss Appie Ranell.
Major Arthur Peuchen, Toronto.
Miss Ruth Tausis.
Miss Ella Thor.
Mr. and Mrs. E. Z. Taylor.
Gilbert M. Tucker.
J. B. Thayer.
John Rogerson (probably Ryerson).
Mrs. M. Rothschild.
Miss Madeline Newell.
Mrs. Marjorie Newell.
Mrs. Helen W. Newson.
Finland Omond.
E. C. Ostby.
Miss Helen R. Oatby.
Mrs. Mamman J. Renage.
Miss Olivia (name missed).

ceived any reports from either the Parisian or the Virginian. George Hannah, passenger agent of the line, is of the opinion that the Virginian arrived on the scene too late to be of any assistance, and that, being a mail boat, she has proceeded on her voyage and will not again be in touch until she nears the Irish coast. The Parisian may have arrived at the scene of the disaster in time to be of service. If she did she would probably spend some time cruising around in search of those clinging to wreckage, and it is possible that some were saved in this way.

MOST OF CREW FROM SOUTHAMPTON.

London, April 16.—Up to 3:30 o'clock this morning the White Star officials at Liverpool had no further news concerning the Titanic. Brief wireless messages from Cape Race have been received, but they are identical with those from New York.

Practically all of the Titanic's crew belong to Southampton, where the greatest anxiety prevails as to their fate.

Interviews are published here with experts relative to the possible cause of the disaster. Considerable attention is called to the question as to whether it was possible that suction could have had anything to do with it, and it is pointed out that this question came up into the inquiry into the Olympic collision. It is considered by some not impossible that the effect of the suction near the iceberg might be to draw the vessel out of her course.

Sir Ernest H. Shackleton points out that the scene of the Titanic disaster was fourteen miles south of the supposed position of ice fields.

Sir William White, the famous naval constructor, considers that there can be no question of suction in the case of the Titanic, because suction, he says, depends upon relative speeds, and an iceberg is almost stationary. He thinks that the Titanic simply struck the iceberg.

WHITE STAR NEW YORK BULLETINS.

New York, April 15.—The following statement was given out at the White Star offices: "Captain Haddock, of the Olympic, sends a wireless message to the White Star offices here that the steamer Titanic sank at 2:20 a.m., after all passengers were accounted for."

(Continued on Page Eleven.)

(Special to the Press.)
New York, April 15.—In the darkness of night and in water two miles deep the Titanic of the White Star sank to the bottom of the sea ships, sank to the bottom of the sea at 2:20 a.m. this morning.

Dispatches received late tonight from the Cape Race wireless station in Newfoundland and admissions reluctantly made at the same time by the New York officials of the White Star company support the fear that

to those who are among the saved and the greater number who must be among the lost. The officers of the White Star company themselves, at a very late hour, were able to learn details of the horror that will carry a shudder through the hearts of all who know from which may be derived a sad satisfaction. In a desperate situation where the salvation of all was not possible, the women and children were saved first. These were sent away in the first of the boats launching from the ship; the only boats apparently which did not share the fate of the mammoth vessel.

Floated Only Four Hours.

The first report of disaster received last evening morning indicates that the Titanic had been in collision with an iceberg not long after 10 o'clock Sunday night. It appears that the most splendid of modern steamships, equipped with every device for the safeguarding of life at sea, remained afloat only a little more than four hours after she started on her voyage.

Of the conditions of the Titanic trip, the freight of human lives, she ever had completed her first Transatlantic trip.

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which the White Star is a component part, there was maintained a feeling of optimism.

P. A. S. Franklin, vice-president of the company, said last night that the note of the bulletin came from Cape Race at about 7:30 o'clock last night and he and his colleagues had received no information of just what had happened, their sole sources of enlightenment until then having been the press despatches.

The shock of the later news was made the more acute because during the day hopes had been brightened by a series of public despatches reporting that all on the vessel had been saved, and that the Titanic herself was being towed successfully, with every prospect of being able to reach Halifax safely. In the New York offices of the White Star company and of the International Mercantile Marine Co.

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WALL OF SILENCE AFTER FATAL CRASH

(Associated Press.)
New York, April 15.—While the fate of the majority of the 2,100 persons on board the mammoth White Star liner Titanic which sank early yesterday on a collision with an iceberg, still remains in doubt, and it is feared more than 1,200 persons were lost, a note of good cheer came from the ocean ways by wireless last night and 2 o'clock this morning.

It was in the shape of a wireless message from the White Star liner Olympic, one of the vessels hovering near the scene of the disaster, stating the news that 356 of the Titanic's passengers, mostly women and children, were being brought to port by the Cunard liner Carpathia. Other passengers later brought confirmation tidings.

First reports were that the Carpathia had saved but 675 persons. The new figures reduce the list of those for whose fate fear was felt.

(Continued on Page Eleven.)