

LINERS TAKE OFF PASSENGERS; TITANIC IS REPORTED SINKING



WEATHER—Showers Probably To-Night or Tuesday.

FINAL EDITION.

The



World.

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PRICE ONE CENT.

MANY NOTABLES IN FIRST CABIN OF GREAT LINER

Col. John Jacob Astor, His
Bride and Alfred G. Vander-
bilt Among Them.

RELATIVES ARE ANXIOUS.

Crowd the Offices of the White
Star Line Anxiously Await-
ing News.

The maiden trip of the great Titanic attracted a company of passengers which made her first cabin list a remarkable collection of names of men and women prominent in the public view in New York and the whole United States. Anxiety for their fate drew a great crowd to the offices of the White Star Line on Bowling Green Park.

Among those who were pacing up and down and now and then shouldering their way into the offices in the hope of a shred of new information were United States Senator William A. Clark, William H. Force and his wife, W. A. Dobbin, general manager of the Astor estate, seeking news of Col. John Jacob Astor and his youthful bride, who was Miss Madeleine Force; Alvin W. Kreck of the Equitable Trust Company and many others.

J. P. Morgan Jr. also visited the offices of the White Star line. When asked if the Mr. and Mrs. Morgan listed as passengers on the Titanic were relatives, he said they were not.

Some of the other well known passengers of the Titanic are Alfred Gwynne Vanderbilt, Benjamin Guggenheim, W. T. Stead, a great London Journalist; George D. Widener, Major Archibald Butt, President Taft's military aide; Robert Chisholm, Henry Sleeper Harper, Mrs. Ida Huppuch and Miss Jean Huppuch, Washington Dodge of San Francisco and his wife and son, Henry B. Harris and his wife, J. Clinch Smith, Isidor Straus and G. D. Widener.

MEMBER OF THE SMELTER FAMILY ABOARD.

Benjamin Guggenheim is the fifth of the six sons of Meyer Guggenheim, the steel, bankers and miners. He is the member of the family who started its interest in the smelting business. He was born in Philadelphia in 1856, and is President of the International Pump Company. His wife is the daughter of James Seligman, the banker.

Henry Sleeper Harper is a grandson of John Wesley Harper, one of the founders of the Harper Brothers publishing house. He had a desk in the offices of the company, but had very little to do with the management of its affairs. He has been active in urging legislation for the protection of the Adirondack forests. Mr. Harper spent nearly half of every year in foreign travel. His friends recalled to-day that ten years ago he had a close escape from death when a ship on which he was a passenger rammed an iceberg off the Grand Banks.

Washington Dodge, who was on the Titanic with his wife and son, was for many years City Assessor of the District of Columbia and President of the Continental Building and Loan Association at a time when that concern stirred up California politics in 1906 by setting a trap which involved many members of the Legislature in bribery charges.

AUTHOR AND HIS WIFE AMONG THOSE IN PERIL.

On the passenger list also are the names of Jacques Futrelle and his wife. The Futrelles are both frequent contributors to the magazine, and frequently collaborators. Their home is in the literary colony at Nahant, Mass. Mr. Futrelle was for many years a newspaper reporter in this city and in Boston.

Washington Roebling is the son of Charles G. Roebling and grandson of John A. Roebling, the bridge builder and founder of the great steel industry bearing the family name. He is an inventor, and in 1898 designed and built a high-powered automobile which smashed all speed records.

William B. Carter was a prominent exhibitor at the horse show in this city and frequently acts as judge of the harness classes. He owns a fine estate at Newport, Quatrefoils, and divides his time between Philadelphia, Newport and Europe. He is a constant transatlantic traveler.

Mrs. Carter, who was Miss Lucille Polk of Virginia, has created excitement in Philadelphia and Newport more

Gigantic Bow of the Titanic Crumpled by Collision With Iceberg



THE TITANIC'S BOW
PICTORIAL NEWS CO.

than once by her daring costumes and her reckless four-in-hand driving.

Dr. Henry Frauenthal is surgeon in chief of the Hospital for Deformities and Joint Diseases in this city. He has performed some startling operations which have attracted the attention of surgeons all over the world. Last July he was successful in grafting into a woman a leg the shinbone of a man who had been killed in an accident only a few hours before. He worked out a treatment for infant paralysis which has resulted in an unusual percentage of cures.

Thomas Peers is an owner of steel and iron mills in Pittsburgh and is one of the big men of the industry. He is one of the leaders in the frequent secret conferences of steel men which have been held at the Waldorf here and in Pittsburgh since the Stanley Committee began investigating the United States Steel Corporation.

NATIONAL LEAGUE.

AT BOSTON.

GIANTS—0 0 0 0 0 0 0 0 0 0

BOSTON—0 0 0 0 1 1 1 1 3

Batteries—Mathewson and Myers; Perdue and Kling.

AT BROOKLYN.

PHILADELPHIA—8 0

BROOKLYN—1

Batteries—Moore and Dooin; Barger and Erwin.

AMERICAN LEAGUE.

AT NEW YORK.

WASHINGTON—0 0

NEW YORK—0 0

Batteries—Johnson and Ainsworth; Quinn and Street.

AT PHILADELPHIA.

BOSTON—0 0 0 0

PHILADELPHIA—4 0 0 0

Batteries—Cicotte and Nunamaker; Plank and Thomas.

FOR BASEBALL AND RACING SEE PAGE 2.

SHE CANNOT SINK, SAYS OFFICIAL OF WHITE STAR LINE

"Absolutely No Fear Is Entertained for the Safety of the Passengers."

P. A. S. Franklin, Vice-President of the International Mercantile Marine, declared this morning that the Titanic was unsinkable, and that, notwithstanding the alarming reports of her collision with an iceberg, absolutely no fear was entertained for the safety of the passengers.

"While we have had no direct wireless communication from the Titanic," said Mr. Franklin, "we are satisfied that the vessel is unsinkable. Our only reports thus far are from the Associated Press. The fact that the Titanic has sent us no wireless does not cause alarm. In the first place her failure to communicate with the line may be due to atmospheric conditions; and, in the second place, she may be too busy communicating with nearby ships.

"No one need fear that the Titanic will go down. Even though all her former compartments and bulkheads were stove in by the iceberg she would still float indefinitely. She might go down a little at the bow, but she would float. I am free to say that no matter how bad the collision with an iceberg, the Titanic would float. She is an unsinkable ship.

"From the messages we have received we estimate that the Titanic is 1,000 miles from New York in latitude 41.8 and longitude 50.14 west. That would make her 800 miles southeast of Halifax. The steamship Virginian, out of Halifax, should reach the Titanic at 10 o'clock this morning. The Olympic, bound east, should make to the rescue

at 8 o'clock to-night, and the Baltic, which had passed the Titanic, has put about and should join the rescuing fleet at 4 o'clock.

"We feel certain that all of the passengers will be landed safely in Halifax. Their relatives and friends need entertain no fears. From our revised lists we find that there are 325 saloon passengers, 200 second cabin passengers and 800 steerage passengers."

There are fifteen bulkheads in the Titanic. Two of these are what is known as collision bulkheads, and of the other thirteen are water tight and of the kind common to modern steamers. One collision bulkhead is in the fore part of the hull, fifty feet from the bow. It is of steel, with no inlet into the hold, and it is entered from the main deck when an examination is necessary. The other collision bulkhead is at the stern and also must be entered from the main deck.

The other thirteen bulkheads divide the hull of the Titanic into separate compartments and doors into these divisions can be closed separately or all at one time. The closing mechanism is hydraulic, which lies in the pressure-resisting power of the bulkheads. While it is claimed that two compartments of the Titanic could be flooded with water without the vessel either sinking or losing a large way, it is admitted that, were any of the compartments flooded with water, the pressure of water on those bulkheads might cause a leak which would admit water into the next compartment and so on from one bulkhead to the next, until the hull was water-logged.

BUILDERS OF TITANIC SAY SHE'D SURVIVE GREAT BLOW.

BELFAST, April 15.—A representative of Harland and Wolff, the constructors of the Titanic, interviewed to-day, said that if the Titanic were sinking the collision must have been of great force. The plating of the vessel, he said, was of the heaviest calibre and even if it were pierced, any two of her compartments could be flooded without imperiling the safety of the ship.

World Building Turkish Baths, opens. Bath with private rooms, 92, Broadway, New York, N. Y.

DISABLED SHIP UNDER TOW AFTER HITTING BIG ICEBERG

Wireless Brings Steamships to Scene of Disaster, and Passengers, Including Many Notables, Are Transferred to Carpathia and Parisian.

LATEST BULLETIN.

HALIFAX, N. S., April 15.—The Canadian Government Marine Agency here at 4.15 P. M. received a wireless despatch that the Titanic is sinking. The message came via the cable ship Minia off Cape Race.

It said that the steamers towing the Titanic were endeavoring to get her into shoal water near Cape Race for the purpose of beaching her.

It was said at the White Star line's offices at 4 o'clock this afternoon that a despatch had been received from a Canadian news agency that the Titanic was in a sinking condition. No confirmation of this report had been received.

From another source it was reported to the line late this afternoon that all the disabled vessel's passengers had been put aboard the Carpathia, Parisian and Virginian.

Authentic wireless reports late this afternoon from the White Star liner Titanic, which was in collision with an iceberg 400 miles off the Newfoundland coast at 10.25 o'clock last night, is that the badly disabled steamship had safely transferred her passengers and is being attended by three big steamships.

Shortly before noon the first official news of the fate of the Titanic since the flash of the disaster fourteen hours before was received from Cape Race, New Foundland, in the following wireless despatch from Capt. Haddock of the Olympic, Titanic's sister ship:

LINERS TAKING OFF PASSENGERS.

"Parisian and Carpathia in attendance on Titanic. Carpathia has already taken off twenty boatloads of passengers and Parisian five. Baltic is approaching. Olympic 200 miles from Titanic."

Vice-President Franklin of the International Mercantile Marine declared in making public his message from the Olympic that the Titanic would be safely towed to port and that her passengers would be landed at Halifax.

A wireless message received at Cape Race from the Parisian this afternoon stated: "Cunard liner Carpathia is in attendance upon the disabled liner Titanic and has picked up twenty boatloads of Titanic's passengers."

No word had been heard from the Virginian at the main offices of the Allen Line in Montreal up to 3 o'clock this afternoon to supplement the first wireless message that reported the Virginian on her way to the scene of the wreck.

No details of the transfer of passengers have been received from any source.

At 1 o'clock this afternoon the White Star line officials here received the following bulletin from Boston:

"Allen line, Montreal (by telephone), confirms report Virginian, Carpathia and Parisian in attendance."

The operating officers of the New York, New Haven and Hartford Railroad Company have been notified that the Titanic's passengers will be landed at Halifax and that there will be about six hundred passengers requiring transportation to New York in sleeping cars and some eight hundred by ordinary day coaches.

Twenty-three sleeping cars and two dining cars will be made up into trains between New York and Boston to-night and sent on to Halifax.

It is expected that the passengers of the crippled leviathan will be landed at Halifax some time Wednesday.

The Carpathia, which, with the Parisian, took off the Titanic's passengers, is a Cunard liner in the Mediterranean service and left New York on April 13. The Parisian is an Allen liner and sailed from Glasgow for Halifax on April 6.

The Allen liner Virginian, out of Halifax for Glasgow, is reported to have the disabled liner in tow.

The White Star steamship Baltic should be in attendance by this time, according to calculations of the line's officials.

The first news of the Titanic's accident was received at midnight by a wireless operator at Cape Race. It said:

"Have struck an iceberg; we are badly damaged; rush aid. Titanic, lat. 41.46 North, long. 50.14 West."

LINERS RACED TO THE RESCUE.

This call was flashed up and down the coast, and half an hour later

World's Biggest Ship Reported in Bad Shape After Collision at Night and Now Being Towed to Halifax by the Allen Liner Virginian.

The Virginian reported to Cape Race that she was rushing to the Titanic's aid. None of the shore stations got into communication with the Carpathia or Parisian, and until the message was received from the Olympic it was not known that those vessels had picked up the "S. O. S." of the Titanic.

The Titanic is the largest vessel afloat and carried a host of American millionaires aboard, among them Col. John Jacob Astor and his bride, Alfred Gwynne Vanderbilt and G. D. Widener of Philadelphia. She is reported to have on board \$5,000,000 worth of bonds and diamonds.

Cape Race, Newfoundland, is the nearest land point to the scene of the collision with a wireless station. The Marconi operator got several messages after the first S. O. S. flash, one of them stating that the Titanic was sinking by the head. Then all messages ceased until Capt. Haddock was heard from.

Wireless advices from the Allen line-steamship Virginian, while she was rushing to the aid of the Titanic, stated that her last wireless message from the Titanic was received aboard the Virginian at 3.05 o'clock this morning. The Virginian communicated this fact to the wireless station at Cape Race, Newfoundland.

The operator of the Titanic stated in this message that the women and children were being taken off in a calm sea. At this point in the message there was a sudden break, followed by a few incoherent letters and then a complete cessation.

The following message came from Boston at 9.40 A. M.: "Indirect messages received from points along the north coast state that Titanic is struggling slowly but surely toward Cape Race."

SAY PASSENGERS WERE TAKEN OFF.

A 9.55 the following telegram was received by the United Press from the Marconi station at St. John, Newfoundland: "Titanic, according to message from Cape Race and other points, nearing Cape Race."

An Associated Press despatch from London read: "All passengers of the Titanic were taken off safely by 3.30 o'clock, according to a wireless message to Halifax, Nova Scotia, relayed by a news agency here."

The following messages in quest of information of the Titanic's plight were sent out from the offices of the White Star line to-day:

8.41 A. M.
"Captain Smith of Titanic, via Sable Island—Anxiously awaiting information and probable disposition of passengers. "FRANKLIN."

8.45 A. M. 6
"Marconi Station, Camperdown, Nova Scotia—Give us quick information condition Titanic. Answer this office. "INOGRAM."

The first "S. O. S." flash from the Titanic stated that the weather was clear and calm. The fact of the collision may be explained in that icebergs carry their own veil of fog with them.

At midnight, when the Virginian got the Titanic's distress message via Cape Race, the Virginian was 170 miles from the reported scene of the accident and sent word ashore that she ought to reach the Titanic by 10 o'clock.

The Virginian left Halifax yesterday morning with 900 passengers aboard. Her captain reported that he could take care of all the Titanic's passengers.

Other big steamships ploughing the same lane followed by the Titanic and which are being rushed to her aid are the Olympic of the White Star Line, which left New York Saturday, the Baltic of the same line, the Hamburg-American liner Cincinnati, the Cunard Mauretania, the Hamburg-American liners Prinz Adalbert and Amerika and the North German Lloyd steamship Prinz Frederick Wilhelm.

BALTIC SPEEDING TO RESCUE.

The officers of the White Star Line figure that the Baltic should reach the latitude and longitude given by Titanic at 3 o'clock this afternoon and that the Olympic should run up at 8 o'clock to-night. The Baltic has been turned back from her course to go to the rescue.

The Montreal office of Horton Davison, one of the Titanic's passengers, received the following wireless message:

"All passengers are safe and Titanic taken in tow by the Virginian." Manager Mitchell of the White Star office in Montreal is on his way to Halifax to take charge of the passengers of the Titanic when they arrive. He will also look after the unshipped of luggage when the crippled steamship reached port.

Lloyd's agents in London, according to a cablegram, were demanding a 50 per cent. premium for the reinsurance of the cargo of the Titanic.

Vice-President Franklin of the International Mercantile Marine assured the throngs of relatives and friends of passengers aboard the Titanic who clamored for news at the White Star offices that the greatest steamship could not sink, no matter how bad the collision.

It was reported from the offices of the Allen line in Montreal at 8.30 o'clock that no word had been received from the Virginian since shortly after midnight. The Montreal officers of the line authorized the statement that the Virginian should reach the disabled vessel some time this morning.

Another report of an unofficial character received at Montreal at 8.30 o'clock this morning stated: "The Titanic is still afloat and her engines are working. At that hour she was reported crawling slowly in the general direction of Halifax and toward the Virginian."

At 11 o'clock Mr. Franklin said at the White Star offices that he had received the following version of the Montreal despatch:

"Titanic slowly proceeding for Halifax under her own steam."

He had received no replies from his anxious inquiries addressed to the Cape Race and Camperdown wireless stations.

The Titanic's position when she struck the iceberg was estimated on