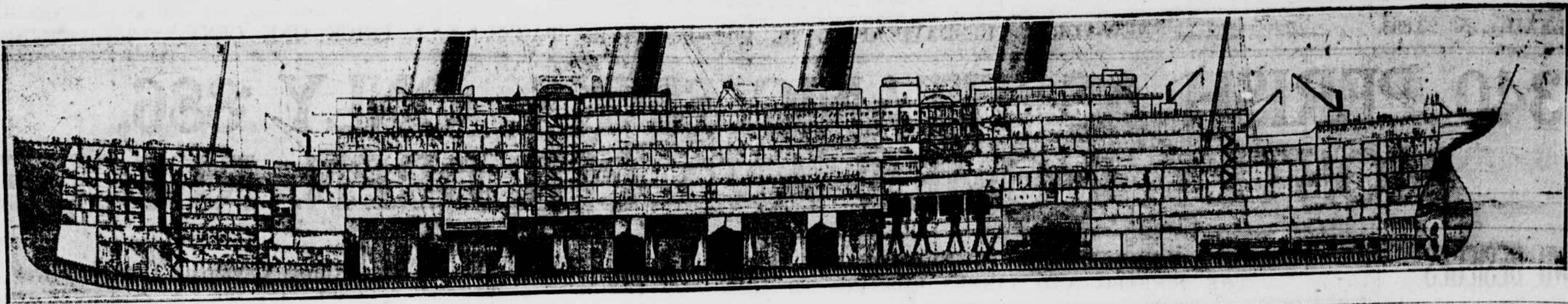


LONGITUDINAL SECTION OF THE TITANIC, SHOWING THE DISPOSITION OF COMPARTMENTS AND WATERTIGHT BULKHEADS.

The builders of the Titanic proclaimed her unsinkable, and utilized every modern improvement to make her so. The collision with the iceberg must have ripped her open far back of the bow, as far as the boiler and engine rooms, where the demands of space for machinery rendered it impossible to construct compartments of such size that they could be flooded with safety to the ship. It is believed that the Titanic's bottom was ripped open so far back that the ingenuity of the best shipbuilders of the world went for naught.



ferred to the Virginian. The steamship Carpathia, with several hundred passengers of the Titanic, is now en route to New York."

The statement that all the passengers and crew were transferred was qualified later.

"AT 2:20 THE TITANIC FOUNDERED."

Shortly afterward the following was given out as the message from Captain Haddock:

"At 2:20 a. m. the Titanic foundered. Carpathia proceeding to New York with passengers. H. J. HADDOCK, S. S. Olympic."

After this message was handed to Vice-President Franklin he said: "It is horrible!"

"As far as we know, it has been rumored from Halifax that three steamers have passengers on board, namely, the Virginian, the Carpathia and the 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 two steamships.

"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 Virginian and the Parisian. We have no information that there are any passengers aboard those two vessels.

"We are very hopeful that the rumors reaching us that the Virginian and the Parisian have survivors aboard are true.

"There was a sufficient number of lifeboats on the Titanic to carry all the passengers.

"I was confident to-day, when I made the statement that the Titanic was unsinkable, that the steamship was safe and that there would be no loss of life. The first definite news came in the message from Captain Haddock."

Mr. Franklin denied emphatically that the White Star Line had withheld the report of the sinking of the Titanic. He said that the wireless message from Captain Haddock was made public by the company a few minutes after it was received in the offices.

White Star officials said last night that the Titanic carried 1,323 passengers, of whom 318 were first class, 262 second class and 743 steerage.

The crew numbered 890, including officers, men and stewardesses.

After the message was received from Captain Haddock the White Star Line cancelled its orders for special trains to proceed to Halifax to bring to New York the rescued passengers of the Titanic.

The disaster is the greatest known to shipping history.

Those nearest approaching it were the loss of the steamer Atlantic, in 1873, with \$74 lives, and the sinking of La Bourgogne, in 1898, with 571 lives.

There still remains the hope that the Virginian and the Parisian will report having saved some of the passengers or crew of the Titanic.

It was not until after 7 o'clock last night that it became known that the Titanic had foundered with a terrible loss of life. All day hopes had been buoyed up by messages telling of the rescue of all on board, and it was also reported that the vessel would be towed safely into harbor at Halifax.

THE EARLY MESSAGES HOPEFUL, BUT UNOFFICIAL.

The early messages, however, were all unofficial, and there was always the fear of the bad news that came flashing over the wires from Cape Race soon after 7 o'clock that the Titanic had sunk south of the Newfoundland Banks three hours and fifty-five minutes after striking an iceberg.

The first official information, sent by Captain Haddock of the Titanic's sister ship, the Olympic, told the awful extent of the disaster—that of the more than 2,200 persons on the Titanic only 675 had been saved. The significant line was added that nearly all of those saved were women and children.

There were 230 women and children in the first and second cabins. It is not known how many there were in the steerage, but the dispatch seems to spell the doom of nearly the entire crew as well as the men passengers.

HELP FROM VIRGINIAN AND PARISIAN NOT PROBABLE.

At the confusion reigning at the White Star offices Vice-President Franklin studied the situation as calmly as possible. In spite of hopes to the contrary, he did not believe the Virginian and the Parisian could have reached the scene of the disaster in time to be of assistance.

When the Virginian first reported her receipt of the "S O S" signal on Sunday night she said she probably would not be able to reach the Titanic before 10 a. m. yesterday. This would have been nearly eight hours after the Titanic sank. It was equally doubtful if the Parisian could have reached the doomed vessel earlier.

Mr. Franklin said that from his knowledge of Captain Smith's gallantry and heroism on other occasions he believed the veteran officer stuck to the bridge and sank with his vessel.

In discussing the line in the dispatches that nearly all of those saved were women and children Mr. Franklin said:

"There is no rule of the sea which requires the men to sacrifice themselves for the women and children, but it is a rule of courtesy

both on land and sea that gallant men have often observed in time of disaster. It is generally true that men make this sacrifice at sea to women of the steerage as well as to those who travel in the first and second cabins."

The White Star Line officials figured from their data that the Olympic was forty miles from the place where the Titanic sank when she sent the news last night. They calculated that at 7 o'clock last night the Carpathia was 1,080 miles east of Sandy Hook. As the average run of the Carpathia is fifteen knots an hour, she should reach New York early on Thursday evening.

HOW TITANIC'S CAREER WAS ENDED BY ICEBERG

While the new ten-million-dollar White Star liner Titanic, carrying to this port some of the richest and most prominent persons in the United States and England, was steaming along on her maiden trip she crashed into a fog hidden iceberg, to the eastward of Cape Race, at 10:25 o'clock on Sunday night, and four hours later she went to the bottom of the Atlantic.

Fresh from the builders' yards, the biggest merchantman in the world left Southampton last Wednesday with a passenger complement of 1,470 souls and a crew of 890, and from the speed she had been making with her forced draft and picked coal it was certain she would have reached this port in record time.

Nothing thus far has been learned to indicate her speed at the time of the collision, but from the impact with the ice mountain that sent her to the bottom it is almost certain she was plunging along at close to 21 knots, the best velocity her triple screws could give.

More Than 1,500 Persons Believed to Have Perished.

Only 675 souls of the 2,360 on board have thus far been accounted for, and it is believed more than 1,500 persons have perished with the biggest ship in the world, which was thought to be unsinkable.

Misfortune and mishap had camped in the wake of the Titanic's sister ship, the Olympic, and it was hoped by the White Star Line that the latest leviathan from the Harland & Wolff yards, at Belfast, would have better luck.

Fate, however, seemed to have set its seal on the big, unwieldy queens of the Atlantic, and the Titanic did not escape. Three times had the Olympic been in trouble, the mishaps costing her owners almost a million dollars for drydocking, loss of business and repairs.

Only once did the Titanic get in trouble. That was off Cape Race on Sunday night, when she went down in water so deep that no means known to man could bring her back to the ocean highway.

Never in the history of shipping has a vessel of her great cost and tonnage crossed the seas, much less been wiped out of existence so quickly and so unexpectedly.

She was looked upon by the shipping world as the unsinkable ship. Her builders have boasted that no seas could harm her nor could any vessel affront damage her to the point of sinking. All these apparently substantial contentions were made with no reference to treacherous fogs or deadly icebergs, the dreaded traps of the Atlantic.

Other Ships Escaped Same Wall of Ice.

Probably ten or twenty feet of leeway or a half-inch turn of the steam gear wheel on the bridge would have saved the White Star beauty. The strange part of the loss of the Titanic is that other vessels of far less tonnage encountered the same zone of ice and came through safely. It is a rule of the sea that captains shall inform one another ahead and astern of them that ice is in the tracks. It is thought that the wireless relayed from ship and shore must have informed Captain Smith of the dangerous ice zone ahead.

Captain Dew, of the Cunarder Carmania, which got to port on Sunday, after a five-hour fight through ice, reported that he came into the ice suddenly in a fog bank, and it is thought that the Titanic had a similar encounter, but hit the hidden iceberg before her master had time to change his course or stop her.

While it is generally understood that all vessels shall reduce their speed to half when running through fog, this rule is not always put into force by the captains of steamships of great tonnage. Some of them run at high speed, on the theory that whatever they hit head-on must suffer the damage, while their own chances of getting off light are in the majority.

J. Bruce Ismay, president of the International Mercantile Marine Company, whose father left him the biggest bulk of the stock of the White Star Line, was one of the Titanic's passengers. He was anxious to see how the big vessel behaved on the westward run, and incidentally make personal observations for the improvement of the service on board.

Fairly Good Weather Preceded Accident.

The lost liner had had fairly good weather up to the time of her encounter with the fog. The entire voyage had been one of merriment, and in various lounges, even at the time her sharp stem ploughed into the immovable ice wall, men and women in evening dress sat about sipping coffee and playing cards.

Judging from the terrific jolt the ice gave the Anchor liner Columbia a year ago, running at about eight knots, the Titanic's passengers must have been thrown violently about and many injured. No one aboard knew better than the venerable Captain Smith, commodore of the fleet, that the Titanic's death knell had been sounded.

He knew when the high sharp stem pierced the almost adamant ice berg with all the force of the highest powered engines in the world behind it that there was no hope for his steel charge.

Many of those who had retired were thrown out of their berths, and ran half clad to the decks, while those who had been lolling in the libraries, smoking rooms and lounges ran for safety.

The snapping of steel plates and the creaking of wooden fittings in such a crisis as this is enough to frighten the most courageous traveller. As the Titanic's bow buckled in its niche of green ice with a roar that reverberated no doubt in the frosted graveyard in which she was soon to lie, tons of the softer ice crashed upon the splintered deck forward and forced her to drink long and deep of the waters that were soon to pull her under.

Calls for Help Immediately Follow Crash.

With his clean and careful sea record of forty years behind him the white skipper of the Titanic never flinched. He put aside the thought that his vessel was doomed and instantly ordered J. G. Phillips, his wireless operator, to send out calls for help. Captain Smith knew that soon the flood would get to his engines and cut off the power that fed his wireless. He knew, too, that the auxiliary storage batteries could not transmit to any effective distance, so he was urgent that help should be called for while his engines were working.

When it became known that the skipper had called for instant help alarm spread throughout the entire ship, and it was then that the nerve of the skipper and the brave men under him asserted itself. The great bulk of steel that an hour before had defied the fog and ice settled by the head, and gradually, as the flood worked itself aft to her vitals, she settled slowly until the main deck was awash.

No reports concerning the discipline of the crew were received at the White Star office, but judging from information from the Olympic that women of the saloon were cared for first, followed in turn by the women of the second cabin and steerage, the behavior of the Titanic's officers must have been unsurpassed.

As the lifeboats were swung out the British fighting blood of the officers asserted itself. Armed, no doubt, with revolvers to drive back the panic stricken male passengers, the women and children were packed away in the lifeboats and lowered over the side.

There was no occasion for delay alongside. The men at the oars were ordered to row far away to be clear of the great suction that would surely draw them down when the Titanic dropped under.

Officers Do Not Quail at Thought of Death.

Darkness and fog added to the difficulty. Total darkness undoubtedly prevailed when the lifeboats were launched, for the same lighting dynamos that fed the wireless had long before passed out of commission. By the dim light of oil lanterns the Titanic's officers, knowing well that within a few hours they would rest on the bottom with their ship, kept back the cowards and helped the women and children to safety.

The Titanic had, it is thought, twenty lifeboats, each capable of holding forty persons. At best these life craft could not care for more than eight hundred persons. There were several life rafts on board, but the use of these was not mentioned in the Olympic's messages. There was plenty of help coming, but the sad part of it all was that willing hands were too far away.

Women of the saloon who had been making merry aboard the ship a few hours before were hustled, with their jewels and their purple and fine linen, into lifeboats with their modestly clad sisters of the steerage. For once in life they were on a common plane, huddled together in lifeboats, where each had a common thought that she was leaving behind a father, husband or son to perish in the steel palace that brought them to the parting of the ways.

Rescued Only Witnesses of Titanic's End.

The Titanic went down unseen by other eyes than those watery ones in the lifeboats, and it is doubtful if even they through the misty night were able to see her sink. The awful roar as she plunged under was perhaps the only sign the survivors had that she had disappeared.

Apart from the men who manned the lifeboats, it is believed that no member of the crew was saved. According to those who know him, Captain Smith and his officers assembled on the bridge, and in accordance with the rules of the sea, bravely went down with their ship.

Several hours later, when those on the Titanic had passed to rest, the Cunard liner Carpathia, which could undoubtedly have saved all hands, came by at top speed, too late to be of assistance. Wreckage and crowded lifeboats were the only marks above the surface to show where the great Titanic had been.

The Carpathia promptly took the survivors aboard and put about for New York. The Allan liners Virginian and Parisian came by later, but it is not known whether they gathered in any of those from the Titanic.

Olympic Stops Over Younger Sister's Grave.

At dusk yesterday the Olympic at high speed came over the grave of her younger sister and stopped. On her bridge stood Captain Haddock, the man whom the Titanic's disaster had made commodore of the White Star fleet.

Late last night, as he was leaving his office, P. A. S. Franklin, vice-president of the International Mercantile Marine Company, was asked if there were enough lifeboats on the Titanic to take care of all on board, and he replied that he did not know.

After a moment's hesitation he added:

"The capacity of the lifeboats is between thirty-five and forty each. I do not know the number of lifeboats carried by the Titanic. I think it probable, however, that the steamer was equipped with lifeboats enough to accommodate all."

Mr. Franklin was asked if it was probable that all the passengers rescued were women and children, it having been reported that the men on board were held back while the women and children entered the lifeboats.

"I assume that such would be the case," he replied.

Mr. Franklin said that, in his opinion, if it were found that all passengers could not be taken from the liner the women in the steerage would have been taken from the Titanic before the men occupying first and second class cabins.

NAMES OF SURVIVORS ON THE CARPATHIA

Continued from first page.

the passenger list. It is believed they are the Ryersons, of Chicago, who were bound home to attend the funeral of Arthur Ryerson, jr., who was killed in an automobile accident near Philadelphia.

There was speculation here after the receipt of the incomplete list of the survivors as to whether or not the first name which came through, "Mrs. Jacob P.," with the next word missing, was not probably Mrs. John Jacob Astor.

At 2 a. m. to-day the following additional list of survivors was given out in the offices of the White Star Line:

- Mrs. Harry Anderson.
- Mrs. Emilie Kernochan.
- J. Turner.
- Miss Fortune.
- J. B. Fair, jr.
- Frederick Woolmer.
- Howard B. Case.
- Mrs. Cummings.
- Robert Douglas.
- Mrs. Harper.
- Mrs. Mark.
- Mr. Mar.
- Miss Lucille Fortune.

REPORTS 868 RESCUED

Carpathia Message Expresses Grave Fear for Others.

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 868 passengers from the steamer Titanic aboard. They are mostly women and children, the message said, and it ended: "Grave fears are felt for the safety of the balance of the passengers and the crew."

ANXIETY IN PHILADELPHIA

[By Telegram to The Tribune.]

Philadelphia, April 15.—Relatives of Philadelphia passengers on board the Titanic stormed the local newspaper and cable offices and the offices of the White Star Line here this morning in an effort to get authentic news of the disaster.

Most of the Philadelphia passengers of the Titanic are prominent financially and socially here and along the main line. They include:

- Mr. and Mrs. George D. Widener, of Lynwood Hall, Elkins Park, and their son, Harry Elkins Widener.
- Mr. and Mrs. John R. Thayer and their son, John R. Thayer, jr., of Haverford.
- William C. Dulles, of No. 319 South Twelfth street.
- Mr. and Mrs. William E. Carter and their son and daughter, William, jr., and Miss Lucille Carter, of Bryn Mawr.
- Mr. and Mrs. Arthur Ryerson, of Haverford, who are hurrying home to attend the funeral of their son, Arthur Larned Ryerson, who was killed last Monday with J. Louis Hoffman, another Yale student, in an automobile accident.
- Mrs. J. W. M. Cardeza, of Washington Lane and Morton street, Germantown, and her son, T. D. M. Cardeza.
- Robert W. Daniel, of the banking firm of Shilland-Smith-Daniel Company, of No. 328 Chestnut street.
- Mrs. Thomas Potter, widow of Colonel Thomas Potter, and her daughter, Mrs. Boulton Earnshaw, of Mt. Airy.

"SAVE OUR SOULS," WAS TITANIC'S LAST APPEAL

Wireless Operators So Interpreted the "S O S" Signal That Supplanted "C Q D."

OPERATOR OF EXPERIENCE

John George Phillips, Trusted Employee of Marconi Company, Had Best Apparatus at Command.

[By Cable to The Tribune.]

London, April 16 (Tuesday).—The man who sent the fateful "S O S" wireless appeal for assistance, the Marconi operator aboard the Titanic, is John George Phillips, a resident of Godalming, Surrey.

An official of the Marconi Company told "The Daily Express" representative that Phillips is one of their most trusted and efficient men.

"He has been six years in our employment," that official said, "and he is twenty-six years old. He has operated the wireless all over the world and on many vessels. His installation on the Titanic possessed a range of about 300 miles under all conditions. Usually, however, it would convey messages to a much greater distance.

"Phillips took day and night turns with his assistant at the apparatus, so that it was never for a moment left unwatched.

"The equipment of the wireless cabin on the Titanic included all the latest improvements and was the best of its kind in existence."

The official explained how the Titanic's cry of distress would be dealt with when the first "S O S" signals came to thrill the night shift man in the operating room on dreary Cape Race. The old danger signal was "C Q D," and the operators used to speak of it as "Come quickly; danger." Now they have this phrase for the new "S O S" message. They speak of it as "Save our souls."

The "C Q D" signal was abandoned because it was possible to confuse it with others. Thus, the Postmaster General decided to substitute "S O S," which in the Morse code is three dots, two dashes and three dots. There is nothing else like that in all the Morse language.

ON SEA AND LAND

At home and abroad—night and day—accidents are happening. Sometimes there are narrow escapes from injury or death, which but emphasize the necessity for Accident Insurance. Do you carry any? Do you carry enough? The TRAVELERS—the pioneer accident insurance company of America—issues the best accident policies you can buy.

Moral: Insure in the Travelers. Travelers Insurance Company N. Y. Office, 76 William St.

James G. Patterson, Resident Director. Charles F. Holmes, Manager. Telephone 8400 John.

DINE ON THE HUDSON
before a panorama of moving pictures shown by the great searchlights on the magnificent steamers of the PEOPLE'S LINE or the CITIZENS' LINE
ALL RAIL—NO RAIL
A dining service at reasonable prices, equal to that of the best New York hotels; comfortable smoking rooms; spacious ladies' parlors and cozy state-rooms. Comfort, pleasure, economy. The steamers "C. W. MORSE" and "ADIRONDACK" run between New York and Albany and the "TROJAN" and "BENESSLAER" between New York and Troy, touching at Albany both ways, reaching destination in time for early train connections if desired.
Leaving New York, Pier 32, North River, at 6 p. m. Leave Troy at 7:30 p. m. Leave Albany at 8 p. m. People's Line boat calls at West 12th St. daily (including Sunday) at 6:45 p. m. Hudson Navigation Company, Pier 32, North River. Phone Spring, 8400.

The Pure Product of Nature's Springs. You will feel better and do better for using
Hunyadi Janos Water
NATURAL LAXATIVE
Glass on Arising for CONSTIPATION
The Hard Man
A rattling story of military life and adventure and mystery. The scene is in Africa. By Campbell MacCulloch. In next Sunday Magazine of the
New-York Tribune