

TITANIC WAS WARNED OF ICE AHEAD 48 HOURS BEFORE CRASH KILLED 1,410

Probably fair to-night and Wednesday; cooler.

FINAL
EDITION.

The



World.

EXTRA

"Circulation Books Open to All."

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ALL WOMEN AND CHILDREN SAVED FROM WRECK

THE LOST AND SAVED OF TITANIC AT A GLANCE

Passengers on Titanic		Passengers Reported Rescued		Apparently Lost	
First class.....	325	First Class.....	196	First class.....	129
Second class.....	265	Second class.....	115	Second class.....	172
Steerage.....	710	Steerage (estimated).....	309	Steerage (estimated).....	369
Total.....	1,300	Total.....	620	Total.....	670
Crew.....	890	Crew (estimated).....	150	Crew (estimated).....	740
Grand total.....	2,210	Grand total.....	800	Grand total.....	1,410

Of the 106 first cabin passengers whose names are recorded, 141 are women, 59 men and 3 children.
Of the 115 names from the second cabin, 89 are women, 21 men, 3 children.

OFFICIAL REPORT OF THOSE SAVED FROM TITANIC

The White Star line gave out early this afternoon official lists of the survivors in both first and second cabins, so far as the names had been received by wireless.

Where possible inaccuracies in names which resulted from transmission by wireless have been corrected, but many are still in doubt. The list follows:

A
ANDERSON, HARRY
APPLETON, Mrs. E. D.
AUBERT, Mrs. N.
ALLISON, Master and nurse.
ANDREWS, Miss CORNELIA I.
ALLEN, Miss E. W.
ASTOR, Mrs. JOHN JACOB.
and maid.

B
BEHR, KARL E.
BESSETTE, Miss.
BUCKNELL, Mrs. WM.
BATHWORTH, MIAH.
BOWERMAN, Miss E.
BROWN, Mrs. J. J.
BURNS, Miss C. M.
BISHOP, Mr. AND Mrs. D.
BLANK, H.
BASSINA, Miss A.
BAXTER, Mrs. JAS.
BRATTON, GEO. A.
BONNELL, Miss C.
BROWN, Mrs. J. H.
BOWEN, Miss G. C.
BECKWORTH, Mr. AND Mrs. R. T.

C
CASSEBERE, Miss D. D.
CLARKE, Mrs. W. M.
CHIBINALL, Mrs. E. M.
CROSSBY, Mrs. E. G.
CARTER, Miss LUCILLE.
CARTER, Master WILLIAM.
CANDELL, Mrs. CHURCHILL.
CALDERHEAD, E. P.
CHANDANSON, Miss VICTORINE.
CAVENDISH, Mrs. TURRELL and maid.

D
CHAFFEE, Mrs. H. F.
CARNEZA, Mrs. J. W. M.
CUMMINGS, Mrs. J.
CHIVER, Mr. PAUL.
CHERRY, Mrs. GLADYS.
CHAMBERS, Mr. AND Mrs. N. C.
CARTER, Mr. AND Mrs. W. E.

E
DOUGLASS, Mrs. FRED.
DEVILLIERS, Mrs. B.
DANIEL, Mr. ROBT. W.
DAVIDSON, Mrs. THORNTON.
DOUGLASS, Mrs. WALTER.
DODGE, Miss SARAH.
DODGE, Mrs. WASHINGTON AND SON.

F
DICK, Mr. AND Mrs. A. A.
DANIEL, Mr. H. HAREN.
DRACHENSTED, Mr. A.

G
EMMOCK, Mr. PHILIP.
ENDRES, Miss CAROLINE.
ELLIS, Miss.
EARNSEW, Miss BOULTON.

H
FLEGENHEIM, Miss ANTOINETTE.
FRANCITELLI, Miss.
FLYNN, J. I.
FORTUNE, Miss ALICE.
FORTUNE, Miss.
FANTANI, Mrs. MARK.
FORTUNE, Miss MADELL.
FRAUNTHAL, Mr. AND Mrs. HY. W.
FROLICHER, Miss MARGARET.

RYERSON, Miss EMILY.
RYERSON, Mrs. ARTHUR.

S
STONE, Mrs. GEO. M.
SEUSSER, Miss EMMA
STEWART, Mr. FRED
SHUTES, Miss.
SLOPER, WM. T.
SWIFT, Mrs. F. JOEL
SCHABERT, Mrs. PAUL
SHEDDEL, ROBERT DOUGLASS.
SNYDER, Mr. AND Mrs. JOHN
SEREPICA, Miss AUGUSTA
SILVERTHORN, R. SPENCER
SAALFIELD, ADOLF
STAMMEHN, Mr. MAX.
SIMONIS, ALFONSIUS
SMITH, Mrs. LUCIEN P.
STEPHENSON, Mrs. WALTER
SOLOMON, ABRAHAM
SILVEY, Mrs. WM. B.
STENGEL, Mr. AND Mrs. HEL-
ERY
SPENCER, Mrs. O. A. and maid.
SLAYTER, Miss HILDA

SPEDDEN, Mr. AND Mrs. F. O.
STEFFANSON, H. B.

T
TUCKER, Mrs. and maid.
THAYER, Mr. AND Mrs. J. B.
THAYER, Mr. J. B. JR.
TAUSSIG, Miss RUTH
TAUSSIG, Mrs. EMIL
THOR, Miss ELLA
TAYLOR, Mr. E. S.
TAYLOR, Mrs. E.
TUCKER, GILBERT

W
WOOLNER, Mr. HY.
WARD, Miss ANNA
WILLIAMS, RICH. M.
WARREN, Mrs. F. M.
WILSON, Miss HELEN A.
WILLARD, Miss CONSTANCE.
WICK, Miss MARY
WIDENER, Mrs. GEO. D. and
maid.
WHITE, Mrs. J. STEWART.
YOUNG, Miss MARIE.

Official List of Survivors From the Second Cabin

The official list of those saved from the second cabin, as given out by the White Star line, contains the names of 21 women, 21 men and 3 children, as follows:

A
ANNA ABELSON.
WILLIAM ANGLE.

B
Miss K. BISS.
Miss RUTH BECKER.
RICHARD BECKER.
Miss LILLIAN BENTHAM.
Mrs. ALLEN BECKER.
Miss MARY BECKER.
Miss EDITH BROWN.
T. W. S. BROWN.
ADA BALLS.
Miss ETHEL BEANE.
Miss DAGMAR BUHL.
Mrs. CAROLINE BYSTROM.
EDWARD BEALE.

C
RENARDO CARMACION.
Miss JULIA CHRISTY.
Mrs. ADA CLARK.
Miss MARJORIE COLLYER.
Mrs. SYLVIA CALDWELL.
Miss CAMERON.
Mrs. ALICE CHRISTY.
Mrs. STUART COLLITT.
Mrs. CHARLOTTE COLLYER.
Mrs. ALBERT CALDWELL.
WILLIAM E. CHARLES.
Miss MILLIE MALL CROFT.
ALDEN CALDWELL.

D
Miss MARY DAVIS.
Mrs. ADA DOLING.
Mrs. LULU DREW.
JOHN DAVIS.
Miss MARY DAVIDSON.
Miss ELISE DOLING.
Mrs. B. DRISCOLL.
Miss AGNES DAVIS.
Miss FLORENCE DURAN.
LENORA ABUNCION DURAN.

F
Mrs. ELIZABETH FAUNTHORPE.
Miss ELAIN FORMERY.

G
Mrs. MARCY GERRIC.
Mrs. MARCY GERRIC.
ARGUE GENOVESE.

H
Mrs. ESTHER HART.

(Continued on Sixth Page.)

(For Baseball and Racing See Page Fifteen.)

List of Survivors Accounts for All Passengers Except Men in First and Second Cabins of Titanic, and 491 of the 800 Being Brought Here on the Carpathia Remain Unnamed—Every Boat Filled—1,410 Were Left to Go to the Bottom, Trapped on Wreck.

Captain of Wrecked Sea Giant Was Warned by French Ship of Ice Ahead Forty-Eight Hours Before Vessel Crashed Into Berg That Sank Her—Experts Agree That Shock Tore Bottom Out of Ship, Rendering Watertight Bulkheads Useless to Keep Her Afloat.

The navigating officers of the White Star liner Titanic had ample warning of the proximity of the immense ice fields in the midst of which the gigantic steamer collided with an iceberg and sank four hours later, with a loss of 1,410 lives. The first warning reached Capt. Smith on the afternoon of April 12 from the French liner La Touraine, which arrived at Havre to-day.

It is also declared in shipping circles that Capt. Smith himself on entering the ice field sent a wireless warning to other ships. Nevertheless, at 10.20 o'clock Sunday night the captain of the Titanic ran his vessel into an iceberg.

La Touraine, eastbound, encountered huge fields of ice at midnight on April 10. The field was studded with bergs, the tops of which barely appeared above the water. The captain of La Touraine sent the news of the danger to Capt. Smith, and received a message of thanks via wireless. It was the same ice field the Touraine went through that destroyed the Titanic.

RESCUE SHIP OUT OF WIRELESS ZONE.

Since early to-day no news of a definite character has reached the mainland of the wreck of the Titanic. The Cunard liner Carpathia, with the 800 survivors on board, passed out of the zone of wireless communication soon after she headed for New York. Another ship with a more powerful wireless apparatus may pick her up at any minute and flash further messages to shore. Until that happens or the Carpathia gets into communication with a land wireless station, the stupendous story of the most disastrous ocean tragedy in history is shut off from the knowledge of the outside world.

A careful inspection of the list of saved with the passenger list shows that practically all the women and children in the first cabin were rescued. If this proportion is maintained throughout the list of survivors it indicates that probably every woman and child on the Titanic was saved, save those who might have been crushed to death in the crash of the collision or have fallen overboard in the work of transfer to the lifeboats.

At a late hour this afternoon there had been communicated by wireless to the White Star line, relayed through the Olympic, the names of about 309 survivors. There are, then, some 491 survivors, including approximately 150 of the Titanic's crew aboard the Carpathia whose names have not been sent out.

491 SURVIVORS STILL REMAIN UNLISTED.

In this list of 491 rests the sole hope of tens of thousands who mourn the loss of dear ones in the wreck. They are the sole unknown survivors, for no person was picked up by any other vessel than the Carpathia. Among the 491 may be many who are already mourned as lost. At any rate the hope that this is the case will survive until the complete list of rescued is in.

SWIFT CRUISER SALEM TO MEET CARPATHIA.

President Taft, apprehensive of the fate of his military aide and friend, Archibald Butt, and anxious to place at the service of the survivors and their relatives all the resources of the Government, has directed the Secretary of the Navy to order the swift scout cruiser Salem to proceed at once from Hampton Roads to meet the Carpathia.

The Salem's wireless apparatus has a radius of 1,000 miles, and the object of the President is to get a complete list of the survivors as soon as possible and have the Salem spread it broadcast.

In transmitting orders to the Salem, the Secretary of the Navy provisionally ordered the cruiser North Carolina to be ready to put to sea and meet the Carpathia in the event the Salem should not have a sufficient supply of coal. One or the other of these speedy vessels will be headed out to meet the Carpathia to-night.

In addition to this move on the part of the President the revenue cutters Gresham and Acushnet have been ordered to meet the Carpathia. The Gresham starts from Boston and the Acushnet from Woods Hole, Mass.

From the latest reports of the foundering of the Titanic, after a collision with an iceberg early yesterday morning, it appears that the 1,410 victims went down with the crushed liner because the lifeboat equipment

had been exhausted in the accommodation of the 800 survivors. In other words, there were lifeboats on the Titanic only sufficient to carry 800 persons, and nothing remained for the 1,410 remaining but to sink with the immense bulk of steel or jump into the icy sea.

Life-preservers were of no use. Those who jumped overboard in desperation as they felt the hull shivering beneath their feet in preparation for the two-mile dive to the ocean's bottom were sucked down in the vortex. Four hours elapsed between the collision and the foundering of the Titanic.

It is believed by men familiar with the construction of ocean liners that many were killed on the Titanic in the collision—crushed in their berths or on the decks by piles of splintered wreckage forced upon them from the bow or dropping on them from above. These were more fortunate than the hundreds who spent four hours waiting for a miserable end.

INQUIRY INTO LIFE-SAVING EQUIPMENT.

The United States Government has taken cognizance of the life-boat phase of the most appalling disaster in the history of ocean travel. A message was received at noon by the White Star officials in this city from Supervising Inspector Uhler of the Government Steamboat Inspection Service at Washington, asking for a quick report on the number of lifeboats and life-rafts carried by the Titanic. This is taken to indicate that the United States Government will conduct an investigation into the sacrifice of the lives of hundreds of its citizens on the Titanic.

Although the Titanic carried life-boats enough to care for less than one-third of the persons aboard, she was equipped in that respect in full compliance with the Admiralty laws of Great Britain. These laws assume that no disaster is possible which will call for a sufficient number of life-boats to carry all the passengers and crew. The steamship companies have successfully insisted that there is not enough room aboard the big liners to carry a full supply of life-boats and life-rafts.

From the incomplete figures at hand it is estimated that only about 650 of the 1,320 passengers were saved. The first cabin appears to have fared better than the other sections of the ship, with 196 saved out of a total of 325.

Less than half those in the steerage appear to have been rescued. There were twenty-two life boats on the Titanic, including two big yawls. Seafaring men say that possibly 150 members of the crew were detailed to handle these boats. If this assumption is correct, 740 of the officers and crew of the Titanic went down with their ship.

Advices to the Cunard Line from the Carpathia, which is on her way to New York with the 800 survivors, state that the Titanic went down in 41.46 north, 50.14 west, at 2.20 o'clock yesterday morning. The Carpathia, which had picked up the only signal of distress sent out from the Titanic four hours before, was then sixty miles due south of the scene of the wreck and headed north.

It was dim daylight in a thick fog when the Carpathia, proceeding cautiously and sounding her fog siren almost continuously, reached the first of the life-boats from the Titanic. No other ship was in sight, but wireless messages were pouring in telling of the approach of the Olympic, the sister ship to the Titanic, the Baltic, the Parisian and the Virginian of the Allen line. But these latter vessels were some distance away, and the Carpathia had picked up all the survivors before they arrived.

As far as the vision extended from the Carpathia the sea was covered with masses of broken ice. Occasionally, through a rift in the fog, a berg could be seen. The weather was cold, there were signs of a storm, and it was quite certain that no other survivors remained afloat. The surface of the ocean was strewn with pieces of wreckage from the Titanic, which had been wrenched loose from the hull as it went to the bottom and floated up to the surface again.

HALIFAX TOO DANGEROUS FOR RESCUE PORT.

Capt. Rostron of the Carpathia at first decided to put into Halifax, according to the reports he has made to the Cunard Line. He sent a wireless to the Nova Scotia port to that effect, and was told that the harbor was full of ice and the docking facilities were poor.

Among the survivors who had been picked up by the Carpathia was J. Bruce Ismay, Chairman of the Board of Directors of the White Star Line. While Capt. Rostron was bound for Italy with the Carpathia he was willing to do anything suggested by Mr. Ismay for the relief of the survivors of the wreck. To transfer them to another vessel after the harrowing experiences they had undergone was out of the question.

Mr. Ismay suggested that the logical thing to do, in view of the discouraging conditions at Halifax, was to land the survivors at New York. There was no dissent to this plan among the passengers of the Carpathia.