

# \$10,000,000 SHIP ACME OF SEA LUXURY AND MARVEL IN SIZE

Floating Palace Fifteen Stories High,  
Housing 3,500 Cabin and  
Steerage Passengers

The Titanic left Southampton last Wednesday on her maiden voyage for New York. She had then 1,500 passengers, 850 of them in the first cabin.

She had trouble at the start because of her great suction. As she was leaving her pier there was a sound as if of a mountain battery being discharged and a rush of passengers to the port rail followed.

As the big 45,000-ton steamer passed out into the stream she had struck the water between herself and the quay to such an extent that seven huge hawsers with which the American liner New York was moored had snapped and the New York was drifting helplessly, stern first, toward the Titanic.

The biggest vessel afloat reversed her engines and in a few minutes her headway was stopped and tugs that had rushed to the New York prevented a bad smash between the liners.

The Titanic was the largest ship afloat. She was nearly 1,000 tons greater than her sister ship, the Olympic, and like her, was 100 feet longer than their next rivals. She was 882-1/2 feet long, 92-1/2 feet in the beam and 34 feet deep. She was of 45,000 tons register and had a displacement of 52,000 tons. At the same time she was a floating marvel of luxury and carried literally a townful of people.

The Titanic was fifteen stories high. The floors were named the bottom, double bottom, bed plate, lower orlop, orlop, lower, middle, main, scupper, promenade, upper promenade, boat and deck and extra compass platform.

With officers and crew numbering 900, the Titanic was capable of carrying 3,000 to 3,500 passengers—cabin and steerage. She was built to be the last word in size, speed, power and sea luxury, and it would take a powerful imagination to conceive the magnificence and detail for comfort and luxury and pastime on the great ship. Its interior more closely resembles a huge hotel, with heavy balustraded wide stairways, elevators running up and down for nine stories; its great saloons and restaurants, its miniature theatres, squash and tennis courts, swimming pools and Turkish bath-rooms; its great smoking room, card rooms and beautiful music rooms, and even on the top of its twelve decks a miniature golf links.

## IN COMMAND OF ADMIRAL SMITH OF WHITE STAR FLEET.

Capt. Smith, her commander, the admiral of the White Star fleet, was in command of her sister ship, the Olympic, when she made her maiden voyage to New York and also when she collided with the British liner *RMS Titanic* in the North Atlantic.

## SPORTS AND DIVERSIONS OF A WINTER OR SUMMER HOTEL.

Among the attractions on the Titanic were Turkish and electric baths, swimming pools, tennis courts, billiard room, parlors, winter gardens, palm courts, gymnasium and a sports deck. The squash racquets courts was as good as any that could be found ashore. It was thirty by twenty feet in size and surrounded up through the middle of decks C and F as high as the main, or E deck. A coach was aboard to teach those who could not play. Each stateroom had its own tub with hot and cold water. There was a servant hall for the valets, maids and other servants of the voyagers. When they were not actually engaged about the persons of their employers, servants were expected to be in this hall though they were travelling first-class. By late arrangement the difficulties that have some times arisen aboard ship when a valet was mistaken for his master were to be avoided.

Another feature was an old English chop house with high backed stalls of black oak. The floors in the palm garden were another novelty. They were artificially contrived with vines and plants of real flowers.

The sitting-rooms in some of the suites were as large as 15x15 feet. The restaurant was larger than that in the Olympic and had a novelty in the shape of a private promenade deck on the starboard side. It led to a reception room where hosts and hostesses could meet their guests before going into the restaurant.

Some idea of the immensity of the great vessel can be gained from a few figures. In her double bottom alone there were 500,000 rivets, 12-1/2 inches in diameter, and the weight of them amounted to 70 tons. The plates in the bottom related 4-1/4 inches each and were 24 feet long.

The stern frame weighs 70 tons, the rudder 10 tons, and the bow arms 1-1/2 tons and 45 tons forward. The largest beam in her was 92 feet long and weighed more than 4 tons. Three million steel rivets were used in binding her massive plates, and the total weight of them was 1,200 tons.

The Titanic has nine steel decks. The hull is divided into thirty water-tight compartments, the doors of which could be simultaneously closed by throwing over a lever on the bridge. Some idea of the damage done by the collision may

## Capt. E. J. Smith of Titanic, the World's Biggest Ship



CAPT. E. J. SMITH,  
"TITANIC"

## Loss of Naronic and All Aboard Also Probably Due to Iceberg

The total loss of one great steamship, the secret of whose fate has never been revealed by the jealous sea, has stood on the debit column of the White Star line since 1912. That was the giant freighter, Naronic, which disappeared from the eastward winter track across the Atlantic some time after Feb. 11 of that year, and not one of the seventy-four souls aboard her ever was found to tell the tale of her destruction.

Because the only traces of the Naronic that ever were found subsequently were two lifeboats, one overturned and the other empty and floating away with the waves, steamship men and marine underwriters could do no more than build conjectures as to the sudden blow that had overwhelmed the big ship in mid-ocean.

## PROBABLY SLOTTED OUT BY COLLISION WITH ICEBERG.

Either an iceberg or a derelict, they agreed, had been responsible for blotting out the Naronic, for there was not the remotest possibility of a fire destroying her, and no other craft, which might have been in collision with her, was either reported missing or came to port with the tale of disaster.

The Naronic, Capt. William Roberts commanding, was the first twin screw freighter to be built. She was a steel steamer of 4,884 tons, with two sets of engines capable of developing 3,500 horse power and was 470 feet long, with 33 feet beam. Built for the cattle carrying trade, she had made several trips across

## IMMENSE ICEBERGS DROVE CARMANIA FAR SOUTH OF HER COURSE

J. H. Wellford, a Liverpool shipowner, who reached New York yesterday on the liner *Carmania*, gave an interesting account to-day of the icefields the ship encountered off the Grand Banks on Thursday.

"I have crossed the ocean nearly a hundred times," he said, "but never before have I seen ice so far south and in such great quantity. A thick fog accompanied the icebergs, and when the fog temporarily lifted bergs were discernible off both port and starboard. The most impressive feature was the numerous 'growlers'—large bergs that had melted on top until they were almost awash. In bad or falling lights they were extremely difficult to discern, and very dangerous because of the great quantity of ice below the waterline."

The *Carmania*, after spending most of the day trying to navigate a passage through the field, decided to put about. Thus she made a passage to the south and avoided further damage."

## LYONDS REINSURE TITANIC FOR HALF OF LINER'S VALUE.

LONDON, April 13.—Lloyd's agents here to-day are reinsuring the Titanic, but in doing so indicate their belief in the gravity of the situation by demanding and receiving a premium of 50 per cent.

A member of a prominent firm of underwriters, when informed of the disaster to the Titanic to-day, said: "Even if the Titanic reaches port, her owners will have to calculate on a loss of at least \$700,000, but if she becomes a total loss it will be an extremely serious matter. The vessel cost \$10,000,000 to build. Her hull is valued, for insurance purposes, at \$5,000,000."

"Then, there are all sorts of miscellaneous matters to be taken into account for disbursements and for passage money and freight paid in advance, as well as for stores, baggage and other things. I do not suppose the owners are covered to the extent of more than \$7,250,000, or at the utmost \$7,500,000."

## ICE PACKS NOT UNUSUAL, MOST SHIPS HAVE REPORTED

Only One Liner Has Reported Extraordinary Number of Bergs in Steamer Lane.

According to reports received by the United States Hydrographic office, at No. 75 Broad street, the ice packs and the fields in the steamer lane, where the

## HER COMMANDER CALLED "GRAND OLD MAN OF SEA"

Captain of the Titanic Known  
as Skipper Who Took  
No Chances.

The honor bestowed on Capt. Edward John Smith, when he was selected to command the Titanic and taken from the Olympic for that purpose, was considered remarkable among steamship commanders, for it is a deep sea tradition that a captain's career is ended when his vessel meets with serious mishap.

The Olympic had twice met with misfortune with Capt. Smith as her commander, but the White Star Company knew that they were justified in placing every reliance on the man who has ruled over the finest steamships in the world.

Capt. Smith has been in the service of the White Star for thirty-eight years. He has commanded the Republic—the old Republic, not the one the Florida sank off Massachusetts lightship—the Britannic, the Germanic and the Majestic.

He brought over the Baltic when she was the biggest vessel on the sea, then the Adriatic and lastly the Olympic. In the White Star service he is known as "The Old Man."

## FORTY YEARS HAS HE FOL- LOWED THE SEA.

It is rather more than forty years since Capt. Smith first went to sea. He was an apprenticeship sailor to the old house of Andrew Gibson & Sons, whose lumber ships sailed between New Orleans and Mobile and Liverpool. His first command was the *Bessie Gibson*, a pretty ship in her day, that made a fortune for her owners. He rose rapidly, and after having had command of sailing vessels joined the White Star as fourth officer.

He is tall and of weight proportionate to his height. His white hair, white whiskers and mustache make him called by those who have voyaged frequently under his care "The Grand Old Man of the Sea." Except the mishaps with the Olympic and the trouble at the opening of the ill-fated voyage of the Titanic, he has never had an accident.

## CAPT. SMITH NAVIGATOR WHO NEVER TOOK CHANCES.

Capt. Smith was essentially a careful navigator. He never took chances. He attended himself to every detail of his duty, and never left to others what he ought to see to himself. He never did what it was the duty of some one else to do if that some one was at his post. His home is at Southampton, England, and he has a charming wife and a pretty daughter fourteen years old. His hobby is reading and he kept himself closely posted on both the American and English politics as well as other forms of news.

The other officers of the Titanic included Surgeon, W. F. N. O'Loughlin; Assistant Surgeon, J. E. Simpson; Purser, H. W. McElroy and R. L. Barker; Chief Steward, Albert Letimer.

## 2,400 HAD BOOKED OUTWARD PASSAGE ON TITANIC FOR SATURDAY.

It was stated at the White Star offices here this morning that 700 passengers had booked first-class staterooms on the Titanic for her first sailing from this port, which was scheduled for next Saturday. In the second-class 600 berths had been engaged, and more than 1,500 passengers in the steerage.

## EXPERT NIXON SAYS TITANIC COULD FLOAT EVEN BADLY CRUSHED.

Lewis Nixon, when informed at his home, No. 31 East Fifty-third street,

of the mishap to the Titanic, expressed the opinion that the ship is in no immediate danger. He based his opinion on the facts so brought to his attention.

"The extent of the injuries to the ship," he said, "depends on the speed at which she was traveling. Inasmuch as the Titanic is equipped with the best of the apparatus which gives warning of the proximity of icebergs, and the iceberg always gives atmospheric warning

of its approach by a drop in temperature, I do not think the Titanic was entirely unprepared for the disaster."

"Unless the forward end of the great vessel entirely crumpled in, she would be in any danger. And even if she were in any danger, she would not sink, for she is so constructed that she would float on her side, and the Titanic should float."

"However, the Titanic must have been leaning badly, or she would not have sent a wireless call for assistance."

## On Judge's Order, Axe Is Used on Doors of Chicago Armory Where Democrats War.

CHICAGO, April 13.—With 1,000 policemen surrounding the Seventh Regiment Armory and 100 special deputy sheriffs under command of Chief Deputy Charles Peters storming the doors for admission, Col. Daniel Morfarty, with 120 National Guardsmen, had the building barricaded and refused entry to all parties when the time for convening the Democratic County Convention arrived to-day.

Both the militiamen and the police were backed by court orders. The guardsmen were upheld by a restraining order issued by Judge M. L. McKinley last night against the ruling of County Judge John E. Owens, who appointed Election Commissioner Carmack, a Republican, to organize the convention.

The battle for control of the convention was scheduled to be waged on this side by the Roger Sullivan forces and on the other by the Hearst-Harrison followers.

"Upon advice of my attorney I have decided to ignore Judge McKinley's order," said Sheriff Michael Zimmer. "I will set as if the order had never been issued and will follow the instructions of County Judge Owens."

At noon Judge Owens appeared at the Armory and demanded that the doors be opened. On being refused he ordered the police to break in the doors. An Assistant Chief of Police Schuetzler, with an axe, began battering down the door. The soldiers were drawn up at attention inside, but offered no resistance. Behind Schuetzler were 500 policemen. A hundred policemen entered the hall with Judge Owens, Election Commissioner Anthony Carmack and other officials. Carmack, the Republican Election Commissioner, then prepared to call the Democratic Convention to order under his instructions from Judge Owens. With the police guarding the doors and scattered throughout the hall, the delegates, who had been waiting since 9 A. M., were permitted to enter.

After the delegates began entering the hall the Fire Department was called and smashed down the other doors of the armory.

The disturbance, which for a time threatened to end in bloodshed finally resulted in two conventions, one by the Hearst-Harrison forces and the other by the followers of Roger C. Sullivan, National Democratic Committee. The victory, if there was any, went to the Hearst-Harrison faction, who captured the convention, the election of John McMillen, Chairman of the Cook County Democratic Central Committee, the Sullivan delegates went to another hall. With two sets of delegates elected to the State Convention at Peoria, April 19, the convention there will be obliged to decide which faction is rightfully seated.

After the police entered the armory Capt. Thomas O'Connell, who commanded the militiamen and who refused to let delegates enter, was arrested and taken to Judge Owens's chambers.

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