London, April 15.-The first class passenger list of the steamship Titanic includes

Miss E. W. Allen.
Mr. and Mrs. H. J.
Mr. and Mrs. Waiter
Mr. and Mrs. Waiter
Clark.
eco., maid and nurse.
George. Quincy Clifford.
E. P. Calley. man servant Crosby maid. Mr. and fr. and Mrs. Thornton, Davidson H. Baran Baumann rs. James Baxter. uigg Baxter. Davidson
for H. Devilliers
fr. and Mrs. A. A.
Dick
fr and Mrs. Washington Dodge and son.
frs. F. C. Douglas
fr. and Mrs. W. Douglas and maid.
Gullian D. Dulles
frs. Boulton Earnshaw,
frss. Caroline Endres.
fins E. M. Eustla. tie. Beckwith and J. I. Flynn
B. L. Foreman
B. L Brandels.
orge Brayton.
Arthur J. Brew.
s. J. J. Brown.
s. J. M. Brown.
s. S. W. Bucknell. Mrs. and Mrs. E. L.
Goldenberg.
Mrs. E. L. Goldenberg.
George B. Goldeschmidt.
Col. Archibald Gracie.
Mr. Graham.
Mrs. William Graham.
Mrs. L. E. Greenfield.
Mrs. L. E. Greenfield.
Mrs. L. E. Greenfield. wife and manufactured wife and maid.

W. Cavendish.

H. W. Parr r and Mrs Thomas Pears Hend. Herbert H. Hilliard W E. Hopkins. Mrs. Ida S. Hippac Miss. Jean Hippach. Mrs. J. G. Hogeboem Mr. and Mrs. A. O. Helversch Mr. and Mrs. Freder-ick M. Hoyt. Miss A. E. Johann orge Rhelms.
and Mrs. Edward
Robert and maid.
A. Roebling 24 Hugh Rood
Miss Rosenbaum
J. Flugo Rose.
Countess Rother and
maid. Endage and son.
F. C. Douglas and Mrs. W. Douglas and mald.
A. Doultes Endres.
A. E. L. EganBouten Farmshaw, Caroline Endres.
E. M. Endles.
A. F. L. EganBouten Farmshaw, Mr. and Mrs. E. N. Kimball.
A. F. L. EganWilliam S. Lambert.
William S. Lambert. eunivest maid.
Mr. and Mrs.
Rothschild.
Airred Rowe.
Mr. and Mrs.
Regerson, two ters, sep and n Adolph Basifeld A. L. Saloman, Mrs. Schubert, Milton C. Long.
J. H. Loring.
Miss G. P. Longley.
Miss G. A. Madill.
J. E. Maguire.
Fierre Marechal.
Mr. and Mrs. D. W.

E. Silvey Colonel Alfonso nius, president Bankverein William T. Sloper John M. Smart J. Clinch Smith.
R. W. Smith.
Mr. and Mrs. John.
Snyder, Mr. and Mrs. Frederick
O. Spedden, Son and nursemaid.
r. and Mrs. W.
Spenser and maid.
Max Stabelin.
T. Stead.
and Mrs. Isides manservani,
and Mrs. Morgan
nd maid.
sries Natsch.
W. Newell.
Mass Marie Young
Mass Marie Young
Mass Marie Young

Captain E. J. Smith, the commodore of

he White Star fleet and commander of he Titanic, had been on the sea forty-

three years and in the service of the White

Star Line for thirty-two years. The com-

pany's judgment of the man was perhaps best expressed in the words of Vice-Presi-

dent Franklin late last night, when he was

asked if he had heard anything from Cap-

"If the Titanic went down and lives were

est, from what I know of the man I do

Smith. He probably went down with his

Smith went to sea as a boy in 1869, ship

commission, that of fourth officer, came

when he went with the square-rigger Lizzie Fenton in 1876, and in 1880 he went as fourth

officer on the White Star liner Celtic-the

old Celtic, not the present liner of that

In 1887 he went to the Republic as cap-

tain, and later to the Baltic. These are

their designations. His subsequent service,

all on boats of the White Star Line, em-

When a captain saves both the lives of all

his passengers and the boat, the property

sometimes escapes the fate of captains

in collision, but besides those considera

tions there is another matter to be consid-

writers are loath to take chances on a

The captain of an ocean liner, or in fact

of any boat, is more supreme under cer-

tain conditions than the most powerful

ruler of the world. In case of emergency

the captain has the immediate power of

life and death over both passengers and

erew, without trial, without appeal and

On the other hand, he is subject to

written laws that are stricter and weight-

under whatever conditions, means the loss

of a life career for the captain. The loss

Sometimes a captain who has lost a ship,

though not the lives of the company's pas-

sengers or employes, is given some ob-

scure employment with the company, bu

the sea entirely. In many instances cap-

tains have committed suicide after a

In this generation the greatest tragedy

of the seas was the loss of the French

steamship Burgogne, which collided with

the British steamer Cromartyshire sixty

miles off Sable Island on July 4, 1898.

Five hundred and eighty-four lives were

lost, and Captain Delonclo went down.

standing erect on the bridge as the ship

The captain of the Hamburg-American

just after the Kingston earth-

liner Prinzessin Victoria Luise, which drove hard upon a coral reef near Port Royal.

quake, added one of the saddest chapters

of the fate of captains when he blew his

brains out in his cabin after all his passen-

gers and crew had been taken off in safety.

As it was proved later, the captain was in

had destroyed the lighthouse which should

Captain Frederick Watkins, of the old

City of Paris, brought that liner safely to

ably similar to that through which the

Titanic has just passed. The City of Paris

struck an feeberg in the fog, and Captain

Watkins was acclaimed as a hero for his superb management of the boat after the

cident. But a few years later some slight

miscalculation sent his vessel on the rocks

off the Cornish coast, and he disappeared

lost in the wreck, committed suicide or

disappeared with a change of identity

Captein Inman Sealby who commanded

sequent investigation showed that no blame

could be attached to him for the collision.

but he lost his command with his boat, and

up a new line of work and entered the Uni-

versity of Michigan law school to prepare

Another accident which is chronicled in

ilted in a decision that Captain Prehn

the sea tales of this port, that of the Prinz

Friedrich Wilhelm, in September, 1910, re-

was not to blame, and he retained com

across the river and collided with the out bound French liner La Lorraine.

himself for a career in admiralty law:

one has known since whether

rather than face a court of inquiry.

took the final dive.

of life for his passengers means, practi-

wihtout chance of future penalty.

to be tainted with "bad luck."

with which the company intrusts his

jestic and the Baltic.

not believe we will ever hear from Captain

ain Smith

## BESIDES 261 IN SECOND CABIN, TITANIC HAD 740 THIRD CLASS

Benjamin Guggenheim. Mr. and Mrs. George A.

W. H. Harrison, H. Haven,

Marvin.
McCaffry.
Imothy J. McC R. McGough.
Melody.

Charles Natsch A W. Newell.

	***************************************
AND THE PERSON NAMED IN	ma . Had all the wat
	-The list of the sec
OM. S.	*
Mr and Mrs. William	Percy Descon.
Angle.	Charles Davies William Dibden
John Ashby.	William Diboen.
Samson Abelson.	Mary Davis. William J. Donton.
Hanna Abelson.	Adu Poling
Hanna Abelson. Edgar Andrew.	Elete Troling
Milian Bentham	Lens N. Def. Stanley Fox
Ada R. Balls. Kate Blas. Robert J. Pateman	Stapley Fox
Kate Biss	Arnel Pahistrom. Harry Faunthorpe. Lizzie Faunthorpe.
Robert J. Pateman Lawrence Beesley.	Harry Faunthorpe.
Laurence Baskley	Lizzie Faunthorpe.
Mrs. A. O. Belker and three children.	Charles Killbrook.
three children.	Annie Pjunk. Joseph Fynney.
Reginald Eutler. Edward Beane. Ethel Reane. H. J. Beauchamp.	Joseph Fynney.
Edward Beane.	Alfred Gaskell.
Ethel Reans.	William Gillespie.
H. J. Beauchamp.	Ethel Garside.
Jose de Brito. The Rev. Thomas R. Da	William Gilbert.
The Rev. Inomas it. 155	Harry Gale. S. Gale.
Mr. Bambridge.	John Gill.
Solomon Howenur.	Rainh Giles
Solomon Bowenur. Mildred Brown.	Raiph Giles. Hans K. Givard.
Percy Eniley.	Samuel Greenberg
W. Hull Botsford.	Frederick Giles
Percy Bailey. W. Hull Botsford. William Berreman.	Engar Giles.
Carl Errini.	Lawrence Gavey
Dagmar Bryhl. Karolina Bystrom	Mary D. Hewlett.
Rafolina Bystrom	Capres Harris
Frederick J. Banfield.	Lawrence Gavey. Mary D. Hewlett. Walter Harris. George Harris. Samuel Herman.
Erik Collender. R: C. Coleridge.	Inne Herman
	Jane Herman.
hariote Collyer. Hariorie Collyer. Hariorie Collyer. Herne C. Corbett Hys. C. P. Corey. Hohn H. Chapman. Elizabeth Chapman. The Rev. Ernest C.	Alice Herman.
Mariorie Collyer.	Stephen Hold.
rene C. Corbett.	Annie Hold
drs. C. P. Corey.	(400 report 14 1171)
John H. Chapman.	Leonard Hickman.
Elizabeth Chapman.	Stanley Hickman.
The Rev. Ernest C.	Ambrose Hood
Carter  Willian Carter  Alice Christy  Iulia Christy  Theries V Clerke	Benjamin Howard.
Milian Carter	Ellen T. Howard. Benjamin Hart.
Alice Christy.	Esther Hart.
There's I' Clerks	Tuo Hart
Ada Maria Clarke	John Harper
Tear Cameron.	John Harper. Nina Harper
Stuart Collett.	Anna Hamalziner a
Tharles Chapman.	infant.
hulla Christy.  Charles V. Clarke.  Ada Maria Clarke.  Hear Cameron.  Styart Collett.  Charles Chapman.  William Carbines.  Harry Cotterill.  Abort P. Caldwell.	Mr. Hoffman and t
Sarry Cotterill.	children. Elizabeth Hocking.
libert F. Caldwell.	Nellie Hocking.
ylvia Caldwell.	Neille Hocking.
Teron von Drachstadt	George Hocking. Henry P. Hodges.
Schnetiani de Carlo	Mostha Hiltoner
Torbort Denbury	Bertha Hett
fames V Drew.	Clifford Jeffert
yiden G Caldwell, iaron von Drachstedt, schastiani de Carlo. ferbert Denbury. ames V. Drew. Juliu Drew. Marshall Drew.	Ernest Jefferey
Marshall Drew.	Sidney S. Jacobsohn
Agnes Davis.	Amy F. Jacobsohn.
Agnes Davis.	Stephen Jenkin.
Merentina Duran.	Dr. J. C. Jenkins.
A. Duran,	Mertha Hiltuner. Bertha Hett. Clifford Jeffert. Ernest Jefferey. Sidney S. Jacobsohn. Arny F. Jacobsohn. Stephen Jenkin. Dr. J. C. Jenkins. John D. Jarvis.
	740 third class pas
There were give	A THE PARTY OF THE

William Richards.
George Richards.
George Richards.
George Rewed.
Erneat A. Slostedt.
Amusatus Smith.
Maude Sincock.
Richard J. Slemer.
Marion Smith.
Hawden Sobey.
Philip J. Stokes.
H. M. Slayter.
F. W. Sedgwirk.
Percival Sabarp.
Anna Shikkonen.
S. Ward Stanton.
George Swane.
L. Manita Shelley.
Lillie Silven.
M. E. 1 Strant.
William J. Turpin.
Dorothy Turpin.
Ellen Tooney.
Mrs. A. T. Tervan.
James Vesle.
Mrs. George Wilkinson.
Ada C. Wilkinson.
William J. Ware.
Leonold Weiss.
Matilds Weiss.
Edward Wheaden
John James Ware.
Florence L. Ware.
Sussle Webber.
Charles Wilhelm.
Marjon Wright.
Bessle Wait.
Bertha Watt.
E. Arthur West.
Ada West.
Barbara West. harles
Allce Louch
R F. Levy.
Bertha Leiman.
Mr. and Mrp. William
Lahtigen.
Lahtigen. Joseph Mantvila. Frank H. Maybery. Thomas F. Myles. Mary Mack. Master A Mallet.

J. Matthews.
Peter McKane
William Mellers.
August Meyer.
Jacob Milling.
Joseph Nicholls.
Robert D. Norman.

ssengers on board

# HAS ICEBERG DETECTOR

Scientist Says Microthermometer

#### Professor Barnes Declares Invention Gives Notice of Ice Miles Away.

(By Telegraph to The Tribune ) Ottaws, April 15 .- "Had the Titanic been equipped with a microthermometer, the unfortunate accident which befell the gigantic liner could not possibly have occurred." said Professor H. T. Barnes, of McGill avoidable by making use of the echo in University, to-night. Professor Barnes is foggy weather. That echo can serve to the authority who has made a study of ica. prevent such terrible collisions with objects bergs for the Dominion government in con- icebergs, has been proved by experiment nection with the navigation of the lower and by practice to be beyond a doubt. This St Lawrence and the Guif, and who, as a is done by the cophone, which locates inresult of his experiments, invented the microthermometer to detect the presence of making the car take the place of the eye in

terg breaks away from its northern region, ficats down on to the track of, the oceangoing steamers and bogins to melt the and is considerably warmer than the sait the iceberg. Its presence could have been water of the ocean in which it is floating:

The microthermometer is attached to the outside of the vessel, virtually on the water line. When the fresh water thrown off by the dissolving iceberg touches the ther mometer, which may be anywhere from two to five miles away from the herg itself. according to the Strength and direction of the wind, the professor said, the change is immediately noted on the electrically ontrolled chart on which the registration of the thermometer is shown. The effect for help, discussed the beneficent use of reef. of the thermometer is shown. take as sudden bound of . sec. 2 degrees

#### Colorado is a Wonderful Place for Children

I don't know any other place where children are so benefited from a few weeks of outdoor life as they are in Colorado. The summer life out there is about as ideal as can be imagined, can live there nowadays so omfortably and at such moderate cost. It is easy to go to Colorado, as only change of cars is necessary, and the trains are so comfortable and modwith their Pullmans and dining cars, and electric lights and patent ventilators, that the trip out and back is really a great part of the pleasure of

I would like very much to send you some pamphlets published by our rail-road, the "Burlington Route," containing maps and pictures and telling all shout the country, the hotels, boarding

Eastern Pass. Agent. C. B. & Q. R. R. chief at Pittsburgh for the Western Union 1184 Broadway, New York City. Telephone, Telegraph Company.

water is passed, a sudden and very severe ered by boat owners in giving commands

drop is immediately felt.

Professor Barnes is convinced that, had cident. That is the Lloyds insurance featthe Titanic been equipped with an instrument of this sort, the officers would have known of the presence of the teeberg which captain, be be ever so good, who appears caused the wreck when it was at least two miles away

Would Have Warned Titanic.

Professor Barnes will sail for London on the Royal George, of the Canadian North-class of the Canadian North-class of the company are making preparations for one of his instruments to be installed for that voyage and for the professor to make further experiments.

(By Telegraph to The Tribune.)

Baltimore, April 15 -That the sinking of the Titanic could have been easily avoided was the statement made to-day by Frank Della Torre, of this city, inventor of the eophone, an instrument which can be used to detect direct or reflected sounds from buoys or obstacles in the path of vessels. Mr. Della Torre said:

Collisions like that which befell the giant new White Star liner are easily in midocean that produce no sound, such as thick weather. In fact, in the midst of a Br. Barnes points out that when an ice- fog the eye is useless and the ear is the only safeguard. Therefore, if the Titanic had been equipped with an eophone the sound sent out by the instrument would have rebounded or returned an echo from ed without any trouble whatever.

### MARCONI HAS NEW DEVICE Inventor Says It Will Prevent Collisions at Sea.

Guglielmo Marconi, whose invention made costble the sending of the "S O S" call have given him the warning signal of the night just before word was received here ontradicting the first messages which said port after an experience which was prono lives had been lost

"The first word I had of the acciden: was from the morning papers," said Mr. Marconi. "Of course, I read with intense atisfaction and gratification that the wireless did what it was expected to do-to call help when it was needed.

"We have had similar accidents, fortunately only a few, in which the wireless brought help, notably in the case of the Republic

Mr. Marconi said he was developing, an apparatus which will prevent ships from ming into collision in fogs or at any other

This apparatus will point out the exact Nantucket, was one who chose to face bearing of any ship coming within a cer tain distance of the ship carrying it. Mr. Marconi had booked passage on th Titanic, which was to sail from this port at the age of fifty-one courageously next Saturday. He will sail on the Mauretania a week from to-morrow

DETROIT MAN ON THE TITANIC. Detroit, April 15.-George Floyd Eitemiller, of this city, was returning on the Ti will you kindly write—a postal will do, and I will send the pamphlets and suggest further arrangements. W. J. O'Mears. Eastern Pass. Agent. C. E. & Q. R. R. chief at Pittsburgh for the page of the p

SUMPTIOUS INTERIOR ARRANGEMENTS ON TITANIC. THE CAFE-RESTAURANT ON THE SUN DECK, LAVISHLY DECORATED AND FURNISHED, INTENDED TO BE THE AFTER DINNER SOCIAL CENTRE.



ONE OF THE STATEROOMS-DE-LUXE; NOTHING SUGGESTING THE

#### Smith went to sea as a boy in 1869, shipping as an apprentice on the Senator Weber, an American elipper, purchased by The Virginian May Have Other A. Gibson & Co., of Liverpool. His first Survivors on Board.

St. John's, N. F., April 15.-The steamship Virginian will proceed after daylight to-morrow morning for this port, bringing such survivors of the steamer Titanic as she may be able to rescue, the original boats in honor of which the according to wireless advices received present liners of those names were given here late to-night.

These advices did not clear up the uncertain point as to whether or not the nic, the Adriatic, the Celtic, the Britan- Virginian had on board any of the pasnic, the Coptic, the Germanic, the Ma- sengers or crew of the Titanic. The message was taken as indicating in the "Forty uneventful years at sea" was the the words "which she may rescue," that maritime experiences in 1907, when he came to this port in command of the Adriatic on

The only information received here toish cruiser Hawke. His long and safe record, together with the testimony of the crew, and was proceeding to New sayed him then from the usual face of the cruiser. York with them. The steamers Parisian nesses who placed the blame on the cruiser. York with them. The steamers Parisian effect that the vessel was insured at on the main line of ocean travel. In that fer was accomplished, and all the passence that the passence of the arm of a boat involved in an accident. for others of the Titanic's people.

The Virginian was to give up her search atter daylight and proceed here on her way to Liverpool. Being a mail boat, she is forced to make the utmost haste to her destination.

### to captains who have been involved in acure and the fact that the marine insurance Lord Montagu Would Have All Ocean Liners Use Them.

[By Cable to The Tribune.] London, April 16 (Tuesday). - The Titanic disaster has caused a tremendous sensation here, though few persons are yet aware that the liner has sunk and that many lives have been lost.

All the morning papers devote their leading articles to the disaster, but they were written in the belief that the vessel was still slowly steaming for Halied with heavier penalties than anything fax.

Lord Montagu, in a letter to "The that holds on land. The loss of a boat, Times," says that the collision seems to have been due to the invisibility of the iceherg at night. He suggests the use cally, the same for the captain. Unless all can be saved, he must go down with his of powerful searchlights on all liners' "The Times" thinks the question is

worth discussing by those competent to dollars, as reported. speak from experience on the high seas.

#### more often, his career gone, he forsakes SMITH FORTY YEARS ON SEA Titanic's Captain Had Been with Line Since 1881.

IRy Telegraph to The Tribune Baltimore, April 15.-Edward J. Harrington, an Englishman, in the employ of a the Titanic

"Ever since the Titanic started from Liv erpool on her maiden voyage across the Atlantic I have been looking forward to eeing my uncle, Captain Smith, whom I had arranged to meet at the steamer's New York pier on Wednesday," said Mr. Harrington to-night.

"My uncle is sixty-three years old," h ontinued, "and has followed the deep for over forty years. He entered the service of the White Star Line in 1881 in the capacity of fourth officer. For the last six years he has been commodore-captain and on their initial trips across the Atlantic. My uncle has brought the Adriatic, the Baltic, the Olympic, the Celtic and several other famous ocean greyhounds to the por of New York in the last five years."

### BRIDAL PAIR MAY BE LOST

#### Millionaire Iowa Manufacturer Was Also on Titanic.

Minneapolis, April 15.-Walter D. Douglas, of Minneapolis, who with his wife was aboard the Titanic, is a millionaire, and, with his brother, is owner of what is said to be one of the largest starch manufacthe Republic when that boat was rammed tories in the world at Cedar Rapids, Iowa, and sunk by the Italian liner Florida off Mr. and Mrs. John Pillsbury Snyder, prominent in Minneapolis, who left here in whatever was coming to him. / The sub-January on their honeymoon trip to Europe, also were returning on the Titanic

### RICH CHICAGO MEN ABOARD.

Chicago, April 15.-In addition to Clarence Moore, Chicago was represented on the Titanic's passenger list by E. G. Lewy, member of the firm of Lewy Brothers, jewellers, Mr. Moore had been visiting Europe with Ira Nelson Morris and family. Morrises returned here last week.

mand of his vessel. The boat in backing SUNDAY'S NEW-YORK TRIBUNE out of her Hoboken dock went half way Mailed anywhere in the United States for \$2 50 a year.

DISCOMFORTS OF OCEAN TRAVEL.

Titanic Worth \$10,000,000. Cargo Tops a Million.

LOCAL COMPANIES SUFFER

#### Report Says Lloyds Hold One \$5,000,000 Policy-Underwriters Here Stand Rest.

that figure. The International Mercantile Marine, in

that the risk assumed on the Titanic by her owners was probably not over \$500,000. The Titanic never having been in this port statistics in the hands of the marine insurance companies relating to her cargo car rying capacity, etc., are lacking. While the cargo capacity of vessels of her class is small in comparison with the total tonnage, the merchandise aboard was undoubtedly of the most valuable character, and the damage or loss in that respect is heavy accordingly. An officer of the Atlantic Mutual Insur-

ance Company pointed out that the tonnage of the Olympic, a sister vessel, was 45,000, while her cargo tonnage was only 5,000 The cargo capacity of the Titanic would exceed that figure somewhat, but its intrinsic value might be very great, owing to the high class of merchandise she carried. It would not be an unusual circumstance for her to carry a consignment of diamonds for instance, worth several million

"There is no doubt that the Titanic car ried a very valuable cargo," said this official. "It might be valued at \$1,000,000 or more, and because of total loss the burden falls principally upon the local companies. While the insurance is widely distributed. I understand that a darge part of it on the vessel, and the cargo as well, was under written by the American companies. Owing to the custom, principally to save expense Sparrow's Point engineering firm, is a of not cabling a vessel's manifest in ad-nephew of Captain Edward John Smith, of vance of her arrival, there is nothing available here by which to estimate the value of her cargo accurately.

A member of a prominent firm of marin underwriters estimated the value of the vessel's cargo at probably more than \$1,000. 000. Other insurance men believed that al loss above \$1,000,000, at the most, on the ship herself, would be borne by the underwriters. In that case the marine insurance companies stand to lose \$7,000,000 or \$8,000,000 by the sinking of the Titanic. The underwriters will lose heavily on the cargo policies. Frequently the marine underwriters' policies provide for payment of salvage claims, as well as the usual risks of travel. The salvage in case the Titanic had been saved would have reached an enormous amount.

YOUNGSTOWN, OHIO, ANXIOUS. Youngstown, Ohio, April 15.-Mr. and Mrs. George D. Wick and their daughter, Miss Natalie; Miss Caroline Bonnell and Miss Lily Bonnell, of Birkdale, England, her cousin, were among the Titanic's pas-sengers. The Wicks and Bonnells are among the wealthy people of Youngstown.

BUFFALO ARCHITECT ON TITANIC Buffalo, April 15. - Edward A. Kent, whose name appears on the passenger list of the Titanic, was one of the leading architects of this city. He had offices in Ellicott Square and lived at the Buffalo Club.

Housewives know it for its rare quality and rich flavor. LEA & PERRINS' SAUCE

Best Table Sauce

Rest seasoning for Soups, Fish, tousts, Chops, Gravies, etc. An Appetizer JOHN DUNCAN'S SONS, Agents, N.Y.

## ICEBERG'S HEAVY TOLLS

Lives and Ships Lost Before the Days of Wireless.

ALWAYS TREACHEROUS SPOT

Fog. Currents, Rocks and Bergs Off Cape Race Make It a Menace to Vessels.

Place. Mid-Atlantic Mid-Atlanuc
Off Cape Race...
Off Cape Race...
Grand Banks
Cabot Strait
Off Newfoundland. Grand Banks... Grand Banks... Grand Banks... Off Alaska... Mid-Atlantic

This table gives only the more notable of the innumerable disasters due to the treacherous iceberg-the reef that cannot be charted, the derelict that has no record in any ship's log, a floating menace that carries no light by night and by day so blends itself with the sea vapors that it is often invisible, even to the sailor's trained eye.

True, in these days of water-tight compartments and wireless telegraph, loss of life from collision with icebergs has become comparatively infrequent. Indeed. such collisions themselves have become a rarity among the big liners. The Columbia was the only boat to meet with such an accident this last season, and she was able to patch up her own damages and proceed

The last previous notable mishap of that sort to a large vessel occurred four years berg off the banks in much the same way 1909, though only six lives were lost. as did the Titanic. The ice mountain was . The Republic, with 1,650 passengers and wrapped in vapor at the time, and the ship large crew, ran into a dense fog south of was within five hundred feet of it before the watch sighted the obstruction. The The bew of the ship struck and ran up many feet on the submerged ice. It proved, through the great ice mass, tons of it tumbling on her decks. The ship floated

### Many Unaccounted For.

cause is laid the mysterious vanishing in ment, seemed to hold out the only hope to cause is laid the mystern with all on those on board.

1870 of the City of Boston, with all on those on board, the famous old President, many The "C Q D." now famous all over the board; the famous old President, many cears before: the City of Glasgow, in 1854, world as a rescuer of life, meaning "All and the Collins, a few years later, A tale of remarkable escape is that of the

which rammed an iceberg in mid-Atlantic steamships Baltic and La Lorraine, the a generation ago. There were no wireless o summon help and no watertight com- Woods Hole and Provincetown picked up partments, yet she managed to keep afloat the message. and find her way to port. One of the most remarkable accidents on

n Notre Dame Bay. An iceberg was sight- and Gresham were sent to the scene, and the d one clear day and the passengers begged steamship Lucania, notified from the shore. the captain to draw nearer, that photo- also proceeded to the rescue. graphs might be taken of the spectacle. The insurance on the Titanic's merchan- the vessel and lifted it high and dry on an the darkness of that January morning. way Captain Smith himself summed up his there were no survivors aboard at the dise, with an estimated value of \$1,000,000 key shelf, a dozen feet above the water. or more, was said to be widely distributed There for a moment it tottered. Then sudamong the local companies, some of the denly one of the huge swells caused by the Republic were taken on board of the Florlarger companies carrying a substantial falling of the ice mass caught up the ship ida

local underwriters. They were of the opinlon that, while the English company carladen, and there the bergs tend to cluster ried a large amount of the Titanic's insur- to add to the menace, this mingling of ance, it would come considerably under water of two temperatures engendering almost constant fog. Add to this northeasterly gales, sheer shores, submerged rocks addition to policies outside, also insures its and treacherous currents and small wonown vessels. The company's insurance der that Cape Race waters are known as fund was considerably depleted at the time the graveyard of the sea and that the inof the loss of the Republic, and it was said habitants of that region live largely off wreckage. Cape Race is a bluff, jagged bit of coast

scarcely provided with a strand. In the spring and early summer-and often as late as the fall of the year-icebergs come down with the shifting currents and lie sluggishly off the coast, hidden in the fog. morning Captain Ranson found indications So continuous is this veil of mist that the cape foghorn is frequently blown for hun- transshipment would become impossible if dreds of hours at a time

#### In the Route of Liners. The route of the transatlantic lines is

only one hundred miles to sea at this point. The slow going tramps save a day's steaming by running in closer, often within flag signalling distance of the cape light. Then CROWDS THRONG BULLETINS there are the Canadian liners, which use the Cape Race route during the ice season n the Strait of Belle Isle. These latter ships get constant wireless reports of the ocation of icebergs while they are passing the cape. Tramp steamers, however, are not always thus equipped. The lights of they are, make little impression on the fog. They are aided by fog whistles at both Skeletons of many ships lie off this coast.

The Lady Sherbrooke took 530 persons to death with her three years ago. The trans- ances hundreds of richly gowned women port ship Harpooner was wrecked at St. Shotts, with a loss of 250 lives. The loss of the Anglo-Saxon cost 150 lives more. All hands went down with the New York-St. way, which, notwithstanding the tremen-John's liners Cromwell and Washington in dous crowds, was unusually quiet BOOKS AND PUBLICATIONS.

Write for Information About the Offer to Exchange A NEW

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the same month and year, and almost in the same spot. All hands were lost with the off-tanker Heligoland. And there are

Off the New England and Newfoundland coasts last winter eighty-five vessels mat

## THE REPUBLIC'S SINKING

### Jack Binns's Famous Wireless "C Q D" Made Him a Hero.

elegraphy's advent that, in the number of lives endangered, in the size of ships and in the catastrophe to the steamship Titanic was the sinking of the steamsn'n Republic ago, when the Kronprinz Wilhelm met a also of the White Star Line, on January 2,

Nantucket in the morning of January 23, and at 5:30 she was rammed amidships by captain ordered full speed astern and threw the steamship Florida. Most of the pas is helm hard over, but it was too late. sengers were still asleep, and the terrific impact of the ships nearly created a panic Captain Inman Sealby, in command of the fortunately, to be a rotten berg, and after a Republic, was on the bridge at the time. In few minutes of suspension the vessel cut a moment he had called his crew to quarters, and the collision bulkheads were closed down as rapidly as possible, cutting the engine room from the rest of the ship At the same time, before Captain Sealby's

Many unaccounted for disappearances at wireless operator on the Republic, had besea are attributed to icebergs. To this gun to flash the "C Q D" that at the moships: Danger." was flashed again and

again by Binns, and then followed an acittle old single screw iron steamer Alaska, count of the Republic's position. The Nantucket wireless station, Newport.

record was that to the steamship Portia, distress. The revenue cutters Acushaet

to the towering ice cliffs. Suddenly a huge affoat for a comparatively limited time section of the berg split off with a sound only. But a short time after the collision like an explosive volcanic eruption. The the Florida came out of the fog again, and, main section, left topheavy, toppled over, though badly damaged herself, made reads and its base, lying far under water, caught to take over the Republic's passengers. In over four hundred of the passengers of the

passengers knew that the Florida herself had been damaged, and that her first hold was flooded. Toward evening the huge and reassuring Baltic loomed up from the for. and then all realized that the grave danger was over. The captains of the three vessels conferred, and they agreed that it was better to leave the passengers overnight on the Florida and let her steam toward New York. Should the weather conditions change to a threatening nature the Baltic stood by and was ready to begi another transfer of the passengers. The night passed quietly, but in the

of a coming storm, and, fearing that a the sea were whipped up by a stiffer blow, decided that the second transfer should be made. This was accomplished more easily than the first one, and the Baltic steamed into the port of New York carrying the Republic's passengers safe aboard.

### Reserves Called to Clear Broad. way, Stunned by the News.

was posted on the bulletin boards of news horoughfare and blocked traffic.

increased, and after the theatre performand their escorts joined the waiting throngs and eagerly read the news.

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the oll-tanker than the last year and a half many more.
The record of the last year and a half has been bad at sea. There was in 1911 a loss of 1,817 lives, and claims of \$25,000,000 a loss of 1,817 lives, and claims of \$25,000,000 and the underwriters at Lioyds.

# The only marine disaster since wireless

order could reach him, "Jack" Binns, the

Each ship spoken turned in her course and put on full speed toward the liner by

Meanwhile it had become apparent to He yielded and the Portia was steered close Captain Sealby that his ship would keep

Of the 1.650 persons in danger, 70 per cen

# When the news of the Titanic's disaster

paper offices along Broadway huge crowds Belle Isle and Cape Race, powerful though gathered, and the police reserves were called to many spots to regulate the thousands who stretched themselves across the As other bulletins were posted the crowds

The terrible news seemed to stun Broad

BOOKS AND PUBLICATIONS.