

STORM RAGES AT SCENE OF WRECK

FATHERS OF FRANCE
AND SOCIETY AMONG
THOSE LOST ON SHIP

Isidor Straus, Major Archibald Butt, William T. Stead, Benjamin Guggenheim, Frank D. Millet, Henry B. Harris, in the Long List.

When the mighty Titanic plunged to the bottom she carried with her some of the most distinguished representatives of two nations. The United States and Great Britain are represented on the roster of the dead with names that are known throughout the world. The list of dead is not strictly accurate as yet, but wireless and cable are rapidly confirming the list of saved, and in the confirmation of the list of saved the list of dead also confirmed.

Americans distinguished the world over are among those who went with the ship to her final resting place. Prominent among these, and particularly prominent in New York, is Col. John Jacob Astor, descendant of one of Manhattan's oldest families.

Isidor Straus, the New York merchant and philanthropist, a brother of Nathan and Oscar S. Straus, was born in Rhenish Bavaria, Feb. 6, 1845, and came to this country with his parents in 1854. He was educated in preparatory schools and in Washington and Lee University.

Mr. Straus attained prominence during the civil war when, as a representative of a Georgia company, he went abroad in 1863 to assist in the purchase of steamships and supplies for the Confederacy. In 1866 Mr. Straus, with his father, founded the firm of L. Straus & Sons, importers of crockery. Later he and his brother Nathan became partners in the firm of S. H. Macy & Co. of New York. He was also a member of the firm of Abraham & Straus of Brooklyn.

MR. STRAUS IDENTIFIED WITH MANY ORGANIZATIONS.

Mr. Straus was connected with many trade and civic organizations in New York. He was president of the New York Crockery Board of Trade and a director in several banks and financial institutions. Mr. Straus was elected to Congress in 1894 and attained prominence because of his interest in tariff legislation and in the investigation of money movements. He was president of the Educational Alliance, vice-president of the J. Hood Wright Hospital of New York and a member of the Chamber of Commerce. His home was at No. 2754 Broadway, and Mrs. Straus went abroad last fall and had been travelling over Europe during the winter months. The last word received by his son, Percy, was that his father and mother were sailing for home on the Titanic.

Major Archibald Butt, military aide to President Taft, was returning after an official visit to Rome, where he called upon the Pope and King Emmanuel. Major Butt was one of the most popular officers in the army and was prominent in Washington general affairs during two administrations. Having been attached to the White House by President Roosevelt, who regarded him as a military aide because of a military article which he had written.

MAJOR BUTT LONG A NEWS-PAPER CORRESPONDENT.

Major Butt was born in Georgia twenty-one years ago. Previous to the Spanish-American war he was a newspaper correspondent in Washington, representing the Louisville Post, Knoxville Register, Atlanta Constitution, Augusta Chronicle and Savannah News. He became secretary of the American Legation at Mexico City when Matt W. Ransom was premier in Washington and after the death of Minister Ransom Butt returned to Washington and newspaper work.

It was through the efforts of the late Major-General H. C. Corbin, Adjutant-General of the Army during the Spanish-American war, that Major Butt entered the service. He was one of twenty young officers appointed to commands in fifteen volunteer regiments for Philippine service. He was commissioned a Captain in the Quartermaster's department.

On his return from the islands he was given a commission in the regular army and went to Cuba with the army of occupation. Shortly afterward he was chosen as military aide to President Roosevelt. Major Butt, then captain, attained considerable prominence because of his association with President Roosevelt. Socially no bachelor in Washington was more liked than Major Butt. He lived in an old-fashioned mansion, where he entertained lavishly.

WILLIAM T. STEAD, A MOST NOTED JOURNALIST.

William T. Stead, Editor of the Review of Reviews, and most prominent of the world's journalists, was born in London, England, July 5, 1849. He was educated in Silcock School, Wakefield, and after leaving that institution, at the age of fourteen, entered a merchant's office as an apprentice.

A few years later he entered journalism, and at the age of twenty-two had become editor of the Northern Echo, published at Bradford, in 1870. Mr. Stead became assistant editor of the Pall Mall Gazette, and three years later was confirmed as editor in chief.

Mr. Stead attained prominence in 1886,

Capt. E. J. Smith and Three
of His Principal Aides

LT. J. W. EVANS, MR. ALEXANDER AND CAPT. E. J. SMITH. PAUL THOMPSON, PHOTO.

an important position in the general superintendent's office, where he remained until 1877. That year he became secretary to the general manager of the Missouri Pacific Railroad, and in 1880 he became general manager of the road. Mr. Hays was chosen general manager of the Wabash, St. Louis and Pacific a year later and from that stepped to the management of the Wabash Western. With the consolidation of the Wabash lines, Mr. Hays was made vice-president of the company and general manager of the entire system. These positions Mr. Hays retained until Dec. 31, 1902, when he resigned to accept the General Managership of the Grand Trunk Railway Company of Canada, with headquarters in Montreal.

In 1897 he completed the reorganization of the Central Vermont Railway Company, a subsidiary line of the Grand Trunk. In the meantime Mr. Hays had been elected president of the Grand Trunk. At the death of Collis P. Huntington, President of the Southern Pacific Company, Mr. Hays took the place. He resigned a few months later and was recalled to the Grand Trunk as second vice-president and general manager.

GREATEST FEAT OF THIS RAILROAD BUILDER.

Probably the greatest railroad feat in Mr. Hays's history was his conception and planning of the Grand Trunk Pacific railway, which was made possible through the assistance of Sir Wilfrid Laurier, who in 1903 and 1904 assisted in the passage of the necessary legislation. This line will be the only transcontinental line wholly within Canada. It will be 3,500 miles in length.

On Jan. 1, 1910, Mr. Hays was elected a member of the board of directors of the Grand Trunk Pacific Railway Company and was also made president of the company and all its subsidiary lines and branches. Mr. Hays had a glowing tribute paid to him a year ago by Sir Wilfrid Laurier, who, at a dinner of the Canadian Club in New York, said Mr. Hays was the greatest railway genius in Canada and ranked him second only to the late Edward H. Harriman.

Miss Mary B. Hays, a sister of Mr. Hays, has been visiting the family of Cyrus Walker in Upper Montclair, N. J. She said her brother was returning aboard the Titanic accompanied by his wife and son-in-law and daughter, Mr. and Mrs. Thornton Davidson of Montreal.

GUGGENHEIMS HAVE ATTAINED GREAT PROMINENCE.

Benjamin Guggenheim, a member of the family that has attained international prominence because of their mining and smelting interests, was born in Philadelphia Oct. 25, 1862. He was the fifth of the seven sons of Meyer Guggenheim, founder of the famous house of H. B. Guggenheim & Sons. At the age of twenty Benjamin Guggenheim was sent to Colorado by his father to take charge of mining interests. He quickly recognized the possibilities of the smelting business and induced the family to enter that line, a business in which they have led ever since. The first smelter was built at Pueblo and was in charge of Benjamin. The results attained led to the erection of other smelters in various parts of the country.

The Guggenheim interests are so large that they have become the ruling factors in the American Smelting and Refining Company, Benjamin Guggenheim married Miss Flora Seligman, daughter of James Seligman, a banker of this city. Three daughters were born of the marriage.

In 1902 Benjamin Guggenheim erected a large plant at Milwaukee, Wis., for the manufacture of machinery. Three years later this plant was merged with the International Steam Pump Company, in which Mr. Guggenheim had been for years a heavy stockholder. He was made chairman of the executive committee, in which capacity he served until January, 1907, when he was elected president.

HARRIS WIDELY KNOWN AS THEATRICAL MANAGER.

Henry B. Harris, one of the most prominent of New York theatrical managers, was born in St. Louis Dec. 1, 1866. Mr. Harris received his education in the public schools of the Missouri metropolis and in Boston, where his family moved when he was still a boy. It was in the latter city that he first entered the theatrical profession, becoming connected with the old Howard Athenaeum. He left that house to become a partner in the firm of Rich and Harris, for many years active in the theatrical history of Boston.

Among the stars whom Mr. Harris managed during his Boston career were May Irwin, Peter Dinklage and Mrs. Langtry. Mr. Harris' production "The Climbers" with Amelia Bingham in the principal role. This was his opening wedge into New York theatricals. Later he started Robert Borden on his starring career. Mr. Harris entered New York as manager of the Hudson Theatre in West Forty-fourth street, a position he has held continuously ever since.

In 1906 Mr. Harris acquired the Hackett Theatre and a short time later won his greatest theatrical victory in the production of Charles Klein's "The Lion

and the Mouse." Other big Harris successes were "The Travelling Salesman" and "The Third Degree."

For several seasons lately Mr. Harris has had from sixteen to twenty companies on tour.

Mr. Harris was president of the Henry B. Harris Company and the National Producing Managers of America, director in the Theatre Managers Association of Greater New York, treasurer of the Actors' Fund of America and trustee of the Hebrew Infant Asylum of New York. Mr. Harris belonged to a number of clubs and societies. Among his clubs were the Lambs and Green Room. He made his home at No. 50 Central Park West. He was accompanied to Europe by his wife, who was Miss Irene Wallace of Washington, whom he married in 1893.

CLARENCE MOORE NOTED AS A SPORTSMAN.

Clarence Moore of Washington, one of America's best known sportsmen, was born in Harksburg, W. Va., in 1865. He was educated in Dufferin College, Ontario, and in his early years devoted himself to developing the mineral resources of his native State.

Since 1900 Mr. Moore had made his home in Washington, where he was connected with the banking and brokerage house of Hibbs & Co. Moore's first wife was Alice McLaughlin, daughter of Franklin McLaughlin of Philadelphia. She died in 1897, leaving two children, Frances Sarah and Samuel Preston. Since 1900 Mr. Moore has married Miss Matelle Swift, daughter of the late E. C. Swift of Chicago. By his second marriage he had two children, Jasper and Clarence Jr.

MOORE WAS MASTER OF HOUNDS OF THE CHEVY CHASE HUNT, AND WAS WELL KNOWN IN YACHTING CIRCLES. HE WAS A MEMBER OF THE NEW YORK YACHT CLUB, THE TRAVELLERS' CLUB OF PARIS, THE METROPOLITAN CHEVY CHASE AND ALBANY CLUBS OF WASHINGTON.

JACQUES FUTELLE GAINED FAME AS WRITER.

Jacques Futelle, who with his wife has been living in New York City, was born in France. After finishing his education he entered newspaper work in 1880 and later became a reporter in New York. In 1892 he began to contribute to magazines and later devoted his entire time to fiction writing. Among Mr. Futelle's books were "The Diamond Master" and "The High Land."

Colonel John Weir had been for many years a resident of New York, making his home at the Waldorf. Colonel Weir, who was sixty years old, was a retired mining engineer, and was known in mining and smelting circles throughout the country. Colonel Weir had been abroad for several months with his two daughters and one son.

Edward Stanton was a well-known painter of marine subjects and an authority on marine construction in and about the waters of New York. He was the Nautical Gazette of this city, at one time owning an interest in the paper. A few years ago he gave up his work on the magazine to indulge his love for art. He painted all of the mural decorations on the new Hudson Day Line steamer Robert Fulton and did other art work for the steamship company. He was returning from a two months' trip in Spain, where he had gone to get sketch material for a new series of paintings. He was married and had three children.

SOME OF THE OTHER NOTED PERSONS ON THE GIANT LINER.

Walter D. Douglas of Minneapolis was one of the wealthiest men in Minnesota.

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Julius Kaiser & Co., Makers
New York
A-3

nesota. He and his brother founded what is said to be the largest shoe manufacturing in the world at Cedar Rapids, Ia.

Carl H. Eber of Brooklyn was one of the best tennis experts in the United States. Mr. Eber has visited England three times to compete for the Davis trophy.

Wyckoff Vanderhoof was a resident of Williamsburg, Brooklyn, and was Secretary of the Williamsburg City Fire Insurance Company. He was well known in insurance circles throughout Brooklyn.

The Rev. J. Stewart Holden of London was on his way to open a mission at St. Anne's Episcopal Church of Brooklyn on April 21.

James Montgomery Smart was fifty-six years old and had made his home at the Hotel Victoria, New York, for the last eight years. Mr. Smart was an inventor and achieved success with the invention of a cold storage appliance for use aboard ships. His office was in the Produce Exchange Building. He had been abroad to visit his wife and two children, who reside in Europe.

MR. WALKER WELL KNOWN IN FRATERNAL CIRCLES.

William Anderson Walker was a garment manufacturer of Manhattan and lived at No. 72 East Park street, East Orange, N. J. He was abroad on a business trip several weeks ago. He was fifty years old and well known in fraternal circles in the Oranges, having been Master of the Orange Lodge, F. & A. M. Daniel Warner Marvin had been abroad with his bride on their honeymoon. Mrs. Marvin's name is among those saved from the Titanic. The Marvins resided at No. 300 Riverside Drive. The Marvins were married on March 13 and attracted attention to themselves by having moving pictures taken of the wedding. Mr. Marvin and his bride departed to Europe the day after their marriage and had been touring Great Britain and the Continent.

Edgar J. Meyer was a member of the stock exchange house of Eugene Meyer Jr. & Co. of No. 7 Wall street. Mr. Meyer, who was twenty-nine years old and resided at No. 158 West Eighty-

fourth street, went to Europe on a vacation about the middle of February.

Normal Carlyle Craig, M. P., is well known throughout England as an authority on economic matters. He was born in 1868 and was made M. P. in 1906, and entered Parliament in 1910 from the Isle of Thanet. He is a Cambridge graduate and during his college days attained considerable fame as an athlete.

Hughes R. Rood was vice-president and general manager of the Pacific Crockery Company and a wealthy resident of Seattle, Wash. Mr. Rood had been abroad with his wife and two children. The two latter were to sail at a later date.

WESTERN BUSINESS MEN WHO SAILED ON LINER.

J. Brady was President of the Pomona State Bank of Pomona, Washington.

F. M. Warren was President of a

(Continued on Page 4.)

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KNABE, Baby, Rose, Was \$850. NOW.....	'465	WEBER, Rose, Perfect, Was \$850. NOW.....	'295
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KNABE, A, Mahogany, Was \$600. NOW.....	'495	STEINWAY, Mahogany, Verteb., Was \$600. NOW.....	'450
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