

## Cunard Liner Carpathia With 800 Survivors on Board Is Due in New York Thursday

DIAGRAM SHOWING POSITION OF TITANIC WHEN SHE COLLIDED WITH THE ICEBERG, AND HOW SHIPS CAUGHT HER WIRELESS CALLS FOR HELP AND HASTENED TO RESCUE.



## LIST OF WASHINGTONIANS ON FATED STEAMER GROWS

As the list of passengers sailing from Southampton on the Titanic last Wednesday is made more complete, the list of Washingtonians known to have been on board grows larger. The list now contains the names of five Washingtonians who make this city their home, a former resident of the city, and the son and daughter-in-law of a Washingtonian.

Major Archibald Butt, military aide to the President, and Clarence Moore, for both of whom but little hope of safety is entertained; Col. Archibald Gracie, who is said to be among the rescued passengers; Frank D. Millet, who is reported, in an unconfirmed dispatch, to have been rescued; Mrs. Henry B. Harris, formerly Miss Irene Wallace, of this city, whose name appears on the list of the saved; Mrs. Churchill Candee, of 1741 Rhode Island avenue northwest, well known in Washington social circles, and Mr. and Mrs. William Beard Silvey, of Duluth, whose mother, Mrs. W. B. Silvey, lives at the Wilmington apartments, were the passengers in which Washington is interested.

A brother of Senator Guggenheim, Benjamin Guggenheim, and Mrs. Lucille Carter, of Philadelphia, cousin of Mrs. Stilson Hutchins, of this city, also were passengers on the Titanic.

The report that the Titanic had gone down came as the most horrible of shocks to the city. Early in the afternoon what is purported to have been authentic reports were flashed from New Brunswick to the effect that the Titanic, although badly crippled, was limping into port, while her passengers were safely lodged on rescuing vessels. Last night, when the first message reached Washington that the ocean liner had sunk, it came like a thunder-bolt out of a clear sky.

The Times' extra appeared on the street soon after the last message of the disaster had been fully verified, and there was a mad scramble for it. The city had been patiently awaiting definite news concerning the Titanic for hours.

President Taft was attending a theatrical performance when informed of the disaster and of Major Butt's probable death. He immediately sent a dispatch to the New York offices of the White Star line asking for definite information. A response soon came to the effect that nothing definite concerning his military aid had been received. "We will keep you posted on everything," the message said.

## Archibald Butt, Military Aide to President Taft

Major Archibald de Graffenreid Williamson Butt, who was on the Titanic on sick leave and expected to resume his duties as military aide to President Taft at once, suffering from that mild poisoning which follows an unending series of dinners and late hours, occasioned by his official duties, Major Butt was granted sick leave on February 29. The following day he went to New York, sailing for Naples. He was presented to the Pope, bearing to him an autograph letter from President Taft. He afterward visited Paris, being credited there with making a search for the last word in state etiquette so that innovations might be made at the White House. It was stated that Major Butt intended to make White House etiquette the model for the world.

Before his departure abroad the engagement of Major Butt to Miss Dorothy Williams, daughter of Col. and Mrs. John R. Williams, U. S. A., was rumored. Major Butt denied the rumor, though saying it was hardly necessary as "Miss Williams is already denying it."

Major Butt was forty-five years old September 23, 1911. He did not appear to be so old. He was one of the most widely traveled men in the army.

Was a Reporter.

As a young man he was a student at the University of the South, at Sewanee, Tenn., and decided upon journalism as a profession. He came to Washington as a correspondent for a syndicate of Southern newspapers. When Gen. Matt. Ransom was sent to Mexico as ambassador, Archie Butt was selected to go with him. Returning from Mexico the young newspaper man and budding diplomat entered the Spanish-American war, saw three years' service in the Philippines and at the close of the war returned to Washington as depot quartermaster here.

During his service here Captain Butt, as his title was then, attracted the attention of Theodore Roosevelt. The colonel, then President, appointed Captain Butt his military aide. Beginning at that time Major Butt entered upon a new career as a globe trotter. With President Roosevelt he traveled 20,000 miles or more. Since President Taft has been in the White House, Major Butt has traveled 30,000 miles or more, including his last trip abroad.

On Sick Leave.

Major Butt's trip abroad was induced primarily by ill health. Like many bachelors in the Capital, his digestion gave way before the onslaught of dinners and his duties as aide to the President were arduous. When he last appeared at the White House he said he was not feeling well and his pallor complexion fully indicated illness. He was given indefinite sick leave, but said that

he expected to be gone not longer than forty days. He then planned to take a fifteen-day boat to Naples and to take a slow boat back in order to get the benefit of the sea air.

Major Butt's acquaintance with President Taft went back to the Philippine experience. There the young officer had succeeded in making an officer of the crew of a ship of 1,500 men. This was remarkable, but an even more startling feat was the transportation of a shipload of mules from San Francisco to the islands without losing a single animal. While in the tropics Major Butt wrote a treatise on tropical diseases of animals.

Famous for the hospitality dispensed at his bachelor apartments, 2008 G street, New York, he was equally well known among his friends for his hobbies. Chief among them was dogs. Pointers he owned in numbers and some of them were the best bred.

## Washington Man Mail Clerk on the Ill-Fated Steamer

O. S. Woody, a former Washingtonian, and two other postoffice clerks, composed the mail crew of the Titanic. Their names were received today by the office of the Second Assistant Postmaster General. J. S. March, of the Second division of the Railway Mail Service, and W. L. Gwynn, of the New York Postoffice, were the other members of the crew. Mr. Woody was from the office of the Third division of the Railway Mail Service, which is at Washington. He left the city about three years ago, when he was put in the marine service. Mr. Woody married a niece of Central Office Detective Harry Warren about six months ago, and Mrs. Woody is now visiting at the home of her uncle, Mr. March, at Clifton, Va., a few miles from Washington and have spent much time there when Mr. Woody has been on duty.

## Senator Guggenheim Fearful That His Brother Is Dead

Senator Simon Guggenheim of Colorado waited eagerly and anxiously today for some word that would indicate the fate of his brother, Benjamin, who was a Titanic passenger. Senator Guggenheim this forenoon had not given up all hope, but he was fearful that his brother had gone to the bottom with the rest of the host of the drowned.

Senator Guggenheim said: "I have not heard a word from my brother. I have asked our New York office to send me anything they learn, but I have not heard from there, and it is apparent they can find out nothing."

"My brother was on the Titanic. He was not accompanied by any other members of his family. He went aboard on a business trip and was returning. He had been in London and Paris, where he has offices."

Senator Guggenheim pointed to the reports that some other passengers than the women and children had been picked up by other vessels than the Carpathia as affording some ground for hope.

## Mrs. Lucille Carter And Her Family Are Saved From Deep Sea

Mrs. Stilson Hutchins, of this city, has received word that her cousin, Mrs. Lucille Carter, of Philadelphia, has been rescued. Mr. Carter and their two children also are among the saved.

"I have just received a long distance phone from Baltimore," said Mrs. Hutchins. "It tells me the news has come by wireless of the safety not alone of Mrs. Carter, but of Mr. Carter, before her marriage. Mr. Carter is on the Carpathia, according to the word I have received. I trust it is true."

Mrs. Carter was Miss Lucille Cook, of Baltimore, before her marriage to Mr. Carter. They are both well known in Washington.

## Joseph B. Ismay, Director of Line, Also a Passenger

That the Titanic carried no happier passenger than Joseph Bruce Ismay, chairman and managing director of the White Star line, when she sailed on her maiden voyage, is the report that comes from England.

One of his chief ambitions was realized, it is said, when the monster boat was completed and he was able to step aboard her as passenger. Mr. Ismay, who is president of the International Mercantile Marine Company, as well as head of the White Star line, was born in Liverpool on December 12, 1862.

There is a report today that Mr. Ismay is among the rescued.

## C. Melville Hays, Noted Railroad Man, Among the Victims

Charles Melville Hays, president of the Grand Trunk Railway Company, Montreal, Quebec, was born in Rock Island, Ill., May 16, 1856. He entered the service of the Atlantic and Pacific Railroad Company in St. Louis, Mo., in 1873, being successively in the service of that company, of the Missouri Pacific railway, and of the Wabash, St. Louis and Pacific Railway Company until October 1, 1898, when he was appointed assistant general manager of the Wabash Western Railway Company. Six months later he was appointed gen-

eral manager of the Wabash Western railway, remaining in that position until July 1, 1900, when he was appointed general manager of the reorganized Wabash railroad, of which company in 1903 he was also appointed vice president.

December 31, 1896, he resigned from the service of the Wabash railroad to accept the position of general manager of the Grand Trunk Railway Company of Canada, at Montreal. In 1897 he completed the reorganization of the Central Vermont Railway Company (a subsidiary line of the Grand Trunk) of which he was then elected president, and in 1900 completed the building of the Victoria Jubilee open span double track bridge crossing the St. Lawrence river at Montreal, replacing the old single track tubular bridge, and the single span steel arch bridge over the Niagara river at Niagara Falls, replacing the old suspension bridge at that point. Also during his regime the main line of the Grand Trunk has been double-tracked all the way from St. Roseville (a point thirty-eight miles east of Montreal) to Chicago, a distance of 875 miles, making it the longest continuous double track railway under one management in the world.

Upon the death of the late Collis P. Huntington, the president and a large owner in the Southern Pacific Company and steamship lines, controlling upward of 10,000 miles, Mr. Hays was the first choice for his successor, which was the highest honor ever conferred upon a railroad manager. Mr. Hays was elected to his professional ability, January 1, 1901. Mr. Hays assumed charge of his duties as president of the Southern Pacific Company and its allied lines at San Francisco, which position he held until the autumn of the same year. In 1902 Mr. Hays was elected president of the Grand Trunk Railway Company of Canada, which position he held until January 1, 1903, when he was elected president and general manager January 1, 1902.

In 1902 Mr. Hays conceived the idea of the Grand Trunk Pacific Railway, of which he is president, and Sir Wilfrid Laurier and his government have been working for the passage of the necessary legislation in the years 1903 and 1904. This line will be the only transcontinental railway wholly within Canadian territory. In January, 1910, Mr. Hays was elected a member of the board of directors of the Grand Trunk Pacific Railway Company, which position he held until the autumn of the same year. In 1902 Mr. Hays was elected president of the Grand Trunk Railway Company of Canada, which position he held until January 1, 1903, when he was elected president and general manager January 1, 1902.

As an author Mr. Millet gained some of his fame through his "The Danube," and "Expedition to the Philippines," were among his best known works. He was a member of the National Institute of Arts and Letters, of the Grand Army of the Republic, of the Society of American Artists, and of the American Institute of Architects.

For several years Mr. Millet has spent his winters in Washington. He kept bachelor quarters at 1256 Wisconsin avenue, Georgetown, where he maintained a studio. He was one of the most noted in his particular kind of work in the world. He was a member of the National Commission of Fine Arts, and was returning from London, whither he had been studying several seasons. He was a resident of Washington, when the Titanic went down.

## Henry B. Harris Was Well-Known Magnate In Theatrical World

Henry Burkhardt Harris, the well-known theatrical man, married Miss Irene R. Wallace, of Washington, on October 22, 1898, and is well known in this city.

About the first theatrical experience of Mr. Harris was his connection with the Athenaeum, in Boston. Later he became associated with Rich & Harris, the latter being his father. In 1901 he became an independent manager, presenting Robert Edeson as a star in "Soldiers of Fortune." Two years later he became lessee and manager of the Hudson Theater, and after three years was manager of the Hackatt Theater. During the season of 1909-10, he had sixteen companies on tour.

Mr. Harris is the president of the Henry B. Harris Company, and a director in the Association of Metropolitan Theater Company and the Theater Managers' Association of Greater New York, and treasurer of the Actors' Fund of America. He is also trustee of the Hebrew Infant Asylum of New York.

Born in St. Louis on December 1, 1868, he received his education in the public schools of that city and Boston. He was a member of the Lamb and Green Room Clubs of New York.

## Brooklyn Bridge Builder Among The Passengers

Washington Augustus Roebling, who assisted in the construction of the Cincinnati and Covington and the Pittsburgh suspension bridges and who was sole builder of the Brooklyn bridge, was born seventy-five years ago, and by war service as well as bridge building, won high standing among the engineers

of the world. Mr. Roebling was born at Saxtonburg, Pa., May 26, 1837. He graduated from Henselator Polytechnic Institute in 1857. He aided his father in the construction of the Pittsburgh bridge before enlisting. In 1861, as a private in the Union army, Mr. Roebling rose to the rank of colonel before his discharge from the service in 1865. In January, 1866, Mr. Roebling and Miss Emily Warren were married. His first great work after leaving the army was to aid his father in the building of the Cincinnati and Covington bridge. The Brooklyn bridge undertaking was begun with the elder Mr. Roebling in charge, but his death left the entire work on the shoulders of the son. Mr. Roebling formed the company of John Roebling's Sons Construction Company, for the manufacture of wire and wire rope. He became its president and a director.

## Francis D. Millet, Soldier, Painter, And Connoisseur

Francis D. Millet, while comparatively unknown even to Washingtonians, despite the fact that he has made this city his home for years, and has given the best of his artistic life toward the beautification of Washington, was one of the city's most picturesque characters. No chapter of fictional adventure can rival a chapter in the real life of Mr. Millet. Soldier of fortune, adventurer, war correspondent, art student, and artist, he seems to have been constituted of the stuff which makes dramatic events possible.

Mr. Millet, since the civil war, served as a war correspondent in every struggle of any consequence. There isn't a language spoken in either the civilized or uncivilized world, it is said, where any kind of a war has occurred since the 70's, that he could not speak. Born in Mattapoisett, Mass., November 3, 1854, the greater part of his school education was received before he had attained the age of sixteen. In 1874 he induced his parents to permit him to enter the service of the Union army, and he became a drummer boy with the Sixtieth Massachusetts Volunteers. It was but a short time until he became acting assistant contract surgeon of the Army of the Potomac.

As the close of the civil war he went to Harvard, and from that institution in 1880 was given a bachelor of arts degree. Three years later he was given a master of arts degree. In 1879 he was married to Elizabeth Greeley Merrill, of Boston.

In 1871-72 he was at the Royal Academy of Fine Arts, Antwerp, and the following year was made secretary of the Massachusetts commission of fine arts at the Vienna Exposition.

His first experience as a war correspondent was in 1877, when he "covered" the campaign of the National Guard in New York, London Daily News, and London Graphic. In 1882-1883 he was director of decorations at the Columbian Exposition in Chicago. In July, 1888, he was sent to Manila by the London Times and Harper's Weekly.

As an artist, he was one of the most noted in his particular kind of work in the world. He was a member of the National Commission of Fine Arts, and was returning from London, whither he had been studying several seasons. He was a resident of Washington, when the Titanic went down.

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## Capt. Frank Taggart, British Army Officer, Believes Sister Safe

"While I am deeply concerned about my sister, who was among the first cabin passengers on the Titanic, I feel quite sure that she must have been rescued," said Capt. Frank Taggart, of the British army, who left for St. Louis last night, where he expected to meet his sister, Mrs. George Johnson. After her return to this country from England.

Captain Taggart, who is stationed at Winnipeg, Canada, had spent several days in Washington and was leaving for the Missouri metropolis when informed that the Titanic had sunk, and that the hope held out during the day for her safety was groundless.

"It is a horrible calamity. It is hard to believe, after the first reports, that the vessel has actually sunk. The first cabin passengers were transferred to lifeboats and my sister was among them."

Captain Taggart was sure his sister had sailed from Southampton, according to the plans of which she had been informed when making arrangements to meet him in St. Louis on her return to this country.

## MISS GRACIE IN THIS CITY HEARS HER FATHER IS SAVED

(Continued from First Page.)

of the Allan line, which had rushed to the rescue along with the Carpathia, had any survivors on board.

## Last Chance Removed.

This seemed to remove the last chance that Major Butt had been picked up. Later in the day hope was revived by the suggestion that perhaps some other vessel which has not yet been heard of, had saved the popular military aid, but this was plainly a last, desperate thought to avoid an inevitable admission.

It is regarded as a curious play of fate that Major Butt would have returned safely on some other steamer, but for the fact that he delayed his home-coming to bring certain confidential communications from the Pope to President Taft.

Major Blanton Winslow, who shares his bachelor quarters with Maj. Archibald Butt, said today that he had heard nothing bearing directly on the fate of his friend.

"The only thing I have heard is that the Allan line, which had rushed to the rescue along with the Carpathia, had any survivors on board."

There is no question, I understand, that what Millet was saved. I presume he may have been put in charge of one of the boats in which women and children were crowded. He had had experience in that kind of work and may have been specially picked out to take charge of a boat.

I imagine no personal messages are being transmitted now, and that reason I would probably not hear from Major Butt even if he is safely on board one of the vessels."

## Cabinet Does Nothing.

Today is Cabinet meeting at the White House, but little business was done. The news of the disaster swallowed up all such temporarily minor considerations as politics and official business.

Secretary of the Agriculture Wilson expressed the suggestion that the terrible catastrophe might have been avoided if the steamship had not taken the Northern passage across the ocean.

This passage is shorter than the one generally used by steamships voyaging from the United States to the other side, but at this time of the year it is more dangerous, because of ice bergs.

"It is a terrible thing," said the secretary. "No word can properly express it. It is horrible."

Secretary of War Stimson, Secretary of the Navy Meyer, Secretary of the Treasury MacVeagh, and all the other members of the Cabinet expressed the deepest sorrow and regret over the terrible sea tragedy.

Brigadier General Edwards came to the White House not only to inquire from Major Butt, but he was also intensely interested in the fate of Clarence Moore. General Edwards had received a pleading message from Mrs. Moore and outwitted her could, and he was greatly depressed when he found he could carry no message of encouragement back from the White House. No news was received that Mr. Moore was among those saved, and he, too, is believed to be lost.

## General Wood Astonished.

Maj. Gen. Leonard Wood, chief of staff, expressed astonishment over the fact that only about 800 persons had been saved.

"These vessels are most rigidly inspected," he said. "They are required by law to carry a sufficient number of lifeboats for all passengers. As I understand it the Titanic was equipped to carry about 1,000 passengers. It would seem that the vessel must have had enough lifeboats to save all of them. It seems strange that such a small number was saved."

The White House was especially interested in the news that Frank Millet, the artist, had been saved for the reason that he and Major Butt occupied the same stateroom when they sailed for Europe, and it is believed they also had the same room on the ill-fated rescue voyage.

The belief at the White House is that Millet was saved because he is a comparatively old man, and was given preference to the women and children.

But, however, his White House friends say, is the sort of a man who would refuse to take advantage of any chance to escape as long as places in the lifeboats were needed for older men or women and children.

The military aide gained great popularity during his service with the President, and the expressions of sorrow over his death were interspersed with praises for his high qualities and fine manhood.

The President has ordered his secretary to transmit every message about

## Mrs. Churchill Candee Among the Passengers Rescued From Titanic

Major Butt to his home at Augusta, Ga., where he has a brother and other relatives.

Another Washingtonian who sailed from Southampton Wednesday on the ill-fated Titanic was Mrs. Churchill Candee, prominent in Washington social circles, whose residence is at 1718 Rhode Island avenue northwest. Mrs. Candee's name appears on the list of passengers who were rescued by one of the sister ships of the Titanic. Her son, Harold C. Candee, who remained in Washington while his mother was abroad, had not heard directly from her at a late hour this afternoon. The only information which the friends of Mrs. Candee have received regarding her was that she had been rescued by one of the sister ships.

Mrs. Candee's residence in Rhode Island avenue northwest, was leased last fall to Lieutenant and Mrs. Timmons, the latter being the daughter of former Vice President Fairbanks. Mrs. Candee spends a part of each year abroad, and was just returning from several months' sojourn in Europe. She was to have arrived here the latter part of the week. At her home a member of the city's most exclusive smart set, Mrs. Candee, who is a widow, has attained something of a reputation as a brilliant hostess. At her home some of the world's most prominent persons have visited.

## Miss Clark's Recent Guests Passengers On the Carpathia

Passengers on the rescue ship Carpathia which is now steaming toward New York with a number of the Titanic's passengers on board, are Miss Sue Rule and her aunt, Miss May Birkhead, who, until last Thursday, were house guests of Miss Genevieve Clark, daughter of Speaker Clark. Miss Rule and Miss Birkhead are from Louisiana, Mo., the same county from which Speaker Clark's family came.

The house guests of Miss Clark left Washington for New York Wednesday and boarded the Carpathia the following day. They were bound for Naples for a several weeks' stay. Miss Clark said this afternoon that her mother and herself would go to New York Friday to meet the incoming steamer and all probability will induce Miss Rule and Miss Birkhead to return to Washington with them.

## Mrs. Deslier Hears Her Sister-in-Law Is Safe; No Word From Brother

"God grant that my brother, too, is safe," said Mrs. Frances Silvey Deslier, of the Wilmington apartments, Wyoming avenue northwest, when told today by a Times reporter that her sister-in-law, Mrs. William B. Silvey, of Duluth, Minn., was among the passengers rescued from the Titanic.

William Beard Silvey and wife, first class passengers, sailed from Southampton last Wednesday. Before leaving that port they wrote to Mrs. William B. Silvey, their mother, who lives with Mrs. Deslier, that they would visit her on their return to the West.

With every ring of the telephone in her apartments, Mrs. Deslier would burst into tears, wondering if the voice on the other end of the line had some news of her brother and sister. When told by a reporter that her sister-in-law was saved, but that nothing had been heard of her brother, she broke down.

"God grant that he is safe. He was such a noble fellow, big hearted and kind. It seems too hard that he should meet such a death. He was my only brother, and we loved him so," said Mrs. Deslier.

Mrs. William B. Silvey, the aged mother of the passenger thought to be among the lost, is prostrated. She now is clinging to the hope that her son might be aboard some rescue ship. She only sobe when told that the Virginian, on board whom there are said to be several hundred passengers, might have her son among its rescued.

In New York, grief-stricken and almost frantic, is Melville Silvey, the son of Mrs. Deslier.

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## To Lecture on Canal.

The regular monthly meeting of the Central Home and School Association will be held this evening at 8 o'clock in the assembly room of the Business High School. Judge Ivory Kimball, who has just returned from Panama, will give an illustrated lecture on the canal. W. H. Richardson, the president of the association, will preside. The public is invited.

pretty eighteen-year-old daughter of the Duluth man. She attends a college at Farmington, Conn., and on the receipt of a letter from her parents, went to New York to meet them when they came from aboard the Titanic.

Mrs. Deslier has received no message of assurance from the White Star line offices here.

Mrs. Silvey was born in Washington, but for the last twenty years has been living in the west. He is a real estate operator.

"He was due in New York today," said his mother this morning, "and on his way back to Duluth was to have come by Washington to spend a day or so with me. They went over on board the Olympic, sister ship of the Titanic. The Olympic met with some trouble, and my daughter, Mrs. Deslier, feared all along that something would happen to the Titanic on their return."

## William T. Stead Known as Famous Newspaper Man

William Thomas Stead, an English newspaper man, attained wide notoriety as the man who introduced the methods of the American journalism into England. Before his day the interview, illustrations, and extra editions were unknown to British journalism. Though regarded as thoroughly sincere and intensely earnest in his treatment of public affairs, he argued criticism by these methods and by injudicious conclusions.

Mr. Stead was in his sixty-third year, and was a native of Embleton, Northumberland. After a brief schooling he went into business, but in 1871 he was appointed editor of the Northern Echo (Darlington). Here he remained until 1880, when he was called to become assistant editor under John Morley, of the Pall Mall Gazette. He was editor of this paper from 1883 to 1889, and in the next year founded the Review of Reviews, a monthly publication. He established similar publications in the United States in 1891 and in Australia in 1894.

It was as editor of the Pall Mall Gazette that he introduced American newspaper men, but in 1871 he was appointed editor of the Northern Echo (Darlington). Here he remained until 1880, when he was called to become assistant editor under John Morley, of the Pall Mall Gazette. He was editor of this paper from 1883 to 1889, and in the next year founded the Review of Reviews, a monthly publication. He established similar publications in the United States in 1891 and in Australia in 1894.

In 1898 he started War Against War, a weekly devoted to the opposition of the Anglo-British war. His publications include "The Truth About Russia," "The Pope and the New Era," "The Story of the Boer War," "The World," "If Christ Came to Chicago," "The Labor War in the United States," "Satan's Invading World," "A Study of the Degrading Democracy," "Mr. Carnegie's Conundrum," "The Americanization of the World," "The Last Will and Testament of Cecil John Rhodes."

## Congressman Hughes' Daughter Was Among Those on the Vessel

UNIONTOWN, Pa., April 16.—James Smith, of Uniontown, Pa., and Morgan town, W. Va., today is on his way to New York following word that his brother, Lucien Smith, and the latter's bride of two months, perished in the wreck of the Titanic.

Lucien Smith was married February 7 to Miss Eloise Hughes, daughter of the late Congressman of the "World" Virginia. A tour of continental Europe followed. The couple took passage home on the ill-fated steamer, according to word received here.

Mrs. Smith's name is among the list given as having been saved.