

WELL-KNOWN PERSONS NOT REPORTED SAVED

Men Prominent in Many Walks of Life Among the Passengers of the Titanic Whose Fate Cannot Yet Be Definitely Told.

FRIENDS STILL HOPE FOR BEST

List of Those Unaccounted for Contains Such Familiar Family Names as Astor, Straus, Widener, Millet, Stead, Harris, Guggenheim, Roebeling, and Scores of Others Notable Here and Abroad.

John Jacob Astor, 6th, the great-grandson of the first of that name and the only son of the late William Astor, was the inheritor of the Astor estate, and one of the wealthiest landholders in America. Aside from the ancestry which gave him his name, Mr. Astor was also descended from Olaf Stevenson Van Cortlandt, the last Dutch burgomaster of New Amsterdam, from Colonel John Armstrong, one of the heroes of the French and Indian War, and from Robert Livingston, who received by royal grant the famous Livingston Manor, comprising a large part of Columbia and Dutchess counties, N. Y. He was born at his father's estate of Ferncliff, near Rhinebeck-on-the-Hudson, in 1864, and was educated at St. Paul's School, Concord, N. H., and Harvard University. He was graduated from Harvard in 1888, and then spent some time in travel and study abroad. He had already made extended tours through the United States. His subsequent travels took him into nearly every European and South American country.

Upon his return to his native land Mr. Astor first familiarized himself with the details of the management of his great estate. He improved the property by the erection of some of the best known buildings in the city. He also took an active interest in public affairs, and became a director of various financial institutions.

Soldier, Writer and Inventor.

From an early age Mr. Astor manifested a decided inclination toward literary and scientific work. In 1894 he published a volume entitled "A Journey in Other Worlds: A Romance of the Future." In this he dealt with the operations of a new force, styled "aeropy," the reverse of gravitation, by which aerial navigation had become a practical agency of communication and transportation. This extraneous attraction much attention. As an inventor he devised a bicycle brake, a pneumatic road improver, a turbine engine and a method of utilizing heat.

Mr. Astor took an active interest in military affairs. He was made a colonel on the staff of Governor Morton in 1896. In that office he concerned himself with the best interests of the state treasury. At the outbreak of the Spanish-American War, in 1898, Mr. Astor was appointed an inspector general in the army, with the rank of lieutenant colonel. For the duties of this place his former experience had been of great service. His first work was a tour of inspection of the military camps which had been established in the South. After some weeks of duty in the United States Colonel Astor was sent to Cuba with the army of invasion, and did service at Santiago. He there fell a victim to the fever, but by the latter part of July was able to return to work. He was then sent back to Washington as the bearer of important dispatches and other documents to the President. On August 11, the day before the formal signing of the protocol of peace, Colonel Astor was on a furlough to his home at Ferncliff. At the outbreak of the war he had offered to recruit and equip at his own expense a battery of light artillery. The offer was accepted by the government, and volunteers flocked in with enthusiasm. The battery complete comprised 102 men and six twelve-pound Hotchkiss guns. The total cost of it to Colonel Astor was about \$75,000. After spending some time in drilling in the United States, the battery was sent across the continent to San Francisco and thence to Manila, where it arrived in time to take part in the operations against that city and in its final capture, on August 13.

He also offered the government the free use of his yacht and of the railroads under his control.

In the fall of 1898 the nomination for Congress was offered to Mr. Astor in his home district in this city, but he was constrained by his business and other interests to decline it. He was also mentioned in that year as a possible candidate for Governor of the state.

Business Affairs.

The Astor estate was divided some years ago. Among the many heirs of the old William Backhouse Astor or John Jacob Astor estate there are no interests in common, except in the Astor House property. Colonel John Jacob Astor's property interests were managed by trustees, as provisions of his grandfather's and father's will related to the disposition of certain properties on the Astor estate. Those trustees were Douglas Robinson, James Roosevelt Roosevelt and Nicholas Riddle.

The corporations in which Mr. Astor was interested have a total capitalization of more than \$300,000,000. He was a member of the directorates of the Astor Trust Company, the Illinois Central Railroad Company, the Morton Trust Company, the Mercantile Trust Company, the National Park Bank, the First National Bank, the First Power Company and the Western Union Telegraph Company; a trustee of the Title Guarantee and Trust Company, the New York Life Insurance and Trust Company and the Cathedral of St. John the Divine; a member of the board of managers of the Delaware and Hudson Company, a member of the board of governors of the Automobile Club of America, the Newport Casino and the Turf and Field Club, and a member of the board of directors of the New Theatre, of New York.

He completed in 1897 that part of the Waldorf-Astoria Hotel known as the Astor and the 34th street side of the Astor Court Building. He finished the Vincent Building in 1900, the Hotel St. Regis in 1905 and the Hotel Knickerbocker in 1906.

His Family.

Mr. Astor was married in 1891 to Miss Ava Willing, of Philadelphia. She is a daughter of Edward Shippen Willing and Alice C. Barton Willing. Thomas Willing, a great-grandfather of Mrs. Astor, was Mayor of Philadelphia, and first president of both the Bank of North America and the Bank of the United States. He aided in drawing up the Constitution of the United States and designed the coat-of-arms of this government. Another of Mrs. Astor's ancestry was the Hon. C. W. Barton, who in 1853 was a conspicuous member of the British Parliament.

The disappearance of Mr. Astor and his yacht, the *Nourmahal*, with a party of guests, including his son Vincent, in the fall of 1910, almost simultaneously with the announcement of his much discussed secret divorce, created a world-wide sensation. When he sailed from this city for the West Indies on October 12, no rumor of marital unpleasantness had reached the public. Three days later Mrs. Astor arrived from Europe, and it was said she would be joined by her husband, where they would occupy their town house for the winter. The next day divorce proceedings were begun before a referee. There had been no authentic trace of Mr. Astor since he sailed from Kingston, Jamaica, on November 8.

The day following a disastrous hurricane broke, and for about a week the islands and surrounding seas were practically cut off from communication with the rest of the world. On November 8 Mrs. Astor received an intercontinental decree of divorce.

When the yacht left Kingston her owner was presumably bound for San Juan, Porto Rico. As soon as the storm cleared efforts were made to communicate with the newly divorced man, and at first it was thought that his failure to appear at any port was due to a desire to avoid publicity. When a week passed his relatives began to worry, and for more than a week the seas were scoured by wireless telegraph and searching expeditions. Several times reports came in of wrecks being sighted that were taken for the *Nourmahal*. At length, after he had been given up as lost, he was found at anchor in San Juan, where he had been off from communication with the outside world and he was in utter ignorance of the rumor he had caused.

While none of the evidence in the divorce case was given out, the arrangements reported to have been agreed upon were that Mrs. Astor should have the custody of her daughter, Muriel, seven years old, while the son, Vincent, seventeen years old, was to remain with the father.

Provisions for Mrs. Astor.

According to one rumor, a settlement of \$10,000,000 was made by Colonel Astor for the benefit of his wife and daughter, with the stipulation that they receive the income from that during the life of Mrs. Astor, the whole amount to go to the daughter on her death. This settlement did not involve any of the vast Astor real estate holdings, however, and by many of Mr. Astor's acquaintances it was not believed to be nearly so large as rumor would have it.

Mr. Astor's second marriage, on September 9 last, to Miss Madeline Force, daughter of William H. Force, of Brooklyn, despite the decree of the court forbidding such remarriage, caused much comment in social circles. There were many rumors after the engagement was announced that various clergymen had refused to perform the ceremony. It was finally performed by the Rev. Joseph Lambert, pastor of Elmwood Temple, a Congregational church, of Providence.

Besides Mrs. Astor, he leaves two sisters, the widowed Mrs. George Ogilvy Haig, of England, and Mrs. M. Orme Wilson. Two other sisters, Mrs. James J. Van Allen and Mrs. James Roosevelt Roosevelt, died some years ago.

His club list included the Metropolitan, Knickerbocker, Union, City, Army and Navy, Automobile, Authors', Church, Pen, New York Yacht, Racquet and Tennis, Turf and Field, City Lunch, City Midway, Transportation, Railroad, Riding, Brook, Tuxedo, Country, Westchester Polo, Aero and Newport Golf Clubs, the Travellers' Club of Paris and the Congo Tree Club of London, the Delta Phi fraternity, the Strollers, the Graduates' Association, the Downtown Association, the Society of Colonial Wars, the Military Order of Foreign Wars, the Chamber of Commerce, the American Geographical Society, the New York Zoological Society, the New York Botanical Garden, the Metropolitan Museum of Natural History and the New York Academy of Sciences.

Mr. Astor was an enthusiastic automobilist as well as a yachtsman, and was said to have owned more cars than any other private citizen in the country. He spent much of his time at his magnificent 1,600-acre country estate at Rhinebeck.

FRANCIS D. MILLET.

Francis Davis Millet, the painter, was born in Mattapoisett, Mass., on November 3, 1858. When the Civil War began he enlisted as a drummer boy, and was soon made an assistant in the surgeons' corps. In that capacity he saw much hard service for more than a year. When the war was over he returned home and entered Harvard College. From college he went to work for "The Boston Advertiser" as a reporter. Later he became city editor of "The Boston Courier," and after this manager of "The Saturday Evening Gazette."

In 1871 he went to Antwerp to study art at the Royal Academy and won a much coveted prize. He then returned to his home in Boston, where he was secretary to the Boston Art Association, commissioner to the Vienna Exposition in 1873. In addition to these duties he kept up his art studies and reported the exposition for "The New York Herald" and "The New York Tribune." Afterward he travelled in Hungary, Turkey, Greece and Italy, with a winter in Rome, storing up impressions and making special research. After a summer at Capri and Venice, under the influence of all that appealed to his artistic temperament, he painted his first pictures. In 1876 he returned to America and reported the Philadelphia Centennial Exposition for "The Boston Advertiser."

In 1877 Mr. Millet gave up painting in Paris to become special correspondent for "The New York Herald" in Paris. He was there for a year, and his work was so good that he attracted the attention of the editors of "The London Daily News," who hired him to take the place of their regular correspondent, Archibald Forbes. During the campaigning he received the Rumanian Iron Cross, and on the field of battle the Russian military crosses of St. Stanislaus and St. Anne, and later the Russian and Rumanian war medals.

After the war Mr. Millet returned to Paris and served on the fine arts jury of the Paris Exposition in 1878. A year later he married Miss Elizabeth Greeley Merrill and came to America to live, first in Boston and later in New York. But he soon sailed for England.

In 1882 he was made director of decorations for the Columbian Exposition at Chicago, which exerted a potent influence upon his art. The Spanish war found him in the Philippines as special correspondent for "The London Times" and "The New York Sun." Later he published his book, "The Expedition to the Philippines." Among Mr. Millet's mural paintings is the big panel in the courthouse at Newark, N. J., representing the "Foreman of the Grand Jury Reuking the Chief Justice of New Jersey" for submitting to the oppression of England in 1774. His decoration of the Baltimore custom house is the most important of his work. His canvases are hung in the Metropolitan Museum of Art, in New York; also in the Detroit Museum, the Union League Club of this city, the Duquesne Club of Pittsburgh and the National Gallery of New Zealand and the Brooklyn Institute.

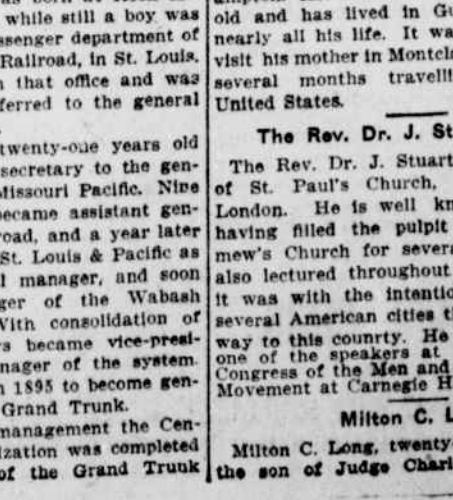
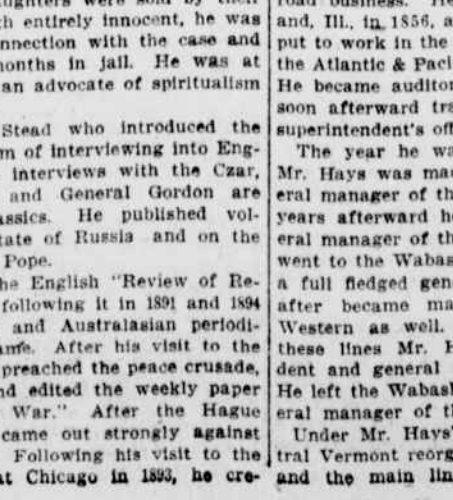
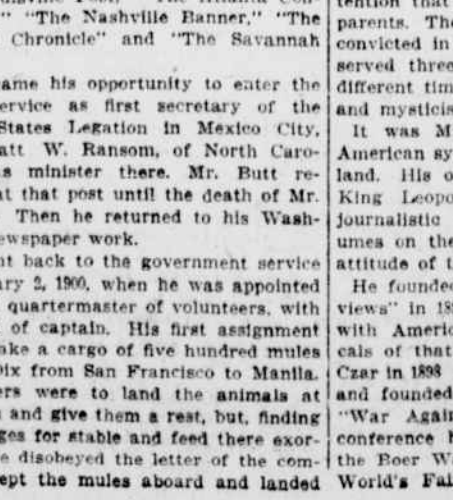
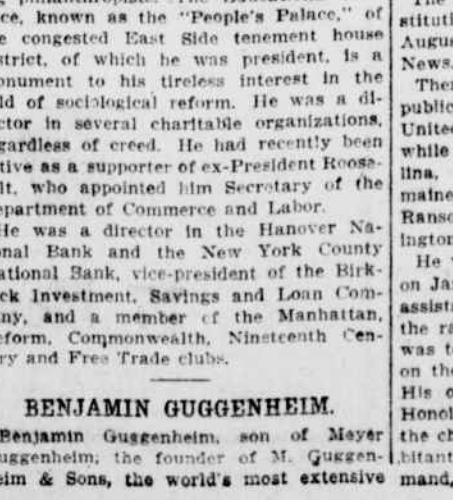
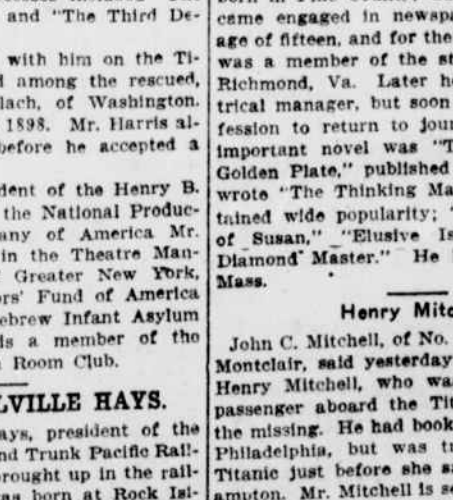
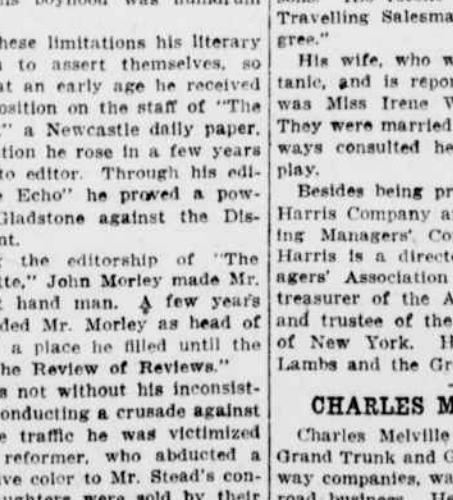
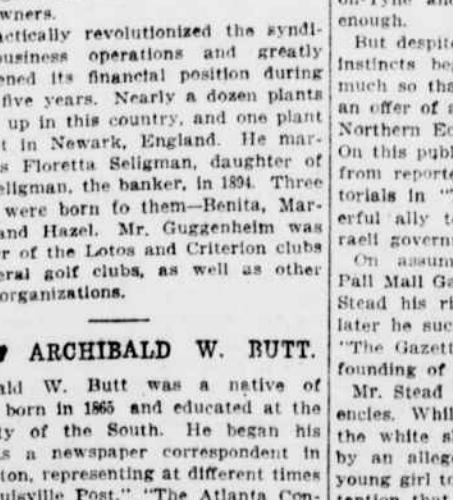
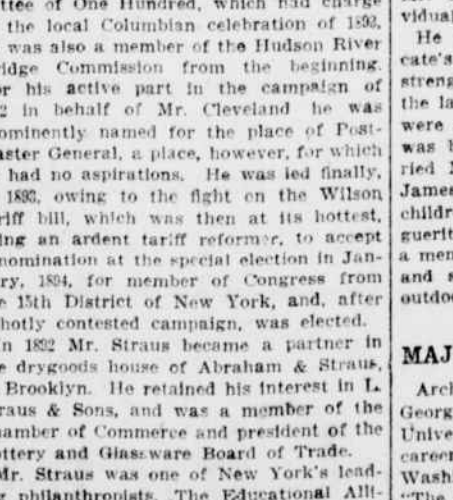
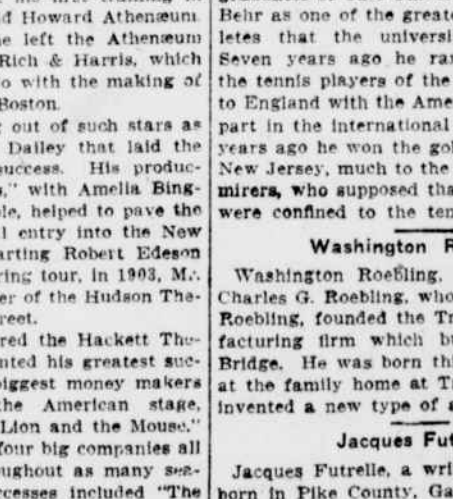
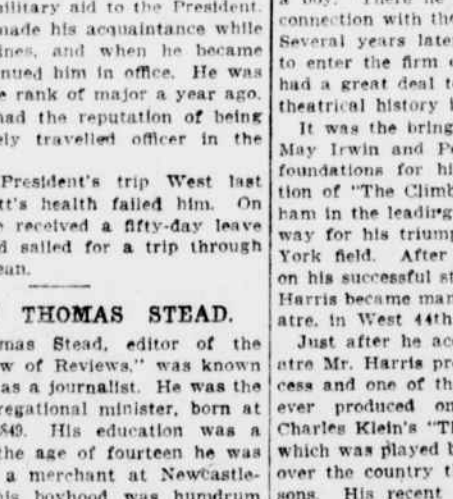
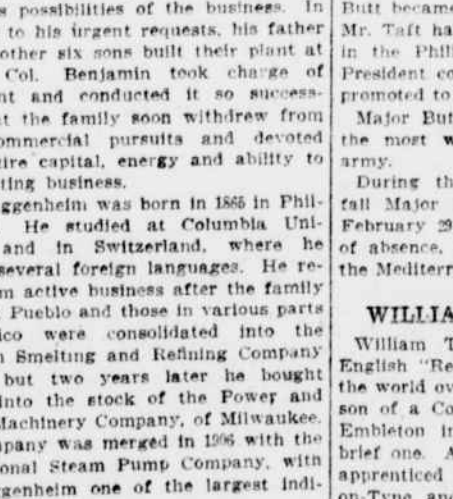
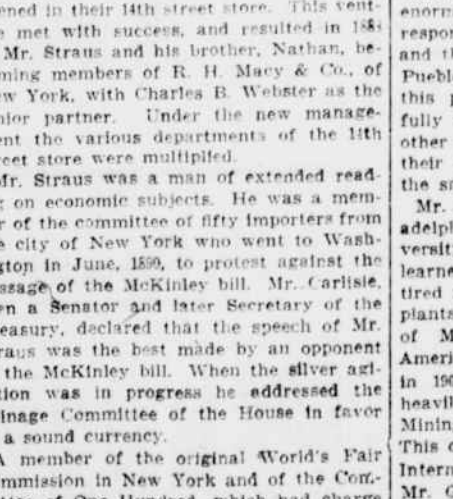
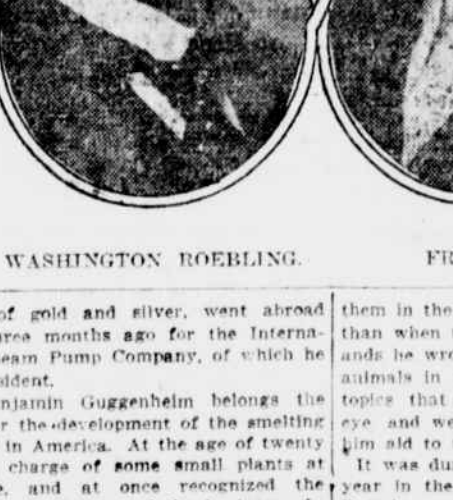
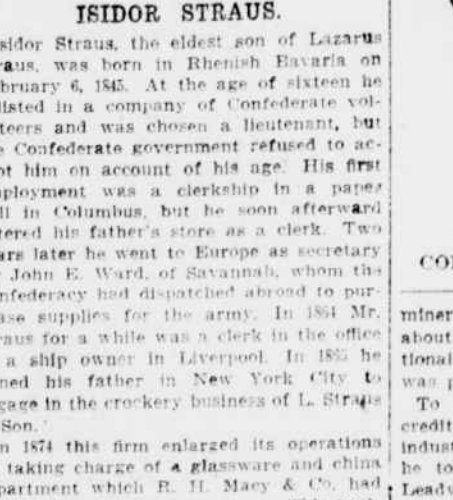
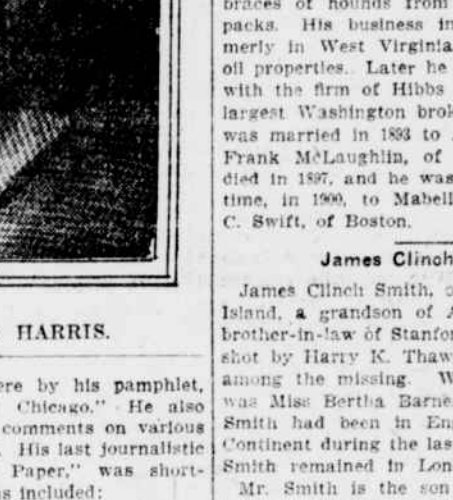
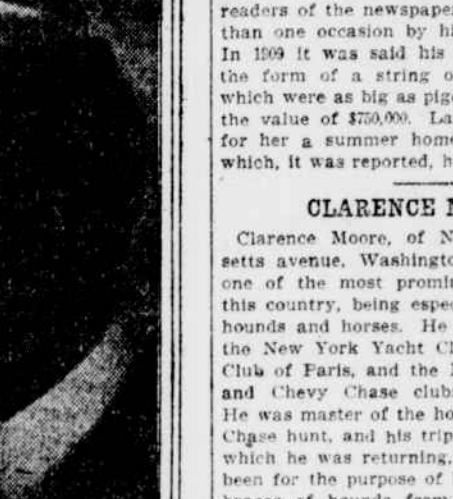
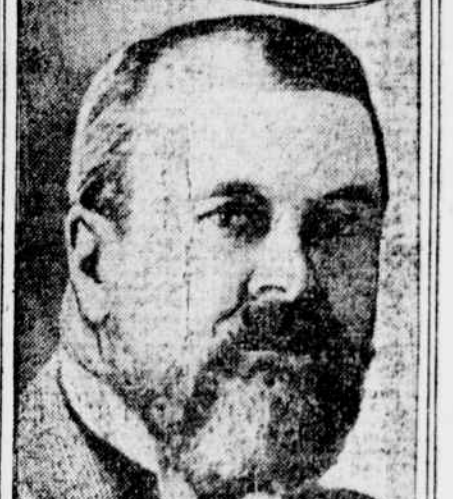
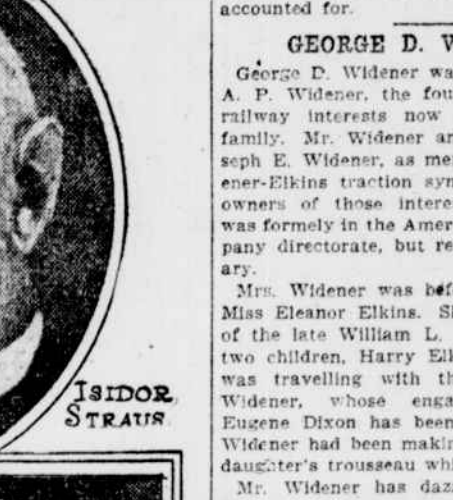
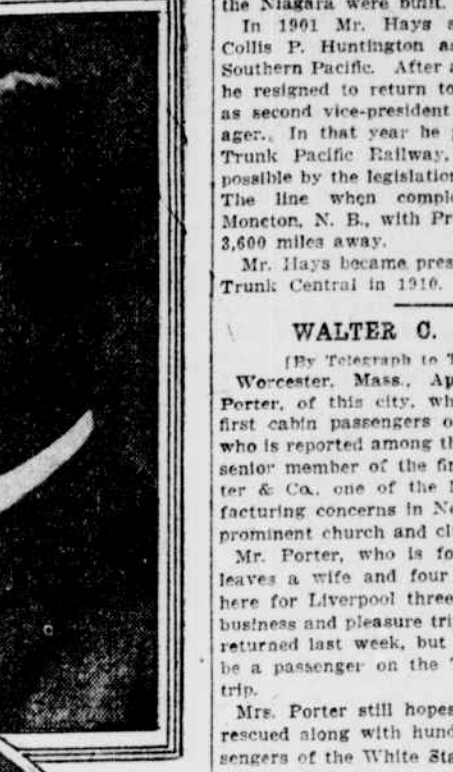
He was an honorary member of the American Institute of Architects, a member of the Institute of Painters in Oil Colors of London, the National Academy of Design in New York, the American Water Color Society, the Municipal Art Society, the Fine Arts Federation of New York,

PROMINENT MEN BELIEVED TO HAVE GONE DOWN WITH THE TITANIC.

JACQUES FUTRELLE

JOHN JACOB ASTOR.

J. M. C. SMITH.



double track from St. Rosalia, thirty-eight miles east of Montreal, to Chicago, a distance of 875 miles, and the Victoria Jubilee double track bridge across the St. Lawrence and the single arch bridge over the Niagara were built.

In 1901 Mr. Hays succeeded the late Collis P. Huntington as president of the Southern Pacific. After a year in that office he resigned to return to the Grand Trunk as second vice-president and general manager. In that year he planned the Grand Trunk Pacific Railway, which was made possible by the legislation of 1903 and 1904. The line when completed will connect Montreal, N. B., with Prince Rupert, B. C., 2,600 miles away.

Mr. Hays became president of the Grand Trunk Central in 1910.

WALTER C. PORTER.

(By Telegram to The Tribune.)

Worcester, Mass., April 15.—Walter C. Porter, of this city, who was one of the first cabin passengers of the Titanic, and who is reported among the missing, was the senior member of the firm of Samuel Porter & Co., one of the largest manufacturing concerns in New England, and a prominent church and club member.

Mr. Porter, who is forty-five years old, leaves a wife and four children. He left here for Liverpool three months ago on a business and pleasure trip, and was to have returned last week, but waited in order to be a passenger on the Titanic on its first trip.

Mrs. Porter still hopes that he has been rescued along with hundreds of other passengers of the White Star liner as yet unaccounted for.

GEORGE D. WIDENER.

George D. Widener was the son of Peter A. P. Widener, the founder of the street railway interests now controlled by his family. Mr. Widener and his brother, Joseph E. Widener, as members of the Widener-Elkins traction syndicate, were chief owners of those interests. Mr. Widener was formerly in the American Tobacco Company directorate, but resigned last February.

Mrs. Widener was before their marriage Miss Eleanor Elkins. She is the daughter of the late William L. Elkins. They had two children, Harry Elkins Widener, who was travelling with them, and Eleanor Widener, whose engagement to Fitz Eugene Dixon has been announced. Mrs. Widener had been making additions to her daughter's wardrobe while abroad.

Mrs. Widener has dabbled his wife and readers of the newspapers as well on more than one occasion by his presents to her. In 1909 it was said his Christmas gift, in the form of a string of pearls, some of which were as big as pigeon's eggs, totalled the value of \$750,000. Last year he bought for her a summer home at Newport, for which, it was reported, he paid \$150,000.

CLARENCE MOORE.

Clarence Moore, of No. 175 Massachusetts avenue, Washington, was known as one of the most prominent sportsmen in this country, being especially interested in hounds and horses. He was a member of the New York Yacht Club, the Travellers' Club of Paris, and the Metropolitan, Alibi and Chevy Chase clubs of Washington. He was master of the hounds of the Chevy Chase hunt, and his trip to England, from which he was returning, was said to have been for the purpose of buying twenty-five brace of hounds from the best English packs. His business interests were formerly in West Virginia coal, timber and oil properties. Later he became associated with the firm of Hibbs & Co., one of the largest Washington brokerage houses. He was married in 1894 to Alice, daughter of Frank McLaughlin, of Philadelphia. She died in 1897, and he was married a second time, in 1900, to Mabelle, daughter of E. C. Swift, of Boston.

James Clinch Smith.

James Clinch Smith, of St. James, Long Island, a grandson of A. T. Stewart and brother-in-law of Stanford White, who was shot by Harry K. Thaw, is believed to be among the missing. With his wife, who was Miss Bertha Barnes, of Chicago, Mr. Smith had been in England and on the Continent during the last few weeks. Mrs. Smith remained in London.

Mr. Smith is the son of the late John Lawrence Smith, sometime county judge of Suffolk. His mother was one of the daughters of A. T. Stewart, the drygoods merchant, and his sister is Mrs. Stanford White. Mr. Smith was with Mr. White in the Madison Square roof garden when the architect was shot, and was one of the principal witnesses in the trial of Thaw. His property included a splendid racetrack between Smithtown and St. James. Mr. Smith formed the Smithtown Polo Club and has a fine string of ponies in his own stables. Mrs. Stanford White and Mrs. Lawrence Butler, of Smithtown, are at present in Europe.

Karl H. Behr.

Karl H. Behr, the noted lawn tennis and golf player, was on the Titanic, and has not been reported among those who were picked up in the lifeboats by the *Carpathia*. For several years he has been an undergraduate of Yale University and has regarded Behr as one of the greatest all-around athletes that the university has produced. Seven years ago he ranked third among the tennis players of the country and went to England with the American team to take part in the international tournament. Two years ago he won the golf championship of New Jersey, much to the surprise of his admirers, who supposed that his star abilities were confined to the tennis court.

Washington Roebeling.

Washington Roebeling, 34, is the son of Charles G. Roebeling, whose father, John A. Roebeling, founded the Trenton steel manufacturing firm which built the Brooklyn Bridge. He was born thirty-one years ago at the family home at Trenton. In 1908 he invented a new type of automobile engine.

Jacques Futrelle.

Jacques Futrelle, a writer of fiction, was born in Pike County, Ga., in 1875. He became engaged in newspaper work at the age of fifteen, and for the next twelve years was a member of the staff of a paper at Richmond, Va. Later he became a theatrical manager, but soon forsook that profession to return to journalism. His first important novel was "The Chase of the Golden Plate," published in 1906. He later wrote "The Elusive Isabel," which attained wide popularity. "The Simple Case of Susan," "The Elusive Isabel" and "The Diamond Master." He lived at Scituate, Mass.

Henry Mitchell.

John C. Mitchell, of No. 19 Portland Place, Montreal, said yesterday that his brother, Henry Mitchell, was a second cabin passenger of the Titanic, but was transferred to the Philadelphia, but was transferred to the Titanic just before she sailed from Southampton. Mr. Mitchell is seventy-three years old and has lived in Guernsey, England, nearly all his life. It was his intention to visit his mother in Montreal and then spend several months travelling through the United States.

The Rev. Dr. J. Stuart Holden.

The Rev. Dr. J. Stuart Holden is rector of St. Paul's Church, Portman Square, London. He is well known in this country, having filled the pulpit in St. Bartholomew's Church for several summers. He was with the intention of speaking in several American cities that he was to be to this country. He was to have been one of the speakers at the Conservation Congress of the Men and Religion Forward Movement at Carnegie Hall.

Milton C. Long.

Milton C. Long, twenty-nine years old, is the son of Judge Charles L. Long, of

HENRY B. HARRIS.

Henry B. Harris, who became well known as a metropolitan theatrical manager about eight years ago, came from an old theatrical family. He was born in St. Louis on December 1, 1866. His father, William Harris, who is now a manager for Klaw & Erlanger, moved to Boston when Henry was a boy. There he got his first training in connection with the old Howard Atheneum.

Several years later he left the Atheneum to enter the firm of Rich & Harris, which had a great deal to do with the making of theatrical history in Boston. It was the bringing out of such stars as May Irwin and Pete Dailly that laid the foundations for his success. His production of "The Climbers," with Amelia Bingham in the leading role, helped to pave the way for his triumphal entry into the New York field. After starting Robert Edeson on his successful starring tour, in 1903, Mr. Harris became manager of the Hudson Theatre, in West 44th street.

Just after he acquired the Hackett Theatre Mr. Harris presented his greatest success and one of the biggest money makers ever produced on the American stage, Charles Klein's "The Lion and the Mouse," which was played by four big companies all over the country throughout as many seasons. His recent successes included "The Travelling Salesman" and "The Third Degree."

His wife, who was with him on the Titanic, and is reported among the rescued, was Miss Irene Wallace, of Washington. They were married in 1898. Mr. Harris always consulted her before he accepted a play.

Besides being president of the Henry B. Harris Company and the National Producing Managers' Company of America, Mr. Harris is a 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. He is a member of the Lambs and the Green Room Club.

CHARLES MELVILLE HAYS.

Charles Melville Hays, president of the Grand Trunk and Grand Trunk Pacific Railroad business, was brought up in the railroad business. He was born at Rock Island, Ill., in 1856, and while still a boy was put to work in the passenger department of the Atlantic & Pacific Railroad, in St. Louis. He became auditor in that office and was soon afterward transferred to the general superintendent's office.

The year he was twenty-one years old Mr. Hays was made secretary to the general manager of the Missouri Pacific. Nine years afterward he became assistant general manager of the road, and a year later went to the Wabash, St. Louis & Pacific as a full fledged general manager, and soon after became manager of the Wabash Western as well. With consolidation of these lines Mr. Hays became vice-president and general manager of the system. He left the Wabash in 1895 to become general manager of the Grand Trunk.

Under Mr. Hays's management the Central Vermont reorganization was completed and the main line of the Grand Trunk

COL. WASHINGTON ROEBELING.

also, of the Arts Club and Kinsmen, of London; the Cosmos Club, of Washington; the Century, University, Players and other New York clubs.

ISIDOR STRAUS.

Isidor Straus, the eldest son of Lazarus Straus, was born in Rhineish Bavaria on February 6, 1845. At the age of sixteen he enlisted in a company of Confederate volunteers and was chosen a lieutenant, but the Confederate government refused to accept him on account of his age. His first employment was a clerkship in a paper mill in Columbus, but he soon afterward entered his father's store as a clerk. Two years later he went to Europe as secretary for John E. Ward, of Savannah, whom the Confederacy had dispatched abroad to purchase supplies for the army. In 1864 Mr. Straus for a while was a clerk in the office of a ship owner in Liverpool. In 1865 he joined his father in New York City, to engage in the crockery business of L. Straus & Son.

In 1874 this firm enlarged its operations by taking charge of a glassware and china department which R. H. Macy & Co. had opened in their 14th street store. This venture met with success, and resulted in 1881 in Mr. Straus and his brother, Nathan, becoming members of R. H. Macy & Co. of New York, with Charles R. Watson as chief partner. Under the new management the various departments of the 14th street store were multiplied.

Mr. Straus was a man of extended reading on economic subjects. He was a member of the committee of fifty importers from the city of New York who went to Washington in June, 1899, to protest against the passage of the McKinley bill. When the silver agitation was in progress he addressed the Coinage Committee of the House in favor of a sound currency.

A member of the original World's Fair Commission in New York and of the Committee of One Hundred, which had charge of the local Columbian celebration in 1892, he was also a member of the Hudson River Bridge Commission from the beginning. For his active part in the campaign of 1892 in behalf of Mr. Cleveland he was prominently named for the place of Postmaster General, a place, however, for which he had no aspirations. He was elected finally, in 1893, owing to the fight on the Wilson tariff bill, which was then at its hottest, being an ardent tariff reformer, to accept nomination at the special election in January, 1894, for member of Congress from the 15th District of New York, and, after a hotly contested campaign, was elected.

In 1892 Mr. Straus became a partner in the drygoods house of Abraham & Straus, in Brooklyn. He retained his interest in L. Straus & Sons, and was a member of the Chamber of Commerce and president of the Pottery and Glassware Board of Trade. Mr. Straus was one of New York's leading philanthropists. The Educational Alliance, known as the "People's Palace," of the congested East Side tenement house district, of which he was president, is a monument to his tireless interest in the problem of sociological reform. He was a director in several charitable organizations, including the "Foreman of the Grand Jury Reuking the Chief Justice of New Jersey" for submitting to the oppression of England in 1774. His decoration of the Baltimore custom house is the most important of his work. His canvases are hung in the Metropolitan Museum of Art, in New York; also in the Detroit Museum, the Union League Club of this city, the Duquesne Club of Pittsburgh and the National Gallery of New Zealand and the Brooklyn Institute.

BENJAMIN GUGGENHEIM.

Benjamin Guggenheim, son of Meyer Guggenheim, the founder of M. Guggenheim & Sons, the world's most extensive

miners of gold and silver, went abroad about three months ago for the International Steam Pump Company, of which he was president.

To Benjamin Guggenheim belongs the credit for the development of the smelting industry in America. At the age of twenty he took charge of some small plants at Leadville, and at once recognized the enormous possibilities of the business. In response to his urgent requests, his father and the other six sons built their plant at Pueblo, Col. Benjamin took charge of this plant and conducted it so successfully that the family soon withdrew from other commercial pursuits and devoted their entire capital, energy and ability to the smelting business.

Mr. Guggenheim was born in 1856 in Philadelphia. He studied at Columbia University and in Switzerland, where he learned several foreign languages. He retired from active business after the family plants at Pueblo and those in various parts of Mexico were consolidated into the American Smelting and Refining Company in 1901, but two years later he bought heavily into the stock of the Power and Mining Machinery Company, of Milwaukee. This company was merged in 1906 with the International Steam Pump Company, with Mr. Guggenheim one of the largest individual owners.

He practically revolutionized the syndicate's business operations and greatly strengthened its financial position during the last five years. Nearly a dozen plants were set up in New York, England. He married Miss Floretta Seligman, daughter of James Seligman, the banker, in 1894. Three children were born to them—Benita, Marguerite and Hazel. Mr. Guggenheim was a member of the Lotus and Criterion clubs and several golf clubs, as well as other outdoor organizations.

MAJOR ARCHIBALD W. BUTT.

Archibald W. Butt was a native of Georgia, born in 1865 and educated at the University of the South. He began his career as a newspaper correspondent in Washington, representing at different times "The Louisville Post," "The Atlanta Constitution," "The Nashville Banner," "The Augusta Chronicle" and "The Savannah News."

Then came his opportunity to enter the public service as first secretary of the United States Legation in Mexico City, while Matt W. Ransom, of North Carolina, was minister there. Mr. Butt remained at that post until the death of Mr. Ransom. Then he returned to his Washington newspaper work.

He went back to the government service on January 2, 1900, when he was appointed assistant quartermaster of volunteers, with the rank of captain. His first assignment was to take a cargo of five hundred mules on the Dix from San Francisco to Manila. His orders were to land the animals at Honolulu and give them a rest, but, finding the charges for stable and feed there exorbitant, he disobeyed the letter of the command, kept the mules aboard and landed

WILLIAM THOMAS STEAD.

William Thomas Stead, editor of the English "Review of Reviews," was known the world over as a journalist. He was the son of a Congregational minister, born at Embsay in 1849. His education was a brief one. At the age of fourteen he was apprenticed to a merchant at Newcastle-on-Tyne and his boyhood was humdrum enough.

But despite these limitations his literary instincts began to assert themselves, so much so that at an early age he received an offer of a position on the staff of "The Northern Echo," a Newcastle daily paper. On this publication he rose in a few years from reporter to editor. Through his editorials in "The Echo" he proved a powerful ally to Gladstone against the Disraeli government.

On assuming the editorship of "The Pall Mall Gazette," John Morley made Mr. Stead his right hand man, and a few years later he succeeded Mr. Morley as head of "The Gazette," a place he filled until the founding of "The Review of Reviews."

Mr. Stead was not without his inconsistencies. While conducting a crusade against the white slave traffic he was victimized by an alleged reformer, who abducted a young girl to give color to Mr. Stead's contention that daughters were sold by their parents. Though entirely innocent, he was convicted in connection with the case and served three months in jail. He was at different times an advocate of spiritualism and mysticism.