

Springfield, Mass. He is a graduate of Columbia University, and is preparing to enter the law profession. Mr. Long was a passenger last July on the steamer Spokane which was wrecked while making a trip to Alaska.

WALTER D. DOUGLAS.

Minneapolis, April 16.—W. D. Douglas was fifty years old and retired. He formerly was connected with the grain commission firm of Piper, Johnson & Case, Edward Douglas, his son, received a letter from his parents saying they had reserved passage on the Titanic and would be in Minneapolis about April 20. Mr. and Mrs. Douglas sailed from New York on January 10. They spent much of their time in Paris, Southern France and in Italy. Until last fall the Douglas home was No. 1425 Harmon place. Their home now is at Deep Haven Lake, Minnetonka. Two sons, Edward B. and George B. Douglas, reside in Minneapolis, and a brother, George B. Douglas, lives in Cedar Rapids, Iowa. Walter D. Douglas and his brother have been interested in many large deals on the Stock Exchange. They now own the Douglas Starch Works, in Cedar Rapids, which is the largest plant of the kind in the world. Both men are wealthy.

EDWARD A. KENT.

Buffalo, April 16.—Edward A. Kent is a prominent architect, who had offices at No. 1088 Elliott square and lived at the Buffalo Club. He made frequent trips abroad, and was returning from a stay of two months in Europe. He was due home Wednesday. Mr. Kent was a son of the late Henry Kent of the firm of Flint & Kent, leading department store proprietors. He was fifty-eight years old and unmarried. Mr. Kent was a member of the Buffalo chapter of the American Institute of Architects. He designed many of the leading buildings in Buffalo, such as the Jewish synagogue on Delaware avenue, the Flint & Kent store and many pretentious residences. He also designed the Board of Trade building in Toronto. He was a delegate from the Architects' Institute to the Berlin convention three years ago.

Mr. Kent has a brother, William Kent, also an architect, in New York. He was a man of independent means and had travelled much in late years.

W. H. Spencer.

W. H. Spencer, a brother of the late Lorillard Spencer and uncle of Lorillard Spencer, Jr., is among the missing. His wife is reported to have been saved. They were on their way to New York from Paris, where they have lived for several years. Mr. Spencer used to own the famous Waterbury place, near the Westchester Country Club house. He retired actively from business many years ago and turned his attention to raising old vines and manuscripts. His collection of these are said to be among the finest in Paris. Lorillard Spencer, Jr., visited the White Star Line offices several times yesterday, and learned nothing except that Mrs. Spencer was supposed to be alive, but her husband was missing.

James V. Drew and Family.

Greenport, Long Island, April 16.—Mr. and Mrs. James V. Drew and Master Marshall Drew, their five-year-old nephew, who were aboard the Titanic, are prominent residents here. Mr. Drew is a partner of William J. Drew, the father of the boy, in a stone cutting business. James V. Drew is about thirty-eight years old. His wife is Miss Lulu Christian, of Greenport. Both are members of the Baptist church here and leaders in the church choir. The Drews came from Cornwall, England, and it is the custom of one of the sons to visit their aged mother in England once a year. With the little grandchild they spent the winter in Cornwall and waited to come over on the newest and biggest of the White Star fleet.

Ward Stanton.

Ward Stanton is a well known artist, whose specialty is marine scenes. He was born in the South and was educated there and in New York. He began his career as a journalist, and for many years was an editor and illustrator of the staff of "The Southern Gazette." A few years ago he abandoned magazine work to devote his time to art. Among his works are the mural decorations on the Hudson Day Line steamer Robert Fulton. He is married and has three children.

John Bradley Cummings.

John Bradley Cummings, a member of the brokerage firm of Cummings & Markwald, of No. 36 Wall street, came to this city from Boston ten years ago. He is a member of the Racquet, Riding, Metropolitan and the Knollwood Country clubs. He is also a director of the Subsurface Torpedo Boat Company. He lives with his wife, who is Miss Florence B. Thayer, at No. 50 East 64th street.

Daniel Warner Marvin.

Daniel Warner Marvin was returning with his bride from his honeymoon. The young couple were married on March 13, attracting attention by having moving pictures taken of their wedding. They were to make their home at No. 340 Riverside Drive. Mrs. Marvin was one of those reported among the saved.

Colonel John Weir.

Colonel John Weir, sixty years old, is a retired mining engineer, well known in mining and smelting circles throughout the country. He had been abroad several months with his son and two daughters, and was returning to the Waldorf, where he made his home for several years.

Edgar J. Meyer.

Edgar J. Meyer is a member of the Stock Exchange house of Eugene Meyer, Jr., & Co., of No. 7 Wall street. He is twenty-five years old. He went to Europe with Mrs. Meyer for a vacation about the middle of February. Their home is at No. 158 West 8th street.

Alexander Robins.

Alexander Robins, a contractor, of Yorkers, and his wife were passengers on the Titanic, according to their son, Alexander Robins, Jr. The son has heard nothing from them since the vessel sailed. They had been visiting in Wales since last summer.

Erwin G. Lewy.

Erwin G. Lewy is the treasurer of the Lewy Brothers Company, jewellers, of Chicago. He is unmarried and lives at No. 325 South Park avenue, Chicago.

William Anderson Walker.

William Anderson Walker is a garment manufacturer, with a home at East Orange, N. J. He is fifty years old.

J. Montgomery Smart.

J. Montgomery Smart, an inventor, who made his home at the Hotel Victoria, is not reported among the survivors. He had been abroad to visit his wife and two children, who are in Europe. Mr. Smart is the inventor of a marine cold storage device.

Wyoff Vanderhoef.

Wyoff Vanderhoef, of Williamsburg, is missing from the list of rescued. Mr. Vanderhoef is secretary of the Williamsburg City Fire Insurance Company and well known in insurance circles in Brooklyn.

Herbert H. Hilliard.

Herbert H. Hilliard is a buyer for Jordan, Marsh & Co., of Boston. He lives with his family at No. 40 Hibernian street, Brighton, Mass.

GIANT LINERS BEST, SAYS LEWIS NIXON

Permit of Greater Stability, Safety and Efficiency than Is Possible in the Small Ships.

WILL NOT END LEVIATHANS

Believes Submarine Signalling Will Be So Perfected as to Detect Proximity of Icebergs and Other Obstructions.

All the hue and cry to the effect that the building of great ships of the Titanic, Olympic, Mauretania class, and even the larger boats now building by the German lines, has been proved impracticable by the catastrophe of the Titanic was attacked by Lewis Nixon in an interview with a representative of The Tribune yesterday.

"You can put it down as a maxim," said Mr. Nixon, "that you can insure more safety, comfort, strength, stability and general efficiency, not to mention luxury, in the larger ships than could possibly be embodied in smaller types."

Mr. Nixon, who designed, among other famous craft, the battleship Oregon, and is perhaps as high an authority on matters of naval architecture as there is in this country, then gave his views on the causes which sent the Titanic to the bottom.

"It is next to impossible now," said Mr. Nixon, "to tell exactly why the Titanic sank so quickly. The bulk of the Titanic to the ordinary mind is enormous. The mass of the iceberg struck was undoubtedly many times greater. Almost any speed with which the vessel might strike a rock or such an iceberg would do enormous harm."

"The bulkheads, of course, were closed immediately upon impact. The forward bulkheads would probably have no door in them, anyway."

"It is conceivable that in developing the longitudinal strength of a boat of such great dimensions as the Titanic the longitudinal girders might be of such great strength and rigidity that, instead of buckling forward as on any ordinary ship, when she crashed into the berg, they might deliver a thrust backward to several other transverse bulkheads that would cause the rending of rivets, ripping of seams and such general distortion as might cause those bulkheads to leak. Such leaking is progressive, in view of the fact that as water comes in and rises up in the bulkheads the pressure increases, so that, once the forward bulkheads were damaged sufficiently to allow water to enter in dangerous quantities, it was only a question of time when the vessel would sink."

Discusses Unsinkable Ship.

"You ask whether it is possible to make passenger steamships unsinkable, steamships such as the destroyed Titanic. It might be possible to make unsinkable steamships, but they would be of very little use for any other purpose than flotation. In regard to the equipping of vessels with lifeboats, life rafts, etc., so that loss of life may be avoided, the question has received the careful study not only of those who manage ships but of the governments whose flags they fly. We have on this side the rigid requirements of the Steamboat Inspection Service, covering the number, disposition and equipment of boats, and the same is true of Europe. So we may be very sure that the Titanic was fully equipped."

"Modern vessels of the sort that race across the North Atlantic are very high out of the water. There are problems in connection with stowage, general disposition, ease of launching and the getting of passengers into the boats which are very difficult of solution. The number of deckhands on these modern vessels who are capable of handling the boats after they are in the water after, if they do not control, the number of boats carried. Every one who has seen a lifeboat launched from davits high up in the air against the sheer side of a modern steamship in any sort of sea will realize how essential calm water is to safety with regard to lifeboats."

"I advocated a number of years ago a plan to build the part of the after-structure of passenger boats in such a way that it could float away or be launched from the boat in times of emergency. With this there would naturally be proper equipment and some provision for water and food. The old-time seamen as we know him is rapidly passing away, and the men capable of handling oars in a heavy sea cannot be easily found in sufficient numbers to man a great fleet of boats. We are now equipping the boats of our Life-saving Service on shore with motors, and it will be only a question of time when they will be found on all lifeboats of the great modern steamers, for nowadays, both in passengers and crew, there will be found many men and even women capable of handling with intelligence and skill machinery similar to that of ordinary automobiles."

Ever Present Iceberg Peril.

"As to detecting the presence of icebergs, it is known that within certain limits there is a falling of temperature both in the air and water, but with boats rushing along from eighteen to twenty-five knots an hour, this would not help much. The echo of the shriek of a whistle from an iceberg can be heard several miles, provided the berg extends sufficiently out of the water. This also depends on how much sleet and snow are incorporated in the berg. With perfectly pure ice, frozen in one solid mass, there would be very little appearing out of the water. It is very probable, however, that bell signals will so develop that any iceberg under the surface of the water may readily be detected by means of the bell signal apparatus on board."

"When running in seas where icebergs are to be met there is always danger, and while a good lookout and such apparatus as I have described may possibly minimize the danger, it will be always present. Ships, however, do not have to go into the iceberg region. Yet we know very well if this ship had arrived that she would keep far to the south and out of the region of icebergs."

she would have had very few passengers.

"I do not gather from this disastrous accident any lesson that would seem to indicate that there is any diminution in strength or safety with increase of size in ships. In fact, as far as I understand the art of naval architecture, the contrary is the case. While the splendid enterprise which has produced the Olympic and the Titanic may for the present receive a check, there is no question but that the larger ship is economically better and is also safer than the smaller one, and hence ships will increase in size."

"A small ship striking this berg under the same conditions as the Titanic struck would have been hurt as badly and probably even worse, as she would not have been locally so strong, though, of course, she would not have had the same momentum as did the vast mass of the Titanic. Practically speaking, we have no small ships now in the transatlantic passenger service. When a ship goes over 10,000 tons, her momentum is tremendous, and there is no way by which a smaller structure can withstand the force of an impact such as the Titanic was subject to."

"As to the presence of icebergs and ice packs in the North Atlantic, there will undoubtedly be under international convention an ocean police institution within the next few years. From the development in wireless, news can be given of the icebergs, storm movements and other marine phenomena which will add vastly to the safety of sea travel."

"As to the masters of great liners taking risks in handling of steamships, the responsibility for this rests entirely upon the shoulders of the travelling public. A great, silent force, the influence of the passengers who are in a hurry to cross the ocean has forced many risks."

"If a lesson of this awful disaster is to instill in the travelling public a desire on their part to support every precaution taken by masters for their safety at sea, some good, at least, will come from the tragedy. Often men who have been delayed a few hours, due to stress of the sea, will, upon landing, complain not only of the ship but of the line, and say they will never travel by it again. This fear forces the steamship companies to give a rapid service, so I think the responsibility for disasters lies more upon the travelling public than upon the masters, for the master who loses his ship has generally lost his livelihood for the future."

"I do not believe the government should or can ever limit the speed of passenger vessels in the open sea. The insurance companies can force proper regulation in time of fog, when in soundings or in the track of icebergs, and they will undoubtedly find some way to penalize violations of such regulations, even when their violations do not lead to disaster. But in doing this they will have to have the support of the travelling public."

INCLINED TO BLAME SPEED

Feeling Is General, However, to Withhold Judgment.

Men prominent in the shipping world were loath yesterday to give opinions on the manner in which the Titanic was lost. There was a general feeling to withhold judgment until it is learned whether the vessel hit an iceberg head on or was ripped below her waterline by a submerged berg.

Speed and enthusiasm were held by one man to be responsible more than anything else for the disaster.

"Here was the biggest steamship in the world," he said, "coming to this country on her maiden trip. She had on board a big list of wealthy passengers enthusiastic over the voyage, which, up to the time of the collision, had been a success in every way. On board was the head of the line, watching every move of the vessel. The vessel, as he was only natural that those in charge of her were anxious to push her into this port on her maiden voyage in record time. They would have done it had it not been for the ice. One can hardly blame the master, for perhaps every one on board was as enthusiastic over the voyage as those who were driving her. Speed, perhaps, may be the answer when the story is told."

H. T. Aldrich, publisher of "Marine Engineering," who is familiar with steamship construction, was of the opinion that if the Titanic was ripped below the waterline the terrific pressure of water at a depth of thirty feet would have helped break her up.

"It is hard to realize," he said, "what a crushing force the entering water would have on a bulkhead which could not be scientifically braced."

Another point which few people realize is the explosive effect of the suddenly compressed air in the compartments. For example, a captain I know was standing on the bridge of his ship in the harbor of Buenos Ayres and witnessed a collision between two nearby ships. The vessel which struck an anchored ship, and the air inside was compressed so suddenly that the hatted-down hatches on the deck blew 150 feet into the air. The air had to get out somewhere. In the case of the Titanic one can imagine that the pressure of the air must have strained the whole ship, probably loosening some of the plates over the third compartment so that the water leaked in."

HERR BALLIN'S VIEWS

Expert Convinced Titanic Lacked Nothing for Safety.

Hamburg, April 16.—Albert Ballin, managing director of the Hamburg-American line, in reply to an inquiry to-day said referring to the possibility of incorporating further safety devices on large vessels:

"The great shipping companies must try to enlarge and improve upon the extensive measures of precaution which they have taken, and which, in their opinion, give the highest possible security. It will be clear to any reasonable man that the size, speed and other qualities of the unfortunate Titanic had nothing to do with her loss."

"I am further firmly convinced that the vessel was fully provided with all modern safety appliances. Why they proved insufficient is a question that can only be answered after more extensive reports have been received and studied with the greatest care in order to improve as much as possible the present measures of precaution."

WERE NOT ON THE TITANIC.

Southampton, April 16.—The following passengers whose names were on the list of the Titanic, did not embark:

FIRST CLASS.

A. Melody, M. J. White, and Schabert.

SECOND CLASS.

Dr. J. C. Jenkins, Mrs. G. Wilkinson and Ada Wilkinson.

FALSE FIRST REPORTS AROUSE IRE IN LONDON

Who Sent the Messages Telling of Transshipment of All Titanic's Passengers and Why, Are Questions the Public Will Want Answered.

(By Cable to The Tribune.)

London, April 17.—One of the mysteries in connection with the Titanic disaster which is at present unsolved, and the solution of which one can only surmise, is the extraordinary series of false messages with which the world was lulled into a fancied security on Monday.

For sixteen hours, from 9 a. m. on Monday until 1 o'clock yesterday morning, right through all the editions of the evening newspapers and the earlier editions of the morning journals a flood of alleged wireless messages was received.

These messages reported: First, that all passengers had been saved; second, that the Titanic was proceeding under her own steam for Halifax; third, that she could not possibly sink; fourth, that twenty boatloads of passengers had been transhipped to the Parisian; fifth, that the Parisian and the Carpathia were both in attendance on the Titanic; sixth, that the Virginian was towing the Titanic toward Cape Race to beach her; seventh, that all the passengers had been taken off; eighth, that the Titanic was still afloat at 8:30 a. m., and so it went on, until 1 o'clock yesterday morning, when the dire news came that the Titanic had sunk at 2:20 a. m. on Monday, with a horrible loss of life.

Thus the stories of the transfer of all the passengers and the steaming and towing of the Titanic vanished into thin air.

But who sent these wireless messages, and why were they sent? These are questions, says "The Standard," that the public will naturally ask and require to have answered. On the face of them they are as inaccurate as they are mysterious. The leading newspapers and the public of two continents were misled.

JEWELLED BOOK LOST

Fine Copy of "Rubaiyat" Went Down in the Titanic.

Gabriel Weiss, the owner of what is said to be the most expensive book copy in existence of Edward Fitzgerald's translation of "The Rubaiyat of Omar Khayyam," said last night at the Hoe sale that the book was lost on Sunday night, when the Titanic foundered. This copy, which sold at Sotheby's, in London, on March 29 last for \$2,025, was illustrated by Ethel Vedder, and it took Sangoraki and Suttell, of London, two years to bind it. About 1,000 jewels are set in gold in the binding, including rubies, amethysts, topazes, olivines, garnets and one emerald.

Mr. Weiss received a cable message yesterday from his agent in London saying that the book had been insured for \$500.

TITANIC COST \$7,500,000

Insurance of \$5,000,000 Carried by Outside Underwriters.

The cost of the Titanic was about \$7,500,000, on which insurance carried by outside underwriters amounts to \$5,000,000, the company itself carrying \$2,500,000 in its own insurance reserve fund. The company's total insurance fund at the end of 1910 was \$1,872,747. In 1910 there was \$573,000 added to the fund, and if a corresponding addition was made in 1911, the annual report for which year has not yet been issued, the total amount of the insurance fund would be about \$2,600,000, which would be swallowed up in the loss on the Titanic.

The company had a prosperous year in 1910, showing a surplus of \$4,278,573, from which \$2,503,440 was written off for depreciation, leaving a surplus for the stock of \$1,775,133. The addition of the \$573,000 from the insurance account gave the company a surplus of \$43,585 on December 31, 1910, against a deficit of \$1,297,354 a year previously.

The International Mercantile Marine Company has outstanding \$1,730,971 preferred and \$4,931,755 common stock. Its bonded indebtedness consists of \$2,774,000 4-1/2 per cent collateral trust bonds and about \$25,000,000 bonds of subsidiary companies.

SEES CAUSE FOR DISASTER

Engineer Says Titanic's Weak Point Was Long Passageway.

Washington, April 16.—Many naval officers in Washington considered to-day informally over the plans of the Titanic to develop individual theories as to the cause of her sinking, notwithstanding her numerous watertight bulkheads.

One of the engineering officers of wide experience declared the weak point in the ship's design was a long central passageway running from the fire rooms forward to the collision bulkhead. At the fore end of this passageway was a ladder whereby the firemen ascended from the fire rooms to their quarters, on an upper deck.

It was the theory of the officer in question that the force of the collision started the plates at the end of this passageway, and that the great rush of water presented the closing of the door in the bulkhead led into the fire rooms. With the fire rooms filled, in addition to the bow compartments smashed by the blow against the ice, the ship would not have retained sufficient floatative power to insure safety.

All of the naval experts were united on the necessity of promptly suppressing by law the amateur wireless operator, who is believed to have been much in evidence in this fatality.

HAD 3,423 BAGS OF MAIL

Postal Loss on Titanic Not Known at This End.

The mail lost through the sinking of the Titanic could be only estimated in a general manner by the authorities here, as the records of it are in England. Postmaster Morgan said yesterday that there were in all 3,423 sacks of mail on the liner.

He explained that usually there were about four sacks of mail to one sack of letters. A sack can carry about eight thousand letters. Mr. Morgan said that probably there were two hundred bags of registered mail on the lost steamship.

There were three American and two English postal clerks on board, the postmaster said. The names of the Englishmen are not known here, but inquiry has been made in England by cable. The three Americans were J. S. March, forty-eight years old of Newark; O. S. Woodie, forty years old of Washington; and W. L. Grey, thirty-eight years old of Brooklyn. Little hope remained that they were rescued, though under the rules a postmaster is treated in case of emergency as passengers, and thus might have found places in the lifeboats.

until the last moment. The public will want to know why and how this deception was carried out.

Among the messages on Monday which appeared to be beyond question authentic was that received by Mr. and Mrs. Phillips, of Godalming, in Surrey, parents of the wireless operator on board the Titanic, which read: "Making slowly for Halifax; practically unsinkable; don't worry."

This was most reassuring, and the possibility of doubt seemed to be remote. It turned out yesterday, however, that the message was not from the operator on the Titanic at all, but from a brother in London, who sent it in order to reassure his parents. Seeling and believing the messages from New York, he sent the telegram in all good faith. The parents, however, naturally assumed it was from their son on the Titanic.

A somewhat similar case occurred yesterday when the Countess Pappenheim, in London, received what was at first reported to be a wireless message from the Titanic, saying "All well." The countess had some relatives on board, but inquiries at her London residence elicited the fact that the cable was from other relatives in Philadelphia. It is not known how the news came into their possession.

"The Times," in an editorial, asks whether competition in the mere magnitude of ships has not gone quite far enough. "The Times" says it has already produced very difficult questions with regard to docks and channels, and that it means the putting of gigantic sums of money into single bottoms, which may be as easily ripped open as those half the size. It means also the putting of enormous responsibility on a single man, whose momentary failure of nerve, eye or judgment may spell disaster upon a gigantic scale.

"The Times" asks, therefore, if it is not time to call a halt. It expresses the opinion that unbridled luxury, which makes such mammoth vessels pay, and the speed competition, which leads to the selection of a track full of ice, fog and dangers, instead of a slower, safer track, are not commendable signs, and that the time has arrived to bring saner, sounder public opinion to bear upon these questions.

DISASTER CAUSES SLUMP

International Mercantile Marine Hard Hit—Morgan Rumor Denied.

The International Mercantile Marine stock declined sharply in yesterday's market as a consequence of the heavy loss to the company through the sinking of the Titanic. The preferred opened 2 1/2 points down, at 20 1/2, and after rallying to 21 1/2 declined to 20 1/2, closing at that figure, a net loss of 2 1/2 points.

The common, which opened at 5 1/2 a point under Monday's close, touched 5 1/4, its high and 4 1/4 as its low, closing at 4 1/4, a net loss of 1 1/2 points. The 4 1/2 per cent bonds, which were 67 1/2 at the close on the preceding day, opened at 68, and on late trading sold down to 66 1/2, closing at 66 1/2.

The general market was active and higher in the first hour, but began to decline before noon, apparently under the influence of the depressed feeling everywhere, excited by the news of the appalling disaster off the Newfoundland Banks, rather than through any development directly unfavorable to the rise in stocks.

A rumor that Mr. Morgan was a passenger on the Titanic added to the uneasiness, although it was promptly denied by J. P. Morgan & Co., who said that their senior partner was in the south of France. Some improvement was shown in the last hour, when renewed buying set in, and the market closed irregular, with few of the net loss, running to more than fractional amounts, and with a number of net advances, none of them being as great as 1 point.

SEA TRAVEL STILL HEAVY

Rush to Europe Not Affected by Titanic's Disaster.

The faith of people in the monsters of steel and iron to carry them in safety through the ice fields of the North Atlantic apparently has diminished little, judging from the activity seen in the steamship offices of the city all day yesterday. The fate of the Titanic, so far from diminishing the call for passage across the deep, increased it, for the moment at least. Nearly all of the offices reported that persons who had planned to go with the Titanic on her return trip had engaged passage on their steamers leaving here within the next few days.

Doubtless some who had it in mind to travel on the Titanic for nothing other than pleasure have given up their ideas of going for the time being, and a number more have cancelled their passage on other ships, but the lines insist that the cancellations have been no more numerous than usual on the eve of sailing.

The Cunarder Carmania, sailing this morning, was loaded to capacity before the news of the disaster got abroad and officials of the line see no reason to believe that the sailing of the Carmania, which is scheduled for to-morrow, is also booked to the limit, according to statements made at the office of the line yesterday.

La Bretagne, of the French line, and even the Cedric, of the White Star, sailing to-morrow also, are both well filled, and up to last night the number of withdrawals from neither of them had been unusual. The Mauretania, sailing a week from to-day, will take over nearly a hundred of the Titanic's disappointed passengers, according to an estimate made by a Cunard line official last night.

"STURDINESS HER UNDOING"

De Courcy May Think Less Rigid Boat Might Have Survived.

(By Telegraph to The Tribune.) Philadelphia, April 16.—That the Titanic's sturdiness proved her undoing was the statement made here to-day by De Courcy May, of the New York Shipbuilding Company, an authority on shipbuilding.

"It is well to have the public understand that the Titanic was the last and the best work in ship construction," he said. "Safety and strength were matters of equal consideration in its construction. There was no detail that was overlooked that would contribute even minutely to these great factors. The insistence upon the qualification of strength was partly responsible for the catastrophe. The very rigidity and sturdiness of the vessel, coupled with the power of its engines, may have caused its destruction."

"It may have been that the huge steel ribs and plates that made its hull as solid as a rock were bent and broken and crumpled as one piece under the terrific impact and drive of the collision, where a less rigid structure would have broken in one weak part, leaving the rest of the hull to float and to carry off the passengers in safety."

"However, this is all speculation. It is a terrible tragedy, the worst I have known. When the exact news is known there will be plenty of experts to tell us how it all happened."

LORD BURNHAM CABLES

Expresses to Mr. Taft Sympathy of London "Telegraph."

Washington, April 16.—Lord Burnham cabled to President Taft to-day expressing the sympathy of the proprietors of "The London Daily Telegraph" for the "terrible loss of so many prominent and distinguished citizens and the appalling catastrophe which has befallen the Titanic."

By direction of the President, Acting Secretary Huntington Wilson, of the State Department, sent a message in reply extending mutual sympathy.

MANY COUPLES PARTED

Husbands Missing, Wives Saved in Titanic Disaster.

The list of survivors of the Titanic disaster shows that many instances of husbands and wives were separated by the order that gave women precedence to the lifeboats, while in other instances entire families were saved, and H. S. Harper, of this city, was rescued, with his man servant.

Colonel John Jacob Astor is supposed to have been separated from his wife, who was saved, while the Colonel probably went down with the sinking liner.

Mrs. Walter M. Clarke was also rescued, aboard a lifeboat, while her husband remained aboard the ship, and probably was drowned.

Mrs. Turrell Cavendish and maid are also among the list of saved, but Mr. Cavendish is missing.

Other men and wives who were separated are Mr. and Mrs. Samuel Goldenberg Dr. and Mrs. W. E. Minahan, Mr. and Mrs. W. B. Slivey, and Mrs. W. A. Spencer and George D. Widener.

In each case the husband is reported missing.