had already rescued Mr. Williams, who shook hands quite gayly with me as I was dragged aboard.

"That ended our danger. I want to speak in the highest terms of the officers and crews of the cutters Gresham, Capt. Perry, and Seneca, Capt. Reynolds. I cannot say too much for them or for the service they honor.

ALL SHOWED BRAVERY.

"During all our operations on board the Republic the wireless proved invaluable. It was to operator Binns that we owed our ability to communicate with the vessels around us. If he had failed our wireless would have been of little use. Mr. Binns is a young man, but he has real sand and will be heard from as he grows up.

"I can speak only in terms of praise of my officers and crew. As for the passengers, they were a remarkably cool lot. The behavior of the ladies was especially admirable. The men rendered invaluable service in assisting in safely conducting the women and children from under the bridge to the boats at the time of the transfer to the Florida. The passengers on this occasion could not have gone out of a theatre in a more orderly manner."

Jumped for Life as the Republic Went Down

No less interesting is the story of Second Officer Williams of what happened to him after he parted company with the captain on the forward saloon deck of the sinking vessel. Here is his account:

BY R. J. WILLIAMS.

"I was hanging on the rail by my elbows—I was going to say by my eyebrows—when I lost the captain. The ship had been going down steadily by the stern. As I hung on the rail I thought she was going to stand right straight up in the air and dive stern first.

"But her stern finally rested on the bottom. You see, she was 100 fathoms long, and the water there was only about 40 fathoms deep. So her stern struck the bottom and rested there, and I could feel the shock as she struck and feel the hull stiffen. For maybe about five seconds she remained solid and motionless.

"Then she broke in two, probably abaft the engine-room. I though she would go that way and when I felt the shock I jumped from the rail into the water, forty feet below. I am a fair swimmer. As soon as I got into the water I turned on my back and shed my overcoat. Then I struck out with all my might to get away from the ship before she went down.

"I was swimming on my back and moving away from her foreward. I could see her keel when the searchlights played on her. Capt. Sealby was hidden from my view by the hull. I could see her settling steadily and knew that if I was within range of the suction she would pull me under when she tok her last dive.

DOWN WITH FLAG FLYING.

"I was about five fathoms away when she went to the bottom. She left a hole for a second that looked like the jaws of hell to me, and then I heard a roar as if I was under Niagara Falls. The water boiled and whirled and dragged me under. I wasn't frightened and I thought with satisfaction that about the last I saw of the Republic was her flag, for she went down with her flag flying.

"I caught hold of a small hatch, but was unable to climb upon it. But it supported me until I got another, and between the two I kept afloat for twenty minutes. The searchlights did not seem to pick me out, but I could see them feeling all over the ocean around like fingers of light. Just as the small boat from the Gresham was picking me up I heard Capt. Sealby fire his revolver, and the sound guided the rescuing party in his direction."

Republic's Heroes Are Cheered by Crowds

(Continued from First Page.)

shoulders of cheering men. Then they were carried the entire length of the pier and into West street, around in a great circle on the plaza fronting the pier and back again and upstairs into the office of Supt. Penner.

All this was to the accompaniment of such cheering as only sailor men could do. The noise was heard for half a mile up and down the river front. Tug boat captains, catching the spirit, turned loose their whistles and pandemonium reigned for a time.

Another who was accorded a reception almost equalling that given Capt. Sealby and Binns was R. J. Williams, the second officer of the Republic, who remained with his commander on the crippled vessel until she went down, stern first, Sunday night.

SHARED IN DEATH WATCH.

Williams was a volunteer, but Capt. Sealby would not have selected him from other volunteers for the death watch on the Republic but for the fact that Williams had proved himself a man of nerve and resource on previous occasions.

Capt. Sealby, although born in England, is an American by education and training. He has made his home in Vineland, N. J., since he was a small boy. At the age of fourteen—thirty-one years ago—he entered the White Star service, and since then he has sailed the seven seas. He has been commander for thirteen years.

While Sealby was being lionized in Manhattan stevedores were engaged down in South Brooklyn in taking out the cargo of the Florida preparatory to placing her in dry dock. The bodies of the seamen who were crushed to death in the vessel were removed this morning to an undertaking establishment. Whether they will be buried here or returned to Italy has not been decided.

Eugene Lynch, of Boston, whose wife was killed by his side in their stateroom on the Republic and who sustained frightful injuries himself, died this morning in Long Island College Hospital. The other persons injured in the wreck are doing well.

RUNAWAY HORSE DASHES INTO CAR AND IS KILLED

A group of laborers were crossing Lexington avenue this afternoon to return to the new station excavation at Forty-fifth street after a blast, when a big bay horse, with a florist's wagon swinging and swaying behind him, dashed into them. Vanullo Runello, the driver of the wagon, which belonged to the Austin Florist Company, of No. 135 East Thirty-fourth street, yelled at them as loud as he could, but not in time. One, Costino Bruno, of No. 139 Sullivan street, was knocked thirty feet across the curb and lay stunned. The others fell over one another and stumbled, running in every direction, but escaped injury.

The runaway horse did not slacken his speed. He was maddened by the smash and Runello could not even guide him, much less restrain his speed. The horse veered over to the north bound car tracks and thundered on. William Comerford, the motorman of a Lexington avenue car, was coming up the avenue, whirled his motor switch and brake handle, and stopped his car on the Forty-fifth street crossing.

Then he jumped to the street and waved his arms in a wild effort to shoo the horse off the track. He might as well have shooed a railroad train. The horse smashed into the vestibule at its highest speed, blindly, and fell all in a heap under the forward bumpers, with the wrecked and splintered wagon on top of him.

Vanullo Runello rose in a high arc and landed in the broken glass and splinters of the vestibule.

The shock broke every window of the car. The passengers fought with each other to get out and piled into the street. The police cleared the streets and called an ambulance from Florida Hospital.

Voting Coupon for American Beauty Chorus.

AFTER careful examination and consideration of photographs published in THE EVENING WORLD of all the candidates for membership in Charles Frohman's American Beauty Chorus, to be selected by Evening World readers, I cast my vote for No. .....

Name of voter.....

Address.....

.....

Fill out the blank spaces and mail coupon to "American Beauty Chorus Editor, Evening World, P. O. Box 1334, New York City."

LOG OF WIRELESS OPERATOR TELLS OF SEA TRAGEDY

Man at Siasconset Kept Record of Messages Sent by and to Republic.

A DRAMA IN FLASHES.

Held in Calls From Stricken Ship and From the Groping Rescuers.

No more dramatic tale of the sea and disaster was ever told than that contained in the official log book of Marconi Operator A. H. Ginman, stationed at Siasconset, the land directing station of the wireless for the zone in which the White Star liner Republic foundered.

Ginman, who departed for Europe yesterday from Boston, kept an accurate log of every message received and sent out on the day and night following the faint cry for help from out of the foggy sea. To him, as much as any other, is due the rescue of the 1,600 souls. His alertness and haste in calling the Baltic and other vessels which were outside the range of the Republic brought the timely aid. The log begins at ten minutes before the frist dim flash "C. Q. D." which, in the language of the wireless ,meant "All ships hasten to aid distressed boat." This is his record:

No Answer to Routine Call.

"6.30—Called CQ—no answer. (CQ is an hourly call of routine).

"6.40—Hear MKC calling CQD (MKC means the Republic). I sent back SS (Siasconset). He said he had been run down and was sinking rapidly. 'Send help quickly,' he repeated three times, giving his position as 175 miles east of Ambrose Light; latitude, 40.17, longitude, 70.

"I got busy at once, raised operator at Woods Hole, told her to rush Revenue cutter; she did it. Then I began to call CQD, getting LC (La Lorraine), told him of disaster, said he would speed to rescue, then got BC (Baltic), he is doing the same.

"8.04 received MSG (Captain's message) from MKC (Republic) saying he was rammed by unknown ship and was sinking twentyfive miles south of Nantucket. No lives lost and not in danger.

"8.20 A. M. Tried to get MKC; cannot raise her. Probably out of biz."

Ginman's remark here indicated that possibly the Republic had foundered by this time.

"8.25 A. M.—No message from BC. Cant raise MKC.

"8.30 A. M.—Hear MKC answer BC, but RCG (Revenue cutter Gresham) using strong current drowns everybody.

"8.45 A. M.—Had MKC; tell MKC that BC and LC are rushing to her aid.

Binns answered "Good! Tell them to hurry!"

Waiting for Rockets.

"9.12 A. M.—LL (La Lorraine) says our boilers are nearly bursting.

"9.15 A. M.—MKC reports passengers O. K. on board steamship Florida.

"9.15 A. M.—Revenue cutters and navy stations are jamming thick."

Jamming, in the telegrapher's vernacular, means the diffusion of several strong currents which prevents a clear message by anybody.

"9.43 A. M.—LL calls MKc gets no answer.

"9.47 A. M.—MKC finally hears LL; LL asks what depth of water and how to direct her steering. LL says thick fog and hard to navigate. MKC says to listen for rockets.

"9.58 A. M.—BC calling MKC.

"10.12 A. M.—Can't make out jammed messages.

"10.49 A. M.—Trying to raise MKC, BC, LL, but failed.

"10.50 A. M.—Navy won't keep out.

"11.05 A. M.—Tell revenue cutters to cut out and lay by.

"11.19 A. M.—BC gives 'Bynow' (meaning wait) and calls MKC.

"11.30 A. M.—BC (Portsmouth) and RCD talking and jamming us right and left.

"11.32 A. M.—Have found the LA (Lucania.)

Silences the Navy.

"11.40 A. M.—Navy insists on jamming. I give them 'By' again (meaning keep quiet).

"11.55—MKC reports bad condition; settling in water. LA starts for MKC.

"11.300—BC reports MKC, but cannot find her.

"2.05—BC, LL and LA scouting for signs of MKC. Florida has no wireless. RCG kicking up about getting information.

"2.30—DC asks CQ (all stations) to 'keep out, for God's sake!'

"BC talks to LA. She says: 'Republic expected to sink; was in collision; Republic's passengers aboard Florida; am searching for both ships; assistance needed to take passengers off Florida, which is disabled and probably will sink.'

Baltic "Has a Chance."

"3.35—BC again tells CQ to keep quiet. He is nearing MKC.

3.56—BC asks CQ to stand by again. BC talks to LA and LL. All are searching for KC and Florida.

"4.15—BC and MKC are now talking.

"4.30—BC trying to locate MKC; MKC hears BC's bomb to the eastward and tells BC to steer to the westward, jamming all around. It is terrible. BC has a chance to find MKC.

"4.41—RCG and RCU and RCE (Seneca) all jamming and won't let Binns talk to BC. LA and BC trying to get MKC, but no answer.

"4.50—RCG calls me and asks 'has Republic wireless and what call?' I don't answer as it would only increase jam. BC and LC are more important than revenue cutters and way should be made as clear as possible.

"5.03—MKC wireless out of biz.

"5.10—BC tells MKC she hears her bell.

"5.12—MKC tells BC to steer east-southeast.

5.18—BC and LL talking.

"5.30—MSG is going to BC's captain.

"6.05—BC says to MKC 'think I can find you. Think LA and LL have gone on. Give me plenty of calling when I get near you. Have just sent up rocket; look for it.'

"You Are Near Me."

"6.08—MKC says sa wrockets. 'I hear your bells. You are near me.'

"6.14—BC says to LA, 'Florida's bow has gone, she is sinking, needs help, she is blowing four blasts.

"6.24—BC is nearing MKC; fog so thick can't see lights 200 feet away.

"6.34—BC instructs LL to stand by Florida.

"7.01—FI (Furnessia) calls me. Tell him to stand by.

"7.20—Wonder where the BC is. Have not heard from her.

"7.21—Thank God at last the MKC has been found. BC is standing by her.

"7.30—NK (New York) comes along. Tell him to stand by indefinitely.

"7.45—The fog is raising slowly. LA asks BC if she can proceed now or leave her to escort Florida.

"8.06—Uncle Sam's boats and forts are using all the electricity in the air. Can't hear from disabled boats.

"8.37—BC says to LA 'You can convoy Florida now; I will stand by MKC; Florida in 33 fathoms; due south Nantucket light vessel.'

"10.20—Have sent and received 110 messages. LA calling BC and is told to stand by. LA still looking for disabled vessels. She asks if all are saved.

Taking Off Passengers.

"11.14—BC sends word to NK. 'Taking passengers from MKC. Left captain and boats crew alongside; still afloat.' Wind freshening.

"10.12 A. M.—NK now asks BC if she wishes her to bring MKC's captain and boat crew along when he picks up MKC. He is told to ask Sealby.

12.22—LA still cruising about trying to locate BC.

"2.25—BC gives all boats depth of water and number of blasts to use in locating her.

"3.07—BC says, 'Transferring all passengers steadily.'

"6.18—BC calls CQ, saying boat lowered with passengers adrift and to look out.

"5.37—LA finds the BC.

"7.50—Transfer of passengers done. FI and LA standing by Florida. KC not seen since 10 o'clock last night.

"8.03—BC going to find MKC. LL has gone.

"8.50—These Government operators are dangerous to navigation. They are grounding and jamming frightfully.

8.22—BC to LA, 'Thanks for assistance and go on to New York.'

"9.20—No word from MKC. BC on way to New York. FA being convoyed by NK and LA.

"8.00 P. M.—Have heard from RCH that MKC has sunk."

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Republic's Captain Greeted as Hero By Crowds To-Day

CAPT. SEALBY

FLORIDA NOT TO BLAME FOR CRASH, AGENT SAYS

The following official statement, setting forth the position of the officers of the Italian steamship Florida concerning the collision with the Republic, was given out this afternoon by O. L. Richards, agent of the Lloyd-Italiano Steamship Company:

"The officers of the Florida are in no way to blame for the collision. On the bridge at the time were Capt. Rustini, First Officer Rafaello Gargulle and a quartermaster. They were proceeding cautiously in their course, sounding the fog signal frequently. They first heard the Republic's fog whistle at a distance of probably a mile and a half to the northwest. They held their course. No signal was given them by the Republic indicating that they should go to starboard or port.

"The sound of the Republic's whistle became plainer. Capt. Rustini reduced the speed of his boat to five miles an hour. Suddenly the Republic, which had turned to the southeast from the course she held when her fog signals were first heard, loomed up right in front of the Florida. The collision was unavoidable."

If the Admiralty Courts hold that the officers of the Florida were at fault Saturday morning when the Italian steamship rammed the Republic, the owners of the Florida will be liable to the extent of $1,020,000. This is the value of the Florida, her passenger fares and cargo charges.

In explaining this to-day a member of the firm of Wallace, Butler & Brown, of No. 54 Wall street, counsel for the Lloyd Italiano, or the Societa di Navigazione, as the company which owns the Florida is variously known, said that the line purchased the Florida three years ago for $1,000,000. The value of the fares and cargo carrying charges amounted to $20,000. No matter how many millions the Republic and what went down with her may be worth, the owners of the Florida cannot be held responsible beyond the value of the Florida.

The Italian line's attorneys said, however, that it would take at least a month to examine into the evidence concerning the collision and prepare papers.

ALDERMEN RESTORE FIRE-FIGHTING FUND

Commissioner Hayes Gets $32,000 Budget Trimmers Cut Off Estimate.

Fire Commissioner Hayes appealed to the Board of Aldermen to-day to return $32,000 to his departmental estimate. When the budget pruners deducted that amount from the Commissioner's account, he says he was compelled to reduce his staff. Clerks, mechanics, telegraph men and others were laid off. The repair shop force also suffered.

Alderman Gunther, leading the Republicans, questioned the "faith" of the Commissioner in putting men back on the job. They wanted to know if the Board of Estimate had not acted wisely in cutting down the estimate.

"I need the services of every man laid off," said Commissioner Hayes.

Alderman Robert Downing, of Brooklyn, broke away from the Republicans.

"I am going to hold up the Commissioner's hands, but not hold up the Commissioner," he said.

Other Republican followed owning's lead and the Commissioner got the money. Alderman B. W. Brown opposed to the last. "Stop smoking, Alderman Brown, and extinguish that cigar, or I'll 'sic' the Fire Commissioner after you," commanded Vice-Chairman Sullivan.

The Alderman's light went out.

FLORIDA VICTIMS REMOVED FROM WRECK IN DOCK

Italian Liner's Cargo Rushed Out to Get Vessel Into Hands of Repairers.

SHIP BADLY CRUSHED.

Her Dead and Cargo Removed in Haste to Get Vessel Into Drydock.

Two hundred longshoremen swarmed on the deck of the Florida this morning, ripping the cargo out of her, in an effort to clear her hold by Thursday morning, so that she may be taken from the South Brooklyn pier at the foot of Fortieth street to the Erie Basin drydock and have a new prow built on her.

The three dead and Mr. Lynch, who died later in the hospital, had been removed from the Italian liner during the night and a wrecking crew put to work in the gnarled and tangled mass of steel and timber that had been the sharp bow which had hewn through the midships of the Republic like a cleaver through cheese and then crumpled up as if bent upon adamant.

There were fifteen who went down into the bent and twisted mass in the three smashed compartments to save what could be saved before the shipbuilders slice off the crushed nose and build another one.

Crew Killed in Bunks.

All of the officers and crew had gone ashore to visit friends and relatives and relate to them the tale of their remarkable adventures. Pier Superintendent H. Noll was in charge. He said:

"The cargo suffered no damage from the collision, and we expect to get it all out of her by to-morrow night. Then we will run her into dry dock and have a new prow built on. The bodies of the three dead were removed early this morning to the undertaking rooms of Louis Schaefer, at No. 4014 Third avenue, Brooklyn, whence they will be buried.

"They are Salvator D'Amico, fifteen years old, a cabin boy, who was a refugee from Messina, when he found employment on the Florida; Pasquale Lavelli and Calgero Mertucelli, seamen, both of Naples. They were asleep in the forecastle bunks at the time of the collision. Their bodies were terribly crushed."

BISCHOFF UPHELD ON TURF BETTING BY HIGH COURT

State Loses Appeal on Oral Wager in the Melville Collins Case.

ALBANY, Jan. 26.—Without passing on the constitutionality of the Anti-Racetrack Gambling laws, the Court of Appeals to-day dismissed the appeal in the case of the People against Melville Collins, who was arrested on a charge of receiving $5 as an oral bet upon a horse race at Gravesend race track last summer.

The appeal was from an order of the Appellate Division, Part I., affirming an order of Justice Bischoff, at special term in New York, sustaining a writ of habeas corpus, and discharging Collins. The latter was arrested on June 16 last, charged with a violation of Section 351 of the Penal Code, known as the Agnew-Hart law.

Counsel for Collins contended that the receiving of $5 on an oral bet was not prohibited by the statutes, and that the new law only referred to acts done in connection with gambling conducted as a business. For the prosecution, it was held that the intent of the law was to put a stop to all race track gambling. The opinion, which is by the Court, says:

"There is grave doubt whether the facts in this case have been so carefully and thoroughly developed as to justify a determination of the important questions discussed by counsel in this proceeding. We are of the opinion that except in rare cases where the facts before the Court cannot be materially changed, qualified or explained the determination of important issues ought not to be made in a habeas corpus proceeding, as it is not calculated to thoroughly develop the facts as in the case when a regular trial is had, witnesses examined and cross-examined, alleged errors reviewed on appeal and counsel present throughout.

"The Supreme Court of the United States has recently announced its adherence to this doctrine."

IN THE LONG RUN
Coffee damages the nerves.
POSTUM
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"There's a Reason"

SETS AFFINITY TRAP, IS NABBED AS A BURGLAR

Jealous Martiese Broke Into Wife's House and Police Got Him.

A gleeful laugh gurgled in the throat of swarthy Romello Martiese when he saw his wife walk down the street from her house in West Brighton, S. I., today. He had waited long for that hour. For you must know that Romello and his wife Hedwig parted company a year and a half ago and have made naughty faces at each other when they have met on the street since. To Romello Martiese's fruit store in South Brooklyn of late have come stories which have caused him to glare at the ceiling and bite his fingers and say unkind things of woman's constancy.

He made a preliminary survey of the premises of his wife's home in Staten Island. He found she had bought a two-family house and was occupying half of it herself. Foxy Romello hired a private detective and sent him to hire the upper part of the house. The detective moved in last Saturday.

With a friend, Anthony Cattucci, Martiese went to Staten Island to-day and waited around until Mrs. Martiese left the house. Then, joined by the private detective from the other half of the house, they broke into Mrs. Martiese's apartment. They couldn't restrain their merriment, the trick they were going to play seemed such a merry joke to them.

But Policemen Hall and Haslam, disguised as ordinary citizens, were watching the entry; it impressed them as very like a burglary. They followed Martiese and the others into the house and found Martiese standing on a chair in his wife's bedroom boring a hole in the ceiling.

"What in thunder do you think they are doing?" asked the astonished policemen.

"Ha! Ha!" cried Romello Martiese. "Well you may ask, but that is my business and none of yours."

The policeman showed their badges and insisted.

"If you must know," chuckled the sprightly Martiese, "I am setting an affinity trap."

The policeman took him to the village lock-up and hunted up Mrs. Martiese. She was full of wrath and joy. With a cheerfulness which made Romello's early mirth seem moderate, she swore to a complaint charging him with burglarious entry and Magistrate Handy held him in $500 bail for examination on Thursday.

Indignation and sympathy for Mrs. Martiese ran so high in the neighborhood that Romello only narrowly escaped going to jail in default of bail. At the last moment an Italian acquaintance from Brooklyn heard of his plight and came to his rescue. "There be traits and trappers," said Mrs. Martiese sweetly as her husband went crestfallen out of the court room.

VERDICT FOR "JOY" RIDE.

Mrs. Jeannette P. Goin, of No. 4 West Fifty-fifth street, to-day recovered a verdict of $275 from a jury before Judge Lynch in the City Court against Simon Kayton, a liveryman, for the alleged conversion of a carriage call a vis-a-vis.

Mrs. Goin sued the liveryman for $1,100 which, she declared, was the value of the vehicle, and testified that the carriage had been used and badly worn, instead of being kept in careful storage.

Counsel for the liveryman moved that the verdict be set aside as against the weight of evidence, and Judge Lynch gave him a week i nwhich to hand up a brief. Execution of the verdict is stayed.

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In less serious skin affections, such as pimples, rash, herpes, blackheads, acne, barber's itch, etc., results show after an overnight application, only a small quantity being required to effect a cure. Those who use poslam for these minor skin troubles can now avail themselves of the special 50-cent package, recently adopted to meet such needs. Both the 50-cent package and the regular $1 jar may now be obtained in New York and Brooklyn at Hegeman's, Riker's, Kalish's, Kinsman's, Jungmann's and other leading drug stores.

Samples for experimental purposes may be had free of charge by writing direct to the Emergency Laboratories, 32 West Twenty-fifth Street, New York City.

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