THE FLORIDA LIMPS IN

FLAGS AT HALF MAST FOR DEAD ON BOARD.

Officers Stopped from Telling of Collision—Eugene Lynch Taken to Hospital.

Poking what was left of her shattered stem deep into the water, with thirty feet of her bow gone completely, and the gaping wound covered but not concealed by a sail, the Italian Lloyd liner Florida, which sent the Republic to the bottom, crawled into this harbor yesterday afternoon, and finally, helped by two tugs after her perilous voyage from Nantucket, made fast to her pier.

Her flags were at half mast, for among the twisted and tangled mass of wreckage in her forepeak were the mangled bodies of two of her seamen who had been crushed to death in the collision with the Republic, while another lay dead in a cabin, and Eugene Lynch, who escaped instant death in his stateroom on the Republic when his wife was killed, lay in agony on a cot in the little hospital amidships.

From the revenue cutter that had been looking anxiously for her all day, the first sight of the Florida, down by the head, with her stern lifted high in the water, inspired wonder as to how she had made port at all. Her whole bow was torn off, and even the unpractised eye of a landsman could see that she was a sorely stricken ship. The deck timbers were pushed upward and sprung where they had been splintered and smashed, and every bit of steel work had been twisted and torn beyond recognition.

Probably thirty feet of the Florida's bow had been torn away, and an idea of the force of the destroying blow came when one saw the first three letters of her name, "Flo," with the "o" cut off incomplete. The wreck had stopped just short of a steel bulkhead, and had that gone the Italian inevitably would have gone down.

CAPTAIN'S SECOND VOYAGE.

Experts who saw the Florida limp up the bay said that only calm weather had made her voyage from Nantucket possible, and that Captain Ruspini had accomplished a wonderful feat in getting her here at all under the conditions. He is a young man, and this was his second voyage in command of the Florida. Twenty-nine is his exact age, and every one on the Florida spoke of him in terms of the highest praise.

The Florida carried only one of the Republic's passengers, Eugene Lynch, who had suffered so much in the first transshipment from the Republic to the Florida that he begged to be allowed to remain on the Italian vessel until she reached port rather than undergo the ordeal again. So he made the journey in the dark little hospital of the Florida, in the care of the Italian doctor, to be met by a party of friends in South Brooklyn and taken to the Long Island College Hospital.

Mr. Lynch saw his wife swept through the walls of their stateroom and crushed by the prow of the Florida. He stayed for four hours in the wreckage of his stateroom, and was then slung over the side of the Republic and ferried across to the Italian vessel in a small boat. His leg and thigh were broken, and he was suffering from painful internal injuries.

Still he remained wholly conscious, and about the first request he made of the friends who hurried on board the Florida to help him was for them to see that none of the men who had cared for him were forgotten. A man could hardly have gone through a more terrible experience, and the fact that he was still alive amazed all who saw him.

After the Florida docked there was a long delay in getting Mr. Lynch to a hospital where he could receive proper treatment. An ambulance from the Norwegian Hospital, which is near by, was at the pier about as soon as the Florida, but Mr. Lynch's friends and relatives ordered a private ambulance, which did not come for more than an hour. Then Mr. Lynch was taken to the Long Island College Hospital, the surgeons from the Norwegian having gone away in the mean time, explaining that no one seemed to know what he wanted to have done with Mr. Lynch.

OFFICERS' LIPS SEALED.

Captain Ruspini had begun to give reporters who boarded his ship an account of the collision, but was interrupted by representatives of the line, who apparently forbade him to continue. The purser also started to tell of the disaster, but was shut off in similar fashion, and a few minutes later all newspaper men were compelled to leave the ship, and were told that no statements would be made until Captain Sealby of the Republic had had his say. Every effort of the representatives of the line was directed toward maintaining an absolute silence on the subject of the collision.

One of the first visitors to the Florida was Count Massaglia, the Italian Consul General here, who boarded her at Quarantine to compliment Captain Ruspini on what he called his magnificent achievement in saving the lives of all on board the Republic, as well as on his own vessel. Count Massaglia could find no words of praise warm enough for the captain.

The royal Italian commissioner on board the Florida, charged with supervision of the treatment of Italian immigrants, was as secretive as the ship's officers with regard to the collision. He denied indignantly, however, a story that Captain Ruspini or one of the Florida's officers had attacked the quartermaster, who was at the wheel at the time of the collision. He said that one of the quartermasters had been injured about the head, but said that the man was off duty and asleep in his bunk when the collision occurred, and that his injuries were received then.

Work was begun as soon as the Florida docked for the extrication from the wreckage in the forepeak of the bodies of La Valle Piagnole and Martuscelle Catogero, the seamen. The body of Salvatore d'Amice, the other victim, had been recovered soon after the accident.

Before his tendency to give some information was checked by representatives of C. B. Richard & Co., the agents for the Lloyd Italiano, Captain Ruspini said that the Florida had struck the Republic after both vessels had been sounding their foghorns, the Italian more frequently than the White Star boat. He added that he cruised around for two hours looking for the Republic, keeping in touch with her by her rockets. Stories from the Republic have made the lapse of time between the accident and the reappearance of the Florida half an hour.

Gino Maravillie, purser of the Florida, said that the passengers of both vessels behaved magnificently. He was in the first boat that passed between the two vessels, he said, and he praised the behavior of those from the Republic in unmeasured terms.

He said also that the immigrants on the Florida behaved splendidly. He, too, was cut off short in his description of the collision and the subsequent work of rescue, and later, on the dock, when urged to amplify his story, threw up his hands, saying, when asked what he had seen, merely that it was "a very bad affair."

STEEL MAN'S STORY

Three Sides of Stateroom Fell on Him—Life Saved by Beams.

Reuben Miller, vice-president of the Crucible Steel Company of America, his wife, daughter and daughter-in-law, who were on the Republic, went directly to the Waldorf yesterday afternoon and retired for much needed rest. Mr. Miller talked with a Tribune reporter in his room there last night, telling of the collision as he saw it.

One of Mr. Miller's first acts on reaching the Waldorf was to send a telegram to Congressman Francis J. Burke, of Pittsburg, urging him to introduce a bill in Congress for an international agreement to compel every seagoing vessel carrying passengers to be fitted with wireless apparatus. Mr. Miller said he would see Senator Knox, whom he hopes to interest in this movement.

"My family and myself were going to Italy to spend the winter," said Mr. Miller. "With our party were J. R. Mellon, of the Mellon National Bank, of Pittsburg, and his family. My wife, daughter and daughter-in-law were in Cabin 24 and I was in No. 26. I was asleep in the lower berth of my cabin when I was awakened by the terrific crash, and found myself completely covered with débris.

"The three sides of my stateroom had been knocked down and the upper berth had fallen on me. Only through the lucky intervention of some beams I think I would have been crushed to death. I shouted to my wife and daughter in the next stateroom, and got a reply from them that they were not injured.

"I heard a man in the next stateroom on the other side groaning that he was seriously hurt and that he could not find his wife. I afterward learned that it was Mr. Mooney. A steward came in at this moment and helped me to get out of the pile of wreckage. I found my slippers twenty-five feet from where I had placed them when I went to bed. One of my first acts was to send the steward to ascertain if the boat was sinking. He told us that there was no immediate danger.

"Mr. Mellon and his family then made their way to the deck. The crew of the vessel seemed very cool and collected. They gave us some coffee and later told us we were to be transferred to another ship, but that we could not take our baggage with us.

"We were then transferred to the Florida and forced to sit on the deck, as the ship was already loaded down with her own passengers. The stewards of the Republic managed to get out something to eat, but our position was rendered more uncomfortable when the discovery was made that the Florida was also badly battered and that we might expect to go under any minute.

"I said to my wife, 'We are going down, but there's no use getting excited.' Most of the Americans seemed to take things calmly. The Italians were a little more excited. While on the Florida one of our party overheard two seamen talking about getting at the liquor stores. We immediately informed one of the officers and this plan was nipped in the bud.

"The sweetest song I ever heard in my life and the sweetest that I ever hope to hear was a long, low toot which came through the fog, and which we knew was a ship coming to rescue us from our position of extreme peril. This was the Baltic, and as the sound came nearer and nearer it is impossible for me to describe the scenes of joy and excitement.

"I can truthfully say that the Americans were tolerably calm during the transfer, but the Italians from the steerage of the Florida were greatly excited. They wanted to be taken aboard the Baltic before the Americans, and made so much ado about it that the officers had to maintain severe discipline to control them. I personally overheard one of the officers tell an excited Italian that he had a loaded revolver in his pocket and that he would shoot him dead if he did not keep quiet. I did not, however, see any weapons drawn."

Mr. Miller spoke in praise of the engineers who worked, he said, in the engine room up to their waists in water. He also spoke highly of J. H. Binns, the wireless operator on the Republic. Mr. Miller intimated that the passengers would get together and present some testimonial to Mr. Binns.

CHEERED FROM BALTIC.

Wives and Mothers Waiting for Loved Ones Brought Forth Tears.

Passengers on the Baltic, from Liverpool and Queenstown, talked of the adventures of the Republic's passengers on their arrival in lifeboats at the Baltic's side.

"It was early in the morning that we of the Baltic first got word of the plight of the Republic," said Arthur Bles, editor of "Automobilia." "You know pretty well how we made through the fog in her direction. When the green lights of the Florida came in our vision there was a big 'Hip, hip, hurrah!' It was a case of 'All hands to the rails,' if there is such an order. There we stood, bending way over the rail, when the lifeboats came along with their human cargoes. We were an audience watching a wonderful, real life drama.

"One thing that particularly impressed us was the demeanor of the rescued women, those of them who had husbands or fathers or brothers, as they awaited the arrival of their loved ones. It was a sight that brought tears to the eyes of many of us. There were many women who objected strenuously to going into the lifeboats before their husbands, and we heard that the keeping of the rule that the women and children must be the first rescued was no easy task for the officers in command."

Henry Savage Landor, well known as a traveller, was a passenger on the Baltic.

"In all my travels in countries throughout the two hemispheres," said Mr. Landor, "never have I seen displayed a spirit of womanhood that could be better in such an extremity than was that of the women of the Republic. When we of the Baltic met them it was as they were brought to our vessel in a tossing sea in small boats, after nearly a score of hours spent on the crowded Italian emigrant vessel.

"They had seen, many of them, the mangled bodies of women who had been their fellow passengers. Yet not only nowhere was there a whimper, not only from those who had escaped physical injury but from those who were suffering probably untold injury as well, but they actually came aboard with smiling faces.

"They forgot that all their travelling possessions of any materiality might be doomed, forgot all the ordeal they had encountered, and showed themselves happy and contented, because they thought, most of them, that, in face of disaster, all that the hands of willing men could do to help them had been done."

A man on the Baltic said the coolness displayed by the crews of the vessels was remarkable. In the thick of the work of transshipping the passengers in heavy seas an officer of the Baltic who had been drenched to the skin said good-naturedly to a subordinate, who was in even worse condition: "It's rather a bad night, isn't it?"

"Aye, aye, sir; a wet night," was the answer, given as calmly as if he had been merely without an umbrella in a gentle summer shower.

Remarkable as was the unanimity of report of freedom from any feeling of panic among the men and women on the Republic, even that was overshadowed by the testimony of the Rev. Dr. Robert Johnston, of Edinburgh, who was on the Baltic, coming to this country to be pastor of the Church of the Saviour, in Philadelphia.

Dr. Johnston said that even the babies and the small children forgot to cry.

"You should have seen the babies," he said, beaming. "They were bonnie little things, and never a peep out of one of them as they were tossed about in the little boat and carried up the ladder of the Baltic.

"I never saw anything to equal it. I was helping at the ladder, and I must say it was the best behaved crowd you could possibly imagine."

A case that excited general pity was that of Samuel Cupples, of St. Louis. He is seventy years old and was in a very weakened condition. He could not climb up the companion ladder of the Baltic. His daughter, Mrs. William Scudder, also of St. Louis, had preceded him to the deck. It was necessary that a chair be passed down the ladder by the long relay of men. The old man was lifted up with great care from the lifeboat and placed in the chair. Again the chair was relayed along the line to the deck. It was an extremely difficult task.

Mrs. Scudder, with her little girls, watched the odd journey with her face blanched and all her nerves seemingly at strongest tension. When the last of the many stairs had been passed and the chair with its human burden was placed on the deck Mrs. Scudder fell upon her father and had a good, long cry.

SURVIVORS IN HOSPITAL

WESTERN BANKER TALKS.

M. S. Murphy Praises Italian Sailors, but Criticises Baltic Officers.

Michael S. Murphy, of Grand Forks, N. D., president of the Bankers' Association of North Dakota, and regent of the State University of North Dakota, and his wife, who were injured on the Republic, are in St. Vincent's Hospital, being attended by Dr. George W. Stewart. Mr. Murphy for a lacerated face and cut foot and his wife for a compound fracture of the right leg and contusions of the body.

"I am glad," said Mr. Murphy last night, "to get an opportunity to say a few words of praise for the Italian crew, officers and stewards of the ship Florida. I notice in the statements that have been given out that praise is unstinted for the crews of the Republic and the Baltic, but in my opinion the Italian crew did as valiant work as the crew of either of the other vessels.

"Those who were simply transferred from the Republic to the Florida and were not injured had but little opportunity to judge of the merit of the Italian crew, but I had to take my injured wife on board, and I can truthfully make the statement that our treatment on board the Florida was much better than that we received on either of the other vessels after the accident.

"The first real medical attendance my wife had was that which she received from Dr. Alderio Rinaldi, the ship's surgeon on the Florida, and when one considers that there were only five persons injured aboard the Republic, two of them, Mr. Lynch and my wife, seriously, it is impossible to enthuse over the efficiency of the medical service aboard the Republic.

"Every one who was taken aboard the Florida received the best that the ship had. Cognac flowed like water, and what poor provisions the ship had were liberally distributed. Every attention was shown to Mr. Lynch and to my wife, and the people who were brought aboard received willing preference everywhere from the obliging Italians.

"I believe that this talk of riot is rot, for when I attempted to move my wife for the retransfer aboard the Baltic the emigrants made a passageway for us to ascend, and when I got her to the deck I received my first impression of the attentive crew and captain of the Baltic, for an officer of that ship told me positively that his ship would receive no injured person—that was at 5 o'clock on Sunday afternoon, and it was 11 o'clock before by continued and persistent efforts I was able to make arrangements to have my wife taken aboard the Baltic.

"She was strapped to a stretcher and taken across on a lifeboat, and then, although we were first class passengers aboard the Republic, we were assigned to quarters in the steerage of the Baltic, and it was almost 2 o'clock in the morning before I could arrange to have my wife again removed to quarters above. This may be chivalry and system, but I am unable to appreciate it.

"The nearest approach to a panic aboard the Florida was while my wife was about to be transferred. Some thoughtless officer from the Baltic stood at the head of the rope ladder thrown from the side of the vessel and said that the first class passengers must come first. A fine looking young Italian fellow sprang up beside the officer, and, drawing a gun, said that he was a man, first or last class, and that when the women and children had been removed, those who were nearest the rail would go next. This was done, and the incident closed. This young man also insisted that an injured stoker, who was crying below, be removed to where he could receive treatment; this was done, and the injured man is now in this hospital."

Mrs. Murphy's condition was improved last night; she was resting quietly, and the physician stated that he had every hope that she would make a satisfactory recovery.

SEA WRITER IN RAGE.

James B. Connolly Resents Imputation of Bad Conduct on Wreck.

While the Republic survivors on the Baltic and the latter's passengers were preparing to leave the latter vessel there was enacted in the saloon a scene that came near ending in a fist fight.

James B. Connolly, of Boston, a writer of sea stories, who had been a passenger on the Republic, resented the imputation of Mr. Spencer, second steward of the Republic, that he had tried to push aside women and children in an endeavor to be one of the first off the doomed vessel. During the dispute a friend of Connolly's suddenly grabbed a steward by the collar, saying: "Here's the man that said it." But before Connolly could get to him half a dozen other stewards had stopped in and saved their comrade. At the same time they threatened bodily harm to the writer. Somebody summoned Mr. Spencer, second steward of the Republic. Connolly, shaking with indignation, faced him and asked whether it was true that Spencer had circulated the story.

"I said," replied the steward, "that you tried to get off and that I prevented you."

By this time a dozen more employes of the steamer had gathered about Connolly. Somebody shouted "Kill him!" while others said "Put him out" and "You'll get what's coming to you if you don't hurry away."

At this point Mr. Farly, of the White Star Line, led Connolly aft. The latter complained that he could not get wireless messages through to newspapers for whom he had written the story of the wreck. He explained that his only desire to get past the line drawn by the officers of the Republic was to investigate the situation for professional purposes. As a matter of fact, Connolly said he was one of the last men to leave the Republic.

TO SAFEGUARD SHIPS.

Arctic Club Secretary Advocates Longitudinal Bulkheads.

Moved by the wreck of the Republic, Captain B. S. Osbon, secretary of the Arctic Club, expressed yesterday the conviction that longitudinal as well as transverse bulkheads should be required by law in all steamships. This is what he had to say on the subject:

"The sinking of the White Star liner Republic, the narrow escape of nearly a thousand persons from a watery grave and the loss of a valuable ship emphasizes the positive demand that all passenger vessels of every class be fitted with longitudinal bulkheads, in addition to the transverse bulkheads now in use, and which have served a good purpose, but which are almost always injured seriously in case of collision. In the Republic two of these cross bulkheads were ruptured, and as a consequence her reserve buoyancy was lost, and it was impossible for her to float when the three compartments were flooded.

"Since 1871 I have been a constant advocate of the system of longitudinal bulkheads and have brought the matter up repeatedly to the notice of the Board of United States Steamboat Inspectors, and on May 20, 1907, wrote a long communication to the Hon. Oscar S. Straus, Secretary of Commerce and Labor, who referred the matter to the Supervising Inspector General of Steam Vessels, but nothing was done.

"A year later I wrote to Captain Adolf Marix, U. S. N., chairman of the commission to examine the laws of the United States for the better security of the lives of passengers and crews on board of vessels of the United States, with a view to their revision. Yet so far nothing has been done. The only real security for the traveller by steamers, be they by ocean, lake or river, is the compulsory application of longitudinal bulkheads. It is true that it means an increased cost in construction of the vessels, but it would be insignificant in comparison to cost of lives and property in daily danger from the lack of them. By the adoption of the longitudinal bulkheads the vessel becomes practicaly unsinkable and safe in event of collision.

"The problem of the non-sinkable vessel is easily solved, and it is a mere matter of application of needed reserve buoyancy to the vessel to keep her afloat, no matter how severe the wounding. It means almost absolute protection to millions of lives and hundreds of millions of property annually. It is the duty of Congress to at once take up this subject and enact laws that will make it compulsory that all ships carrying passengers shall be provided with longitudinal bulkheads that shall render such vessel virtually non-sinkable and safe.

"Had it not been for the wireless telegraph system, with its glorious work, the Republic would have gone to the bottom of the sea with her living cargo of over a thousand souls. Her transverse bulkheads would not have saved them."

GEN. IVES AT OAR

Continued from first page.

and this, of course, meant that many were only ill clad to face the chill blasts of a winter's morning off the coast of Nantucket. A surprisingly large proportion of the passengers, however, dressed themselves fully before leaving their staterooms. Some of the braver managed to return for their valuables, despite the efforts of the officers and crew to keep all hands on deck.

"The three hours from 5:30 until 8:30 o'clock were harrowing enough to all of us, the fog delaying the daylight until nearly 8 o'clock. When the light finally appeared it was possible to make out the lines of another steamship not far away on our port side. This ship turned out to be the Florida, of the Lloyd-Italiano, our destroyer and fellow cripple.

"Ever since the collision our own fog horn and whistles and those of the Florida had been sounding incessantly. We also had the consolation of knowing that "Jack" Binns, the Republic's gallant wireless operator, was sending his calls for help to every point of the compass. The wireless certainly gave us a feeling of security and hope, which helped greatly to buoy us all up.

TRANSFER TO THE FLORIDA.

"It was nearly 9 o'clock, I think, when the word was passed that we were to be transferred to the Florida, which was said to be in much better condition than the Republic. A rope ladder was stretched over the port side of the Republic and the work of transfer began, the women and children of course, going first. The water was fortunately smooth. It was a novel and thrilling experience, and one not to be forgotten.

"The passengers were lifted over the rail, turned face about and told to climb as speedily as possible down the fragile, swinging rope ladder. As they approached the water they were grabbed by the officer in charge of the waiting boat and seated. As soon as a boat was filled it pulled off into the fog toward the Florida.

"The officers and crew of the Republic worked like beavers, and with never a hitch or falter, and by noon every one of the Republic's passengers was safe on board the Florida. The conditions found there, however, were not ideal, as the Florida is much smaller than the Republic and carries nothing but third class emigrants.

"She had a pretty big passenger list, and when the eight hundred passengers from the Republic had clambered aboard it was far too crowded for comfort. It was also far from clean enough to be enjoyable, but the officers and crew of the Florida did all they could, and there was never a murmur from the rescued passengers of the Republic.

"At noon the fog turned into a drizzling rain, which made it pretty hard for those who were forced to sit out on the Florida's deck with only scant and insufficient clothing. Many a brave woman wound a blanket about her and sat and shivered in the rain through that long and harrowing afternoon. Twelve or fifteen of the Republic's women were accommodated in the captain's cabin, but these constituted a favored minority.

"Only the cheering news brought by the Republic's ever faithful wireless operator—that the mighty Baltic was speeding to our rescue—made the dreary hours bearable. We knew that the Florida was in bad shape, as her bows were badly stove in, but we were told that she was well able to keep afloat for many hours to come. Of food we had little or none, and few there were who gave a thought to it.

"Between 5 and 6 o'clock in the afternoon the good news was flashed to us that the Baltic was close at hand, and soon after 6 o'clock the big greyhound came up and anchored less than a mile away. All were eager to leave the Florida, for the conditions were very bad. No move was made to take us off, however, and herein is the only criticism I have to make of the whole affair.

"All through that long evening we remained huddled together on the malodorous Florida, while the sea rose and the fog shut in thicker than ever. The officers hated to make the transfer in the night, with the crew of the Republic tired out by its herculean exertions and not knowing how much dependence could be placed on the Florida's sailors.

"Finally, at midnight, Captain Ranson, of the Baltic, determined that the shift must be made, and preparations were put under way. It was plain to all that the task ahead was a far different one from the transfer of the Republic's passengers to the Florida. The night was pitchy black, the sea was running high and there were eight hundred badly scared emigrants, the passengers of the Florida, to be taken into consideration. The distance was longer and the chance of mishap far greater.

"Instead of the rope ladder which was used in leaving the Republic and boarding the Florida, a companion way was lowered and manned by four of the Republic's most trustworthy stewards. Spencer and Barker stood at the head of the companionway, and each proved himself of the stuff from which heroes are made. There was a terrible jam as the Italian emigrants made a rush for the ladder and had to be forced back. For a moment, but only a moment, it looked as if there might be a panic.

"The emigrants did not like the idea of the women going first, and it was necessary for the men passengers of the Republic to take a hand in straightening out the situation. Finally the frightened emigrants were herded back away from the companionway, and the disembarkation began.

"Too many wanted to get on the ladder at once. The sailors of the Republic were tired out, and passengers willingly volunteered to take an oar where it became necessary. I pulled an oar for the first time since my college days. I was not exactly in practice, but I did my best." A person who saw General Ives at the oar said that he handled it like a 'varsity stroke.

"I made several trips between the Florida and the Baltic, and I want to say again that the American women behaved like the Trojan women of old. Never before did I see such a splendid exhibition or was I ever so proud of my countrywomen. Slowly and laboriously the little boats plied back and forth between the two ships all through the long and cheerless night. Before dawn broke all the women were safe on the Baltic, but it was nearly noon on Sunday before the last of the men had made the trip.

"From the moment that we reached the Baltic everything possible was done to make us comfortable. It was as if we had never been in a wreck. The Baltic is so roomy that she was not badly crowded, even with all the passengers of the Republic and the Florida. When the order came to abandon the Republic and the Florida and proceed to New York with all speed, we were not exactly sorry, but we all hated to leave to her cruel fate the gallant ship which had borne us so gayly on our way until the fatal crash off Nantucket.

"The trip to Sandy Hook was expeditious and uneventful. It was an experience on which none of us had reckoned, and I believe that few of us would care to repeat it. That two of the passengers of the Republic and three of the crew of the Florida were killed harrowed us all deeply. Without this we would have borne the troubles and vicissitudes with more fortitude."

General Ives was not ready to say whether he would start again on his Mediterranean trip or abandon it for the present.

CANADIAN CURLERS WIN ABROAD.

Glasgow, Jan. 25.—The Canadian curlers have won six rink matches at Crossmyloff, Renfrewshire, against the Scotch curling team that visited Canada six years ago. The score was 119 to 52.

LAST OF THE REPUBLIC

CAPTAIN STUCK TO POST.

He and Second Officer Picked Out of Whirlpool by Rescue Party.

Wood's Hole, Mass., Jan. 25.—The thrilling scenes which marked the closing hours of the White Star Line steamer Republic, after her passengers and most of the crew were on their way to New York, the grim determination of Captain Sealby to go down with his beloved ship, the loyalty of Second Officer Williams in refusing to leave the side of his commander, the death throes of the ocean liner and the miraculous rescue of the two officers were told to-day in crisp, vivid language by the officers of the United States revenue cutter Gresham, which was towing the Republic when she sank.

The officers and crew of the Republic were transferred to the derelict destroyer Seneca and taken to New York, while the Gresham came here. After the Gresham came up with the sinking Republic yesterday forenoon preparations were made to tow the steamer to the nearest land for beaching, as Captain Sealby thought she could be saved. But the steamer's bulkheads were unable to stand the pressure, and at 7 o'clock Sunday night Captain Sealby ordered every man off the ship. He himself refused to leave, and the second officer remained by his commander's side.

An hour later, while the searchlights of the tug Mary F. Scully were playing on the scene, two shots were heard from the bridge of the Republic, two blue lights were burned, and then the bow of the doomed steamer shot up in the air and the great liner sank, stern first. Just before she went down Captain Sealby climbed the mast, while his second officer jumped from the rail. They were rescued by one of the Gresham's lifeboats, in command of Gunner Johnson.

On the after deck of the Republic as she went down rested two coffins, containing the bodies of Mrs. Eugene Lynch, of Boston, and W. J. Mooney, of Langdon, N. D., who were killed in the collision between the Republic and the Italian steamer Florida.

The Republic rests on the bottom of the Atlantic, with thirty-eight fathoms of water over her, at a spot fifteen miles west-southwest of Nantucket South Shoal Lightship, and there she will probably remain forever.

The following is the story of the sinking of the Republic, as told by Lieutenant Philip H. Scott, executive officer of the revenue cutter Gresham:

The Gresham found the Republic at 10 a. m. Sunday. The passengers and all but two officers and the deck crew had been transferred to the Baltic. Captain Sealby, the second officer of the Republic and thirty-five men, who had voluntered to stay by their chief, in boats were lying alongside the Republic, which had a big list to starboard and was down somewhat by the stern. The Republic at this time was about nine miles southeast of Nantucket Lightship.

A British passenger steamer was standing by, but there was no other boat in sight. Shortly before noon on Sunday Captain Sealby and his second officer, followed by the crew of the Republic, climbed back on board and the Gresham sent a line on board the Republic, which was taken in over the bow. The captain of the Gresham offered to tow the Republic or to stand by and pick up the crew if anything happened. At the same time the British passenger steamer sent two lines aboard over the starboard quarter to assist in steering the Republic. The little fleet started up at 12:30, but the Republic proved unmanageable and could not be steered, as the northeast wind continually swung her around.

The captain of the Gresham tried to head north-northwest, but only did a little better than westerly. At 5 p. m. the derelict destroyer Seneca arrived and took a line ahead of the Gresham.

At this time very little progress was being made and it was reported from the Republic that she was making water fast, especially by the stern. About dark another government boat arrived on the scene, whose identity could not be learned. She proved very useful in turning her searchlights on to the Republic.

At 7 o'clock last night the entire crew of the Republic were ordered by Captain Sealby to abandon the ship, and, getting into their lifeboat, easily overtook the Gresham.

The men said that they could not persuade Captain Sealby to leave his vessel, and the second officer of the Republic refused to leave the side of his commanding officer.

At 8 o'clock last night the bow of the Republic, illuminated by the rays of the searchlight, was seen rising fast. Five minutes later two pistol shots were heard and two blue lights were burned. At 8:10 o'clock the Republic's bow shot up high in the air and she sank in thirty-eight fathoms of water in a position fifteen miles west-southwest of Nantucket South Shoals Lightship.

A lifeboat was dropped from the side of the Gresham and a crew, under command of Gunner Carl Johnson, started off. The boat returned in three-quarters of an hour with both the captain and the second officer on board. They had been picked up clinging to some wreckage. Neither had on a life preserver.

When the Republic began to sink Captain Sealby climbed the foremast and reached the mastnead light as his boat went down. The second officer jumped from the rail to the sea and said that he fell some distance and sustained slight bruises in striking the surface of the water. Captain Sealby was unhurt.

The Republic was struck on the port side a little more than two-thirds of the way aft. A large hole was torn in her side, which was clearly visible, but, as sometimes happens in such cases, she had a big list to starboard.

When the Republic's crew, at the command of Captain Sealby, left the steamer he said that he would signal before the final plunge of his ship in order that the towing hawser might be cut and the possibility of the Gresham being drawn under avoided. Those on the Gresham were watching for the signal, and when at length it flashed out, accompanied by two pistol shots, the connecting hawser was severed with an axe. At the same instant the Gresham's lifeboat was lowered, and Gunner Johanson, with four of the Gresham's men and four from the Republic, pulled swiftly toward the whirlpool made by the sinking liner. Once, as Gunner Johanson was peering into the darkness, a small spar—possibly a flagstaff—shot up and struck him in the face, causing a bad bruise. The boat came by accident upon Second Officer Williams as he was swimming. Although he was hampered by his heavy overcoat, he had managed to keep afloat.

A few moments later, steering toward a faint cry which came out of the darkness, the boat ran up to a floating grating to which Captain Sealby, almost exhausted, was clinging.

The boat's crew then were guided back to the Gresham by signals. As they drew up alongside and those on board the cutter learned that the two officers of the Republic were safe, both American and British sailors tried to outdo each other in cheering, but many of the Republic's men wept as they helped their captain to the deck.

After being furnished with warm and dry clothing Captain Sealby and Second Officer Williams rapidly recovered from their experiences.

SHIP'S OFFICE CLOSES.

Many of Republic's Passengers to Continue Trip on Other Steamers.

Following the suspense and anxiety caused by the Republic disaster, the officials of the White Star Line, after seeing that all of the passengers on the Baltic had been safely landed and everything possible done for their comfort, closed up their office early last evening, and went in search of much needed rest. All of the officials and office force had been on duty almost continuously from the time the news reached them Saturday morning until yesterday afternoon, and they bore up under the strain with difficulty.

Many of the passengers on the Republic have informed the White Star agents in this city that they will continue their trip on Saturday, either going on the Minneapolis, of the Atlantic Transport Line; the Koenig Albert, of the North German Lloyd Line; the Baltic, of the White Star Line, or the New York, of the American Line.

The Vaderland will leave here to-morrow for Antwerp, and several of the Republic's passengers obtained accommodations at the last minute and will sail on her. The White Star people telegraphed to Boston yesterday and reserved all of the accommodations on their steamer Romanic, which will sail from that port for Naples on Saturday. Many of the Republic's passengers had reserved accommodations at the various hotels by wireless, and representatives from the hotels were at the piers to meet them.

The loss of the Republic, if she proves a total loss, as is now expected, will fall heavily on several marine insurance companies. The ship was valued at more than $1,500,000, and the insurance was carried in several companies, no one company having a policy for more than $500,000. Most of the ships of the White Star Line are insured by the company itself, but the Republic was one of the exceptions to the rule. No one seems to know exactly the loss from the cargo carried by the Republic, but it will have to be borne by the various companies in which the shippers themselves had insured their goods. As for the luggage, it is probable that the passengers will have to bear their own losses unless it is proven that the officers of the Republic were at fault.

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OPPOSE THE GOVERNOR

Continued from first page.

him to be for direct primaries by reason of his later speeches and his acceptance, I reply that, in spite of that attitude, he ran 75,000 votes behind other candidates on the state ticket who merely stood on the party platform.

The resolution before the club calls for the approval of a mandatory primary law. The message of the Governor of the State of New York recommends the passage of such a law.

I regret that upon the present occasion I cannot indorse his views, and I believe that he will give to me the same credit for honesty in expression of opinion that I would give to him. But whether he shall or not, my opinions have never yet been regulated by any one man or set of men.

BELIEVES IN PARTY GOVERNMENT.

I believe in party government to enforce and apply party principles. I believe in the responsibility of party administration in accordance with the policies announced in the party platform. These policies are but the described methods of public service and the defined means believed to be conducive to the public welfare.

To that doctrine I then subscribed and I still subscribe, particularly to that sentence which reads: "I believe in the responsibility of party administration in accordance with the policies announced in the party platform."

When Governor Hughes claims that the direct primary was a part of the last campaign because it was not directly mentioned in the platform and was not disapproved in the platform, the argument does not appeal to me. If the Republican party had wanted to favor direct nominations in its platform, the English language was capabe of a simple expression to that effect. That the party did not want to favor direct mandatory nominations is evidenced by the fact that there is not a word on the subject in that platform.

The speaker said that in the 1st, 2d, 3d, 4th, 5th, 8th, 11th, 12th, 16th, 20th, 24th, 28th and 33d Assembly districts Tammany had an enrolment two or three times as great as the Republicans, and could enroll under a direct primary nominating system enough votes in these districts to control the nominations and at the same time preserve an enrolment of Democrats greater than the total opposed to them. Tammany could thus control the Republican nominations in all of these districts.

Lucien Knapp followed with an argument in favor of compulsory direct nominations, after which the vote was taken, with the result adverse to the friends of Governor Hughes, as already stated.

REPUBLIC'S CREW NEEDS AID.

Liner's Seamen Lost All Their Belongings While Saving Passengers.

The Rev. George McPherson Hunter, secretary of the American Seamen's Friend Society, sent out an appeal last night asking for immediate necessities for the shipwrecked crew of the Republic. The appeal read as follows:

The sailors of the Republic lost all of their belongings when their ship went down. They have no clothes except those they now wear, until they get back to Liverpol. After the excitement attending the rescue work and the splendid achievement of wireless telegraphy, we should not forget that the sailors get scant pay, and now, when they have lost their clothing, they will not be able to buy that necessity, because of their means. A large number of the Republic's seamen are at our institute, No. 507 West street, to-day (Monday), writing to their friends and relatives at home, and as we hear their story it has occurred to us that perhaps some of our liberal city people, who are always ready to respond to an appeal of this kind, would like to help these unfortunate men. Complete outfits of clothing are not possible, but for a few hundred dollars underclothing and necessities could be provided. The probabilities are that the men will return to their homes on the White Star liner Baltic on Saturday, and whatever is done it should be done promptly. We shall be glad to receive contributions in money and undertake to disburse the funds according to needs.

When they were not writing letters most of the Republic's crew that went to the Seamen's Institute were talking about the wreck of the Republic. One of the seamen, a large, thickset man, who spoke in a rich English dialect, made no end to his praise for Captain Sealby of the Republic.

"Why, blime me," he said, "it was worth a week's pay to be near the captain when 'e was givin' 'is orders. 'E was the coolest man you ever saw in your life."

Amateur theatricals were provided for sailors at the institute last night.

Books and Publications.

Frances Hodgson Burnett's
Great Story
THE DAWN OF A TO-MORROW
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