the Carmania, where a sailor, lowered into the sea on the end of a life line, grasped him and brought him safely to the deck.

In a few minutes the shrieks of the drowning were silenced, and once more only the rending tumult of the gale mingled with the roar of the Volturno's cauldron. After the explosion the flames were briefly balked. The fore and after bulkheads had resisted stanchly, and those crowded on deck were able to see that their small island of safety was growing no smaller, while the sea was slowly calming, making possible another attempt by the rescuers to launch their boats.

Wireless Call Never Ceases.

All the time the wireless of the Volturno never ceased working, but even after the explosion had destroyed the boilers and dynamo on the Volturno the operators hooked up their apparatus to batteries, and the Volturno and the Carmania continued sending their calls for help through the storm.

Only after broad daylight on Friday, more than twenty-four hours after the first call for help had been sent, were the rescuing boats able to reach the Volturno, and as a culminating horror, as the small boats swarmed under the stern of the burning ship the flames burst through the after bulkheads and the fire swept down with renewed fury.

The seas were still so furious that it was impossible for the boats to come close enough alongside for the rescuers to reach them, and the deck ladders had to be put over, and the passengers were saved only by jumping into the sea. When the flames renewed their charge many were again overcome by panic and leaped into the sea in such numbers that the boats were unable to save all, and many were drowned with rescuing hands reaching out to grasp theirs.

Even that was not all, for two of the boats were overturned while returning to the ships and all were lost. In all 511 were saved, these being distributed as follows among the rescuing ships:

The Carmania, 1.
The La Touraine, 40.
The Minneapolis, 30.
The Rappahannock, 19.
The Czar, 102.
The Narragansett, 29.
The Devonian, 59.
The Kroonland, 90.
The Grosser Kurfurst, 105.
The Seydlitz, 36.

Search Sea for Survivors.

The Carmania and La Touraine remained several hours after the remainder of the fleet had dispersed, searching the sea for possible survivors and hoping to find the two boats which first left the Volturno, but no trace was found even of the wreckage, and at 9:20 a. m. the still blazing hulk was abandoned. It will be nothing in the future but a danger to navigation.

In spite of the terrific gale raging when she arrived near the Volturno the captain of the Carmania had one of his lifeboats lowered to proceed to the Volturno to help in the rescue. This was effected with much difficulty, for even on the lee side of the Carmania the sea was exceedingly rough, and it was only by extraordinary efforts that the small craft was prevented from being smashed or capsized as she left the side of the ship.

The Carmania's lifeboat, in charge of First Officer Gardiner, made a gallant but futile attempt to get alongside the doomed Volturno. After two hours' battle with the waves, in which the lifeboat lost all but three of her oars, the rest being broken or torn from the hands of the crew, Gardiner returned to the Carmania, which he succeeded in making without loss of life or broken limbs among the members of his boat's crew.

Gets Within One Hundred Feet.

Captain Barr of the Carmania then manœuvred his big vessel close to the Volturno and finally got the Carmania's bow within a hundred feet of the Volturno's stern. It was found impossible, however, to cast a line on board the Volturno or to get anybody off.

It was a terrifying sight for the passengers and crew of the Carmania to see so close to them the hundreds of passengers, including women and children, in horrorstricken fear on the decks of the Volturno and yet be unable to help them.

Most of the passengers got into the Volturno's lifeboats, but a hundred of them had gathered at the after end of the burning vessel, whose crew at the same time continued in vain to fight the fire at her forward end.

Captain Barr in the meanwhile kept his wireless apparatus at work communicating with all the vessels within the radius of his instruments. Then the Grosser Kurfuerst and the Seydlitz came in sight, and these two were joined later in the afternoon by other ships.

Boats Lowered in Vain.

The gale moderated slightly toward night, and each of the succoring ships, as soon as it was possible for her to do so, put out boats from her davits and lowered them to the sea. The waves, however, were so high that, although the small craft made some progress in the direction of the Volturno, it was impossible for them to get alongside, and they returned to their ships, in most cases doing this with the greatest difficulty, owing to the overwhelming seas and the darkness of the night.

The Carmania kept her searchlights going throughout the night, throwing rays across the foaming seas in the quest for possible struggling swimmers or lifeboats from the Volturno.

The spectacle of the great vessel being consumed by fire, with more than six hundred persons on board and surrounded by a fleet of huge lighted hulls crowded with thousands of spectators all anxious but unable to help owing to the mountainouc seas, beggared description.

Throw Over Life Buoys.

All that could be done by the would-be helpers was to throw overboard from their vessels dozens of lighted life buoys and stand by in the hope of picking up some of those who had been cast into the sea.

At 9:20 o'clock at night the wireless operator on board the Volturno had to turn over the connection of his instrument to the reserve batteries, as the fire had reached the boilers and the engine room and had put the pumps and dynamos out of action.

A few minutes later cries for help were heard rising from the water near the Carmania, and then a man who proved to be a steerage passenger of the Volturno, wearing a lifebelt, was seen by means of the searchlight a short distance away, tossed about by the sea. He was rescued, but only after one of the sailors of the Carmania had been lowered into the water with a lifeline, which he placed around the waist of the exhausted floating man.

Other cries were heard, but these gradually died away, and no further bodies or swimming people were seen.

About midnight a ray of hope came, for it was seen that the flames were not making much headway aft of the engine room or the after bulkhead of the Volturno.

By daybreak the Volturno was still floating with her great human cargo huddled in masses on her poop deck. The sea had moderated considerably and a flotilla of boats gathered round the stern of the Volturno.

The emigrants on board the Volturno were composed of Russians, Dalmatians, Poles and a few Germans. Most of them were bound for Canada.

It is pointed out as a remarkable coincidence that the Volturno about four years ago made a notable rescue in a great storm in mid-Atlantic of the crew of a French vessel. Captain Harrison, who then commanded the Volturno, was decorated by the French government for his daring act.

GROUP OF THE VOLTURNO'S OFFICERS. X INDICATES CHIEF ENGINEER DEWAR.

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List of Marine Disasters Which Sent Many Thousands to Watery Graves

Ship.	Date.	Place and accident.	Lives lost.
St. George, Defense and Hero	Dec. 24, 1811	Near Jutland—Stranded	2,000
Phoenix	Nov. 21, 1847	Lake Michigan—Burned	240
Royal Adelaide	March 30, 1850	Near Margate—Stranded	400
Central America	Sept. 12, 1857	Near Havana—Sunk	400
Arctic	Sept., 1854	Midocean—Collision	322
Austria	Sept., 1858	Midocean—Fire	470
London	Jan. 11, 1866	Bay of Biscay—Foundered	220
Evening Star	Oct. 3, 1866	Midocean—Foundered	250
Rhone, Wye and others	Oct. 29, 1867	St. Thomas—Hurricane	1,000
City of Boston	1870	——— Mystery	117
Westfield (Staten Island Ferry)	July 30, 1871	New York Harbor—Explosion	100
Northfleet	Jan. 22, 1873	Off Dungeness—Collision	300
Atlantic	Nov. 23, 1873	Off Nova Scotia—Stranded	547
Ville de Havre	Nov. 23, 1873	Midocean—Collision	110
Pomema and State of Florida	April 19, 1874	Midocean—Collision	145
Cospatrick	Dec. 26, 1874	Off Auckland—Fire	476
Schiller	May 7, 1875	Scilly Islands—Stranded	200
Pacific	Nov. 4, 1875	Off Cape Flattery—Collision	236
Huron	Nov. 24, 1877	Off North Carolina—Stranded	110
Metropolis	Jan. 31, 1878	Off North Carolina—Stranded	104
Urydice	March 24, 1878	Off Isle of Wight—Foundered	300
Princess Alice	Sept. 3, 1878	Thames River—Collision	700
Byzantin	Dec. 18, 1878	Dardanelles—Collision	210
Bomsia	Dec. 2, 1879	Off Spain—Sunk	174
Atlantic	1880	——— Mystery	290
Teuton	Aug. 30, 1881	Off Cape of Good Hope—Stranded	200
Daphne	July 3, 1883	In Clyde—Turned turtle	124
Cimbria	Jan. 1883	North Sea—Collision	389
City of Columbus	Jan. 18, 1884	Off Gay Head Light—Stranded	99
Gijon and Lux	July 23, 1884	Off Finisterre—Collision	150
Kapunda	Jan. 29, 1887	Off Brazil—Collision	300
Wah Yung	Nov. 15, 1887	Near Hong Kong—Fire	400
Sud America and La France	Sept. 13, 1888	Near Canary Islands—Collision	89
Trenton, Vandalia, Nipsic, Adler, Eber	March 16, 1889	Off Samoa—Wrecked in storm	147
Persia	Jan. 2, 1890	Off Corsica—Stranded	130
Duburg	Feb. 17, 1890	China Sea—Sunk	400
Quetta	March 1, 1890	Torres Strait—Foundered	124
Ertogrul	Sept. 19, 1890	Off Japan—Foundered	540
Shanghai	Dec. 27, 1890	China Sea—Fire	101
Utopia	March 17, 1891	Off Gibraltar—Collision	574
St. Catharis	April 16, 1891	Off Carolina Islands—Stranded	90
Namchow	Jan. 13, 1892	China Sea—Sunk	414
Romania	Oct. 28, 1892	Off Portugal—Stranded	113
Trinacria	Feb. 8, 1893	Off Spain—Stranded	115
Victoria	June 22, 1893	Off Tripoli—Collision with Camperdown	360
Norge	June 25, 1894	Rockall Reef—Stranded	600
Wairaro	Nov. 1, 1894	Off New Zealand—Stranded	134
Elbe	Jan. 30, 1895	North Sea—Collision	335
Reina Regenta	March 11, 1895	Off Gibraltar—Foundered	400
Maine	Feb. 15, 1898	Havana Harbor—Explosion	264
La Bourgogne	July 4, 1898	Cromartyrshire—Collision	571
Portland	Nov. 27, 1898	Off Cape Cod—Stranded	157
Mohegan	Oct., 1899	——— —Sunk	271
Aslam	April 1, 1901	Red Sea—Sunk	180
Primus	July 21, 1902	In Elbe River—Collision	112
Libau	June 7, 1903	Off Marseilles—Collision	150
General Slocum	June 15, 1904	East River—Fire	1,000
Norge	July 3, 1904	Midocean—Foundered	750
Mikasa	Sept. 12, 1905	——— —Explosion	599
Aquidaban	Jan. 21, 1906	Off Rio Janeiro—Explosion	212
Valencia	Jan. 22, 1906	Off Cloose—Sunk	140
Sirio	Aug. 4, 1906	Off Cape Palos—Stranded	350
Variag	Oct. 21, 1906	Near Vladivostok—Explosion	140
Berlin	Feb. 21, 1907	——— —Rams pier	150
Larchmont	Feb. 22, 1907	Off Rhode Island—Collision	131
Columbia and San Pedro	July 20, 1907	Off California—Collision	100
Kaftan	Nov. 26, 1907	North Sea—Foundered	110
Matsumaru	March 23, 1908	Near Hakodate—Collision	300
Matsushima	April 30, 1908	Off Pescadores—Explosion	200
Taish	Nov. 6, 1908	——— —Sunk	150
Republic	Jan. 24, 1909	Off Long Island—Collision	6
General Chanzy	Feb. 9, 1910	Off Minorca—Sunk	200
Koombuna	April 3, 1911	——— —Sunk	150
Liberte	Sept. 25, 1911	Toulon Harbor—Explosion	233
Russ	Jan. 11, 1912	Black Sea—Sunk	172
Titanic	April 14, 1912	North Atlantic—Hit iceberg	1,490
Kickemaru	Sept. 28, 1912	Japan Coast—Sunk	1,000
Calvados	March 8, 1913	Sea of Marmora—Sunk	200
Volturno	Oct. 10, 1913	Mid-Atlantic—Fire	136

RESCUE CAPTAIN REPORTS

Tells How the Grosser Kurfurst Saved 105 Persons.

Bremen, Oct. 11.—The captain of the Grosser Kurfurst in his wireless report to-day of the disaster to the Volturno says:

"We received the appeals for help from the Volturno on Thursday at 4 o'clock in the afternoon, while we were in latitude 48.50 north, longitude 35:06 west. When we arrived near the Volturno we found her completely on fire. The fire apparently had arised from a violent explosion in the forward part of the vessel, and this explosion had killed a number of passengers and sailors.

"Eleven steamers gathered in the neighborhood of the disaster, which took place during a violent storm blowing from the northwest, with the sea breaking high.

"Two of the boats of the Grosser Kurfurst were lowered and kept at work during the whole night, from 9 o'clock in the evening till a quarter past 3 in the morning. It was almost impossible for them to approach the wreck, and the rescue of those on board the Volturno was possible only when they jumped overboard.

"A boat was lowered from the Volturno with five men who were saved, but the boat sank immediately afterward.

"The total of those rescued from the burning ship was 523, and of these 86 passengers, two ships' officers, one engineer and 16 sailors, making a total of 105, were taken on board the Grosser Kurfürst.

"Two full boat loads from the Volturno are still being sought for, but it is improbable that they will be found.

"One hundred persons from the Volturno are missing. The Carmania and La Touraine are searching in the vicinity of the scene of the disaster, where the wreck is dangerous to navigation.

"The shipwrecked passengers and crew on board the Grosser Kurfürst are being well cared for and have been provided with proper accommodations. We are proceeding."

RESCUE SHIP SOON DUE

The Rappahannock to Reach Halifax Wednesday.

Halifax, N. S., Oct. 11.—According to advices received by the agents of the Furness Line, the steamer Rappahannock, which picked up some of the Volturno's passengers, will reach here on Wednesday.

The Volturno had been running here for seven years for different owners. On a recent trip, about six weeks ago, her sister ship, the Uranium, put into Halifax with her forepeak afire.

The Volturno has had a somewhat noted career. On her first trip to this port she brought in a crew of a French bark, La Champagne, which she rescued in mid-Atlantic during a storm as violent as that in which the Volturno was destroyed. The Volturno, then commanded by Captain Harrison, stayed by the sinking vessel for four days until the seas moderated sufficiently to launch a lifeboat.

WESTERN WOMAN ON SHIP

Mrs. Greilech, of Minneapolis, Believed on the Volturno.

Minneapolis, Oct. 11.—Mrs. Victoria Greilech, wife of Carl Greilich, of Minneapolis, and her three children are believed to have been on board the steamer Volturno. They left St. Petersburg several weeks ago on a trip that was to have taken them to Warsaw, Poland, thence to Antwerp, where they were to have boarded the Volturno for New York.

No word has been received to indicate that Mrs. Greilech had changed her plans.

CAPT. INCH LONG ON SEA

Commander of Volturno Praised by Company Official.

Capatin Francis Inch, commander of the Volturno, is thirty-four years old and has followed the sea for twenty years. He is an Englishman, married and the father of two children.

For the last six years Captain Inch has been chief officer on board one or another of his company's vessels. Nine months ago he was assigned to the Volturno. In speaking of him last night Edward O. Thomas, manager of the New York offices of the Uranium Steamship Company, said:

"He was one of our most trustworthy, capable and careful commanders. I am sure that when his ship caught fire his first thought was of his passengers."

Paul G. Fourman, general passenger agent, made this comment:

"Please let me state that the loss of our ship is not to be considered now. We would gladly lose the ship if by so doing we might save one human life—just one. No, we are not thinking of our ship."

NAMES OF SURVIVORS VAINLY SOUGHT BY KIN

Few Visit Uranium Line Offices Here, but Scores Telephone for News.

From the moment when Edward O. Thomas, the manager, opened the offices of the Uranium Steamship Company, on the second floor of the old building at No. 13 Broadway, early yesterday morning, he and his seven clerks were kept on the jump until late last night, answering telephone calls demanding news of those who were aboard the Volturno. Only five persons called at the offices for information, but those five, coming many hours apart and each tearfully pleading with the officials and clerks to give them news of the fate of those for whom they inquired, made ragged the nerves of the steamship men.

For hours at a time Mr. Thomas and Paul G. Fourman, the general passenger agent of the line, sat at their desks with telephone receivers clamped to their heads patiently answering the hail of questions that poured into their ears from every corner of the city. Many of the inquiries came from other steamship officials who offered condolence and aid. The list of passengers, merely those bound for New York, showed that whole families, some of five, six seven, had sailed away from Russia bound for this city.

The first man to arrive at the office of the Uranium line was Max Reimer, of No. 184 West 104th street. He sought information of his brother Reuben who had left Gitomer, in the Volisky province of Russia. Hardly had he left the office with his anxiety unrelieved than came the news, over the telephone from the offices of the North German Lloyd line, that they had received wireless news from the Seydlitz that she had picked up some of the passengers and would land them in Baltimore on the 22d. That was the first cheerful news of the afternoon, and to each inquirer who sought information of a relative, the officials or their clerks would tell them that it was most probable that the one they sought was then safely aboard the Seydlitz.

Mr. Thomas wired to Halifax and ordered a relief ship to start for the scene of the disaster. Next he ordered the captain of another Uranium liner, lying in a Brooklyn pier, to hasten to the scene of the disaster and pick up any bodies that might be floating.

Sarah Farber, of No. 287 Madison street, was the next relative of a passenger to ask for news. Her brother, Jassel, one of a family of nine, was in the Uranium's steerage, she said.

Alfred Antoine sought news of his son, Armande, who had boarded the Volturno at Rotterdam. Henry Hirsch, of No. 1391 Fifth avenue, wanted to know if his nephew, Perec Rosenburg, twenty years old, of Kiev, Russia, had been rescued.

LINER FIRE WELL FOUGHT, SAYS DISTRICT INSPECTOR

Dispatches Show the Volturno's Crew Brave and Efficient, Thinks Captain Seeley.

Captain Henry M. Seeley, supervising inspector of the Steamboat Inspection Service for the 2d District, after reading the early wireless messages describing the Volturno disaster, said the officers and crew must have made a brave fight to keep the fire under control, in such a gale as described, long enough for the other ships to rescue more than five hundred persons.

"That fact alone, it seems to me," said Captain Seeley, "is a pretty good indication that the vessel was well equipped with fire apparatus. Under the laws governing our Steamboat Inspection Service Section No. 4,470 of the Revised Statutes provides that every steamship carrying passengers and freight shall be provided with suitable pipes and valves attached to the boiler to convey steam into the hold, and to the different compartments of the hold, to extinguish fire, also the introduction through pipes of carbonic acid gas or other fire extinguishing gas or vapor.

"Since the Titanic disaster both the British and American rules as to fire apparatus, the complement of boats and life preservers to be carried and the efficiency of crews in boat and fire drills have been amplified, and as we accept the British system of inspection here I have no doubt the Volturno was equipped with the steam pipe system.

"There are some fires, however, that water will not put out, such as are caused by chemicals, which may have been a part of that steamship's cargo."

Continuing, Captain Seeley said: "Few persons who have not followed the sea realize the great difficulties encountered in fighting a fire, especially in such a gale and sea as it is evident the Volturno's crew encountered. They had the double burden of fighting the fire and saving the passengers. If it is a difficult problem to save lives in a fire on shore, where all the modern apparatus is at hand, how much harder it must be to save life with a ship pitching and rolling in a seaway, with slippery decks and a panicstricken crowd of passengers!"

Speaking of the local system of inspection, Captain Seeley said: "In addition to the regular fire drills on our coastwise and other steamers, the masters are required to hold fire drills once every week and to report to the local inspectors monthly the result of the drills. Three or four special inspections are also made during the year."

Of the boat drills he said that no matter how efficient a crew might be the smashing of a boat, full of passengers, while being lowered in a heavy sea, with the ship rolling, was practically unavoidable.

511 OF 656 ON BOARD SAVED.

Cabin passengers	22
Steerage passengers	538
Crew	96
Total on board	656
Saved	511
Lost	145

FULL PASSENGER LIST OF LINER VOLTURNO

All but One in Cabin and Majority in Steerage Bound for This City.

The following passenger list of the Volturno was given out at the Uranium Line offices late yesterday afternoon:

Cabin—Rubin Reimer, Marianna Marzygod, Jossel Farber, John Krug, Freider Krug, Hinde Friedman, Ester Kaplan, Hedwig Eberbe, Ciri Teper, Hoode Teper, Bari Teper, Bella Teper, Pavike Teper, Leibe Sabsin, Michael Sabsin, Armand Antoine and Beibe Ribensky. All but the last named of these were bound for New York City.

Steerage — Bruche Grossman, Chane Grossman, Dwoire Grossman, Feige Grossman, Froime Grossman, Katerina Otto, Paulina Otto, Beila Zaslowski, Ruchel Zaslowski, Abraham Flug, Wolf Deitscheid, Marien Deitscheid, Chane Deitscheid, Chaje Baltaska, Aniela Hamd, Pinches Rabinowitz, Mose Rosenkrams, Leiser Feifeham, Hersh Feifeham, Rosa Demeter, Rafael Mancsak, Feige Katszke, Ester Katszke, Moise Schneider, Braine Eisenberg, Maryen Eisenberg, Josef Eisenberg, Moise Berman, Ester Suransky, Mary Marycs.

Ibe Lenchiky, Ester Lenchiky, Ibel Lasovik, Schmen Lasovik, Magdalena Lajonc, Josef Lajonc, Marianna Lajonc, Bronislaw Lajonc, Panie Pilak, Mike Pilak, Golde Pilak, Chame Pilak, Joel Fisscher, Natalia Zadverosina, Ignatz Zadverosina, Michael Zadverosina, Lawrency Zadverosina, Paul Zadverosina, Jakol Gibolensky, Lieb Jung, Kuve Tandlenink, Malke Lasewnik, Abraham Zidenberg, David Blumenma, Amiela Marcsec, Abram Goldin.

Jose Tustt, Chane Tustt, Pinva Biks, Velvel Wiebard, Rifke Wiebard, Blime Wiebard, Itschok Wiebard, David Karpansky, Twoike Resnik, Herschel Ziness, Katerina Pelo, Josef Milanovsky, Ester Ruvin, David Kitsis, Joan Wilosinsky, Michael Wilosinsky, Chaim Desnersky, Feige Weisserman, Leib Weisserman, Julia Staranka, Marta Lewicka, Stefen Berecsewski, Katusa Kosiseck, Anna Muska, Tanka Muska, Jadwiga Drabik, Roman Drabik, Geneva Drabik, Marya Drabik, Jan Stacher, Michael Barbaryn, Eva Maxim, Paul Hibek, Perl Biks.

Hedwig Budvicts, Bassy Landon, Vitalia Kit, Friede Graboes, Nissel Graboes, Kraine Graboes, Baryh Dukven, Alexander Kantkowska, Ruchel Dakawer, Wladyslane Zebenkewicz, Novoya Shymesakewicz, Bronislawa Scymesakewicz, Isak Troescheim, David Fischbeim, Ginav Fischbeim, Sarah Beresanski, Minde Bogoslawssky, Ruchel Bogoslawssky, Ruchel Eppl, Abrhawa Eppl, Trojko Eppl, Zeichen Pressman, Parashe Geduch, Nikolay Geduch.

Frederich Batke, Chane Millkowki, Itsik Millkowki, Abraham Millkowki, Ruchel Kochnisky, Meier Silverstein, Wiktoria Wyek, Edward Wyek, Ludwig Wyek, Johan Wyek, Maria Jurycawa, Josef Jurycawa, Wladschew Jurycawa, Henriette Donath, Hedwig Donath, Helena Stacsynsniew, Barbara Stacsysniew, Leon Stacsynsiew, Woisil Antoschin, Maria Schneider, Pista Schneider, Adam Schneider, Mandi Schneider, Nikolej Zurachowski, Jan Zurachowski, Maria Nikitszuk.

Brono Parchosarsky, Abram Parchosarsky, Chane Parchosarsky, Janeki Parchosarsky, Basst Parchosarsky, Peri Parchosarsky, Belle Parchosarsky, Walwel Landon, Alois Frans, Maria Frans, Antoni Frans, Ruchel Kutkowski, Abram Kutkowski, Paive Kutkowski, Daniel Kutkowski, Chaike Kutkowski, Riwe Kutkowski, Smul Kutkowski, Joine Kutkowski, Maria Nikatawics, Felix Kierwacki, Wladmir Burbela, Libe Steinberg, Chawe Steinberg.

Cersan Atip, Gerschon Kuperstein, Feodor Kubuis, David Milstein, Flora Burgman, Verona Burgman, John Jabloweika, Rosalia Jabloweika, Helen Jabloweika, Palage Jabloweika, Valena Jabloweika, Roman Jabloweika, Iwan Shakum, Demitry Skuwenessuk, Ignaty Medwey, Maria Yutkowski, Floridæ Yutkowski, Bronwislawa Yutkowski, Jelve Yutkowski, Geneva Yutkowski, Frans Yutkowski, Petro Nikitzuk, Dmytro Nikitzuk, Jan Krawecki, Josef Lewandowsky, Antonia Pebl, Jan Suga, Henri Bougnegean, Sidorka, Angele Towreanx, Germanie Towreanx, Victore Towreanx.

Janko Dragojevic, Limo Hibic, Mile Cimesa, Milovan Cimesa, Savo Kozlicer, Adam Stokru, Mojsya Zdiejan, Mile Zdiejan, Michailo Vuckovis, Peter Gragovic, Lovic Gragoyic, Rade Vucovic, Milovan Lovric, Milic Lovric, Steavan Spanovic, Stean Bjelivuk, Petan Radusinovic, Dragic Bucam, Gaja Gyuricic, Adam Gezgo, Pear Veuleff, Vetchef Milossavleff, Milko Bogdanoff, Iwan Markovic, Pawel Palcic, Mile Laktas, Laso Widis, Mile Yanis, Gliso Lazu, Steavo Erbujak, Fedore Wasiliois, Joseph Cibak, Peter Kesutio, Gjuiro Miloca, Toma Baheto, Martin Pasavec, Guiro Pecig, Guiro Posavec, Stanko Modzjar, Ivo Pracnac, Stepan Radimo, Iwan Kurabat, Simo Kawar, Simo Kunic, Blaz Cvilio, Bazo Zailia, Steapan Gallac, Mattia Zec, Gjuro Manuzic, Adam Simio, Sojan Majstorowitz, Simo Milojoivo, Adam Korac, Marko Miceose, Owan Padlovic.

Lazo Vorkopic, Mile Vorkopic, Max Miljenovic, Stepan Mkaplin, Todor Petkovic, Nedelko Petkovic, Pavle Petkovic, Milos Evan, Pragic Vujanovic, Mile Tomasevic, Vaso Martinovic, Iwan Buncic, Iwan Garlic, Misko Purgavic, Mile Mocan, Ivan Petrovic, Milan Rubinic, Ivan Frasic, Bade Yuric, Nikolor Milicevic, Gjuro Teriasninowicm, Waso Terasihowic, Stevo Grdenic, Joseph Selacki, Hiran Wojibinac, Jose Stefcic, Stevo Krawcevica, Ferenicir Gimbolcki, Joseph Zagrowski, Alfanis Bojko, Piotr Kaszkow, Pawlo Ralkowski, Joseph Russak, Chaim Ciszinir, Iwan Filkowicz, Nihenty Zol.

Pietr Silkowski, Michel Zinkewic, George Colian, Iwan Plottar, Stanish Paskowski, Somion Zsimokevic, Simion Kawriluk, Matusej Zlukovic, Alex Zlukovic, Matewicz Zaika, Dominick Zuba, Dimitri Kawarewitzm, Fandro Begniewicz, Salmecz Awlik, Sawien Fiorawoirie, Marion Stewinc, Psa Stewinc, Forno Stewinc, Matir Stewinc, Mariska Stewinc, Miji Fric, Vaso Prelgavic, Andrej Korontku, Miern Sokulowo, Wien Malkewicz, Lwewkadin Wiyczak, Anrucin Agrinski, Iwan Czerinowski, Constantin Bohutsky, Michael Duda, Iwan Kasclevic, Wladimir Krasowski, Elin Sabcuya, Michael Babasz, Kiri Krivien-Ski.

Wikenty Usewicz, Leiser Fukman, Keiba Berman, Perec Rosenburg, Horsh Geges, Yosip Nakomacz, Joefer Ucciewska, Gyuro Celipowic, Gyoro Syokic, Hir Pushovic, Ferko Bogovic, Pano Vuletic, Proko Vuletic, Dane Zimaic, Kobach Capsin, Iwan Kalada, Roralin Losowski, Ipolit Szewcsor, Fenopi Szewcsor, Andres Pietrinperi, Adam Uranic, Stanko Marianovic, Anton Loster, Boruch Fulverman, Nichal Zozany, Ignati Szissia, Ivan Boszko, Palagin Boszko, Hankin Boszko, Awochin Boszko, —— Boszko, Salomon Wechsler, Riwscin Kalman, Adolf Baungarten, Nikolaj Wasilewski, Abraham Linger, Emming Linger.

RESCUING STEAMSHIPS.

EASTBOUND.

Carmania — Cunard Line, New York to Liverpool. Due in Queenstown this afternoon or evening.

Czar — Russian-American Line, New York to Rotterdam and Libau. Due in Rotterdam Monday.

La Touraine—French Line, New York to Havre. Due in Havre this afternoon.

Minneapolis — Atlantic Transport Line, New York to London. Due in London Monday.

Devonian—Leyland Line, Boston to Liverpool. Due in Liverpool Tuesday.

Narragansett—Standard Oil tank steamship, New York to London. Due in London Tuesday.

WESTWARD.

Grosser Kurfurst—North German Lloyd Line, Bremen to New York. Due in New York Tuesday.

Kroonland—Red Star Line, Antwerp to New York. Due in New York Tuesday.

Seydlitz — North German Lloyd Line, Bremen to Baltimore. Due in Baltimore October 22.

Rappahannock — Furness - Withy Line, London to Halifax. Due in Halifax Tuesday.

MARINE AUTHORITIES IN DOUBT OVER RESCUE

Think a Line Should Have Been Shot to the Volturno to Help Save More.

Some persons who profess to know all about ships and the sea were wondering last night if more persons could not have been taken from the burning Volturno to the deck of the Carmania if a line had been shot from the Carmania and a breeches buoy rigged.

One man who has spent much of his life at sea, said that such a thing could have been done, and he was at a loss to understand why no mention was made of attempts to shoot a line from a Lyle or Hunt gun, such as is in use at all life-saving stations along shore. According to this man, all British and American vessels are required to carry equipment of the sort necessary to pass a line from ship to shore, and if the law was carried out a gun and breeches buoy should have been aboard the Carmania.

On the other hand, the same authority said that it was a likely as not that it was impossible to use the gun under the conditions existing. Had it been possible to pass a line from one ship to the other it is not all certain that the weather would have permitted of the use of the breeches buoy, because the ships were pitching or rolling so much that a line would have snapped.

It was suggested that had the Carmania been able to get close enough to the Volturno to get a line aboard her she might have kept the line taut by towing the burning steamship, and at the same time obviate the possibility of the line snapping. The expert said that had there been a line aboard the Carmania sufficiently long to tow the Volturno without breaking it would have trailed in the water and therefore have been of no practical use in transferring passengers to the Carmania.

Some persons commented on the fact that the dispatches contain no mention of the use of oil to lessen the roughness of the waves.

"It is one thing to be ashore and say what might or might not have been done," said a marine expert. "But it is quite another when one is on the scene. There is no doubt that those on board the rescuing vessels did everything in their power to save life, and the wonder should be that many more did not go to the bottom."

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