

570 feet long, 67.8 feet wide, and 24 feet deep. She had twelve water-tight compartments and a double skin. The largest single compartment was that amidships, containing the engines. She was built by Harland & Wolff, at Belfast, in 1903, and was commissioned in the following year.

A previous collision in which the Republic figured was a slight one on Sunday, Feb. 10, 1907. While entering the harbor of Naples the Republic and the Centro America, an Italian steamer, crashed together. No one was hurt, but the passengers of the Republic were alarmed. Both ships were considerably damaged.

On her first trip from Boston to Liverpool the Republic, at that time the Columbus, carried the Honourable Artillery Company of London at the conclusion of their tour of the United States as the guests of the Ancient and Honorable Artillery Company of Boston. On her last trip to New York the Republic brought the first refugees from the Sicilian and Calabrian earthquake to land on American shores.

After the acquisition of the Dominion Line by the White Star Line the renamed vessel was placed in the newly established Boston-Mediterranean service, together with the Canopic and Romanic, also purchased from the Dominion Line. Later the Republic was transferred to the New York-Mediterranean service.

### REPUBLIC FULLY INSURED.

#### Loss Will Fall on the Marine Companies—Considered a Good Risk.

The Republic was fully insured, and whatever loss there will be will be borne by the marine insurance companies. It was said that the vessel was insured in several companies, and that probably the largest policy carried by any one company was \$500,000.

Her value is placed by the company at \$1,500,000. She had on board a full cargo of general merchandise and foodstuffs. Many of the shippers carried insurance on their shipments.

In figuring out the loss to the White Star Line it must be taken into consideration that the earnings on the voyage now brought to an end would amount to about \$30,000.

An estimate of \$50,000 was placed on passenger baggage, but it was said that no close estimate could be made of what was in the closed trunks. This loss again will be cut down if the personal effects of those on board are recovered.

The vessel is a comparatively new one, having left her builders' yards in 1903. She was equipped with all modern appliances and was rated an A1 risk.

### THE FLORIDA A NEW SHIP.

#### She Is Only About Half the Size of the Boat She Rammed.

The Florida belongs to the fleet of the Italian Line. She is a new ship, about half the size of the Republic. She was built at Genoa, Italy, in 1905. She is described in the Record of American and Foreign Shipping for 1909 as a steel screw steamer, with schooner rigging. She is 381.4 feet in length, 48.1 in breadth, and 25.7 in depth. Her tonnage is placed at 3,231.

She is equipped with two three-cylinder triple-expansion engines, 26, 43, 72, by 45, with 376 nominal horse power. She was docked for repairs two years ago. She runs between Naples and New York.

### REPUBLIC A HANDSOME SHIP.

#### Flagship of the White Star Boston Service—Only Four Years Old.

The White Star liner Republic was commissioned in 1904. She has been regarded as the finest liner in the White Star Boston-European service, of which she was the flagship. Since she took her place in the service she has several times been used in the New York-Mediterranean service in the Winter season. The voyage that ended so disastrously off Nantucket yesterday was one of these extra assignments.

The Republic was of 15,400 tons displacement. For several years she held the record for the fastest passages between Boston and Queenstown. She was luxuriously equipped for the saloon passenger trade, and her second-cabin accommodations, which were not used in this trip, compare favorably with the second-cabin equipment of any liner afloat.

The finest apartments on the liner were the dining saloon with its seating capacity of 200 diners; the library, the smoking room, and the lounge. The dining saloon was finished in ornamental wood. The upholstery was of rich texture, and the wood carvings were among the finest to be found on any vessel afloat. The great dome that formed the principal decorative feature of the ceiling of the dining saloon was another much admired fixture. The library and smoking rooms were equally well equipped.

The Lounge was put on the promenade deck, and was perhaps the most popular apartment, particularly with the women passengers. Suites for saloon passengers and the cabins de luxe were splendidly furnished apartments.

The Republic was a single funnel ship.