

WHAT WIRELESS TOLD WHITE STAR OFFICES

Baltic's Commander Sent Almost Hourly Messages Yesterday Telling of Progress.

MANY ANXIOUS INQUIRIES

Confirmation of The Times's Dispatch Regarding Fatalities Aboard the Re- public Causes Gloom—The Details.

The offices of the White Star Line, 9 Broadway, were kept open all day yesterday. All day the clerks were busy giving information to anxious friends or relatives of the passengers, in person or over the telephone. Most of the inquiries came by telephone, and there was no crowd at the White Star offices at any time during the day. Many of the officials and heads of departments had not slept for twenty-four hours, and still remained energetically at their posts.

The brief bulletins that were flashed in almost hourly by wireless were hailed as increasingly encouraging from early morning, when the first hope began to glimmer that the Republic had not yet sunk, until midday, when it became a strong probability that the vessel would be saved. Shortly after noon, when the officials were congratulating themselves upon the staying and floating powers of the Republic and the satisfactory manner in which the passengers of both the Republic and the Florida had been safely transferred to the Baltic, their hopeful ardor was suddenly dampened by a brief wireless message from Capt. Ranson of the Baltic, telling of two deaths and the serious injury of two persons on the Republic and four deaths in the crew of the Florida.

Shortly after 3 o'clock yesterday morning a message was received from Capt. Ranson of the Baltic, which said:

Proceeding with transfer of all passengers from Florida to Baltic. Weather foggy.

At 7:30 A. M. this message, sent by Capt. Ranson at 6:40 o'clock, was given out:

All passengers of Republic transferred to Baltic. Now completing transfer of passengers from Florida, which is in a dangerous condition.

Republic Lost and Found.

A short time later Capt. Ranson wirelessed that he was returning to ascertain the condition of the Republic, which, it seemed, was lost sight of in the fog. At 10 o'clock the fog seemed to have lifted and the weather cleared, for Capt. Ranson reported:

Have located the Republic and find her holding up well. Capt. Sealby and deck crew aboard their vessel. Weather favorable. Awaiting help.

This message, received at 11:30 o'clock, caused great joy in the office of the steamship company, where only a few hours before the vessel was thought to have sunk. The officials at that time declared themselves confident that the vessel would now be saved. The Republic's wireless apparatus, it was said, was still operating, though in a very limited area.

Shortly after 11:30 o'clock another message was received, thought to have been sent by Capt. Roberts of the steamship New York, stating that that vessel had taken the damaged Florida in tow and was proceeding with her toward New York. Later the White Star officials declared that the Florida was not being towed, but was proceeding slowly, at eight knots an hour, under her own steam, the New York accompanying her to guard against mishaps. The two vessels are expected to reach here some time this afternoon.

Meanwhile the outlook for the Republic had brightened greatly. Capt. Ranson, shortly after announcing his rediscovery of the vessel, wirelessed:

Leaving the Republic. Passengers of both vessels aboard. Proceeding under favorable weather conditions at sixteen knots per hour, leaving Republic with Anchor Liner Furnessia standing by until help arrives.

Tugs had been dispatched from Boston to the Republic. Later at 1:40 o'clock in the afternoon it was announced that the Government naval derelict-destroyer Seneca was but twenty miles from the Republic, making toward her at full speed to lend aid.

Times's News of Deaths Confirmed.

At 1:30 o'clock, while the Baltic, with the rescued passengers of both damaged vessels, was proceeding rapidly toward Sandy Hook, where she was expected to arrive before midnight, the first ill-tidings of the day fell with a heavy shock upon the offices of the company and cast a gloom there. It came in the form of a confirmation of THE TIMES's wireless dispatch from the Marconi operator on the Baltic printed yesterday morning. Capt. Ranson wirelessed:

Regret that first-class passengers on the Republic Mrs. Lynch and Mr. Mooney were killed in the collision. Also, Mr. Lynch and Mrs. Murphy badly hurt.

P. V. G. Mitchell, manager of the Mediterranean department, said that Capt. Ranson had also confirmed the death in the collision of four members of the crew of the Florida without giving further details. Friends and relatives of the dead and injured of the Republic were at once communicated with and the news broken to them. All had occupied staterooms in the after part of the saloon deck on the port side, where the vessel was struck. In the absence of further announcements of casualties, the officials of the company are inclined to believe that the passengers in these staterooms were the only victims of the collision on the Republic.

At 5:15 P. M. the following message was received from Capt. Ranson:

Expect to reach Ambrose at 11 P. M. Gave revenue cutter the position of Republic, and left Furnessia alongside her. Have on board 1,650 passengers from both vessels.

To Meet the Baltic at Quarantine.

To meet the Baltic before she reaches her pier the steamer General Putnam was ordered ready to proceed at 5 o'clock this morning, carrying such relatives or friends of the rescued passengers as wished to go and newspaper men. It was said last night that the Baltic would be met near Quarantine.

The following message was received at 8 o'clock:

United States derelict destroyer Seneca and revenue cutter Gresham are toing Republic. Slow progress.

CAPT. REYNOLDS.

The Capt. Reynolds referred to is probably the commander of the Seneca.

Fifteen minutes later this announcement was made by the company:

Fifteen wireless messages have been exchanged with the Baltic to-day. The Republic is fully insured, and the largest policy with any one company is \$500,000. The value of the vessel is \$1,500,000. The Merritt-Chapman Wrecking Company has sent down two large wrecking tugs to meet the Republic and to tow her to Erie Basin for temporary repairs. Thereafter she will be taken to the Government dry dock at Newport News for permanent repairs.

The Transfer by Searchlight.

At the same time the line officials told what they gathered from the various messages received about the manner in which the transfer of passengers to the Baltic was carried on. It began at 11:40

o'clock on Saturday night, and continued until almost 10 o'clock yesterday morning. Ten small boats from the Republic were used, each with a seating capacity of ten. In all 1,650 passengers were taken aboard the Baltic. Some slight sea was running, and from both vessels searchlights were kept constantly playing upon the shifting waters between the ships. In the morning when the fog lifted the steamship New York was seen lying near by and ready to offer its boats, but these were not needed.

At 10 o'clock the Baltic, having now finished its transfer of passengers from the Florida, went out in search of the Republic, of which it had lost sight since 10 o'clock on Saturday night, and which had drifted sixteen miles toward Nantucket.

Wireless Tells of Republic's Loss.

Shortly before 11 o'clock last night, the officials of the White Star Line received the following wireless telegram from Capt. Sealby of the Republic on board the United States revenue cutter Gresham:

10:31 P. M.—Republic sunk. All hands saved. Making Gay Head aboard Gresham. (Signed) SEALBY.

This was the first official notification the company had received of the sinking of the Republic and the first which it accepted as authentic. Ever since the encouraging reports received in the morning and afternoon, the officials had trusted that the vessel, which on the previous day they had once given up as lost, would manage to reach port.

Following the official report of Capt. Sealby that the Republic had sunk, the officials of the White Star Line at once notified the wireless station at Siasconset to instruct whatever tugs were on their way to the Republic to turn back at the Nantucket Lightship. This, it was said, would turn back tugs that had put out from Boston, Newport, and New York, including the large wrecking tugs of the Merritt-Chapman Wrecking Company.

The following wireless message was received from the Baltic by the White Star line at 11:10 o'clock last night:

10:50—Fifty miles east of Coney Island. RANSON.

This would make the Baltic due at Sandy Hook at 1 A. M.

When the Baltic steamed away from the Republic for the last time, leaving that vessel in charge of the Furnessia, there were on board the Baltic the 90 cabin, 170 second cabin, and 250 steerage passengers of her own, the 250 excursionists and steerage passengers of the Republic, and the 26 cabin and 838 steerage passengers of the Florida.

When the steamer General Putnam meets the incoming Baltic this morning an attempt will be made, it was said last night, under the direction of Deputy Surveyor Matt M. Conroy, to separate the Republic's passengers from the others and to take them ashore without the formalities of a customs inspection.