

PLIGHT OF THE VESSEL.

OTHER LINERS RACE TO HER ASSISTANCE.

The first news of the accident received in London was contained in a Reuter message from New York announcing that the following telegram had been received there from Montreal:—"The liner Virginian reports in a wireless communication that the liner Titanic, which is reported to have been in collision with an iceberg, has requested assistance. The Virginian is hastening to her aid."

This news was supplemented by messages from Cape Race stating that at 10.25 on Sunday evening (about 3.25 a.m. yesterday English time) the Titanic reported she had struck an iceberg. Immediate assistance was asked for, and half an hour afterwards another message was received saying that the vessel was sinking by the head, and that the women were being taken off in lifeboats. The weather was calm and clear, and the position of the liner was given as 41.46 north, 50.14 west. Her appeal for help quickly reached two other White Star vessels, the Baltic and the Olympic, and the Allan liner Virginian. The Virginian at midnight was 170 miles west of the Titanic, and was expected to reach her at 10 o'clock in the morning. The Olympic at midnight was in 40.32 north latitude, 61.18 west longitude. She also was in direct communication with the Titanic and hastened to her. The Baltic, according to a message despatched from New York at 3.30 a.m., reported herself within 200 miles of the Titanic, and also went at full speed to her assistance.

THE PASSENGERS.

Anxiety as to the fate of the passengers was at first relieved by the arrival of news that a despatch had been received in New York from Halifax stating that all the passengers had left the ship by 3.30 a.m. The news was afterwards confirmed directly from New York. The passengers, according to the earlier reports, were taken on board the Allan liner Parisian and the Cunard Company's steamer Carpathia, the transfer being safely made in calm weather. The Baltic reported at 3 o'clock yesterday afternoon that she was hurrying to get to the vessels named in order to take over the Titanic's passengers from them. The Olympic was also nearing the Titanic, most of whose crew remained on board her.

The White Star Line last night received a message from their New York office stating that the Olympic's captain had telegraphed as follows:—

"Parisian reports Carpathia picked up 20 boats of Titanic's passengers. Baltic returning to give assistance. Reported all passengers saved. The Virginian is towing the Titanic towards Halifax. Nova Scotia, Parisian, and Carpathia are also in attendance."

Other messages from New York described the Titanic as "slowly steaming towards Halifax" and "slowly struggling towards Cape Race." The forward compartments were stated to be full of water.

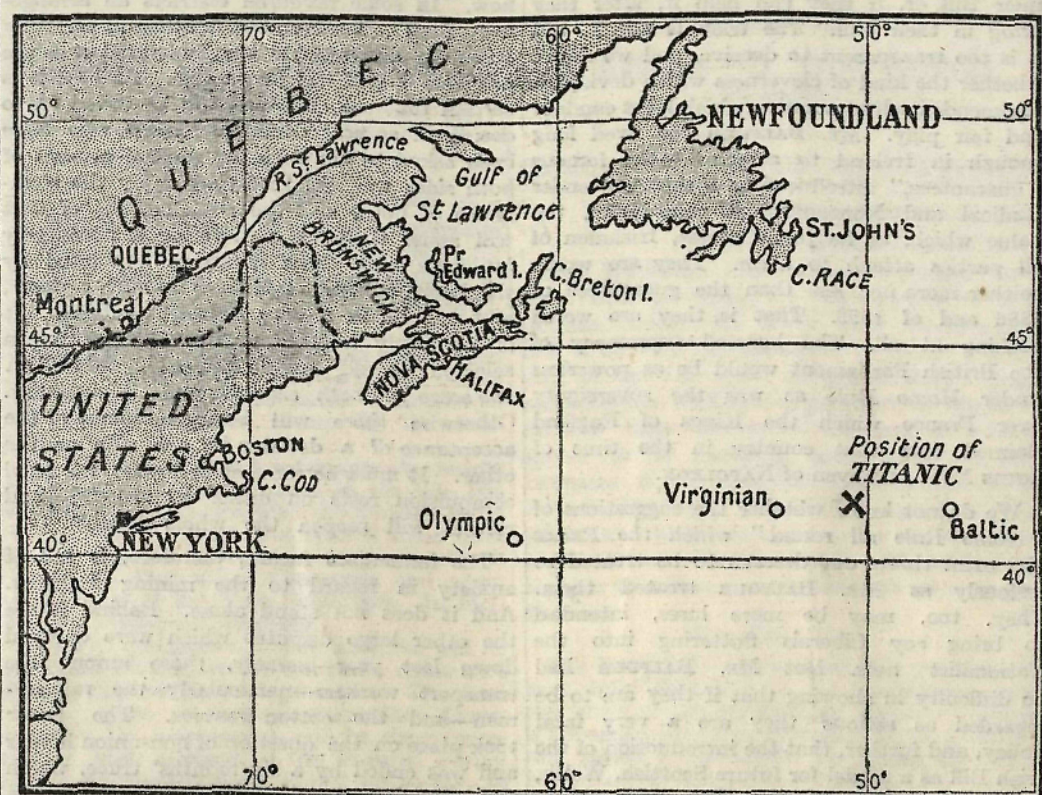
LIST OF THE PASSENGERS.

FIRST CLASS.

The following list of first-class passengers in the Titanic was issued yesterday from the offices of the White Star Line in London:—

| | |
|--|--|
| Allen, Miss E. W. | Bolverson, Mr. and Mrs. A. O. |
| Allison, Mr. and Mrs. H. J., Miss, and Master | Hoyt, Mr. and Mrs. F. M. |
| Anderson, Mr. H. | Isham, Miss A. E. |
| Andrews, Miss C. I. | Ismay, Mr. |
| Andrews, Mr. T. | Jakob, Mr. B. |
| Appleton, Mrs. E. D. | Jones, Mr. C. H. |
| Artagaveytia, Mr. R. | Julian, Mr. H. F. |
| Astor, Colonel J. J. and Mrs. | Kent, Mr. E. A. |
| Aubert, Mrs. N. | Kenyon, Mr. and Mrs. F. R. |
| Barkworth, Mr. A. H. | Kimball, Mr. and Mrs. E. N. |
| Baumann, Mr. J. | Klaber, Mr. H. |
| Baxter, Mrs. J. | Lambert-Williams, Mr. F. F. |
| Baxter, Mr. Q. | Leader, Mrs. F. A. |
| Beattie, Mr. T. | Lewy, Mr. E. G. |
| Beckwith, Mr. and Mrs. R. L. | Lines, Mrs. E. H. and Miss M. C. |
| Behr, Mr. K. H. | Lindstrom, Mrs. J. |
| Bishop, Mr. and Mrs. D. H. | Long, Mr. M. C. |
| Bjornstrom, Mr. H. | Loring, Mr. J. H. |
| Blackwell, Mr. S. W. | Longley, Miss G. F. |
| Black, Mr. B. | Madill, Miss G. A. |
| Bonnell, Misses C. and L. | Maguire, Mr. J. E. |
| Borebank, Mr. J. J. | Marechal, Mr. P. |
| Bowen, Miss | Marvin, Mr. and Mrs. D. W. |
| Bowerman, Miss E. | McCarthy, Mr. T. J. |
| Brady, Mr. J. B. | McGough, Mr. J. R. |
| Brandis, Mr. E. | Melody, Mr. A. |
| Brayton, Mr. G. | Meyer, Mr. and Mrs. E. J. |
| Breme, Dr. A. J. | Millet, Mr. F. D. |
| Brown, Mrs. J. J. | Minahan, Dr. and Mrs. W. E. and Miss D. |
| Brown, Mrs. J. M. | Molson, Mr. H. M. |
| Bucknell, Mrs. W. | Moore, Mr. C. |
| Butt, Major A. W. | Morgan, Mr. and Mrs. Natsch, Mr. C. |
| Caldhead, Mr. E. P. | Newell, Mr. A. W. |
| Cardell, Mrs. C. | Newell, Misses A. and M. |
| Cardeza, Mrs. J. W. M. | Newsom, Miss H. |
| Cardeza, Mr. T. D. M. | Nicholson, Mr. A. S. |
| Carlson, Mr. F. | Oatby, Mr. E. C. |
| Carrap, Mr. F. M. | Oatby, Miss H. R. |
| Carran, Mr. J. P. | Ovies, Mr. S. |
| Carter, Mr. and Mrs. W. E., Miss L., and Master W. T. | Parr, Mr. M. H. W. |
| Case, Mr. H. B. | Partner, Mr. A. |
| Cavendish, Mr. and Mrs. T. W. | Payne, Mr. V. |
| Chaffee, Mr. and Mrs. H. F. | Pears, Mr. and Mrs. T. |
| Chambers, Mr. and Mrs. N. C. | Penasco, Mr. and Mrs. V. |
| Cherry, Miss G. | Penchen, Major A. |
| Chevre, Mr. P. | Porter, Mr. W. C. |
| Chibnall, Mrs. E. M. B. | Potter, Mrs. T., jun. |
| Chisholm, Mr. R. | Reuchlin, Jonkheer J. G. |
| Clark, Mr. and Mrs. W. M. | Rhein, Mr. G. |
| Clifford, Mr. G. Q. | Robert, Mrs. E. S. |
| Colley, Mr. E. P. | Roebing, Mr. W. A. |
| Compton, Mrs. A. T., Miss S. R., and Mr. A. T., jun. | Rolmane, Mr. C. |
| Cornell, Mrs. R. C. | Rood, Mr. H. R. |
| Crafton, Mr. J. B. | Rosenbaum, Miss |
| Crosby, Mr. and Mrs. E. G., and Miss H. | Ross, Mr. J. H. |
| Cummings, Mr. and Mrs. J. B. | Rothschild, Mr. and Mrs. M. |
| Daly, Mr. P. D. | Rowe, Mr. A. |
| Daniel, Mr. R. W. | Ryerson, Mr. and Mrs. A., Misses, and Master |
| Davidson, Mr. and Mrs. Thornton | Soafeld, Mr. A. |
| de Villiers, Mrs. B. | Saloman, Mr. A. L. |
| Dick, Mr. and Mrs. A. A. | Schabert, Mr. |
| Dodge, Mr. and Mrs. Washington, and Master | Seward, Mr. F. E. |
| Douglas, Mrs. F. C. | Shutes, Miss E. W. |
| Douglas, Mr. and Mrs. W. D. | Silverthorne, Mr. |
| Dulles, Mr. W. C. | Silvey, Mr. and Mrs. W. B. |
| Earnshaw, Mrs. Boulton | Simonius, Mr. O. A. |
| Endres, Miss C. | Sloper, Mr. W. T. |
| Eustis, Miss E. M. | Smart, Mr. J. M. |
| Evans, Miss E. | Smith, Mr. J. C. |
| Flegenheim, Mrs. A. | Smith, Mr. R. W. |
| Flynn, Mr. J. I. | Smith, Mr. and Mrs. J. |
| Foreman, Mr. B. L. | Snyder, Mr. and Mrs. J. |
| Fortune, Mr. and Mrs. M., Misses E. A., and M., and Mr. C. | Spedden, Mr. and Mrs. F. O. and Master R. D. |
| Franklin, Mr. T. P. | Spencer, Mr. and Mrs. W. A. |
| Frauenthal, Mr. T. G. | Stabelin, Dr. Max |
| Frauenthal, Dr. and Mrs. H. W. | Stead, Mr. W. T. |
| Frolicher, Miss M. | Stehli, Mr. and Mrs. Max |
| Futrelle, Mr. and Mrs. J. Gee, Mr. A. | Frolicher |
| Gibson, Mrs. L. | Stengel, Mr. and Mrs. C. E. H. |
| Gibson, Mr. D. | Stephenson, Mrs. W. B. |
| Goldenberg, Mr. and Mrs. E. L. | Stewart, Mr. A. A. |
| Goldschmidt, Mr. G. B. | Stone, Mrs. G. M. |
| Gracie, Colonel A. | Straus, Mr. and Mrs. I. |
| Graham, Mr. | Sutton, Mr. F. |
| Graham, Mrs. W. G. | Swift, Mrs. F. J. |
| Graham, Miss M. | Taussig, Mr. and Mrs. E. and Miss R. |
| Greenfield, Mrs. L. D. | Taylor, Mr. and Mrs. E. Z. |
| Greenfield, Mr. W. B. | Thayer, Mr. and Mrs. J. B. and Mr. J. B., jun. |
| Giglio, Mr. V. | Thorne, Mr. and Mrs. G. |
| Guggenheim, Mr. B. | Tucker, Mr. G. M., jun. |
| Harder, Mr. and Mrs. G. A. | Uruchurtu, Mr. M. R. |
| Harper, Mr. and Mrs. H. Sleeper | Van der Hoeft, Mr. W. W. |
| Harris, Mr. and Mrs. H. B. | Walker, Mr. W. A. |
| Harrison, Mr. W. H. | Warren, Mr. and Mrs. F. M. |
| Haven, Mr. H. | Weir, Mr. J. |
| Hawkeford, Mr. W. J. | White, Mr. M. J. |
| Hays, Mr. and Mrs. C. M., and Miss M. | White, Mr. P. W. |
| Head, Mr. C. | White, Mr. R. F. |
| Host, Mr. W. F. | White, Mrs. J. S. |
| Hilliard, Mr. H. H. | Wick, Mr. and Mrs. G. D. and Miss M. |
| Hipkins, Mr. W. E. | Widener, Mr. and Mrs. G. D. and Mr. H. |
| Hippach, Mrs. I. S. and Miss J. | Millard, Miss C. |
| Hogeboom, Mrs. J. C. | Williams, Mr. Duane |
| | Williams, Mr. R. M., jun. |
| | Woolner, Mr. H. |
| | Wright, Mr. G. |
| | Young, Miss M. |

POSITION OF THE TITANIC AT THE TIME OF THE DISASTER.



SECOND CLASS.

The second-class passengers were:—

| | |
|---|---|
| Angle, Mr. W. and Mrs. Ashby, Mr. J. | Jenkin, Mr. S. |
| Abelson, Mr. S. | Jenkins, Dr. J. C. |
| Abelson, Mrs. H. | Jarvis, Mr. J. D. |
| Andrew, Mr. E. | Kantor, Mr. and Mrs. S. |
| Bentham, Mr. D. | Keane, Mr. D. |
| Balls, Mrs. A. E. | Keane, Miss N. A. |
| Buss, Miss K. | Kirkland, the Rev. C. L. |
| Bateman, Mr. R. J. | Karnes, Mrs. F. |
| Beesley, Mr. L. | Kelly, Mrs. F. |
| Beiker, Mrs. A. O., and three children | Kvillner, Mrs. J. H. |
| Butler, Mr. R. | Lernot, Mr. R. |
| Beane, Mr. Edward | Linjan, Mr. J. |
| Beane, Mrs. Ethel | Leyson, Mr. R. W. |
| Beauchamp, Mr. H. J. | Laroche, Mr. and Mrs. J. and the Misses S. and L. |
| Brito, Mr. Jose de | Lamb, Mr. J. J. |
| Byles, the Rev. T. R. D. | Leach, Miss J. |
| Bambridge, Mr. | Lamore, Mrs. A. |
| Bowen, Mr. S. | Louch, Mr. C. |
| Brown, Miss M. | Louch, Mrs. A. |
| Baily, Mr. P. | Levy, Mr. R. F. |
| Botsford, Mr. W. H. | Lehman, Miss B. |
| Berriman, Mr. W. | Lahtinen, Mr. and Mrs. W. |
| Bryhl, Mr. C. | Mangiavacchi, Mr. E. |
| Bryhl, Miss D. | Marshall, Mr. and Mrs. |
| Bystom, Mr. K. | Moraweck, Dr. E. |
| Banfield, Mr. F. J. | Malachard, Mr. N. |
| Collender, Mr. E. | McCrie, Mr. J. |
| Coleridge, Mr. R. C. | Melling, Mrs. E., and child |
| Collyer, Mr. H. | Mantvila, Mr. J. |
| Collyer, Mrs. C. and Miss M. | Maybery, Mr. F. H. |
| Carbett, Mrs. I. C. | Myles, Mr. T. F. |
| Corey, Mrs. C. P. | Mack, Mrs. M. |
| Chapman, Mr. C. | Mudd, Mr. T. C. |
| Chapman, Mr. J. H. | Mitchell, Mr. H. |
| Chapman, Mrs. E. | Mallet, Mr. and Mrs. A. and Master A. |
| Carter, the Rev. E. C. | Matthews, Mr. W. J. |
| Carter, Mrs. L. | McKane, Mr. P. |
| Christy, Mrs. A. and Miss L. | Mellors, Mr. W. |
| Clarke, Mr. C. V. | Meyer, Mr. A. |
| Clarke, Mrs. A. M. | Milling, Mr. J. C. |
| Cameron, Miss C. | Nicholls, Mr. J. C. |
| Collander, Mr. E. | Norman, Mr. R. D. |
| Collett, Mr. S. | Nye, Mrs. E. |
| Carbines, Mr. W. | Nasser, Mr. and Mrs. N. |
| Cotterill, Mr. H. | Nesson, Mr. J. |
| Caldwell, Mr. A. F. | Otter, Mr. R. |
| Caldwell, Mrs. S. and Master A. G. | Oxenham, Mr. T. |
| Drachstedt, Baron von del Carlo, Mr. and Mrs. | Phillips, Mr. R. |
| Denbury, Mr. H. | Phillips, Miss A. |
| Drew, Mr. J. V. | Pain, Dr. A. |
| Drew, Mrs. L. and Master M. | Pengelly, Mr. F. |
| Davis, Mrs. A. and Master J. M. | Pallas, Mr. E. |
| Duran, Misses F. and A. | Padro, Mr. J. |
| Deacon, Mr. P. | Portallupi, Mr. E. |
| Davies, Mr. C. | Parker, Mr. C. R. |
| Dibden, Mr. W. | Parrish, Mrs. L. D. |
| Davis, Miss May | Ponesell, Mr. M. |
| Downton, Mr. W. J. | Pulbaum, Mr. F. |
| Doling, Mrs. A. and Miss E. | Ivick, Mrs. J. |
| Enander, Mr. I. | Ivick, Miss V. W. |
| Fox, Mr. S. H. | Ivick, Miss P. |
| Fahlstrom, Mr. A. J. | Renauf, Mr. P. H. |
| Faunthorpe, Mr. H. | Renauf, Mrs. L. |
| Faunthorpe, Mrs. L. | Ridsdale, Miss L. |
| Fillbrook, Mr. C. | Rogers, Mr. H. |
| Funk, Miss A. | Rugg, Miss E. |
| Fynney, Mr. J. | Richard, Mr. E. |
| Gaskell, Mr. A. | Rogers, Miss S. |
| Gillespie, Mr. W. | Reeves, Mr. D. |
| Garside, Miss E. | Reynolds, Miss E. |
| Gilbert, Mr. W. | Richards, Mrs. E. and Masters W. and G. |
| Gale, Mr. H. | Sjostedt, Mr. E. A. |
| Gale, Mr. S. | Smith, Mr. A. |
| Gill, Mr. J. | Sincock, Miss M. |
| Giles, Mr. R. | Slemen, Mr. R. J. |
| Givard, Mr. H. R. | Slimen, Miss M. |
| Greenberg, Mr. S. | Sobey, Mr. H. |
| Giles, Mr. F. | Stokes, Mr. P. J. |
| Giles, Mr. E. | Slayter, Miss H. M. |
| Gavey, Mr. L. | Sedgwick, Mr. F. W. |
| Hewlett, Mrs. M. D. | Sharp, Mr. P. |
| Harris, Mr. W. | Sinkkonen, Miss A. |
| Harris, Mr. G. | Stanton, Mr. S. W. |
| Herman, Mr. S. | Swanne, Mr. G. |
| Herman, Mrs. J. and Misses K. and A. | Shelley, Mrs. I. |
| Hold, Mr. S. | Silven, Miss L. |
| Hold, Mrs. A. | Trant, Mrs. |
| Hurt, Mr. G. | Trout, Miss E. |
| Hickman, Mr. Leonard | Turpin, Mr. W. J. |
| Hickman, Mr. Lewis | Turpin, Mr. D. |
| Hickman, Mr. S. | Toomey, Miss E. |
| Hood, Mr. A. | Tronpansky, Mr. M. A. |
| Howard, Mr. B. | Tervan, Mrs. A. T. |
| Howard, Mrs. E. T. | Weale, Mr. J. |
| Hart, Mr. B. | Wilkinson, Mrs. S. G. |
| Hart, Mrs. E. and Miss E. | Wilkinson, Miss A. C. |
| Harper, Mr. J. | Ware, Mr. W. J. |
| Harper, Miss N. | Weisz, Mr. L. |
| Hamaliner, Mrs. A., and infant | Weisz, Mrs. M. |
| Hoffman, Mr., and two children | Wheaton, Mr. E. |
| Hocking, Mrs. E. and Miss M. | Ware, Mr. J. J. |
| Hocking, Mr. G. | Ware, Mrs. F. L. |
| Hodges, Mr. H. P. | Webber, Miss S. |
| Hiltuner, Miss M. | Wilhelm, Mr. C. |
| Hett, Miss B. | Wright, Miss M. |
| Jeffery, Mr. C. | Watt, Mrs. B. and Miss B. |
| Jeffery, Mr. E. | West, Mr. E. A. |
| Jacobsohn, Mr. S. S. | West, Mrs. A. and Misses C. and B. |
| Jacobsohn, Mrs. A. F. | Wheeler, Mr. E. |
| | Wells, Mrs. A., Miss J., and Master R. |
| | Walcroft, Miss N. |
| | Williams, Mr. C. |
| | Yodis, Miss H. |

LARGEST VESSEL IN THE WORLD.

The Titanic was launched from the yard of Messrs. Harland and Wolff at Belfast on May 31 last year, the same day as that on which her sister ship, the Olympic, left after running her trials to take her place in the Southampton—New York service of the White Star Line. Both these vessels have a length of 882ft. and a beam of 92ft., while their highest or boat deck rises 97ft. above the keel. If stood on end they would be more than twice as high as St. Paul's Cathedral or would reach to within about 100ft. of the top of the Eiffel Tower; and as another way of indicating their size it may be stated that they are nearly 100ft. longer, 5ft. greater in beam, and 19ft. higher from keel to boat deck than the Lusitania and Mauretania, which until their advent ranked as the largest vessels in the world. But these two latter ships in regard to width and height are more than sufficient to fill Northumberland-avenue, and if they could be moored in the Thames above Westminster Bridge they would occupy most of the terrace of the Houses of Parliament.

In regard to gross tonnage, the Titanic, with 46,382 tons, surpasses the Olympic by 1,004 tons, the explanation of the difference being that on account of extra suites of rooms, the extension of her restaurant to include a portion of the deck on either side, and other changes in her interior arrangements, there has been an increase in the amount of the closed-in space of which the figures of measurement tonnage are the expression. Her displacement tonnage, that is, her weight if she could be taken up and placed on a weighing machine, is another figure, which is probably in the neighbourhood of 60,000 tons, and it is this figure, together with her speed, that must be thought of in any attempt to realize the force of the impact. In the circumstances, with ice

known to be in the vicinity, it is likely that her speed was considerably less than the 22 or 24 knots of which she is capable, but even if it was the lowest at which she has steerage way the blow to which she was subjected must have been enormous. From the statement that she is down by the head it is evident that one or more of her forward watertight compartments have been broken in, and the question of her sinking or floating depends on the number that are flooded and the ability of her pumps to keep the water down. Happily one last disaster has not to be reported. The iceberg, owing to the gradual melting of the portion under water, might have been in unstable equilibrium, and with the collision might have toppled over upon the vessel, overwhelming her instantly with thousands of tons of ice.

ICEBERGS IN THE ATLANTIC.

A FIELD SEVENTY MILES IN LENGTH.

The great bergs broken off the feet of Arctic glaciers and floating south in the Arctic current till they meet the Gulf Stream are not commonly expected to cross the path of Transatlantic travel before summer, and it may be that the icebergs now reported off Newfoundland are the laggards of last year's crop, entangled and frozen up in the floe. At any rate, a great ice-field with many bergs has been obstructing the West-bound Transatlantic sea-lane off the Newfoundland Grand-Banks for the past week. Ships' captains estimate its length at 70 miles, with a breadth of some 35. The Cunard liner Carmania arrived at New York on Sunday from Adriatic and Mediterranean ports and reports having run through the pack on Thursday afternoon. She received no actual damage, although she was in grave danger for a time. The passengers say they sighted 25 icebergs, one cluster, indeed, no further than a hundred feet away. The liner had to feel her way through an ice lane for hours. Mr. J. H. Welsford, the Liverpool shipowner, who travelled on board the Carmania, and who has crossed the Atlantic nearly a hundred times, stated that he had never seen ice so far south as on his last voyage, and in such great bulk. There were numerous "growlers"—large bergs that had melted on top until their upper surfaces were almost awash—which in bad or failing light were extremely difficult to discern. The Carmania, after spending most of one day trying to navigate a passage through the field, decided to put about, and thus, making a passage southward, avoided further danger.

The French liner Niagara was holed twice beneath the water-line and had some of her plates buckled. A wireless telegram was sent from her to the Carmania for assistance, but later the captain decided that he was able to navigate his ship to port without help, having temporarily repaired the damage to the Niagara's hull. The steamers Kura, Lord Cromer, and Armenian, which have arrived at New York during the last few days, also report having had dangerous experiences and having suffered more or less damage by ice. It is known also that at least one full-rigged ship and one fishing smack are imprisoned in the floes.

The Canadian Pacific liner Empress of Britain, which arrived at Liverpool from Halifax on Sunday, reported the presence of an immense quantity of ice in the Atlantic. Last Tuesday, when three days out from Halifax, she encountered an ice-field a hundred miles in extent, with enormous bergs, and steered a wide course, which delayed the vessel. The Empress of Britain had previously received a wireless message from the Allan liner Virginian, warning her of the presence of ice. The extent of the ice was regarded as extraordinary, and the bergs appeared to be joined to the ice-field, which appeared as an enormous white line on the horizon.

WIRELESS TELEGRAPHY.

SOME PREVIOUS CALLS FOR ASSISTANCE.

Some surprise was expressed yesterday that both the White Star Line and the Marconi Wireless Telegraph Company remained without any information of the reported accident to the Titanic for many hours after the news was published. But it was pointed out that the captain of the vessel has complete power to censor any message either reaching or leaving the vessel, and that he might have decided to confine the operator's attention solely to seeking assistance.

From the time that the news of the accident was made public, the Marconi Company were besieged by callers wishing to communicate with passengers in the Titanic. Messages, however, were only accepted at the sender's risk, with the intimation that they would probably be sent by way of Halifax (Nova Scotia) and Sable Island, and thence to the Titanic provided that the wireless installation in that vessel was still in use.

It is of interest to recall some previous accidents in which help has been summoned by wireless telegraphy. The best known instance was that of the collision between the White Star liner Republic and the Florida in January, 1909. On this occasion the heroic work of the wireless operator, Jack Binns, who transmitted the danger signal "C.Q.D.," brought relief to the vessel. Communication was established with the Marconi station at Siasconsett, Massachusetts, from which the call for assistance was signalled to the Baltic, the Lorraine, and a number of other vessels equipped with the Marconi apparatus. These vessels went to the assistance of the Republic and the passengers and crew were got off by the Baltic.

In the case of the Cunard liner Slavonia, which was wrecked in June, 1909, all the passengers and crew were rescued, as the vessel was able to ask the assistance of other vessels by wireless telegraphy.

In December, 1903, the Kroonland, bound from Antwerp to New York, disabled her steering gear 130 miles from Fastnet. The vessel was fitted with the Marconi apparatus, and communication was immediately established with the station at Crookhaven, through which the captain of the vessel sent messages to the owners' agents in Antwerp.

The important part which wireless telegraphy played in the arrest of Crippen is still fresh in the public memory.