

DON'T BLAME HER



For she cannot help it. Women are often cross, irritable, hysterical, and declare they are driven to distraction at the slightest provocation. Men cannot understand why this should be so. To them it is a mystery because in nine times out of ten this condition is caused by a serious feminine derangement.

A remedy is necessary which acts directly upon the organs affected, restoring a healthy normal condition to the feminine system, which will quickly dispel all hysterical, nervous and irritable conditions. Such is **LYDIA E. PINKHAM'S VEGETABLE COMPOUND**

Mrs. Henry Clark, Glandford Station, Ont., writes to Mrs. Pinkham: "I have taken Lydia E. Pinkham's Vegetable Compound for years, and never found any medicine to compare with it for sick women. I had ulcers and a displacement of the female organs, and doctors did me no good. I suffered dreadfully until I began taking Lydia E. Pinkham's Vegetable Compound, which has cured me."

FACTS FOR SICK WOMEN. For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. Why don't you try it?

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

CANADIAN LOAN IS APPROVED

Financial Press in Britain Commends Its Terms.

London, Jan. 25.—Speaking generally, the new Canadian loan has been accorded a friendly, favorable reception by the press. The Economist speaks of it as the Fielding loan, and describes the minister as chancellor of the exchequer, and is highly complimentary to him and Canada generally, and the loan in particular. A special feature of the loan is the opportunity it affords small investors of subscribing small amounts of £10 and upwards, a step which in many quarters is considered the Imperial Government should have taken long ago. The terms of the loan are commended practically in all quarters, and the Government of Canada and its financial advisers are to be congratulated in securing terms which, under the present financial conditions, are fair and reasonable, particularly in view of the considerable amount of the loan. On the other hand, the rate of interest, 3 per cent, and the option of conversion into 3 per cent stock at 110, makes it attractive to all classes of investors. General approval of the loan is expressed by heavy commitments by Canada in connection with railroad and other purposes, and the feeling is strong in some quarters that expenditure should be restrained to the utmost extent, though the fact remains that Canada's credit still stands high in this market. Whether the loan is a public success or not, remains to be seen. There has been a great rush for prospectuses, and the prospects seem good.

THIN BLOOD MADE STRONG

Tiredness and Weakness Overcome.

A JOYOUS LETTER.

"I admit because I neglected early treatment I am entirely to blame for the condition of weakness that for nearly two years made my life a misery," writes Mrs. Hazen, of Beaupre. "At first I felt sort of flat in the morning and could do no more than pick at my breakfast. Later I remember my sleep was disturbed, that dreamy, restless sleep, from which you finally awaken, feeling as if you could never get up. Then I became thin, lost my color, got nervous and fearful about nothing, and kept thinking my nerves and brought back my color, and in a little while, less than three months, no healthier and brighter woman could be found anywhere. I highly praise Ferrozone and advise sick people to take advantage of its health-conferring properties."

Ferrozone quickens the powers of both body and mind, simply because it forms lots of blood that's full of life and vitality. Ferrozone creates appetite, gives strength, vim and endurance. It's good for old people, good for everybody that needs better health. Thousands of men, women and children use Ferrozone every day and all say it's the best nourishing, strengthening tonic made; try Ferrozone yourself, 30 cents per box or six boxes for \$2.50. Sold by all dealers.

STEAMER REPUBLIC FOUNDERS

Continued from Page 1.

deck in their nightdresses. The discipline of the crew was perfect. Three of the compartments of the Republic were flooded. This is not going to keep my wife and me from making our auto trip. Telegraph to Spokane that we are all right."

The Women First.

The crash came between 3 and 4 o'clock on Saturday morning, when everyone was in bed. Continued Mr. Hoover's story. A great many passengers were thrown from their bunks by the impact, and many rushed wildly on the deck in their bare feet, although the discipline of the crew and the conduct of the captain prevented disorder. As the Florida disappeared in the fog almost immediately, those on the disabled steamer began to think that they were abandoned, and the wounded vessel whistled in distress. They were relieved to see the Florida approaching again to render assistance, and immediately boats were lowered and the transfer of passengers from the Republic to the Florida began. Carrying out the right rule of the sea, the women were placed in the boats first, and in two hours all were safely off and on board the Florida. Conditions were terribly crowded, however, and at the conference between the captains of the Florida and the Baltic it was decided that another transfer of passengers was necessary. Accordingly this second hazardous undertaking was begun. While the sea had smoothed during the transfer of passengers from the Republic to the Florida the waters were now rough, and the operation was necessarily more dangerous and of longer duration. The distressed passengers crowded to the Baltic's rail, while those who remained on the Florida waiting for the next boatload, saw their companions lifted safely to the new haven. It was during this that the two passengers fell overboard, but were rescued little the worse for their experience.

Florida Not In.

The steamer Florida, which was in collision with the Republic had not reached this port up to 8:45 a.m. today, but this caused no uneasiness, as she was expected to proceed slowly owing to her injured bow and the dense fog.

The Florida left the scene of the collision after her own passengers and those of the Republic had been transferred to the Baltic. She was conveyed on the way from Nantucket lightship toward New York by the steamer New York. Neither the Florida nor the New York has yet been sighted from any of the stations north of this port, but this could hardly be expected owing to the fog.

The fog having lifted, the Baltic started at 8:40 a.m. from her anchorage off the Ambrose Channel lightship to come up the bay to the quarantine station on Staten Island. At that hour the steamer New York, which conveyed the Florida from Nantucket, was outside Sandy Hook bar, but the Florida was not then in view.

The Republic Foundered.

New York, Jan. 24.—The Republic has sunk, according to a wireless dispatch received from Siasconset to night. The dispatch reads: "Republic gone down. No one aboard. All crew safe on revenue cutter Gresham."

An hour later another wireless message was received stating that the revenue cutter Gresham, with the Republic's crew on board, was proceeding to Gayhead.

The Republic sank at 8:30 tonight off No Man's Land, a small island south of Martha's Vineyard Island, off the Massachusetts coast.

The news was received from Captain Fisher, of the City of Memphis, which was in touch with the Gresham by wireless tonight and which upon receiving news of the sinking of the Republic, retransmitted the information to New York.

Crew Stayed Until Last.

Newport, R. I., Jan. 24.—The gallant work of a boat's crew from the United States revenue cutter Gresham in taking off Capt. Sealby and a detail of the crew of the Republic, who remained on board that vessel almost to the very last moment, has been a scene of the most heroic and gallant that has been witnessed here tonight.

The Republic had been towed a short distance by the Gresham, the derelict destroyer Seneca, which had arrived at the scene late in the day, also assisting in the work. Suddenly the Republic which was already low in the water, was seen to be settling still more and rapid work on the part of the boat crew of the Gresham was necessary to get the Republic's crew away from the vessel.

Both the Gresham and the Seneca proceeded toward Gayhead after the Republic went down.

A Dramatic Story.

New York, Jan. 24.—The drama of the sea, which for more than 24 hours has held the attention of the world, and which has not been without tragic features, ran through its last sensational scene with the coming of Sunday's dawn and tonight is nearing a fortunate, if not happy, ending. The ramming of the White Star liner Republic, early Saturday morning by the Italian liner Florida, off Nantucket, Mass., has been followed by a series of events constituting one of the most remarkable ocean mishaps on record. No less than seven ocean liners—the Baltic, New York, Furnessia, Lorraine, and Lucania, and the two crippled ships, Florida and Republic—are figuring in the stirring story. The 42 passengers and some members of the crew of the Republic have undergone two transfers on the open sea, first to the crippled Florida on Saturday morning, and again early today to the more commodious Baltic, which is bringing also the 900 and more passengers from the disabled Florida.

Six Are Killed.

With this great human cargo of rescued persons, besides her own list of 920 passengers, the Baltic will arrive off Sandy Hook about 11 o'clock tonight. The Republic, which at the time was believed to be sinking, has been kept afloat and with a volunteer crew is limping back to New York,

No. 8

January 25, 1909

VALUE, ONE VOTE.

EUROPEAN TRIP CONTEST OF THE LONDON ADVERTISER

I Hereby Vote for

(Name of Candidate.)

As the most popular lady in District No. of The London Advertiser Trip Contest.

VOID AFTER 15 DAYS FROM DATE.

towed by the revenue cutter Gresham and steered aft by the Anchor liner Furnessia.

The Florida, her bow rent from the terrific impact with the Republic, is also slowly steering, but under her own steam, for this port, conveyed by the American liner New York.

Until an early hour today it was believed the crashing together of the two big ships off fog-bound Nantucket Saturday morning had not resulted in death or injury to a single passenger or member of the crew. Shortly after midnight, however, the wireless telegraph, that mysterious force which had apprised the world of the Republic's disaster and quickly brought other ships to her aid, flashed the news that two passengers on the Republic had been killed and two others injured. Late in the day another wireless message told of four deaths on board the Florida, either of members of the crew or steerage passengers. The identity of these was not made clear.

The message from Capt. Ransom, of the Baltic, to the White Star Company in this city, gave the names of the dead passengers as Mrs. Eugene Lynch, of Boston, and W. J. Mooney, a banker, of Langdon, N. D. The injured are Mrs. M. M. Murphy, wife of the financial agent of the Union Central Life Insurance Company, of Grand Forks, N. D., and Eugene Lynch, of Boston.

Cause of Death Unknown.

How the unfortunate passengers of the Republic were killed or the nature of the injuries to Mrs. Murphy and Mr. Lynch is not known by officials of the White Star line, who have communicated with relatives of the dead and injured. Mr. Mooney and his wife were bound, with Mr. and Mrs. Murphy, on a pleasure trip from the west to the Mediterranean and occupied staterooms on the top deck on the port side. Mr. and Mrs. Lynch occupied an adjoining stateroom. The company cannot understand how the passengers were killed or injured in that part of the Republic, which is understood, was struck amidships. Anxious friends and relatives besieged the White Star offices with inquiries as to passengers of the Republic. Other than the wireless messages from Capt. Ransom, of the Baltic, which were made public, no news was received.

The feeling of elation among the steamship officials early today when Capt. Ransom, who was in command of the Republic, was in good floating condition and that there was an excellent chance to save her, gave way to regret when the news came that there had been loss of life in the ship. The bodies of the dead and injured passengers are on the steamship Baltic.

The steamer Gen. Putnam has been chartered by the company and will go alongside the Baltic when she reaches quarantine Monday morning. The ship is not expected up the bay tonight. The Gen. Putnam will carry officials of the company and those who may desire to go down the bay to meet returning passengers from the Republic.

Florida Passengers Transferred.

Details of the collision at sea, in the dense fog came fitfully by wireless today from many receiving stations along the New England coast line. The story, in brief, but potent messages, told how the passengers of the Republic and the Florida spent many anxious and uncomfortable hours following the wreck, and not until 8 o'clock this morning, when all were safe and sound on the Baltic, did they have a feeling of security.

After the transfer of the passengers from the Republic to the Florida, which had not accommodations for the 400 and more additions to her already heavy list, Capt. Voltolin, of the Italian ship, gave orders to stand by until further help between the steamships of the Florida showed that her cut-water and bow had crumpled as if she had crashed into a stone wall, and her two forward compartments were filled with water. She, however, showed no signs of sinking, though she was slightly down by the head.

It was deemed best, therefore, at a late hour, to transfer not only the Republic's passengers, but all those on board the Florida as well. Capt. Voltolin believed his progress to New York would be slow, and there were insufficient accommodations and supplies for so many passengers.

Shortly before midnight, the transfer of the passengers from the Republic to the Baltic began. Fortunately, the sea was as placid as a lake and the ships' boats working in the flare of night lights made their way back and forth between the steamships in the fog. Meanwhile the Republic drifted away in the mark and was lost to the sight of those on board the Baltic and Florida.

Operator Sticks to Post.

Capt. Sealby and a boat's crew drifted alongside the Republic in a gig and were keeping watch over the disabled liner, when she became enveloped in fog at 10 o'clock last night and was lost to the view of the Baltic.

All night long the transfer to the Baltic was in progress. There was little alarm among the passengers as they were taken in boats to the Baltic. Early today the transfer, including the Florida's steerage passengers, was completed, and Capt. Postum, of the Baltic, sent a wireless message to New York that he was going in search of the Republic. As the morn-

ing advanced the fog lifted and the disabled steamship was picked up. The gored liner seemed to be floating easier and Capt. Sealby and his boat crew, who had remained alongside all night, went aboard.

Shortly before 10 o'clock Capt. Ransom, who had remained alongside the disabled liner, went aboard. Meanwhile a fleet of salvage tugs had arrived at the scene and the American liner New York took a position near the Florida, while the Anchor liner Furnessia, which had come up during the night, stood ready to render assistance.

La Lorraine Defies Danger. Officers of the White Star Company said tonight that the Republic would be brought through Long Island sound by the Gresham and would be kept in shallow water so that in the event of her foundering she will have an easy berth on the bottom and be in position easily to be floated by wrecking crews.

The French liner La Lorraine, the first of the many ships that participated in this stirring sea incident, arrived in port today. She was 120 miles from the scene of the accident when her officers were informed of the Republic's plight by the Marconi operator at Siasconset, Mass., early Saturday.

"C. Q. D.," the ominous letters of the international sea code, indicating distress, had roused the sleepy operator in his room on the French steamer, and a few minutes later came the words, "Republic wrecked; want assistance," followed by the latitude and longitude of the ship in distress. "Tell them I am coming," responded Capt. Edouard Tournier, when he was informed of the call; and for the next six hours he sent his ship tearing through the fog at the dangerous speed of 20 knots, which brought her to the scene shortly after the hour of noon.

Captain Tells Story.

Then and until midnight, La Lorraine steamed slowly about in the mist searching for the water-logged Republic, whose ship bell could be heard, so near was the French steamer to the object of her quest. All this time La Lorraine was in close wireless touch with the White Star liner Republic, which had also hastened to the aid of her sister ship. Finally, as night was falling, the Baltic flashed a message which told those on La Lorraine that the endangered passengers of the stricken ship were safe.

Capt. Tournier, who plainly showed signs of the strain and his long vigil, in simple language, told the

"SOCIAL WHIRL."

With Insomnia and Collapse.

It seems difficult for some of us to be good all of the time, but it pays, after all.

As a model school teacher, on a vacation, may drop into excesses of the way of over-eating late hours and tea or coffee to add to the irritation of the nervous system.

"I am a teacher in the university," writes a lady in Salt Lake City, "and I am responsible and trying position. For months before my collapse, I rose completely devitalized, but braced up on a cup of coffee."

"The summer vacation I spent in the east, where I participated in a whirl of social affairs. There was scarcely an evening when I did not drink strong coffee and afterwards spend hours awake."

"Finally the breakdown came and I have spent hundreds of dollars and almost two years of suffering trying to mend it."

"Every doctor I had insisted on my giving up coffee. I tried Postum, not prepared, at first, as it ought to be, and I did not care for it. Since getting it right I have found it wonderfully beneficial."

"The benefits derived from Postum the past year have been gradual but sure. The effect on my stomach is immediate. It was the only thing except the white of egg that did not distress me."

"There is no doubt that coffee is injurious to many, even in small quantities. To one who will make the trial, there is no doubt that Postum is decidedly beneficial and a delicious drink if made according to directions on package."

Name given by Postum Company, Battle Creek, Mich. Read "The Road to Well-Being," in place of "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

WEATHER PROBS: Cold.

SMALLMAN & INGRAM

MONDAY, JAN. 25.

Remarkable Clearing Tomorrow of Ladies' Dress Skirts, Silk, Net, Flannel and Lustre Waists

\$5.00 to \$6.50 Dress Skirts For \$3.75

36 in this lot—Navy, Green and Black Vicuna, Venetian and Fancy Stripe Tweeds. These represent a great variety of styles. Some braid-trimmed, gored and pleated styles, etc. Regular \$5.00 to \$6.50 Skirts to clear at, each \$3.75

\$6.50 to \$8.50 Dress Skirts For \$4.75

72 in this assortment. Great variety here in navy, brown, cream, green and black Venetian, Serge and Panama. Many of these are trimmed with braid, silk or folds of material in gored or pleated styles. \$6.50 to \$8.50 Skirt to clear at, each \$4.75

\$9.00 to \$12.50 Dress Skirts For \$6.75

50 of these in Broadcloth, Venetian and Chiffon Panama, in navy, green, cardinal, brown, cream and black, in gored and pleated. A very handsome collection of distinguished styles. \$9.00 to \$12.50 Skirts, to clear at, each \$6.75

A Few Odd Lines at 95c Each

Odd lines in Misses' and Small Ladies' Tweed Skirts. Regular \$1.50 to \$2.95. All grouped for a final clearance at, each 95c

It takes considerable courage to take table after table of what appeals to us as first-class saleable Skirts bought to sell up to \$6.50, \$8.50 and \$12.50, and in one stroke change these prices to \$3.75, \$4.75 and \$6.75; but that is the kind of courage that prevents marked styles from accumulating and remaining over to another season, which is strictly adhered to throughout this store.

ODD WAISTS, TOO

A great collection of Jap Silk Net Flannel and Lustre Waists, and the prices quoted will indicate how quickly these will go. In the entire collection you will be able to get almost every style of waist you need, from the House Waist to the Dressy Silk or Net for evening wear.

These offerings are all on the third floor, and our elevators are promised a merry time tomorrow, as these prices should attract customers for every garment before the day is over.

When you finish your shopping, take the elevator to next floor and enjoy a restful hour in the Tea Room, where light refreshments are served continuously.

Silk Waists

\$4.00 to \$5.00 Waists for \$2.50
\$6.50 and \$6.75 Waists for \$4.50
\$7.50 and \$8.00 Waists for \$4.75
\$1.75 and \$2.00 Waists for \$1.25

White, black and navy, but mostly white. And prettily trimmed with lace, tucks and buttons, etc., long and three-quarter sleeves.

Flannel and Lustre Waists

\$2.00 and \$2.50 Waists for \$1.25
\$3.00 and \$3.25 Waists for \$1.95

Net Waists

\$4.25 and \$4.50 Waists for \$2.95
\$6.50 and \$6.75 Waists for \$4.75
\$7.50 and \$8.00 Waists for \$5.75

Flannelette Sacques

\$1.00, \$1.85 and \$2.50 Sacques, for each 68c, \$1.18 and \$1.75

Silk Underskirts

A few lines to clear, \$5.00, \$7.75 and \$8.50
Silk Petticoats \$3.75, \$5.00, \$6.00

SALE BEGINS TOMORROW

Store closes 6 p. m. daily Saturday included.

SMALLMAN & INGRAM

Dundas and Richmond Streets.

story of the search. By his side stood Bour, the wireless man who, no less than his captain, had been under a terrific strain.

"I had been on the bridge nearly all Friday night," said the captain, "and the cause of the heavy fog. At 7 in the morning, a little before I was handed the first wireless message telling of the Republic's distress. I took my position as well as the fog would let me. I found that I was 120 miles from where the Republic had been rammed and started at once full speed for the scene."

Gropes Vainly in Fog.

"Towards 11 in the afternoon, we reached the vicinity of the wreck, as known to us by the bearings—latitude 40:17, longitude 70 west—given us by the operator at Siasconset, but the fog was so dense that nothing could be seen. We steamed in all directions—north, south, east and west. Meanwhile, we had come very close to the Baltic, which we never actually saw, so thick was the fog. All this time I was constantly exchanging messages with her bell, but also another bell which I took to be the Republic's."

"I stayed in the vicinity for six hours and then the Baltic sent me word that all the passengers were safe aboard the Florida, bound for New York, and asked me to follow her, as she was in need of a convoy."

"This I tried to do as well as I could, having only the Florida's whistle to guide me. At about 6:30 I heard four blasts, which was the Florida's signal, I was going at slow speed and I steered in the direction from which the whistle came. I could not, however, locate the Florida in the fog and I never heard from her again. I then stood in for New York."

"The Florida may have been anywhere from 1 to 11 miles away when I heard her whistle—I had no means of knowing, as she carries no wireless outfit."

Searcher Relieved. The only message received direct from the Republic by La Lorraine came shortly after the latter ship had started for the scene of the collision. It came at 9:50 a.m., in response to a query. "Please tell us if you are in fog and your exact position." The answer was: "Position, latitude 40:17, longitude, 70 west. We are in fog."

After this, La Lorraine repeatedly sent messages to the Republic telling the distressed ship from time to time of the lessening distance between the searched-for and the searching vessel. At 12:45, as she groped through the fog, perhaps almost rubbing sides with the ship she had come so far to aid, La Lorraine flashed to the Republic, "Tell you captain we can hear his bell, and are steering straight towards you. Also request him to make as much noise as possible to direct our steering because the fog is so thick."

The final message, which released La Lorraine from her fruitless search and sent her into port, came from the Baltic at 6:40 p.m. It read:

"Republic says to steer for the Florida. She is proceeding to New York with passengers and she must have someone to stand by. She is blowing four blasts."

Early in the morning, as she started on her 120-mile dash, La Lorraine repeated the Siasconset operator's distress flash to the Lucania, of the Cunard Line. If this Lucania replied, La Lorraine failed to receive the answer.

Torontonians Aboard. Toronto, Jan. 24.—The following Torontonians were passengers on the Republic: Mr. and Mrs. J. W. Woods and Miss Woods, Dr. and Mrs. John Caven, Mrs. (Col.) Mason and two daughters, L. L. McMurray and wife, Mrs. J. L. Capreol, Miss George, Miss McKenzie and Miss Teskie.

The Florida Turns Up. New York, Jan. 25.—The steamer Florida, which was in collision with the Republic, was sighted off Ambrose Channel lightship at 11:45 a.m. bound into New York.

EARL LEICESTER DEAD.

London, Jan. 24.—The Earl of Leicester died at his ancestral home, Holkham Hall, Wells, Norfolk, today.

Thomas William Coke, the second Earl of Leicester, was the patriarch of the English peerage, having been born in 1822.

ADAMSON SENTENCED. Toronto, Jan. 25.—Geo. Adamson was sentenced to one year in jail without hard labor by Judge Winchester this morning for theft. He was a tax collector for the city and was short in his accounts. Adamson denied responsibility, maintaining that an official now in the service was to

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