

### tiful Homes Are ed With BOAL

ern Wall Lining

## ISON, 16 North

penditures which had been the case 1911. Instead of nourishing and tal care of a buoyant revenue, his hon. fr

disapproval of the very large and un alleled increase in the public debt un the present administration and the in ity of the government to prudently

demorial Hospital, which was

the assessment of rates and take that authorizing the city to fix v mittee considered and agreed to a amend the act of incorporation of Mr. Slipp presented a petition is of a bill to incorporate the Nerepis

DIMENSIONS OF TITANIC:

LARGEST SHIP EVER BUILT

th over boat deck ..... 94 ft.

t from bottom of keel to boat deck .... 97 ft. 4 in.

# The Semi-Meelly Telegraph

and The Rems

ST. JOHN, N. B. WEDNESDAY, APRIL 17, 1912

ICEBERG SINKS WHITE STAR LINER TITANIC AND ABOUT 1300

# ONLY 866 SURVIVORS OF THE 2,200 ABOARD

orld's Greatest Ship Went Down Four Hours After portant marine disasters recorded are:
1866, January 11—Steamer London, on the way to Melbourne, foundered in the lines of Spain; 174 lives lost.

Collision—Other Liners Responded to Wireless Calls

Rev of Rispay 200 lives lost. World's Greatest Ship Went Down Four Hours After for Help from Doomed Craft, and Hurried to the Breadth over host deck.

Which of nucle above eating.

### April 100 feel to be beef deck.

### April 100 feel to be beef Rescue, But Evidently Arrived Too Late--Steamer

Paris and this vant-leasure of The Titanic, left Southampton on April 10 on her maiden voyage for New York. The Titanic, when she left Southampton,

bropeller 20 tons such the two was propellers 25 tons even the two was propellers 25 tons even the two was propellers 25 tons even the two was propellers and the two was propeller shafts age point adds greatly to the pleasure of the two was propeller shafts age point adds greatly to the pleasure of the whole of a transport of side who visit its precincts.

The Hair, when she left Southampted of the company desired to order that each link in the to note that each link in the to note that each link in the ton the that each link in the ton the that each link in the property of the pleasure of the promenade digk in unusually large number of side u

"On the upper deck 'C,' in addition to the passenger staterooms and apartments for full length of each vessel, varying from the passenger staterooms and apartments the passenger staterooms and apartments de luxe, one will find the ship's inquiry city will be transacted. Aft on this deck an important innovation is the special maids' and valets' saloon, where servants may congregate and where their meals will be served.

"The gigantic size of these steamers is the gigantic size of these steamers is the passenger staterooms and apartments de luxe, one will find the ship's inquiry city will be transacted. Aft on this deck an important innovation is the special maids' and valets' saloon, where servants may congregate and where their meals will be served.

"The saloon deck 'C,' in addition to the passenger staterooms and apartments de luxe, one will find the ship's inquiry city will be transacted. Aft on this deck an important innovation is the special maids' and valets' saloon, where servants may congregate and where their meals will be served.

"The saloon deck 'C,' has as its most prominent per deck 'C,' has as its most prominent per deck 'C,' in addition to the passenger staterooms and apartments de luxe, one will find the ship's inquiry.

afety of the vessels.

"The gigantic size of these steamers is best appreciated when it is recalled that in length each vessel overtops by 1821-2 feet the height of the Metropolitan tower in New York—the highest office building in New York—the highest office building in the world, and 1321-2 feet beyond the height of the new Woolworth building now under construction.

Each ship being four times as long as the height of the famous Bunker Hill Monument and 327 feet longer than the height of the Washington Monument, their massive measurements far excel America's most famous memorials.

"Bige or fin keels prevent these fine steamers from rolling, and their machinery is the unique combination of reciprotating engines (operating the two wing propellors) and a low-pressure turbine (operating the centre propellor)—an ideal arrangement which has been tested thortoughly and found most satisfactory from an engineering point of view in the White Star line's Canadian service steamer Laurentic.

"A rapid survey of the eleven steel deeks"

"A mong many other special attractions for passengers in the first class are the Turkish and electric bath establishment, completely equipped with a hot room, temperate room; cooling room, shampoo rooms and massage rooms, but more notably the adjoining large salt water swimming pool, of even greater dimensions than that on

Star line's Canadian service steamer Laurentic.

"A rapid survey of the eleven steel decks of the Olympic and Titanic reveals the most careful and comprehensive preparations in every department. Three elevators in the first-class and one in the decond-class provide a comfortable means of access between decks, which, on ships to vast as these, saves the passenger much effort.

On the topmost deck—cheerfully named the "Sun" deck—one finds a commodious of indused in."

and massage rooms, but more notably the adjoining large salt water swimming pool, of even greater dimensions than on the company's well known steamer Adriatic, which was the first ship to be equipped with these delightful innovations.

"The remarkable dimensions of the Olympic and Titanic have also made it possible to introduce for the pleasure of passengers a full sized tennis and handball court, 30 feet long, extending through two decks, where these healthful exercises may be indused in."



## SOME OTHER TERRIBLE . MARINE DISASTERS

New York, April 15-Among the im- | nelles with the British steamer Rinaldo;

dered; about 250 lives lost.

1847, October 29—Royal mail steamer

Rhone and Wye and about fifty other vesture in the Clyde; 124 lives lost.

1884, July 3—Steamer Daphne turned; turtle in the Clyde; 124 lives lost.

1884, January 18—American steamer

Colonel Washington Roebling, builder of the Brooklyn Bridge, president and director of John A. Roebling Sons.

Mr. Schabert, Frederick Seward, Miss E. W. Schutes, Mr. Silverthorne, William B. Silver and wife, Col. Alfonso Simonius, president of the Swiss Bank, Verein; William T. Stoper, John M. Smart, J. Clinch Smith, R. W. Smith, John Snyder and wife, Son, maid: and nurse; Harry Anderson, Miss Cornelia I. Anderson, Miss C

