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The construction of the vessel Titanic was supervised by Alexander M. Carlisle, General Manager of the Belfast Ship-building concern.

The Titanic, with a length of 882 feet six inches and a width of 92 feet six inches, was the largest steamship ever built. She was launched at Belfast, May 31, 1911, and this was her maiden trip. The Hamburg-American Company have in course of construction at Hamburg, Germany, the new "Imperator," which will be 900 feet in length.

The Titanic had a displacement of 66,000 tons and 45,000 tons register. Some idea of the immensity of this great leviathan can be gained when it is considered that if stood on end she would tower three times higher than the Toronto City Hall tower, which is 297 feet.

Her rudder alone weighed 100 tons. Each crank-shaft weighs 118 tons, each engine bed-plate, 195 tons; each engine column 21 tons, and the heaviest cylinder, 50 tons. The casting of her turbine cylinder weighed 167 tons. One of her solid bronze propellers weighed 22 tons and a single anchor, fifteen tons.

To build the vessel cost nearly \$10,000,000. She was a four-funnel, triple-screw steamer; had eleven decks; was provided with fifteen watertight bulkheads, and had accommodation for 3,500 passengers—600 saloon, 500 second-class, and 1900 steerage. She carried a crew of 860. In height she was 175 feet from the top of the funnels to keel. The height from the bottom of the keel to the top of the Captain's house was 105 feet seven inches.

## THE COMPLETE STORY OF THE DISASTER.

The most appalling marine disaster of all time occurred on Sunday, April 14, 1912, when the White Star Liner, Titanic, the largest and greatest ocean going vessel ever constructed, equipped with every known device to insure the safety of her passengers, believed by her builders, owners and crew to be absolutely unsinkable, shattered herself against an iceberg in the dead of night and sank about four hours later in nearly two miles of water, taking with her to a watery grave over 1600 souls among whom were many men of prominence on two hemispheres.

The first intimation of the awful tragedy was given by the distress signal—"S.O.S."—received by the wireless operator at Cape Race, New-