

The Marconi Company officials explain how the Titanic's cry of distress would be dealt with when the first "S. O. S." signal came to thrill the night-shift man in the operating room of dreary Cape Race. They say that the old danger signal was "C. Q. D." and the operators used to speak of it as "Come quickly, danger!" Now they have got a new phrase for the new "S. O. S." message. They speak of it as "Save our souls."

The "C. Q. D." signal was abandoned because it was possible to confuse it with the other, and the Postmaster-General decided to substitute "S. O. S." which in the code is three dots, three dashes, and three dots. There is nothing else like it in all the code, and the Cape Race operator would suspend all commercial business immediately the danger

signal spelled out its dots and dashes. He would immediately endeavor to get into touch with any possible rescuers.

The message sent out by the Titanic would probably travel about one thousand miles. The ship was fitted with the 5 N. K. W. sets, with a range of about five hundred miles, but at night the electric waves would travel twice this distance.

Other liners within the wireless radius would also pick up the Titanic's call for help and her latitude and longitude, and then send out their messages stating their positions and the probable time they would reach the crippled liner.

Speed madness and an express train schedule for ocean liners caused the Titanic tragedy. Dashing at a rate of twenty knots an hour through an

ice-filled ocean, an atmosphere as clear as polished glass, the great liner, the acme of luxuriousness and the last word in marine architecture, hurled herself against an immovable mountain of ice, and two hours and twenty-five minutes later had disappeared from sight forever.

Every survivor who landed from the rescue ship Carpathia agreed that the speed had not been reduced. All said that the night was perfect, wonderfully so, the clearness of the night bringing out with startling distinctness great mountains of ice that dotted the edge of the Grand Banks of Newfoundland, where the catastrophe took place.

The band of the great vessel was playing soft music in the great saloon. Many of the passengers had retired. Others were on deck watching the majestic ocean. Still others