DEEDS OF HEROISM PERFORMED BY SURVIVORS OF WRECK

BRAVED DEATH TO SAVE COMPANION

Heroic Deed of Ill-fated Luckenbach's Chief Officer.

FIGHT WITH FURIOUS SEAS

COAL PASSER OWES LIFE TO OFFICER'S BRAVERY.

Frederick R. Hunt and Eleven Other Members of Crew Managed to Climb to Places of Temporary Safety in Rigging of the Vessel. Fight Off Exhaustion Until the Steamer Pennsylvania Arrived—Rescued Man Unconscious When Placed in Lifeboat.

Stories of heroic deeds performed by members of the crew of the Julia Luckenbach, which sunk in the Chesapeake Friday morning, following a collision with the British tramp steamship Indrakuala, drifted into Baltimore yesterday via long-distance telephone. One of the bravest performed was that of Chief Officer Frederick R. Hunt, of 2214 Oak street, this city.

Hunt and 11 other members of the crew of the Julia Luckenbach managed to climb to places of temporary safety in the rigging as the vessel began to sink rapidly. Beside him, clinging to the forward topmast, was a coal-passer. The two men held on with all their strength to keep from being washed away by the great seas which were running, whipped into a fury by a 60-mile gale. For an hour or more all of the men managed to hold their places, but the racing seas of icy water and the wind quickly enveloped them in ice. With their clothing so stiff that it was impossible to bend an arm or move a leg, they held on with grim determination, praying and hoping against hope that some bay steamer would come to their assistance.

The wind increased in its fury, driving before it higher and angrier seas. The spray turned to ice and pelted them unmercifully. Soon the topmasts and cables were coated with ice and their hands, numb, were frozen to them. They tried to move their fingers to keep them from being frozen, but every attempt cut the flesh. Unable to hold on any longer, the men dropped from their places of safety one by one, until four had gone to join the others in death and the icy waters of the broad Chesapeake.

Hunt, from his perilous position, braved set aside his own plight and tried to raise the spirits of his seven companions by words of encouragement. With blood streaming from gaping wounds in their hands the men fought off exhaustion, and those who managed to retain their holds were soon rewarded by the sight of the Danish steamship Pennsylvania speeding toward them. As the lifeboats were lowered a cheer went up, and as the daring sailors from the Danish liner headed their lifeboats for the wreck, prayers of thanksgiving and fear were offered up. Thanksgiving that help was at hand, and fear that the brave men coming to their aid would be swamped and drowned by the seas.

As one of the small boats pulled near the forward mast of the Julia Luckenbach, Hunt's companion called out that he was growing weak and would be unable to hold on longer.

"Hold on for another minute," called out Hunt, as he wrapped one arm around the forward top mast and entwined a leg in a network of cables.

"Now, let me get hold of you," he called out to the coal passer, and with his free right hand he gripped the begrimmed and grease-covered man around the waist.

Hardly had he done this when the man, who during the voyage slaved in the coal bunkers, heaving fuel into the fireroom, became unconscious from cold and exhaustion. For two hours Hunt retained his place and held on to the coal passer until the two were rescued. They were two anxious hours—centuries they seemed to Hunt—before he was taken down and placed in one of the lifeboats with his unconscious companion. Mountains of water time and again swept over them, tearing their clothing into shreds and threatening to carry them to death in the biting, wind-swept Bay below.

Wreck Marked by Buoy.

A gas buoy has been placed on the sunked steamer Julia Luckenbach by a lighthouse tender. It is painted black and red and shows a red light of three seconds duration and then goes into eclipse for the same duration of time. The wrecked vessel lies in 63 feet of water.

TO SEARCH FOR BODIES

Report From Captain Carmine, of the Apache.

Special Radiogram to The American.

Revenue Cutter Apache, via Virginia Beach, Va., January 5.—Divers from the wrecking tug Rescue are making an examination of the steamer Indrakuala's damaged bow plating. There has been no material change in the steamship's condition. The Apache has gone to Reedville to make arrangements to bury Coal Passer McDonald's remains and will then return to the Indrakuala.

The Apache will make a thorough search of the adjacent waters for bodies before leaving the scene.

(Signed) G. C CARMINE, Captain.

STOMACH GONE BAD SOUR, GASSY, UPSET?

"Pape's Diapepsin" Cures Indigestion, Gas, Heartburn or Dyspepsia in Five Minutes.

Time it! In five minutes all stomach distress will go. No indigestion, heartburn, sourness or belching of gas, acid, or eructations of undigested food, no dizziness, bloating, foul breath or headache.

Pape's Diapepsin is noted for its speed in regulating upset stomachs. It is the surest, quickest and most certain remedy in the whole world and besides it is harmless.

Millions of men and women now eat their favorite foods without fear—they know now it is needless to have a bad stomach.

Please, for your sake, get a large fifty-cent case of Pape's Diapepsin from any drug store and put your stomach right. Don't keep on being miserable—life is too short—you are not here long, so make your stay agreeable. Eat what you like and digest it; enjoy it, without dread of rebellion in the stomach.

Diapepsin belongs in your home anyway. It should be kept handy, should one of the family eat something which doesn't agree with them or in case of an attack of indigestion, dyspepsia, gastritis or stomach derangement at daytime or during the night it is there to give the quickest, surest relief known.

RESPONSIBILITY FOR THE BIG DISASTER

Continued from First Page.

running together. The bow of the Indrakuala and the starboard side, near the bow of the Luckenbach met. On the Luckenbach's bridge stood Captain Gilbert.

THE CAPTAIN'S WIFE BELOW.

"My God," he was heard to cry, "we shall sink," and as though obeying his words the Luckenbach, a hole torn in her, in which the water was rushing, began to go down. "All hands on deck," cried the captain. From the engine and boiler rooms and the lower deck came those on board, all except one. This one was Mrs. Gilbert, wife of the Captain. She had been in the storeroom, which was in the aft part of the ship, near the main cabin. Probably she did not hear the warning cries of her husband and the other officers. If she did she did not realize the danger. She did not appear on the upper deck.

"To the life-preservers, men," came the call of the captain, and was taken up by the other officers. There was a scuffle of feet. Some of them secured the floaters, some did not. Still standing on the bridge Captain Gilbert shouted the order, "The boat's going down; every man for himself." There was a splash. Officers and crew alike hit the water, all except one, Captain Gilbert.

"I saw the Captain standing on the bridge, and he seemed to start in the direction of the storeroom," said Engineer Knudsen. "When the water reached the bridge and he was washed overboard I did not see Mrs. Gilbert at all. She had kept her promise to die with her husband."

CAPT. SMITH'S EXPLANATION.

At the instant of the collision Captain Smith, of the Indrakuala, ordered his crew to lower the lifeboats. They did, and again quoting from Captain Smith's report:

"Our ship's lifeboats were immediately launched, but owing to the weather and the sinking condition of our steamer we could not reach the wreck. The two lifeboats cruised round and picked up six men, one of whom died later after artificial respiration was used without success. The impact caused a big hole to be torn in the starboard side of the Indrakuala and this started her sinking."

Captain Smith further says that because of this he could not reach the Luckenbach, but that he and his crew did all in their power to save life. After the Indrakuala's crew had picked up six men from the water Captain Smith sighted the Danish steamer Pennsylvania and gave distress signals. Then, fearing that the Indrakuala would sink, he started her toward Diamond Marsh and two miles from the scene of the collision beached her. In the meantime the Pennsylvania had rescued eight of the Luckenbach's crew from the rigging.

CONFUSION ON DECK.

Rudolph Krumpe, of Hagerstown, in relating his experiences, said:

"When I came on the top deck there was confusion. Officers and the men under them were running about wildly shouting that the boat was sinking. Some of the crew were only half dressed. I only had my trousers on. Others were attired only in their underclothing and when the order came to save ourselves we jumped. The water was ice cold. Some of those who perished were good swimmers, but they froze in the water. It was all so sudden I really do not know how it did happen. Not more than two minutes after we were summoned to the upper deck passed before the ship sunk."

Lying in 24 feet of water is the beached Indrakuala. Two-thirds of her hull is out of sight and her forward hold is filled with water. Yesterday afternoon the revenue cutter Apache from Annapolis, Capt. G. C. Carmine, arrived. A search for bodies was immediately made, but no trace of any discovered. Only the upper spars of the Luckenbach are above water, but it is believed the vessel can be raised and that the body of Mrs. Gilbert will be found in the storeroom. After satisfying himself that he could secure no bodies, Captain Carmine headed the Apache toward the Indrakuala and his was the first vessel to reach the steamer's side. The wrecking tug Rescue also arrived to aid the Indrakuala last night, but owing to darkness nothing was done until today. At sunrise this morning a gasoline launch, Capt. Raymond Tawes, with newspaper men aboard, reached the side of the Indrakuala.

CAPT. SMITH'S DISTRESS.

Pacing to and fro about the deck, waving his arms up and down was Captain Smith, keenly he feels that his vessel participated in a collision which resulted in the loss of life. It is not because his ship was damaged and part of his cargo ruined or that he was delayed in his travels that caused tears to flow down his cheeks, but he grieved over the loss of so many of the Luckenbach's crew.

"It is so terrible," he said, "and unavoidable."

Not until told by the newspaper men that the Pennsylvania had rescued some of their fellow-shipmates did the five of the Luckenbach's crew on the Indrakuala know that there was anyone else beside themselves saved. They walked to and fro on the deck all day, mourning the loss of their shipmates.

"Poor Mrs. Gilbert, she was so nice to us," remarked the chief engineer, between sobs. The men wrote letters today to their friends. The Apache this afternoon steamed to Reedville, Va., and arranged for the funeral of McDonald. He will be buried tomorrow with proper ceremonies. According to expert divers who examined the bow of the Indrakuala this morning, the damage will not prevent the steamer being towed to Norfolk. This will probably be done tomorrow. The cargo will be transferred while the vessel undergoes repairs in drydock. The cargo of the Indrakuala is valuable and most of it is believed is ruined. This afternoon E. Gardner, an attorney of New York, who represents the owners of the Luckenbach, came to Crisfield and proceeded to the Indrakuala. He intends taking the five members of the Luckenbach crew to New York. "I suppose we will try to raise the Luckenbach, if possible. The owners intend to investigate the causes of the collision immediately."

The cutter Apache will remain with the Indrakuala until she is safely towed to port.

LEAVE FOR BALTIMORE

Wreck Survivors Who Were Rescued by Indrakuala.

Norfolk, Va., January 5.—At 11 o'clock tonight the cutter Apache reports that the Indrakuala was successfully floated into deep water on the high tide in the mouth of the Wicomico River and remained afloat by the steady use of her pumps, conveyed by the wrecking tug Rescue, of the Merritt-Chapman Company. She will proceed to Newport News at daylight tomorrow morning.

The Apache also reports that today the five men rescued by the Indrakuala were landed at Crisfield, Md., and are proceeding by rail to Baltimore, where they expect to arrive early Monday morning.

William M. McDonald's body, who died from exposure after he had been picked up by the Indrakuala, was buried on the shore near where the steamer was beached.

The Apache will leave at midnight for Newport News.

Survivors Arrive at New York.

New York, January 5.—Eight survivors of the crew of the steamer Julia Luckenbach, which was rammed and sunk by the British steamer Indrakuala in Chesapeake Bay on Friday, with the loss of 14 lives, reached here tonight on an Old Dominion liner from Norfolk, the majority of them still unnerved and suffering from their thrilling experiences.

A CHANCE TO SAVE ALL

First Officer Hunt's View of the British Captain's Action.

Special Dispatch to The American.

Newport News, Va., January 5.—Frederick R. Hunt, first officer of the sunken steamer Luckenbach, who went to New York with the other seven survivors brought here by the Danish steamer Pennsylvania yesterday, declared that had the Indrakuala kept her bow in the great hole she made in the Luckenbach the entire crew of the American ship could have been saved in five minutes.

However, it is learned that Captain Smith feared that his ship would go down and for that reason she backed away to make for shore. Immediately after the Indrakuala got clear of the Luckenbach Captain Smith ordered the small boats lowered, three being put over the side. Two of these boats succeeded in picking up six men who escaped from the Luckenbach.

News of the manner of the rescue of these men came here today from Tangier Sound. Some of them floated away with the wreckage from the Luckenbach and were picked up by the Indrakuala's boats. Others were swimming in the surging sea when rescued. McDonald was injured by being hit by a piece of wreckage and died after being taken aboard the Indrakuala.

The Indrakuala is still hard aground on Tangier Island, the extreme low tide caused by westerly winds making it impossible to float her. Her stern is badly twisted and there is a large hole in her bow where she cut into the Luckenbach. Temporary repairs will be made and at the next high tide the revenue cutter Apache and the Merritt-Chapman wrecking tug Rescue will attempt to pull her off and bring her to this port for a survey at the shipyard.

Mrs. Gilbert, it is said, was in the cabin with a broken leg when the crash came. She sustained the fracture last month and the break had not healed sufficiently to allow her to leave her bed. Captain Gilbert made a desperate effort to reach her before the ship went down. First Officer Hunt tried to aid him, but the brave skipper would not hear of it, ordering the officer to look out for the other men.

Chief Engineer Christopher Knudsen caught the mainmast as the ship went below the water. He was above the other eight men who clung to the shrouds of the mast. Officer Hunt declares that the engineer swung to the mast until his arms were cut and bleeding.

"My God, Hunt, can't you help me?" cried the engineer time and again as his strength waned and the pain of holding to the mast with his raw arms began to become unendurable, but it was all that Hunt and the other seven could do to hold their own against the high wind and big seas, and after an hour's fight the engineer gave up and dropped into the sea. His body was caught by a big wave and carried beyond sight of the survivors.

BARGE SINKS; TWO DROWN

Bombay Went Down During Storm Last Friday.

Vineyard Haven, Mass., January 5.—The barge Bombay being towed from Newport News, Va., to Boston, was sunk during the storm last Friday night and two of her crew of five were drowned. The news was brought here today by the steamer Bay View, which had the barge in tow.

The names of the two men drowned could not be learned here.

The Bay View stopped at Vineyard Haven only long enough to report to the officials of the revenue cutter Acushnet, at Woods Hole, that the Bombay is a serious menace to navigation, four miles northwest of Handkerchief Soals lightship.

The United States lighthouse tender Anemone left Woods Hole today to mark the place where the barge went down.

ONLY TWO WERE SAVED

Three Coasting Vessels Wrecked Off Lower California.

San Diego, Cal., January 5.—Three coasting launches were driven ashore last night on the Lower California Coast near Point of Rocks, about 15 miles south of this city, and 10 men probably were drowned. One of the wrecked boats was the United States immigration launch Elizabeth. There was a total of 12 men on board the three vessels and only two are known to have reached shore.

THE MARINE DISASTER IN THE LOWER CHESAPEAKE

WIFE AND CHILDREN OF FIRST MATE FREDERICK B. HUNT, OF THE STEAMER LUCKENBACH. HE WAS AMONG THOSE SAVED.

AS THE STEAMER JULIA LUCKENBACH APPEARS NOW. ONLY THE TOP OF HER TWO MASTS SHOWING ABOVE THE WATER.

PHYLLIS AND JOHN HANDLEY GILBERT, Orphaned children of the Luckenbach's captain.

ARREST AT WHITE HOUSE

Chicago Attorney Was Acting in a Peculiar Manner.

Washington, January 5.—Peculiar actions of Anthony Hunt, of Chicago, an attorney and a member of the University Club, of that city, while at the White House late today in an effort to see President Taft, caused his arrest by the police. He is being held for examination as to his mental condition at the government hospital for the insane, where he was taken following his arrest.

When he appeared at the White House executive offices Hunt told the officers that persons were persecuting him and that he wanted the President's aid. He said also he wanted to ask President Taft to appoint him Ambassador to France. White House policemen took him in custody, and later he was sent to an asylum.

Hunt came from Chicago about a week ago. Last night Dr. L. A. Hamil, of Chicago, a friend of the Hunt family, called on Dr. T. A. Williams, a specialist in nervous diseases, in this city, and declared Mr. Hunt was in a highly nervous condition. An examination was made, and Hunt today was sent to Garfield Hospital. Early this afternoon while out for a walk with an attendant he escaped and proceeded directly to the White House.

YONKERS CARS TIED UP

Use of Strikebreakers Would Violate City Ordinance.

Special Dispatch to The American.

Yonkers, N. Y., January 5.—Citizens of Yonkers used autos, wagons and sightseeing cars and many walked, while the cars of the street railway remained locked up awaiting President Whitridge's reply to Mayor Lennon's request that he arbitrate with the motormen and conductors who struck last Friday. President Whitridge declines to put strikebreakers on the cars, as it will violate a city ordinance requiring that motormen have two weeks' experience on the Yonkers line before attempting to operate a car for regular traffic.

Many of the busses and other vehicles carrying passengers to the New York Subway are compelled to discharge their loads some distance from the subway station, as a New York license is necessary for all vehicles after they cross the New York city line.

WOULD HAVE THEM BEATEN UP

Philadelphia Magistrate's Scheme for Treating Drunkards.

Special Dispatch to The American.

Philadelphia, January 5.—Magistrate Gorman this morning looked over the usual array of those who had been drunk Saturday night and said:

"I would advocate the appointment of a big, husky man to act as official 'beater up' for you fellows. I would tie your hands, put you in a padded cell and turn the beater loose with instructions to hammer the very daylights out of you. If that does not cure you I would employ an 'ice water man' to turn an ice cold stream on you until you cried for mercy."

HE OBEYED THE LAW OF THE SEA

Continued from First Page.

Capt. Edward J. Smith, commander of the World's greatest ship, the Titanic. He had outdistanced misfortune until he had reached the pinnacle of his ambition, but as soon as the giant liner struck the iceberg and one life was lost, he became a doomed man. Had he survived the world's greatest marine disaster his career would have ended, according to the unwritten law of the deep.

The fate of the commander who loses his vessel and the lives of his passengers or crew, be it through his own fault or those under him, is well known to seafaring men. Very few in the outside world ever know the result of a sea disaster involving loss of life and money. But if the world does know it soon forgets, and as a rule the man who safely carried thousands across the seas loses his name, his papers and position by one serious accident. His record, it matters not how good, is forgotten and he is blacklisted. True, he may obtain a minor berth on some vessel, but there he lives a life of exile and disgrace.

Many skippers have gone down with their ships rather than face the world after a fatal disaster. All that is necessary is to look back over the long and melancholy roll of sea captains who would not desert their vessels, and after the last member of the crew had taken his place in the lifeboats, rushed into their cabins on the sinking ship and barricaded themselves, preferring their vessel as a tomb and the sea as a grave rather than be pointed out as a blacklisted navigator. From this it can be understood what a misfortune to their ship means to them.

FOLLOWED MERCILESS LAW.

Here is an instance where the commander of a vessel voluntarily enforced the merciless rule that a captain must not outlive his ship. Some years ago the Princessin Victoria Luise, of the Hamburg-American Line, with many English tourists aboard, drove hard upon the coral reef off Fort Royal, Jamaica. The sea was calm and there was no difficulty in getting the passengers ashore. After the last person had been safely landed and the crew took to the lifeboats the captain went to his stateroom and put a bullet into his brain.

The pitiable part of it was that he was not to blame, for the Kingston earthquake had destroyed the lighthouse and obliterated the flashes that should have warned him.

HAD THRILLING CAREER

Ill-fated Steamer Julia Luckenbach Was Built in 1882.

The tramp steamer Julia Luckenbach was the Zaandam, of the old Netherlands Steam Navigation Company, and plied between Rotterdam and New York city. She was built in 1882, in Rotterdam, and belonged to the estate of Lewis Luckenbach. The Julia Luckenbach as the Zaandam had a varied career, and its officers went through some thrilling experiences.

In 1897 she was caught in an ice pack in the North Atlantic and for five days was the plaything of the icy mountains of the Arctic. Terrible suffering was endured by her crew and when she arrived at New York city nearly a week after her schedule, thrilling stories of the fight she had made against the ice fields of the North were told. Soon after this she was partially wrecked near the coast of Northern Europe. The vessel was later sold to an Austrian company.

As an Austrian steamship she was wrecked off Key West about 10 years ago and this gave the Luckenbachs the opportunity of purchasing her after making repairs to obtain for her an American registry. Later she was chartered to the Insular Line and for the past few years has been running as a cargo carrier from Porto Rico to this city, Philadelphia and New York.

She was an iron steamer with five bulkheads, a gross tonnage of 3,100 and a net tonnage of 1,977. She was 313 feet long.

During her career she had been hard hit by gales in all parts of the world. Last May while coming to this city with 36,000 bags of sugar in her holds she sprung a leak just south of Mona Passage and called for assistance. The revenue cutter Algonquin went to her aid, and when she put in at San Juan her $90,000 worth of sugar was nothing more than syrup.

COULD HAVE SAVED LIVES

Mariners Say Indrakuala Should Not Have Backed Away.

Why Captain Smith, of the British tramp steamer Indrakuala, did not order full speed ahead after driving the prow of his vessel into the hull of the Julia Luckenbach, instead of ordering engines reversed and backing away, was the question asked yesterday by nearly everyone in marine circles.

According to the laws of the sea, after the Indrakuala struck the Luckenbach, Captain Smith should have ordered full steam ahead and kept the bow of his vessel jammed into the hull of the other ship. This would have prevented the Luckenbach from filling so rapidly and kept both vessels afloat until everyone could have been transferred from the ill-fated Luckenbach.

This, according to mariners, is one of the rules of the sea that every captain should enforce. As it was, immediately following the collision, Captain Smith, it is said, ordered engines reversed, and by backing away from the Julia Luckenbach, allowed water to rush into the gaping hole in her hull, which combined with the weight of the cargo, phosphate rock, which is heavy, caused her to sink rapidly.

To seafaring men this is the only salvation in the case of a collision such as occurred early Friday morning, and which resulted fatally for 15 persons. By driving the Indrakuala at full speed ahead it was pointed out that both vessels, no matter how badly damaged, would have been kept afloat for some time and both could have been beached after probably every person aboard had been saved.

"If I Had Known"

You can't get away from regret if you fail to do your duty. Regret hangs over you, clings to you, and therefore you should always do your duty—save the blame of the sin of omission. Croup and colds and pneumonia often get under headway before the doctor arrives. A bottle of Gowans Preparation, King of Externals, dispels fear, and causes you to rejoice to know that you have done your duty. Gowans scatters inflammation. It is all absorbed. Buy a bottle today. All druggists. Thousands of testimonials. $1.00, 50c, 25c.

ORPHANS OFFER TEARFUL PRAYER

Two Baltimore Homes Affected by Bay Disaster.

HERO'S FAMILY IS JUBILANT

ANXIOUSLY AWAIT ARRIVAL OF CHIEF OFFICER HUNT.

With Characteristic Fortitude the Orphans of Capt. Gilbert and His Wife Have Made Remarkable Headway in Reconciling Themselves to Their Sorrowful Plight. Phyllis, the 15-year-old Daughter, Shows Great Solicitude for Her Young Brother.

Two homes in Baltimore were affected by the diaster to the Julia Luckenbach. Out in Raspeburg, on the Belair road, there is much sadness, and between tears prayers are being offered up constantly by a small girl and her younger brother. They are the orphaned children of Capt. H. A. Gilbert, commander of the sunken tramp, and that is their only consolation. In another home, in North Baltimore, 2214 Oak street, in strange contrast with the scene in Raspeburg, four small children cling to the dress of their mother, chattering gayly, while the woman sits by the window watching for the return of her husband, who is a hero among the saved. It is the home of Chief Officer Frederick R. Hunt, who, with seven other members of the Luckenbach crew, was rescued from the rigging of the sunken vessel.

At the home of Mrs. Mary Ann Logue, with whom the captain's children are boarding, the girl, Phyllis, aged 15 years, with characteristic English pride, denies herself to all those who would offer charity or even consolation. The boy—John Handley, aged 12 years—who is much less mature than his sister, seems to have reconciled himself to the circumstances.

BEAR UP BRAVELY.

True to the well-known characteristics of the Saxon race, the orphans of Captain Gilbert and his wife have made remarkable headway in reconciling themselves to their plight.

Yesterday afternoon the little boy, John Handley, was seen in front of the house of Mrs. Logue surrounded by a number of sympathizing playmates. On the approach of a representative of The American he quickly vanished into the house, however, and when the newspaper man asked to be allowed to see the children, the sister, Phyllis, denied herself and her brother to the caller. The boy yields to the judgment of his sister with almost filial affection, and the sister, in a maternal manner foreign to her age, shows her self-reliance and extremely solicitous love for the little brother.

During the morning Luther [illegible]ock, president of the St. George's S[illegible]ty, called on the children and offered the sympathy and assistance of [illegible] ganization.

E. M. Fallon, agent for the ill-Luckenbach, also called and ascerta the immediate relatives of the childre England. Mr. Fallon, though consi ably depressed at the appalling loss company has sustained by the disast is exceedingly attentive to the possib needs of Captain Gilbert's children, an has promised them to render such assist ance as may soften their sorrows and place them in the keeping of those on the other side so near and dear to them.

Rev. Fred A. Hightman, pastor of Grace Evangelical Lutheran Church, Powellnaron, visited the children toward evening and offered consolation to the little ones.

During the day Phyllis wrote to her father's nearest friend on this side of the water, M. J. Brennan, 269 Fifty-seventh street, Bay Ridge, Brooklyn, N. Y., and acquainted him with the details of her and her brother's bereavement. Captain Gilbert, though a Briton by birth, and having spent many years abroad, was an American citizen by adoption and had as many true friends in this country as in England.

TORN WITH SUSPENSE.

"If my husband does not come home soon I shall go to him and find out for myself whether it is business affairs that detain him or if he is, as I am rather inclined to fear, lying ill in some hospital." It was Mrs. C. Frederick Hunt who was speaking.

In her hand she held three telegrams from her husband, and the messages they contained were so conflicting that Mrs. Hunt admitted being still torn with suspense over the mystery of her husband's whereabouts. She does not know whether Fred, as she calls her husband, is on his way to New York to lay a complete report of the disaster in which he so nearly lost his life before the directors of the company or whether he is lying ill in the hospital at Newport News.

The first telegram told her that her husband was on his way to Baltimore, the second was unsigned and stated that he was in a hospital, while the third, which arrived yesterday morning, read:

Am going to New York. Will see you soon. Don't worry.

FRED.

(Signed)

Nevertheless, Mrs. Hunt agreed that she had every reason to feel thankful that her husband was spared to her, when the captain and nearly all the crew went down to their death beneath the icy waters of the Chesapeake. "I never slept a wink all night," declared Mrs. Hunt, whose pallid face and dark-ringed eyes told of a long vigil. Mrs. Hunt is a young woman. She was married when only 14 years old and her oldest child—a boy—is but 13 years of age. But she confessed that the strain and anxiety which she had gone through since she learned of the wreck on Friday afternoon had told on her vitality. "I paced up and down the room nearly all night long," she said, "and when I would go back to bed it would only be to doze, and then I would come to my senses with a start, as my imagination pictured to me my husband clinging to the rigging of his vessel in a night of Arctic blackness."

Mrs. Hunt admitted that she could not shake off the haunting fear that her husband has been seriously injured and that, in addition, he is suffering severely from the exposure to the elements. The American reporter who called to see her at her apartments at 2214 Oak street yesterday afternoon found the brave little wife playing with her four children and doing her utmost to prevent them from seeing in her face the anxiety which she felt over their father's welfare.

Her children, Frank, the oldest, aged 13 years; Alice, 11; Edna, 8, and Charles Frederick, Jr., the baby, five years old, did not seem to realize the peril which their father had been through, but they all declared that they were just longing to see daddy again. "As soon as daddy comes back to us we are going to get him to take us home to New York," said Alice, the oldest girl. "There is no place like New York," she added, "the squirrels in Central Park don't run away from you like they do in the park in Baltimore."

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