CRASH OF GLASS ENORMOUS; BIG HOLES IN SKYSCRAPERS; AUTO TRAFFIC IMPEDED

Trinity Churchyard Covered With a Coating as of Hoar Frost.

SOME FREAK ESCAPES.

Damage Extends to Brooklyn, Where Many Windows Are Shattered.

Manhattan started out to-day to recover from the greatest glass crash in its history.

Yawning holes punctured the sides of skyscrapers. Show windows, boarded and under guard, told of treasures suddenly exposed. Ten thousand vacuum cleaners inhaled powered glass all night. Automobiles went chartly, for twenty-four hours of street sweeping had not begun to remove all the jagged splinters. Even the graves in Trinity's churchyard were curious mantles that sparkled in the morning sunshine like some strange out of season hoar frost.

The biggest problems in the city to-day were glass and glaziers. There wasn't enough glass to fill the empty windows, and for the time being the glazier took his place in history far above that wont to be occupied by the lordly plumber.

Not even the most expert in physics can explain the freakishness with which the explosions attacked the city's windows. Hundreds of windows were sent splintering for twenty stories down. The next door skyscraper is practically unharmed except for two or three windows on the street. A third presents the odd appearance of all its windows intact top and bottom, but shattered midway as if the targets of a curtain of fire.

Distributed in this seemingly haphazard way 1,500 to 2,000 broken windows were discovered by the police and by excited owners and lessees in the financial district proper, exclusive of the fringe of shipping and smaller commercial and residence buildings extending along the waterfront on the west.

But west of Broadway, from Battery Place to Warren Street, according to police reports made to Sergt. Hartge of the Second Precinct, 8,000 windows were broken in 2,000 buildings. From Warren Street to Canal Street damage to 800 buildings was reported to Sergt. O'Brien of the Fourth Precinct. In the Tenth Precinct, by police reckoning, there were 275 broken windows.

In these districts the buildings are smaller and less substantial than in the skyscraper streets and the windows slighter and of inferior glass.

On the southern and eastern sides of the Whitehall Building between one-third and one-half the windows were broken. The Lower Broadway skyscrapers, the Field Building and the ones immediately above and across from it suffered only a degree less severely. The imposingly large windows above the statuary groups in the Custom House were shattered, as were smaller panes on its western side.

At the tip of the island fifty-two skylight panes of the Aquarium were shivered almost into powder, while beneath them not a single glass tank of the hundreds containing fish was broken.

ALL THE CONSULATES SUFFERED FROM THE SHOCK.

No matter which way one turned from Bowling Green the signs of destruction were the same. Back down State Street the buildings housing most of the allied consulates and many of the largest shipping offices had suffered almost as badly as the Whitehall Building. Beaver Street showed a like perspective of broken glass. Washington and Greenwich Streets, filled just above Battery Place with tenement houses, were stepped through gingerly by men and women. Up Broadway the Standard Oil Building showed two big vacant holes in its front, with the building just above it in an equal plight. Glass covered the steps leading down to basement businesses. Flapping shades attracted notice to other empty frames many stories higher.

The First National Bank Building at Wall Street and Broadway, suffered heavily. In the Stock Exchange a few panes were smashed. The Sub-Treasury escaped. Two of the largest windows, of very thick French plate glass, in the J. P. Morgan Building at Wall and Broad Streets were broken into bits. Neutralizing this destruction in the counting house of the allied financial representatives, the explosion blew in the door of Zimmerman & Forshay, one of the British stockist firms.

In the Marconi Building frames were twisted from their places and turned out at a dangerous angle, still holding jagged pieces of their broken panes. These were torn down by the police.

BANKER'S TRUST COMPANY LUCKY; LOSS, ONE PANE.

The Equitable Building lost several windows, the Banker's Trust lost only one large pane, though it is next to smaller buildings in which practically every inch of glass was destroyed. Perhaps two score windows of the Woolworth Building were shattered. The Post Office Building lost a few small panes and sight showers of glass dropped a dozen stories or more from the Municipal Building.

In the Consolidated Exchange, Produce Exchange, and Cotton Exchange Buildings many windows were broken.

The display fronts of many jewelry stores in Maiden Lane were torn out and watchmen and police afoot guard while, in some instances before daylight, goods were removed from unprotected windows. Little loss of goods was reported by any of the merchants who suffered.

Excellent work by the police prevented thefts of exposed goods and averted congestion in the shaken district. Capt. Fahey of the Old Slip Station as soonas the first shock was felt hurried out the reserves who were on hand in readiness for strike duty. Glass was still crashing down on the pavements. The reserves of the Greenwich Street Station were out as quickly, and detectives of the First Branch Bureau reached the vicinity within a few minutes. All passage through John, Fulton and Liberty Streets and Maiden Lane was forbidden, and persons going through other streets were ordered to walk in the centre of the road to avoid falling window frames.

CUSTOM HOUSE OFFICER SHOWERED WITH INK.

Police Commissioner Woods was out from 2 o'clock in the morning until almost noon superintending the placing of reserves in the lower downtown district and elsewhere.

One hundred and ten windows were blown out of the Custom House. Curiously, most of the windows broken were on the side of the building furthest from the explosion. At the Barge Office almost all the windows were slightly open, which saved them. A customs officer sitting at a desk near a window overlooking the bay was showered with ink from a bottle that broke into bits.

It is difficult even to-day to obtain reliable estimates of the loss to property owners in New York. The chief damage, so far as is known, was to plate glass and ordinary windows, although the police believe examination to-day may reveal serious losses in goods and machinery in loft and small wooden factory buildings in Lower Manhattan and in Brooklyn.

William T. Woods, President of Lloyd's Plate Glass Insurance Company, No. 63 William Street, said: "Far from the damage to plate glass running into the millions, I do not believe it will exceed $100,000. The largest plate glass risks, such as the department stores around Thirty-fourth Street and the larger Fifth Avenue firms, suffered practically not at all. Many large risks, of course, suffered in the financial district. I have found more destruction than might be suspected in side streets, such as Eighth and Ninth, the Twenties, and even further uptown."

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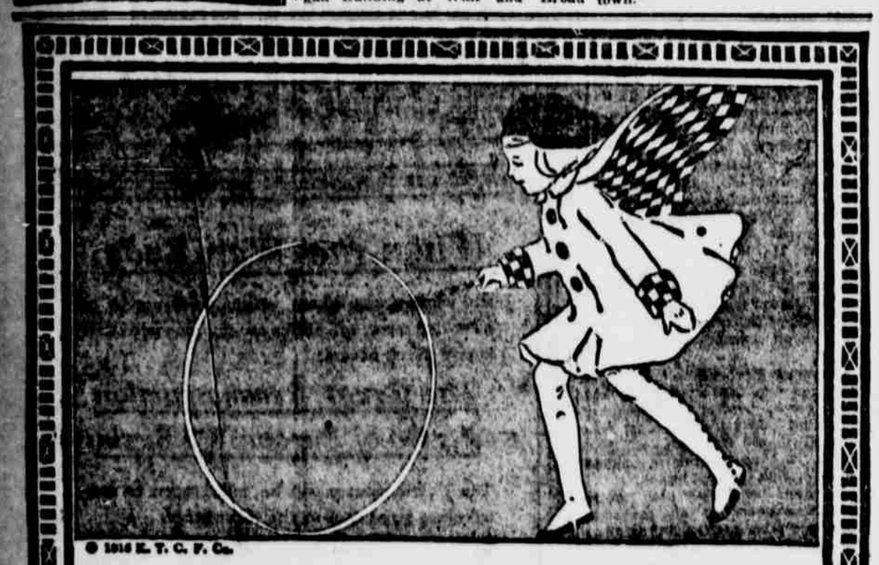

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ALERT and active little folks just love the excitement of rollin' hoops! And they are alert and active, too, when Kellogg's Toasted Corn Flakes are served.

No hesitating on the part of grown folks either, for the flavor and crispness of Kellogg's appeal to young and old.

Packed Waxtite—Look for this signature.

W. K. Kellogg

Imitations come and go! They change their name. They change their form. Some do both.

Kellogg's—the Original Toasted Corn Flakes remain as original as ever—*light, and dainty, appetizing in flavor with a melting crispness on the tongue.*

Steward of Schooner a Victim Of Explosion, Now in Hospital

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Many Unique Incidents Over a Vast Territory Marked Huge Explosion

Hundreds of Strange Stories of Freakish Developments That Followed Disaster—Tense Moments for Many People.

The manager of a Brooklyn all-night restaurant near Borough Hall, his front window shattered by the explosion, stood for half an hour, oblivious to all else, painstakingly extracting splinters of glass from a watermelon.

A typewriter, thrown by the blast from the interior of a west side office, was found by Policeman Murphy of the Fourth Precinct Station upright, unharmed and ready for business in the middle of the sidewalk.

Willie Barry has been an office boy for three weeks in the building of Walter Hyams & Co., Dey and West Streets. Saturday night he forgot to put down any of the windows. Every other window in the neighborhood was broken.

Policeman Alexander Kachler was twirling his nightstick as the first explosion occurred. The shock tore the club out of his hand and blew his cap up on the ledge of a building.

Just married, John Pavelski and Mary Wolinski were sitting at the head of the wedding supper table in Progress Hall. At the roar from the harbor waiters dropped plates of soup, tables were overturned and the guests fled in panic. The Pavelskis never budged. They knew beforehand, they said, that married life had to have its jars.

Detective Tom Donahue, at Police Headquarters, waving a revolver, ran all the way to Baxter and Walker Streets in his pajamas, looking for the man who set off the bomb. There he found a thief looting the broken window of a jeweller's shop.

John D. Rockefeller got out of bed at Pocantico Hills and went around asking for information about the earthquake.

Peter Raceta, skipper of a lighter that was in the midst of the blast, was skidded along the deck and into the water. He swam until he reached Bedloe's Island, nearly a mile away, and then was so dazed that he swam back again.

The explosion tore open the vest of M. T. Henley, yardmaster of the Lehigh Valley Railroad, threw his watch from his pocket and shot it into space, the chain slipping through a buttonhole and following like the tail of a comet.

Policeman Henry Doherty of the Fifth Precinct, Jersey City, known as "Handsome Harry," was at the foot of Claremont Avenue. When he pulled himself out of the water he found all his clothes torn off except a strip of cloth hanging from his waistline like a breechclout.

A man in Harlem leaped from bed and shouted to his wife: "Get up! The lamppost in front of the house has fallen down!"

"Damn the shrapnel!" said Pilot Alfred Smith of the fireboat New Yorker, driving after a blazing barge. Two minutes later a steel shell, six inches long, pierced the pilot house window and went through Smith's license.

A window in the office of Commissioner Howe on Ellis Island was blown bodily across the room; a bullet made a hole in a picture of Lincoln, and a signed photograph of President Wilson was given a crack across the left eye.

A bar of iron eight feet long was thrown to Bedloe's Island and buried itself for half its length in an asphalt roadway twenty feet from Mrs. A. T. Clifton, wife of the Signal Corps Commandant.

Covered with white dust, eighteen-year-old Samuel Markowitz of No. 25 Orchard Street, Brooklyn, stuck to his switchboard on Governor's Island. "Just a few munitions exploding over in Jersey," he kept telling inquirers. "Yes, ma'am, that's all. There goes another one."

Not a window was broken in the twelve-story building at No. 68 Maiden Lane, occupied by the offices of the New York Plate Glass Insurance Company.

John Duess, a barge captain, ran past a car of dynamite as it exploded. All he remembers is somebody yelling, "Not that way, you fool!"

Two fish were found dead in the Aquarium.

Orderly Albert Skinner, on Governor's Island, had just left his post to go to supper. Within five minutes 800 pounds of plaster buried the stool he had vacated.

Thousands on the east side camped near the Williamsburg Bridge and in the parks, believing that warships were fighting off Sandy Hook to capture the submarine Bremen.

Charles Cutler, a bargeman at work when the first explosion occurred, was hurled into the air. He landed in a carload of borax.

Edward Schaeffer, patrol driver of the Ocean Avenue Police Station, reported that the shoe was ripped from his left foot by the force of the blast.

The statue of Africa, in front of the Custom House, had her leg fractured.

Four hundred crates of eggs in a tent on the Lackawanna pier, were found unbroken. In the same tent a cat gave birth to two kittens.

A man who fled in terror from his home on Bleecker Street came back to find one of his carpet slippers.

Like a flock of bats, a swarm of heavy canvas sheep-lined overcoats descended on Ellis Island. Nobody knows where they came from. The emigrants got them. All were pleased.

3 DEAD, 11 MISSING AND 41 INJURED ARE NOW KNOWN

All Missing, Including Women and Children, Were Aboard Barges Destroyed.

Twenty-four hours after the explosion the police of Jersey City were quite uncertain regarding the accuracy of their statement of the dead and injured.

The following list, after the names of many at first missing had been erased because of later reports, is believed to be correct:

DEAD.

TOSSON, ARTHUR, two and one-half years old, No. 87 Central Avenue, Jersey City; thrown out of bed and killed by shock.

UNIDENTIFIED MAN, about twenty-two, five feet seven inches; body found in Hudson River near Central Railroad of New Jersey wharf.

LEYDEN, CORNELIUS, Chief Lehigh Valley Railroad police.

MISSING.

CORBIN, M., Captain of barge No. 24 of the Johnson Lighterage Company.

WILSON, MRS. FREDA, wife of Capt. Charles Wilson of barge No. 2, Lorraine Transportation Company, believed sunk near Ellis Island.

WILSON—two small children of Mrs. Freda Wilson.

SEVEN MEN, members of the crews of the sunken munitions-carrying barges.

INJURED IN JERSEY CITY.

DOHERTY, JAMES, patrolman, No. 76 Barthold Place, lacerated scalp and internal injuries; critical. City Hospital.

NILSON, PETER, No. 758 Fifth, second Street, Brooklyn; abrasions of the face and body. City Hospital.

STYFFE, HARRY, sixteen, son of Captain of barge No. 68, abrasions on face. City Hospital.

MATZDORF, CHARLES, sixty-seven, watchman, of Secaucus, wounds and bruises. City Hospital.

ALLEN, JERRY, thirty-eight, No. 21 River Street, Hoboken, lacerations of the entire body. City Hospital.

WALSH, JOHN, twenty-one, brakeman, No. 103 Mercer Street, contusions of face and head and fracture of nose. City Hospital.

WALSH, THOMAS, thirty-five, Lehigh Valley conductor, No. 103 Mercer Street. City Hospital.

NOLAN, GEORGE, thirty-three, No. 529 Jersey Avenue, contusions of head and face. Removed to home.

RACETA, PETER, thirty-one, boatman of the barge Moran No. 8, No. 17 Battery Place, Manhattan, burned on head and left ear. City Hospital.

CAULEY, MISS FRANCES, sixteen, of the barge Guest & Co., shock. City Hospital.

GRACE, ——, six months old, daughter of Mrs. Edith Grace, No. 242 Communipaw Avenue, injured by falling ceiling. City Hospital.

GUTERALD, PAUL, twenty-one, No. 298 Johnson Avenue, scalp cut by falling brick. City Hospital.

PIERCE, DANIEL, of the Seamen's Institute, New York, lacerations of face. City Hospital.

CROCKETT, WILLIAM, fifty-four, engineer, No. 370 York Street, right arm injured. St. Francis Hospital.

HEINTZ, LOUIS, fireman, Engine No. 10, shock. German Hospital.

CINIFFE THOMAS, fireman, Engine No. 16 shock. German Hospital.

LARSON, THEODORE, twenty-eight, No. 441 Hulders Avenue; contusions of right eye.

TASCHNER, JOHN C., twenty-one, musician, No. 171 Fourth Street; shock.

NELSON, PETER, No. 183 Grand Street; lacerated face.

SKUSKAR, MATHEW, No. 199 Warren Street; laceration of face.

HYULCSZ, FRED, No. 54 Mercer Street; lacerations of face.

HENDERSON, LOUIS, twenty-five, No. 222 Communipaw Avenue; lacerations of head and face.

CHANCHEY, C., No. 178 Grand Street, foot injured.

DAYORO, JOHN, 30, No. 450 John Street, New York, leg hurt.

BARTON, JOSEPH, 35, No. 310 Summit Avenue, bruises.

GALDILL, JOSEPH, 52, No. 39 Center Street, bruises.

BRENNAN, JOHN, fireman, Engine Company 8, bruised.

SCHAM, GEORGE, fireman, Truck No. 5.

WEINHOLD, AUGUST, patrolman, shock.

KACHLER, ALEXANDER, patrolman, shock.

HAMILL, JAMES, patrolman, shock.

SCHAEFFER, EDWARD, driver auto patrol, shock.

STEINBERGER, HARRY, contusions.

INJURED IN MANHATTAN.

DOMINICK, LANNIE, No. 68 West Third Street, cut by falling glass; St. Vincent's Hospital.

SANTERINI, ROSIE, No. 42 King Street, injured by falling ceiling in bedroom.

SANTERINI, GAELBANA, same as above.

BURNS, JESSE, No. 197 Grand Street, slipped on glass in front of No. 153 Bowery; removed to St. Dunstan's Hospital with lacerations of leg.

HENRIQUES, ROBERT, porter, No. 234 West One Hundred and Thirty-fourth Street, cut by falling glass in Hudson Terminal Building; Hudson Street Hospital.

DIAZ, FRANK, steward, No. 25 South Street, cut by falling glass while in Richmond Lunch on Fulton Street; treated by Volunteer Hospital physicians and removed to home.

SEIFFERT, WILLIAM, waiter, No. 440 West Thirty-first Street, same as above.

SWANN, WALTER, dishwasher, No. 2025 Madison Avenue, same as above.

Skull Fractured at Plattsburg Camp.

PLATTSBURG, N. Y., July 31.—W. J. Dougherty of Cretona Lake, N. Y., a student of the Catholic Summer School of America, is in a hospital here with a fractured skull, the result of being struck by an automobile. His condition is serious.

Swift & Company's sales of Beef in New York City for the week ending Saturday, July 29, averaged as follows: Domestic Steer, 13.86 cents per pound.—Adv.

ELECTRIC SPARK MAY HAVE CAUSED GREAT EXPLOSION

Expert Lays Black Tom Disaster to Ground Currents From Railways.

Vagrant ground currents from electrified railways in the vicinity are suggested by H. W. Spang, electrical expert, No. 136 Liberty Street, as a possible cause of yesterday morning's explosion at Black Tom Island. According to Mr. Spang, electric sparks have been sighted when vessels loading at the Standard Oil Company's pier on the Kill von Kull came in contact with the metal work on the pier, and it is claimed that an oil vessel at that pier was actually ignited in that way, the spark chancing to strike a smear of oil on the vessel's side.

Mr. Spang, who has specialized in the study of electrolysis for many years, says there have been several fires aboard vessels adjacent to piers in Brooklyn and at Constable Hook, Bayonne, which apparently were caused by the grounding action of electric railway currents.

"Since the electrification of the street railways of Hudson, Bergen and Essex Counties in New Jersey," said Mr. Spang, "a certain portion of the railway currents has been leaving the track rails in those counties and has flowed by way of the underground water and oil pipes into the Kill Von Kull, Newark Bay and New York Bay.

"In 1904, three, six, eight and even twelve inch water mains burst at points adjacent to the Kill Von Kull and New York Bay in Bayonne after they had been subjected to the destructive grounding action of those railway currents for about nine years. At the present time electric railway currents are flowing into Newark Bay, both on the east and west sides along the oil pipes of the Tuscarara Oil Company, a subsidiary of the Standard Oil Company."

Few people realize the destructive effects of these ground currents, according to Mr. Spang. In 1906 he issued a printed circular predicting that, with the electrification of steam railways, electrolysis and electric fires would become far more frequent. This prediction has been substantiated, he says, by the destruction of the New York and New Jersey Water Company's water-pipes in the Hackensack meadows, where breaks recently interfered with Bayonne's water supply for five days.

In 1911 Mr. Spang called the attention of the Public Service Commission here to the fact that escaping currents of the elevated and trolley railways of Manhattan, the Bronx, Brooklyn and Queens were likely to destroy the steel subway tubes under the East River and the Hudson River, besides impairing the high pressure water mains and the steel cases of plunger elevators in Lower Manhattan skyscrapers. He says the Commission, so far as he knows, has taken no action to insulate these vital danger points.

BAN ON EXPLOSIVES IN JERSEY CITY IS PLANNED BY MAYOR

Fagan Starts to Find What Ammunition Is Stored in Railroad Yards.

The danger of other explosives menacing the lives of the people of Jersey City is being inquired into today by Mayor Mark Fagan. Acting upon the suggestion of The Evening World, he has asked Public Prosecutor Hudspeth to send six detectives on a search for more dynamite and war ammunition among the freight cars stored in the four square miles of railroad yards near the scene of yesterday's disaster.

The Mayor has also had subpœnas issued for the bills of lading belonging to the various ammunition companies whose products are shipped by way of the freight depot at Black Tom Island. He will find out how many hundreds of tons of death-dealing stuff were stored at the scene of the explosion in plain defiance of the law, as well as how much of it still is kept awaiting transfer to ships in the railroad yards.

The Mayor and the five Commissioners who constitute the government of Jersey City, with Congressmen James Hamill, Edward Gray and Joan J. Egan, went down the Bay in the forenoon in a tug and made an inspection of the scene of the disaster. Following a conference, they will report to the Special Grand Jury the danger conditions still existing near Black Tom Island. Mayor Fagan invited Mayor Mitchel and members of the Grand Juries of Newark, Kings County and all other cities within twenty-five miles of the explosion to attend the conference.

"This explosion and the neglect leading up to it," said Mayor Fagan, "constitutes the most awful crime ever perpetrated against the people of a civilized community. And if the information that comes to me is correct there is still danger of more explosions. If it is true that 150 cars containing dynamite, shrapnel and other deadly shells are stored in the railroad yards at our doors we must find some way to send the stuff back to Delaware or wherever it came from. If we cannot do that we might as well cease to exist as a city."

Once Wealthy Woman Dies of Starvation.

PASCAGOULA, Miss., July 31.—With her eight-months-old baby crawling over her body calling for "mamma," Mrs. Emma Coaxley, once wealthy, was found in her home to-day, dead of starvation. Mrs. Coaxley was in the home with her two children. They were not known to be in want until one of the children, age six, went to a neighbor's home, saying she was hungry. This led to discovery of the mother's death.

This, he believes, is a matter which the Real Estate Board of New York should take up, with a view to investigating the City Department of Electricity and the Electrical Engineering Department.

B. Altman & Co.

have prepared for to-morrow (Tuesday)

An Important Clearance Sale of Women's and Misses' Brassieres

comprising a number of desirable styles in broken sizes, variously marked at the greatly reduced prices of

50c., 75c. & $1.25

(Corset Department, Second Floor)

Closing Price Reductions in Women's Summer Coats & Wraps

(sizes incomplete)

will go into effect to-morrow, affording excellent purchasing opportunities at

$9.75, $12.50, $19.50 & $29.00

(Department on the Third Floor)

Little Children's Washable Dresses and Suits

will be offered to-morrow at clearance prices.

DRESSES . . . 65c., $1.00 & 1.35
SUITS 1.50

Sizes ranging generally from 2 to 5 years

(Infants' Wear Department, Second Floor)

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