

MANY SURVIVORS DESCRIBE EXPERIENCES

All Confirm Supreme Fact of Chivalrous Courage of Crew and Passengers.

MANNING LIFEBOATS A LOTTERY

Criticism Directed at Lack of Efficient System, and at Ismay for Speeding Ship in Field of Ice.

New York's hotels were thronged with survivors of the Titanic wreck and their friends yesterday, and many of them were willing and anxious to tell the story of the disaster as they saw it.

Friends of survivors filled the corridors of almost every big hotel in the city, and the lobby talk was of nothing but the wreck of the Titanic.

As in the first stories told by the survivors on Thursday night, the supreme fact standing out above all else was that a fine, chivalrous courage in passengers and crew, men and women alike, dominated the terrible situation.

With this praise, however, came criticism of a pointed nature, not as to the courage of the Titanic's men, but as to the efficiency of the lifesaving system, entirely apart from the previous criticisms of the insufficiency of lifeboats.

SCORES OF LIVES NEEDLESSLY LOST.

In the stories of the wreck from the survivors, as told yesterday, it appeared that the manning of the lifeboats was the merest lottery.

One woman put the blame, so far as her opinion was concerned, squarely upon the shoulders of J. Bruce Ismay, the owner of the White Star Line, who testified yesterday before the Senate committee that he left the ship in the last boat.

Comparisons of the stories told yesterday produce many apparent inconsistencies, particularly as to the point of the shock when the Titanic struck the iceberg, but, as Mrs. Stone pointed out, on a boat so large the nature of the shock depended greatly on the position of the person giving the description at the time of the collision.

George A. Harder, of No. 117 Eighth avenue, Brooklyn, who was saved with his young wife, said yesterday that he had been awakened by what appeared to him to have been a very slight bump.

"We listened for a minute, without getting out of bed," he said, "and heard a sort of scraping noise, which seemed to run right along the side of the ship. We dressed quickly and got out on deck, where we met many others. There was no panic and little excitement. Everybody seemed to believe that the big boat was actually unsinkable. Then a report spread that the ship's carpenter had gone down into the hold to investigate the extent of the injury that had been done to the ship, and a little bit later the officers ordered every one to put on lifebelts and go to the boat deck.

THOUGHT THERE WERE BOATS FOR ALL.

"There was no discrimination between men and women in the first boat, as all seemed to think there were boats enough for all. Karl Behr, the tennis player, was in our boat, and two stewards, and we four men took the oars and rowed away in the darkness."

Karl Behr, mentioned in Harder's story, told of how J. Bruce Ismay directed the launching of the lifeboats and corroborated Harder as to the entire absence of excitement.

"We were a party of four," said Mr. Behr, "Mr. and Mrs. R. L. Beckwith, with Miss Helen F. Newson, Mrs. Beckwith's daughter, and myself. Mr. Beckwith and I stayed up late Sunday night in the smoking room. We had just retired when the collision came. It was a distinct jar, but not a heavy one. I pulled on my clothes and went down the deck to the Beckwith cabin, and after I had roused them I noted that the ship listed to starboard, and that was the first thing that made me think we were in for serious trouble, though even then I did not think it possible that we would sink.

"We four went up the boat deck and there found Mr. Ismay directing the launching. Mrs. Beckwith asked him if men were allowed on the boats and he said, 'Why, certainly.' We got into a boat, and then I heard Ismay call out and ask if there were any more passengers for that boat. No one answered, and the boat was lowered away."

The reason for the lack of passengers for the lifeboats was made apparent in the story told by Mrs. William Bucknell, of Philadelphia, who was at the Murray Hill Hotel yesterday.

"The greater portion of the first cabin passengers gathered in the main saloon after the crash," she said, "but as the general belief was that the ship was unsinkable some of the women returned to their cabins and retired."

"There was great delay in preparing the lifeboats. The entire crew showed a lamentable lack of competent seamanship. They became entangled in the ropes while lowering the boats, and to all appearances did not have the slightest knowledge of how to handle them. They surely must have put to sea aboard the Titanic without any kind of emergency drill."

Miss Marie Young, of Washington, who went to the Hotel Manhattan, did not think the collision was forceful enough to have disturbed many of the passengers.

"The shock was so slight that most of us had no idea of what had happened," she said. "Officers and stewards came down the corridors telling us not to worry. All through the evening before every one was sitting about talking about what fine speed the Titanic was making. She was travelling at twenty-one knots, I heard. When I got to the deck they were already lowering the lifeboats."

"There was no confusion then. We were told that the Titanic was good for forty-eight hours and that the Olympic was coming. I got into one of the first lifeboats. It was marked for eighty people, but there were only about twenty-eight in it, all women, except four men of the crew to man the oars. We found out later that there was not a drop of water or a bite of food in our lifeboat, and no compass by which to steer—nothing, in fact, to aid us if we had been kept in the boat for any length of time."

MRS. LUCIEN P. SMITH.

Mrs. Lucien P. Smith, daughter of Representative James A. Hughes, of West Virginia, who was returning on the Titanic from her honeymoon and is now a widow, was still under a nurse's care yesterday. She told the story of the Titanic's disaster as she had seen it to her father, and this story was eloquent testimony to the heroism displayed by her husband and Edgar J. Meyer, who remained on the sinking ship with him and found his grave in the ocean.

"I was asleep when the Titanic struck, and the shock did not fully wake me," said Mrs. Smith. "My husband came in a few moments later and told me to get dressed. I had worn an evening gown for dinner, and he got out some heavy clothing, telling me to put that on. There was no hurry, he urged all the time, and he took up an apple and ate it while I was dressing. I was about to put on low shoes

when he stopped me and made me wear high ones. He even got my gloves. "When we reached the head of the staircase he led me into the gymnasium and made me sit down with him. He said that in my marriage vow I had promised to obey him, and that this would be the only occasion that he was ever going to exact. He then told me what to do and promised that he would soon follow me in another boat, after all the women and children had been taken off."

"Captain Smith assured us that there was no danger. The Titanic could not sink for at least twelve hours, he said, and by that time several steamers would reach us."

"We were led to the lifeboat. Mr. and Mrs. Edgar J. Meyer were there, and Mrs. Meyer and I put into the third lifeboat. I saw that there was plenty of room in the boat and I asked Captain Smith to let my husband and Mr. Meyer into the boat, but the captain replied that under no circumstances would he permit a man to go into a lifeboat before all the women and children had been taken off."

"There was no food and no drink in the boat, and the only man in it, besides twenty-three women, was a sailor who seemed to be under the influence of drink. "My husband and Mr. Meyer stood by

and sent us a final greeting. They called out to us that they would soon be with us. "Fortunately for us there were two English women who understood the handling of oars. Four of us rowed while the sailor steered and we went some distance away from the Titanic.

"Our boat left the Titanic at about 12:30, and up to that time everything seemed calm and orderly on board, except that there was no system in the filling and manning of the lifeboats.

"When we were taken on board the Carpathia I watched Mr. Ismay getting on board. He was taken to a special water-closet and every attention was given to him while the women had to wait. There was even a notice placed on the door of his stateroom reading: 'Please don't disturb.' While surgeons and stewards exerted themselves to be of service to him. Meanwhile I had to sleep for a time on the floor in a passageway."

Representative Hughes said that if any negligence on the part of any official of the line can be held as the guilty man should be punished as severely as the law permits.

Mrs. Smith is only eighteen years old and her husband was twenty-four.

C. E. STENDEL.

C. E. Stengel, of Newark, and his wife, who were among the survivors of the Titanic, said yesterday that there was no excuse for the accident. "The night was clear and fine; you could see for hundreds of miles, and the sailor knew that we were in the latitude where ice would be met, yet the ship proceeded at full speed. She struck a berg on the starboard side and must have been going about twenty-two knots an hour," he said. "Besides Mr. Ismay, there were aboard the ship the architect and assistant architect and the builders' engineer. My impression is that it was a trial trip and that the ship had to average a certain number of knots an hour to maintain its contract speed and to make a name for the line. I cannot believe that proper precautions were taken."

"I know that the ship was going faster every day, as my stateroom was near the engines and I noticed that the pulsation was getting quicker and that the bearings were working fever. Why she should have been making that speed where ice was known to exist is something the company should answer, and Mr. Ismay might be able to explain."

"An officer of the Titanic on board the Carpathia told me that they had figured that they would be in the latitude for ice between 10 and 12 o'clock Sunday night. It was reported on board ship that she had made 346 knots between Saturday noon and Sunday noon, and she did not lower her speed from that time until the shock came."

The boiler showed that she was carrying 20 pounds of steam Sunday night shortly before the accident, and I believe that a prudent seaman would not have done this where ice was known to exist, and that a prudent seaman would not have gone at anything but a careful rate of speed under the circumstances."

"The loss of that in great part was due to carelessness," said Mr. Stengel, "as every person on board thought the ship unsinkable. Then there were not enough lifeboats, and those that were there were lowered in an amateur way and without any preparation. Some boats were lowered without plugs and they filled with water."

"The shock came at 11:40 and the ship sank at 2:30. We checked the time of both. While we kept the boat off from the ship we were four distinct explosions, which must have been caused by the boilers exploding as the ice cold water touched them. Then the big ship reared up, her stem high in air, and there came a wall across the sea that will haunt me till I die. It was awful. Crowds jumped from the stern and then the great hull shot down and our boats trembled with the waves."

"It was a half hour after the shock that the boats were lowered. In the earlier parts of the night before danger was realized by any except the higher officers of the ship there was perfect order. There did not appear to be any one to command, and the women grabbed ropes and lowered the boats. We were again told that there was no danger and that the boats were being put out as quickly as possible, and the boats were told to keep about 200 yards off the ship as they would be recalled."

"At first the boats were loaded among joking crowds and some women refused to go into them, feeling safer aboard the ship. Some boats that could hold fifty were lowered with only twenty-five, and even though they were full of women and children they would not go. A mate said that only women and children could go after oars and any man who tried to get in. He fired a revolver off in the air to show it was loaded and that he meant business."

MISS ELIZABETH ALLEN.

J. Bruce Ismay displayed great courage during the terrible ordeal on the Titanic according to Miss Elizabeth Allen, of St. Louis, who, with two relatives, Mrs. Edward Roberts and Miss E. A. Madill, reached the Carpathia. They are at the Hotel Gotham. Miss Allen said they would resume their journey to St. Louis in a few days.

"I think Mr. Ismay showed the greatest bravery and consideration," said Miss Allen yesterday. "I don't want to say also that there was no panic on the steamer."

"We were in the first boat to be picked up by the Carpathia, but we were not on the first one to leave the Titanic. I heard two pistol shots fired, but the weapons were discharged into the air. Our boat slipped no water at all. It was hours after we were taken aboard before the last of the Titanic's lifeboats was picked up. I should say it was around 8 o'clock."

"I was graduated from Vassar College in 1904, and as there are a large number of the members of that class in this city inquiries from most of them were made yesterday. She will return to Europe in June, she said. She left this country last June and had been travelling in Europe most of the time before starting for New York."

MR. AND MRS. J. P. SNYDER.

Mr. and Mrs. John Pillsbury Snyder, who were put into the first lifeboat lowered from the Titanic, left New York yesterday for their home in Minneapolis. They appeared in perfect health, and they told about their experiences, one supplementing the other whenever the question of some minor fact became involved.

"The evening of the accident was a cold one, Mr. Snyder said. The temperature had been falling to their stateroom, it became so cold that they needed their sweaters and steamer rugs to keep warm. Everybody had talked about the nearness of icebergs, and ascribed the chill to them, Mr. Snyder said, but the boat was going at a high speed. It was remarked in the course of the evening, he said, that the Titanic had made her best day's run, and that she was going at the highest speed that had ever been achieved by her."

"We had no time to get into our lifeboats. When we felt the shock of the ship's impact, we did not dress at first, and I went out into the companionway three times trying to find out what had happened. Finally I heard somebody calling out the people in the cabin opposite to ours, and began to dress."

"We dressed completely, putting on sweaters and winter coats, and went out on deck. We were told to get the lifebelts, and we put them on on the lower deck. Returning to the Deck A we found a number of persons standing between us and the lifeboats. At that moment there came some command sounding like an order to take the lifeboats, but the people in front of us stepped back and refused to go into the boat."

"Somebody took Mrs. Snyder by the arm and put her into the boat, after Mr. and Mrs. Bishop had been placed there, and then I was led to the boat, and, missing the seat, fell into her bottom. It was the

BOYS ON THE TITANIC AS BRAVE AS FATHERS

Young "Jack" Thayer Insisted on Staying with the Men, and Little William Carter Obeded His Mother's Injunction To Be Courageous, and Both Lads Were Saved.

(By Telegraph to The Tribune.)

Philadelphia, April 19.—Two young Philadelphia lads who were saved when the Titanic went down will never forget their experiences in that great tragedy of the sea. Each told today a graphic story of that terrible night.

One of these boys was "Jack" Thayer, the fourteen-year-old son of John B. Thayer, second vice-president of the Pennsylvania Railroad. He and his father parted from his mother when the latter left the Titanic in one of the small boats. Later father and son jumped from the sinking ship into the sea. The lad was picked up, but the father perished. At his home in Haverford young "Jack" said today:

"Mother and I were about to go to bed when we were thrown headlong to the floor of our stateroom. Before we knew what had happened the cabin lights seemed to come from every direction. "In a few minutes father came hurrying to our aid, and it did not take us long to reach the main deck. Men and women were running in all directions, and every one was excited. Women fainted and the cry was soon sent up that the Titanic had struck an iceberg."

Told There Was No Danger.

"Deekhands and others of the crew began shouting that there was no danger, and their words quieted many of the women and little ones. Father and I did all we could to get to the lifeboats, but the shock of the collision unerved her."

"I cannot describe what happened after that, because every one was excited and paid no attention to what was going on."

"In a short time the crew began lowering lifeboats and the women were told to hurry for their lives. The deekhands shouted that all men must stay aboard until the women were taken off, but I could see women near me who refused to leave until their husbands did."

"The scene was so wonderful to me that I felt stunned. An officer caught hold of mother and carried her to one of the lifeboats. She caught me by the arm and led me toward the man who was doing the lifeboat service."

"By this time men and women were bidding good-by to one another. I heard the shouts of the crew that all men must stand back and as mother was placed in a lifeboat I freed myself from her grasp and told her not to worry."

"All men must remain! I called to her, and I will stay with father! Mother implored me to come with her, and as she spoke the lifeboat was lowered. I waved my hand in farewell and returned to father's side."

Jumped for Their Lives.

"For the next hour or so nothing could be heard on deck but screams, sobs and curses. The crew and passengers ran in all directions. Father and I remained together, and when we all knew that the boat was going to sink he put a life preserver around my neck and told me to jump for my life."

"I will follow," he said, and a moment later I was flying down the starboard side of the sinking ship. The water and float-wood struck the wreckage until I was almost frozen to death. A big stick of wood came within my reach and I caught hold of it."

"My body was numb, but I still thought of father, and my thoughts seemed to relieve the terrible pain that now and then made me think I was going to die. I must have floated around many hours, because it was daylight and I was far from the boat when a small boat came out and picked me up."

"I do not remember being carried aboard the Carpathia, but when I awakened mother was leaning over me, crying. "Where is father?" I asked, but she did not reply. I remained until the last, mother, and tried to be a man," I told her.

first boat to be lowered. Everybody was so excited, and there was no excitement, and we were ordered to pull away and stand by later on."

To show how much time they had taken to dress, and how free from any thought of real danger they had been, Mrs. Snyder displayed all her trinkets. She did not forget even her silver money bag."

MAJOR ARTHUR G. PEUCHEN.

Major Arthur G. Peuchen, managing director of the White Star Line, was bitterly criticised yesterday by Major Arthur G. Peuchen, of Toronto, who survived the catastrophe which befell the Titanic. Major Peuchen refused to get into a lifeboat before he received a written order from Captain Smith telling him to take charge of the boat.

"The proximity of icebergs was well known to Mr. Ismay on Sunday, the day of the disaster," Major Peuchen said, but he refused to sacrifice speed for safety. Major Peuchen said that he had received this information from Mrs. Ryerson, whose husband and son perished with the Titanic. Mrs. Ryerson was confined to her room yesterday, suffering from nervous disturbances, which threatened to assume a serious character. The breakdown did not come until she reached New York and found her husband and son."

It was on the Carpathia that Mrs. Ryerson told him of her talk with Mr. Ismay. Major Peuchen said. He quoted her as having asked Mr. Ismay whether the Titanic would reduce her speed on approaching the icebergs that had been reported ahead.

MISS BERTHA E. MULVEHILL.

(By Telegraph to The Tribune.) Providence, April 19.—Miss Bertha E. Mulvehill, a third class passenger, who escaped in the last boat, arriving home here today, lay in a sleigh on the experience of the steamer folk.

"As I went on deck," she said, "I went down in the steerage and screaming. The men and women called for their children. The men cursed as they fought for the right of way to come up. On deck some of the foreigners were fighting to get into the lifeboats. Captain Smith, gun in hand, stood at the head of the passage. 'Women and children first, boys,' he said. 'You have got to do your duty, and I'll shoot the first who jumps into a boat.'"

When the Carpathia took the survivors on board Mr. Ismay's first act was to discharge his importance in the steamship world and to demand arrogantly that he be served with food, Major Peuchen said.

MRS. JOHN M. BROWN.

Mrs. John M. Brown, of Denver, a Titanic survivor, at the Ritz-Carlton Hotel, owes her life, she said yesterday, to the heroism of Miss Edith Evans, a niece of the wife of Magistrate Robert C. Cornell, who was lost.

Mrs. Brown and her sister, Mrs. Edward



JOHN B. THAYER, JR. Who tells a graphic story of the wreck.

"No one on the Carpathia knew anything about father. I wanted to stay with him until the end, but could not."

Brave, as Mamma Told Him.

The other boy rescued from the Titanic was William T. Carter, ten years old, whose father, mother and sister were also saved. "I am awfully glad mamma and there 'Their home is in Bryn Mawr and there the little fellow told this story of the wreck: "Mamma woke me up just after it happened. She came to me just as I opened my eyes and told me there had been an accident. She told me to be a brave boy and to dress myself as quickly as I could. "While she and sister were dressing I dressed myself, and then we all went up the deck, where we had been told to go. Up there we found the women all crowded around one part, while over on the other side were the men, all kept back by men with revolvers."

"All the boys and girls were with the women, and while the people were getting into the boats a man would try to break through the line and then there would be some shooting."

"Once a lot of men got through and there was some shooting, and some of the men fell on the deck, while every one cried out very loudly. One of the men stood still for some time and all of his jaw was shot away. I was watching him, looking on to mother's skirt, when it came our turn to get into the boat."

"It was hard in that boat, and we found there was only a little to eat on it. Then everybody began to worry about whether we would be picked up or not. Some were very brave, but a lot cried. We rowed away from the big ship and mamma helped to row. Then in the daylight we saw the Carpathia coming and we were picked up. Captain Smith and mamma and my sister were saved, and I feel very sorry, too, for those who lost their relatives. It was awfully sad."

Appleton, and Mrs. Cornell got into a lifeboat with Miss Evans. There was one too large, and then Miss Evans volunteered to get out, and did so.

"Miss Evans was a splendid girl," said Magistrate Cornell, yesterday. "She said she would take a chance of getting into another boat later. It seems that this brave girl never got another chance."

There were only three men in the boat and only one rowing. Mrs. Brown used the oars, and then Miss Evans volunteered to get out, and did so. "Miss Evans was a splendid girl," said Magistrate Cornell, yesterday. "She said she would take a chance of getting into another boat later. It seems that this brave girl never got another chance."

YOUNGEST SURVIVOR HAPPY

Baby Departs, Not Knowing Why Those Who See Him Weep.

When the Montreal Express left Grand Central Station yesterday morning it had aboard the youngest survivor of the Titanic disaster. Travers Allison, eleven months old, enjoyed that distinction, and the little fellow was none the worse for his harrowing experience.

Hudson J. Allison, a Montreal banker, his wife and two children were on the Titanic. The baby was the only survivor of the Allison family, and he was in charge of his nurse.

When on Thursday night the nurse and her precious bundle entered the Hotel Manhattan women and men in the lobby wept. Yesterday morning when Baby Travers was taken out the unconcerned little survivor had no conception of the manner in which his orphaned plight was being played on the sentiments of many persons in the hotel.

"And would you believe it," said an official of the hotel, "the youngster slept nearly all the time he was in the lifeboat, so the nurse said. There was here only a few hours, but there wasn't a person here who went to bed Thursday night without a lot of thinking about that little chap."

The hurried launching of the lifeboat in which the nurse and baby took refuge, the nurse declared, was responsible for the separation of the family and consequent death of the others.

Mrs. Allison was standing at the rail waiting to get into the boat with the other child, Loraine, when it was suddenly lowered and she and the child were left standing beside Mr. Allison.

No other chance to enter a boat ever came.

Master Allison was in the lifeboat five and one-half hours before being picked up. George B. Allison and Percy W. Allison are brothers of the lost father, and J. Wesley Allison, who is a director of the New York Central Railroad, is a cousin.

DISASTER DULLS THE MARKET.

All through the financial district yesterday flags were at half-mast. The various exchanges, the banks, insurance companies, banking houses and the large offices all displayed their emblems, and many of them the British flag, as on previous occasions of national or international mourning. The tragic incidents of the Titanic disaster were practically the sole topic of conversation and the realization of the horrors of the wreck was so vivid in the minds of all as to exercise a restraining influence on business activity, particularly in the stock market, where the transactions were the smallest for any day this week.

BITTERLY DENOUNCES WHITE STAR DISCIPLINE

Boats Unprovisioned and None Knew How to Lower Them.

HUNDREDS DIED IN BERTHS

Shock So Light Many Were Ignorant of Danger Until Water Entered the Cabins.

Mrs. George N. Stone, of Cincinnati, confined to her bed in a room at the Hotel Wolcott yesterday as a result of her nerve-racking experiences on the Titanic, told a story to a representative of The Tribune in which she bitterly arraigned the management of the White Star Line for failing to have drilled the Titanic crew in the rudiments of launching, manning and equipping lifeboats.

She said that while giving all the credit in the world to the officers and men who displayed such chivalrous bravery, she could not overlook the fact that, in her opinion, scores of the heroic lives lost in the wreck were ruthlessly wasted, a sacrifice to inefficiency.

"Had there been any sea running at all, instead of the glassy calm that prevailed at the scene of the wreck," said Mrs. Stone yesterday, "not a single passenger from the Titanic would have safely reached even the surface of the water in the lifeboats. The men told off for that duty did not even know how to lower the boats properly. The boats were not provided with food, water, compass or lights. The boat I was in had no crew to man the oars, and finally it was lowered away with but twenty-two women and one man in it, when its capacity was fifty. It could have carried even more than fifty, but it was a shame to lower that boat with but twenty-three persons in it when brave men were needlessly giving up their lives to no purpose, standing on deck and watching it leaving them."

"According to Mrs. Stone's story, one man, at least, saw the utter folly of letting the boat go so slightly loaded, and he let himself down to the water by the loose dacht ropes and was pulled aboard. She did not know who it was, but it appeared later that it was Major Peuchen.

"The entire lack of life drill of any kind on the Titanic was apparent in every detail of the wreck," said Mrs. Stone. "In the first place, there was no proper warning conveyed to many of the passengers, and I have absolutely no doubt that many of them were drowned in their berths. The shock of the collision with the iceberg was slight, at best, and in cabins at a distance from the point of contact was probably unnoticeable. In my own cabin it was barely a jar, but I was not resting easily and I awoke. I went on deck, and just as I got to the boat deck, thinking that I would measure myself and my maid. Up there I found men of the crew beginning preparations to launch the lifeboats, and I knew then the accident was serious. I went back to my cabin and threw on my heaviest clothes, because the weather was bitterly cold."

"Back to the boat deck then, and we found that one boat had been launched. I looked down to the water and I could see empty spaces in that first boat. There were men standing around the boat deck, but there was no panic, no confusion—everything was proceeding so quietly that it was hard to appreciate the seriousness of the situation."

TITANIC AT TOP SPEED

Survivor Says Liner Was Being Pushed to the Limit.

Asked to relate his experience in escaping from the sinking Titanic with his wife, one of the first cabin passengers, who reported that his name had not been mentioned, said he was safe once on shore.

When asked for his opinion about the speed of the ship when she struck the iceberg, The Tribune's informant said:

"Judging from what I had observed during the passage and from the fact that there was no fog, I should say that her speed was about the maximum, which is said to be twenty-one knots. Overhead it was clear, but there was a haze on the water just sufficient to veil an iceberg—which looks black at night—from the view of those on the lookout.

"Few realize the fearful responsibility that rests upon the skipper of an ocean liner whose orders are to make schedule time at almost any cost. The owners demand it, the passengers demand it, and sometimes in obeying orders the unexpected happens. Brav Captain Smith has obeyed his last order. Too much praise cannot be given to the crews of both ships."

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