# GERMANS HERE SEE ALL BRITISH LINERS DOOMED

## Sinking of Lusitania Beginning of Wholesale Destruction, They Predict.

## EDITOR WANTS BRYAN IMPEACHED

### Calls Him Criminal in Not Preventing Americans from Entering Sea War Zone.

Von Kluck's whirlwind sweep toward Paris, von Hindenburg's momentous victories on the Mazurian Lakes and the scouting Zeppelins' aerial exploits shrank into insignificance yesterday when the news of the sinking of the Lusitania by a German submarine became known in German circles here. The first report was received with grave silence, because apprehension was felt over the fate of the 1,500 souls aboard the liner. But when it was announced that all the ship's passengers, including the many hundred Americans aboard, were safe the enthusiasm and satisfaction over this latest German "U" boat coup were unbounded.

The later reports of the great loss of life perceptibly modified this enthusiasm and the gravity of the situation quieted the most rabid English haters.

"The sinking of the Lusitania is one of the most important occurrences in this war between Germany and England," said George Sylvester Viereck, Teutonic editor and poet, yesterday. "It will be a revelation to Americans and convince them that Germany is not bluffing in this war. As for Great Britain, it may be said with certainty that the sinking of the Lusitania will bring her people to a realization of their dangers. It is carrying the war straight to their front doors."

**More Liners to Go.**

In the leading editorial of "Fatherland" Mr. Viereck to-day predicts that the sinking of the Lusitania will be followed by a wholesale sinking of British merchantmen. He declares Secretary of State Bryan ought to be impeached for criminal neglect of duty.

"The United States government warned Americans away from the Mexican war zone," Mr. Viereck said. "But not a word of warning has been officially uttered against Americans visiting the war zone established by Germany around the British Isles. It is time for this government to warn Americans that their lives are in constant danger aboard any British merchantman. If American ships are not good enough for American travellers, let them stay at home."

Major A. E. Piorkowski, a German army officer who was American agent for one of Germany's big arms and ammunition factories, was so elated at the sinking of the Lusitania that he threw dignity and decorum aside for the moment and exclaimed:

"Three cheers for the German navy!"

Dr. Bernhard Dernburg refused to make any comments, stating that they must come from the German Embassy.

At the offices of the Hamburg-American Line and the North German Lloyd, which have been the chief sufferers of the British blockade of German transatlantic commerce, no secret was made of the satisfaction at the news.

"The moral effect of this successful German submarine feat cannot be estimated," predicted Captain Max Moeller, superintendent of the North German Lloyd. "It will be farreaching and beneficial and show the world that Germans are good and thorough fighters."

H. H. Ewers, German author and reserve officer, marooned in this country, expressed the belief that the sinking of the Lusitania indicated England's weakness and predicted an early peace.

"Russia's millions have been checked and driven back," he said. "France is draining her last resources and shows every symptom of a desperate death struggle. And now Great Britain, the mistress of the seas, must admit that she is not strong enough to protect her largest and fastest merchantmen against destruction. The British undoubtedly know where their immense navy is. Germany evidently knows where it is not. And the neutrals must draw their own conclusions about Great Britain's much boasted of 'supremacy on the seas.'

**Americans Had Warning.**

William Herzfeld, chairman of the Harmony Association, said Germany ought to be proud of the achievements of her "U" boat campaign against Great Britain. At the time he did not know of the loss of life.

"It is fortunate that none of the passengers lost their lives," he said. "But Germany could not have been held responsible for any casualties which might have arisen. Through the German Embassy it warned American travellers that their lives would be in danger aboard British vessels. Americans who disregarded this friendly warning and embarked on British ships did so at their own risk. War is war and cannot be regulated by high sounding, meaningless words."

Members of the staff of the German Embassy who were in this city were cautious in their comments and refused to speak for publication. But they pointed out that Germany is now prepared to maintain a naval offensive against Great Britain.

"Germany will do everything to safeguard the rights of neutrals, especially of Americans," said one of the attaches. "But when they insist upon disregarding fair and timely warning and insist upon rushing into danger their privilege of doing so is not subject to interference from outsiders."

Hoboken's waterfront resembled a circus camp yesterday afternoon. At the docks of the German steamship companies there several thousand German reservists are chafing under the enforced idleness caused by the compulsory interruption of German sailings. German newspapers in New York had hurried extras to Hoboken announcing in flaring headlines the latest German victory. Hundreds of German tars crowded River Street, discussing in pairs and groups their chances of getting back to the Fatherland, which to their mind had been materially increased by the feats of their submarines.

# EDITORS CONDEMN GERMANY'S ACT

## "Nation Running Amuck," Typifies Opinion of the Kaiser's Sea Policy.

## "NO LAW OF NATIONS NOW," SAYS "STAATS"

### "German Herold" Blames U. S. and Cunard Officials for Permitting Dangerous Sailings.

"A great nation running amuck and calling it military necessity," a phrase in the editorial of "The New York World" this morning on the sinking of the Lusitania, typifies the majority of the comments on the disaster in the newspapers printed in English.

That the effects upon public opinion in this country will more than counteract the success of the undertaking is asserted by most of these newspapers.

The German newspapers justify the deed and declare that the passengers were given fair warning by the German Embassy in the widely circulated advertisements published just before the liner sailed. They regret the loss of life, but they say that Germany is fighting for her existence; that England is trying to starve her out; that international law has ceased to exist, and now only one's interest is to be recognized.

"The World" says:

"The circumstances and the consequences of the destruction of the Lusitania by a German submarine call for all the self-restraint and self-possession that the American people can command.

"How many American lives have been snuffed out in the loss of the Lusitania we do not yet know. But it is no fault of the German government that anybody escaped from the ship. It is no fault of the German government that every American on board the Lusitania is not lying at the bottom of the sea.

"What military advantage was gained by such a procedure comparable to the moral revulsion against Germany that it is certain to produce.

"Modern history affords no other such example of a great nation running amuck and calling it military necessity.

"What Germany expects to gain by her policy is something we cannot guess. What advantage will it be to her to be left without a friend or a well-wisher in the world? The war cannot last forever. Peace will eventually come, if only through exhaustion. What will be the attitude of the other nations toward Germany when the conflict is finished? How many decades must pass before Germany can live down the criminal record that she is writing for herself in the annals of history?"

"The American," after protesting against the kind of warfare that calls for the death of peaceful travellers, including hundreds of women and children, says that such an act of war must teach the people of the United States that a nation can rely upon nothing for its own protection except its own physical power to safeguard it against all menace.

"Consideration for the laws of war vanishes," it says, "in the face of so great a catastrophe which violates the greater law of common humanity.

"It is cruelly late to begin the preparation for self-defence which ought not to be preparation now, but a completed fact. But late though it is, such action is doubly demanded by the lesson of the Lusitania. We can trust none of the parties to this war. If peace should unexpectedly come, we could not trust in peace any of the nations that in war have shown themselves oblivious to international obligations. It is for us to set our shoulders to the wheel and put our nation in a condition of thoroughly adequate defence. The United States must be so equipped with a naval force that no nation would be able to disregard its treaty obligations with safety or to attack this nation with any hope of success. This demand must be made clear by the expressed and unequivocal mandate of the people. If the present authorities in power in Washington remain deaf to it at this crucial moment, as they have been deaf hitherto, it will be the part of the nation to turn them out at the first possible moment and supplant them with an administration able to comprehend the position of the United States before the world. The United States desires peace. Its people wish for peace. But they must have at Washington an administration which will not only favor peace, but which will take steps to insure peace."

"The Press" says:

"Grant that with every possible care taken to spare non-combatant life, there was nothing for the submarine to do but to destroy the huge transatlantic liner, since there was no way to get her into a German port, it is not at all sure that the results will justify the daring of the undertaking and the success of its fulfilment."

"The Staats-Zeitung" says: "Nobody will maintain that the disaster to the Lusitania was entirely unexpected. There had been sufficient warning. It is only necessary to point to the advertisement of the German Embassy, which drew the attention of American travellers to the dangers of a European voyage.

"To-day we are entitled to ask the question: What has the British Admiralty done to protect the Lusitania and her passengers? Does England still consider the German submarine blockade a bluff, or is the British fleet afraid of the German fleet and its submarines?

"Regrettable as the attack upon a passenger ship of the type of the Lusitania is, it must not be forgotten that this war is being waged for the national existence of a whole people, which England is trying to starve out because it has realized that it cannot subdue it by fight. Against these illegal methods Germany is fighting.

"When the United States protested against the establishment of a war zone around the British Isles Germany consented to relinquish her determination to establish the zone, provided Great Britain would consent to the importation of foodstuffs for the civilian population of Germany. Against this Great Britain protested, and announced that she would adhere to her policy of starving out Germany.

"In this war none of the belligerent nations recognize consideration. International law has ceased to exist. Only one's own interest is recognized. We ourselves have contributed to the lamentable fact that the rights of neutrals are ignored, because we gave England a free hand to do as she pleased from the beginning."

The "Herold," through its editorial columns, says:

"Instead of warning people against embarking on English vessels the local papers made fun of the 'paper blockade.' Yet they might have known that the German government indulges in no bluff.

"As to the Lusitania, we might point out that the manifest showed enormous quantities of war material, among which were no less than 5,471 cases of ammunition, valued at $200,000. The fact is the steamer might be considered not a passenger ship but an army supply ship. We are not quite certain whether the United States law permits a passenger steamer to depart with such a highly dangerous cargo; at any rate, the Cunard Company seems not very solicitous about the security of its passengers. Suppose a fire had started near these ammunition cases!"

## Undersea War Will Win for Germany, Says Simon Lake, Submarine Inventor

*Simon Lake, inventor of the even-keel type of submarine torpedo boat, in a telegram to The Tribune last night from his home in Milford, Conn., concerning the sinking of the Lusitania, said if the present war continues another two years and Germany succeeds in holding her land frontiers her submarines will be able to dictate the terms of peace, as she will be able to build sufficient of them to establish a blockade of all English ports.*

By SIMON LAKE.

**Each successful submarine attack, while horrible in itself, only serves to prove the contentions of those who know the submarine and its capabilities that it will prove the greatest peace agent that science has yet produced. The lesson to be learned in the sinking of the Lusitania is that commerce cannot be carried on between maritime countries when at war with each other except by mutual agreement, provided each country is well equipped with submarines.**

**The great success of Germany's few submarines, even with their present low speed and small radius of action, has driven England's mighty fleets out of the North Sea.**

**If the present war continues another two years and Germany succeeds in holding her land frontiers, her submarines will be able to dictate the terms of peace, as she has the capacity, both in shipyards, torpedo factories and submarine engine building shops, to within that time build sufficient submarines to make effective Admiral Tirpitz's threat to establish a submarine blockade of all English ports.**

**No country can longer claim to be mistress of the seas when submarines reach their full capacity. At the present time they function perfectly when submerged, but are weak in their power equipment, and their engines are still in the development stage, but such rapid progress is being made that I expect to see, within the next two years, submarines of battleship speed, and then the battleship cannot find protection from the submarine even on the great oceans.**

**The submarine is unique in that it is the first weapon ever invented that has such a wonderful capacity to promote peace. It is of no value for invading purposes, but has the capacity to prevent the transport of troops, foodstuffs, ammunition, or, in fact, the carrying on of any kind of commerce in surface vessels. The submarine, having the power to become invisible at will, is itself invulnerable and invincible.**

# *LUSITANIA'S BIG CARGO NEARLY ALL CONTRABAND*

## Cartridges and Ammunition Alone Were Valued at $200,000—Brass, Copper and Foodstuffs Formed Bulk of $735,000 Shipment.

Substantially all of the $735,000 cargo of the Lusitania consisted of contraband of war, only a few items, such as candy, books, paintings and jewelry, falling outside that category. In the manifest on file at the Custom House appears 5,470 cases of cartridges and ammunition, valued approximately at $200,000. Other important items are quantities of brass and copper, with food items next in importance.

In the following summary of the manifest the items marked with an asterisk are non-contraband:

**LIVERPOOL.**

Sheet brass, 260,000 lb. value $49,595; copper, 121,762 lb. $20,955; copper wire, 58,465 lb. $11,000; cheese, 217,117 lb. $33,334; beef, 342,165 lb. $30,993; butter, 43,614 lb. $8,739; lard, 40,003 lb. $4,000; bacon, 185,040 lb. $18,502; casings, 10 pkgs. $150; canned meat, 485 cases, $1,373; canned vegetables, 248 cases, $744; cutlery, 63 pkgs. $10,492; shoes, 10 pkgs. $726; tongues, 10 pkgs. $224; oysters, 205 bbls. $1,025; lubricating oil, 25 bbls. $1,129; hardware, 31 pkgs. $742; leather, 30 pkgs. $16,870; furs, 349 pkgs. $119,220; *notions, 2 pkgs. $974; *confectionery, 655 pkgs. $2,823; *silverware, 8 pkgs. $700; *precious stones, 82 pkgs. $13,259; *jewelry, 2 pkgs. $351; belting, 2 pkgs. $1,243; automobile vehicles and parts, 5 pkgs. $616; electrical material, 8 pkgs. $2,484; machinery, 2 pkgs. $1,386; steel and manufactures, 8 pkgs. $354; copper, 138 pkgs. $21,000; aluminum, 144 pkgs. $6,000; brass, 95 pkgs. $6,306; iron, 33 pkgs. $3,351; old rubber, 7 pkgs. $341; military goods, 189 pkgs. $66,221; drygoods, 238 pkgs. $19,086; india rubber goods, 1 pkg. $131; wire, 16 pkgs. $771; reclaimed rubber, 10 pkgs. $347; staves, 2,351 pcs. $200; brushes, 4 pkgs. $342; ammunition, 1,271 cases, $47,624; salt, 100 pkgs. $125; *bronze powder, 50 cases, $1,000.

**BRISTOL.**

Dental goods, 7 pkgs. value $2,319; steel and manufactures, 4 pkgs. $331.

**DUBLIN.**

Engines and material, 2 pkgs. value $140.

**GLASGOW.**

*Notions, 1 pkg. value $479.

**KOBE.**

*Liquid glue, 2 pkgs. value $134.

**LONDON**

*Books, 9 pkgs. value $845; drugs, 8 pkgs. $458; wool yarn, 1 pkg. $105; shoes, 1 case, $274; bronze powder, 16 cases, $487; motorcycles and parts, 8 pkgs. $1,655; *paintings, 1 pkg. $2,312; furs, 1 pkg. $750; *printed matter, 14 pkgs. $147; leather, 89 cases, $31,517; cartridges and ammunition, 4,200 cases, $132,400; *films, 1 case, $100; machine parts, 3 pkgs. $1,500; machinery, 4 pkgs. $1,149; electrical machinery, 1 pkg. $1,616; watch material, 2 pkgs. $2,489; electrical material, 4 cases, $3,200; automobiles, vehicles and parts, 4 pkgs. $340; optical goods, 1 pkg. $1,313; dental goods, 19 pkgs. $3,962.

**MANCHESTER.**

*Sewing machines and parts, 26 pkgs. $860.

# GERMANS TOAST SEA "VICTORY"

Continued from page 1

gone down with the Lusitania and that no German could help feeling anything but proud at this bit of strategy on the part of the Kaiser's naval war machine.

"This powder would have been used against our men," said another well-dressed man. "The captain of the Lusitania, who steered her through troublesome waters weeks ago by using the American flag, knew that the next time the ship sailed it would be torpedoed, American flag or no American flag. That's why he didn't go on this trip, on the excuse that he had suffered a nervous breakdown."

At the Kaiserhof the tragic side of the sinking did not seem to enter into the conversation. It was the fact that a German submarine had sunk the "lady of British battleships" that stirred the Germans.

"Thirty-seven millions have gone down with the sinking," one man exclaimed, smiling.

"The war can't last long now," chorused several others.

This finally became the opinion of all present. They could not see why Britannia should rule the waves when Germany's fleet "had already shown her mastery."

In Terrace Garden every table had a spokesman who tried his best to make himself heard for the benefit of his neighbors.

"The British are 'licked,'" shouted a plump faced, red necked, blond haired giant. "If they can't protect their own shores with their big fleet, who will protect them?" he bellowed. And those who heard him cheered, and those who didn't hear cheered too. It was contagious.

Leading German-Americans in Brooklyn last night laid vigorous emphasis on the warning issued by the German government before the Lusitania sailed.

"I rather expected it," said Dr. G. E. Seyfarth, president of the Arion Society. "In view of the warning issued by Germany through Washington it seems to me that those who sailed on the Cunard liner knew they were taking a chance."

David Koos, president of the United Singers, said the warning should have prompted passengers to change their plans.

"If any lives were lost it's deplorable," said Henry Weismann, president of the Brooklyn branch of the German-American National Alliance. "Yet those who went aboard the Lusitania were warned and knew that British waters comprised Germany's war zone. They should have chosen a neutral ship."

Others said the disaster was the one thing they had feared since the war began. Frankly they expressed the fear that loss of American lives would bring about an acute situation which would embroil the United States in the European conflict.

# GERMANS DECLARE BELGIUM ANNEXED

[By Cable to The Tribune.]

Rotterdam, May 7.—It is learned from Antwerp that the Germans have posted a proclamation there declaring that Belgium has been annexed by Germany as from May 5.

# SINKING JUSTIFIED, SAYS VICTOR RIDDER

## Regrets Liner's Fate, but Thinks Wholesale Warning Absolves Germans from Blame.

Victor Ridder, of the "Staats-Zeitung," commenting upon the torpedoing of the Lusitania, said that while personally he greatly regretted it, he, like other Germans, could not help but feel the attack was justifiable under existing conditions. The fact that England was trying to starve the German nation, he said, in his opinion, was good reason why Germany should resort to such acts of reprisal. He thought that Americans who persisted in sailing in English ships into the war zone, after Germany's warning of submarine activities, took their own risk.

"I am very sad at the news of the Lusitania," said Mr. Ridder. "I still hope there has been no loss of life, but it seems impossible that so great a ship could be sunk without some loss of life. Personally, I feel much the same as I did on the day the news came of the sinking of the Titanic. It is greatly to be regretted, as the sinking of the ship will have no material bearing on the war, but at the same time we Germans feel that the attack was justifiable, purely as an act of reprisal.

"England's effort to starve the German nation is good reason for these acts of reprisal on the part of Germany. If the English would lift their embargo on food supplies for Germany, then there would be no reason for the reprisal.

"Furthermore, sufficient warning was given by Germany. It is a difficult matter to give warning after the passengers are aboard ship. A submarine commander has no way of knowing whether such ships carry guns, as we know many of the British auxiliaries do. An ordinary machine gun could destroy and sink a submarine. Under war conditions such as exist now it is not to be expected that submarine commanders should have to take the risk.

"My emotions are rather conflicting regarding the loss of the Lusitania. It brings the matter nearer home to have seen the big ship coming up the river into our port here for so long a time. No one likes to see such a ship destroyed, particularly when it means loss of human life. Personally, I deeply regret it, and I believe no Germans would do these things because they wanted to; yet we cannot help feeling that at this time such acts are justifiable against England."

# 11 FROM LOS ANGELES

## Nephew of Admiral on Way to Serve His Country.

[By Telegraph to The Tribune.]

Los Angeles, May 7.—Eleven well known residents of Los Angeles were passengers on the Lusitania. They were:

Mr. and Mrs. C. S. Campbell-Johnston, of the Campbell-Johnston ranch, San Rafael Heights, well known as social leaders in Southern California.

Mr. and Mrs. A. C. Bilicke, members of one of Los Angeles's most prominent families. Mr. Bilicke owns the Alexandria Hotel.

Mrs. Cyril Bretherton, wife of a well known Los Angeles attorney, and her two small children.

Mrs. J. P. Gray, her sister-in-law, Mrs. Torrence Gray, the latter's small son Stewart, and G. F. Forsette.

Mr. Campbell-Johnston is the nephew of an English admiral and had persuaded his wife that he should return to his native land and offer his services to his country.

# STAY AT HOME, RIDDER ADVISES

## German Editor Says That Is Way to Safeguard American Life.

## PREDICTS REPEATED SUBMARINE BLOWS

### At Present Rate, He Adds, June May See End of the War.

Herman Ridder, editor of the "Staats Zeitung," in his review of the war situation in that newspaper this morning, writes that the sinking of the Lusitania will clear the atmosphere in many respects.

"It will teach the British government that Germany is not bluffing, but is in dead earnest—a lesson it should have learned many months ago, but which even yesterday it seemed not to have grasped in the slightest degree."

Saying that several hundred Americans disregarded the declaration of the German Admiralty of February 4, he points further to the warning published recently throughout the United States by the German Embassy at Washington.

"I trust," continues Mr. Ridder, "that no American life has been lost. Whoever sails the seas in these war times, taking passage under the British flag, assumes the risk attaching thereto. There can be no responsibility of the government of the United States to protect British shipping in British waters. There is one way to safeguard American life, and that is by staying at home. Travel at sea is decidedly dangerous at the present time in the neighborhood of the English Channel.

"The submarine peril has been characterized in this country variously as a 'bluff,' a 'blunder' and as further evidence of 'German savagery.' The sinking of the Lusitania will change the temper of this thought both in England and in the United States.

"When the 18th of February came and went and the German submarine failed to develop the tremendous spectacle which, if at all, England expected would be staged for it on that date, what little fear there may have been in English hearts gradually dimmed away. The First Lord of the Admiralty, in his blustering chauvinism, assured the world that the British Islands were never more safe and the British navy never more able to protect British shipping.

**British Owners Careless.**

"The submarine peril was forgotten along with Zeppelin raids and other 'war scares.' British owners became careless. A few days ago the British Government gave out a resume of the losses sustained in the last three months. The British public was encouraged at just the moment when, had the government been able to see further than the tip of its nose, it would have cautioned against optimistic generalties. They have now paid the first instalment of the penalty. There will be other great liners torpedoed.

"Whether or not the Austro-German offensive from Belgium to Libau and from Libau to Gorlice is nothing more than an attempt to impress neutrals and the reports from Berlin and Vienna nothing more substantial than bluff remains to be seen. The loss of the Lusitania settles conclusively, however, that there is no bluff in von Tirpitz's piracy.

"The Lusitania was not an American vessel, and on this trip was not flying the American flag. She was owned and operated by British interests and was sailing under the British ensign.

**No Link with Other Disasters.**

"We shall undoubtedly hear much during the next few days of the Falaba, William P. Frye and Gulflight. Every skeleton of straw that can be dug up by the English press in England and America will be paraded before our eyes, linked to the Lusitania. It is scarcely necessary to say that there is no connection between the cases of any two of these vessels.

"I know that British sympathizers in America will raise their voices in solemn protest and holy horror. They will have many opportunities during the next months to swell the chorus. Kitchener declared the war formally opened on May 1. During the first seven days of hostilities the Germans have given good account of themselves. In the east and in the west and on the seas the Germans have shown offensive power beyond the wildest dreams of their well wishers. At the present rate the war will not last three years. Perhaps June will see the finish."

HERMAN RIDDER.

# GERMAN CONSUL EXCITED AND HAPPY

## Rejoicings in Philadelphia at News of Lusitania—British Consul Stoical.

[By Telegraph to The Tribune.]

Philadelphia, May 7.—Dr. George Stobbe, the German Consul here, and his corps of office clerks cheered heartily when the news of the sinking of the Lusitania was announced to them by a reporter this afternoon. "Ach!" shouted Stobbe. "Is it really true? Is it really true?"

No word of the disaster had reached the consul and his assistants when the reporter entered the consulate and asked for comment. "What's that you say?" asked Stobbe. "The Lusitania sunk? The Lusitania sunk? You don't mean it! It is really true?"

When he was assured that the news was "really true" he turned to his assistants, and immediately the room rang with their cheers, which dwindled into an excited hum of comment carried on in German. Consul Stobbe's face was one great big smile as he entered into the rapid fire conversation, and ignored all requests for further comment for publication. "I can't talk about it now," he offered. "Wait until I have considered it a bit."

Wilfred Powell, British Consul in this city, received the news stoically in his office, but refused to make any comment whatever on the situation.

# BERESFORD BLAMES LACK OF CRUISERS

London, May 7.—Admiral Lord Charles Beresford, asked for an expression of opinion regarding the sinking of the Lusitania, said he thought it was due to a shortage of cruisers to protect the trade routes. This had been his opinion, he added, for years.


*The Dollar Dinner with Wine. Also a la Carte.*

*Restaurant—ho! Drive, walk, ride—but get here to-night for our*

SPECIAL GRILL DINNER TO ORDER, $1.25.

5th Avenue Restaurant

ENTRANCE 24th ST.

*Lord & Taylor*

*Founded 1826*

38th Street Fifth Avenue 39th Street

*For Men---Today*

*High Class Suits*

At Very Special Prices

*Splendid Suits* of plaids, fancy mixtures, pin stripes, etc., in the season's best styles, including one, two and three-button soft roll effects. Sizes 34 to 44..... *$17.50*

*Hand-Tailored Suits* in a splendid selection of the smartest models and materials, including plain Oxford grays, hair-line stripes, Glen Urquhart plaids and mixtures, many of them half silk lined. Sizes 34 to 44 stout.. *$25.00*

*Straw Hats*

*For Men and Young Men*

All the new up-to-date models with stiff or flexible brim, of fine grade of Sennit, Split, Milan or rough Pineapple Straw

*$1.65, $2.00, $3.00*

*Fourth Floor*

Clearance Sale of

*Men's Boots & Oxfords*

Several lines to be discontinued

Mostly "Newark-Made"

*Have Been Reduced to*

*$4.85*

The usual prices being $6.00 to $8.00

Not all Sizes in every Style

Very Special

AA and A Widths Only

*Men's Boots & Oxfords*

*$2.95 & $3.95*

*Ground Floor*

FOWNES SILK GLOVES FOR MEN

Stylish, comfortable and sanitary. Worn by good dressers when heavier gloves are too warm.

Ideal for travelling.

Fownes quality and Fownes name in every pair.

Latest shades.

Double-tipped.

Ask your dealer.

"Courtly" HOSE

WE chose the name "Courtly" because it seemed to us so suggestive of the delicate silken beauty of the hose.

"Courtly" Hose are of pure thread silk in all colors. In spite of their daintiness, they are woven to wear long and well. The "Courtly" habit is indeed an excellent hose habit. 79c.

Bloomingdale's

59th to 60th St. Lex. to 3d Ave

TELEPHONE MURRAY HILL 5989.

CARPET & RUG CLEANSING

Not from surface only, but throughout the fabric.

We do taking up, Altering, Making, Laying, Rug weaving and repairing, Renovating and washing, Packing moth-proof and Storage in a high class manner.

THE C. H. BROWN CO.,

209-211 East 37th St., N. Y.

JOHN WANAMAKER

The MAN'S STORE

hurrah!

*TODAY*

*Straw Hat Day*

*And This is the Straw Hat Store*

More than 200 different styles of straw hats ready in the Hatterie; every hat brand new; Panama hats (the genuine—not the Japanese imitation), Bangkoks, Manilas, Italian Leghorns, Mackinaws, sennits, fine China split straws and the REDLEAF Lincoln-Bennett, London, straw hats—here only. $2 to $10 for all but the Panamas, which are $5 to $75.

In the Hatterie.

*Today is Suit Day*

*Wanamaker Men's Suits Have Made the Man's Store America's House of Fashion*

To this distinction our $18.50 suits have contributed equally with our $37.50 suits and all the grades in between. For the STYLE is in them all, and the same good tailoring. Price is determined by the quality of fabric and trimmings. The largest assortment of Spring and Summer suits we ever had is ready in special models for young men and the more generously-built. $18.50 to $37.50.

*Today is Shirt Day*

*1,800 More SHIRTS at $1.25*

*3,600 SHIRTS, Special at 85c*

The 1,800 are part of our special purchase of 18,000; shirts precisely the same as those we sell regularly at $1.50, $2, $2.50; more than 200 patterns to choose from today, sizes 14 to 18, all soft cuffs. $1.25.

The shirts at 85c are nothing short of wonderful for the price; woven madras and soft woven materials in the neatest patterns, made over our measurements and embodying all the good features we insist upon; sizes 14 to 17; all soft cuffs.

*(the shirts at 85c on sale on the Subway floor, New Building.)*

**The Man's Store is a specialized store, separate from all other sections, with entrances direct from Broadway, Ninth Street and Fourth Avenue, and one floor above the entrance from the Astor Place Station of the Interborough Subway.**

**Broadway at Ninth, New York**