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SUNDAY, JUNE 11

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**Pennsylvania R.R.**

**FRAUENLOB CREW ADRIFT 7 HOURS**

Half Dead from Cold, Are Taken Off Rafts by Dutch Tug.

**FIREWEPT SHIP SUNK BY TORPEDO**

Elbing's Men Leave Holland for Germany—Vessel Lost in Collision.

Vice-Admiral Beatty's squadron, they had the advantage of the light and adopted their favorite tactics of hugging the coast, at the same time assuring a safe retreat.

Atmospheric conditions then took a change, which further helped the Germans. A thin drizzle reduced the visibility of the British gunners thus were greatly handicapped, while with the western sun behind them the British ships easily were picked out on the horizon, where the Germans were able to conceal their strength, covered as they were by the coast of Jutland.

Having succeeded at length in drawing the whole German fleet out of its safe quarters, Vice-Admiral Beatty, although greatly outnumbered and running heavy risks, determined to bang on grimly in order to detain the enemy in full strength.

It was a daring manoeuvre. The British fought doggedly and with great pertinacity, despite all disadvantages, confident that reinforcements were on the way.

The fight had lasted about a couple of hours when the British battle-cruisers, Invincible, Indomitable and Inflectible were in sight. Rear Admiral Hood, in command of the Invincible as second in command of the battle-cruiser squadron, they rushed into action nose to nose for Vice-Admiral Beatty's battered fleet.

The odds still favored the German boats in numbers and position. The British ships were clearly distinguishable against the light, while the German fleet was sheltered behind a mine field and lay well into the shadow of the shore, where the mist made them difficult targets.

**Invincible Sunk Early.**

The conflict was mainly a battle of big guns. The Invincible, after fighting with the greatest gallantry and considerably damaging the enemy, met her formidable end now was at hand. It soon was manifest that the Germans meant business. The small craft were brought to a halt, and the Invincible, about fifteen miles apart the first exchange of shots took place. Judging by the columns of water rising on all sides there could be no doubt that the sides of German battleships were hurling shells.

While the famous new Hindenburg had not been officially mentioned, there is reason to believe she was heavily engaged.

Admiral Beatty's ship, the Lion, gave a magnificent account of herself. Then came the Queen Mary, the battle-scarred Tiger, the Princess Royal and the Indefatigable, the last named famous for her feats in the battle of the Falklands.

From fifteen miles the range rapidly was reduced to ten, and then to five miles. By this time a perfect inferno was raging as the opposing battle squadrons rained broadsides upon one another.

**Big German Cruiser Sunk.**

Soon after the battle began in earnest one big German cruiser was seen to receive a direct hit, and a moment later she was enveloped in flames, sinking almost immediately.

Up to this time most of the fighting had been done by German battle-cruisers, but vessels of the Kaiser's navy now were being seen, giving the Germans an enormous superiority both in ships and gun power.

When the story of the battle is fully known it probably will be shown that the British was the German mine field. The attackers also had to contend with the danger from submarines and Zeppelins. The mine field prevented freedom of action on the part of the British squadron, which was compelled to fight in a narrow area, while the Zeppelins and submarines, which were their base, were able to operate in such a manner as to be a most important factor in the battle.

hook of Holland, June 4.—Survivors of the cruiser Frauenlob relate that the German fleet left Wilhelmshaven Wednesday at 4 a. m. The Frauenlob became engaged at 7 a. m. and was in action until 10:30 a. m. She resumed fighting at midnight and was torpedoed at 1 a. m. Thursday.

The Dutch tugboat Thames, conveying three steamers, discovered at 8 a. m. Thursday near Dogger Bank three rafts with sailors from the Frauenlob. The men were in a deplorable condition. Eight others who had taken refuge on the raft had died from cold and exhaustion and six into the sea.

The survivors with great difficulty were hoisted aboard the Thames and accompanying vessels, the crews of which had long heard the gunfire of the British fleet pursuing the Germans.

The Frauenlob's men said that their ship had suffered severely in the earlier fighting, during which her decks had been swept by a murderous British fire. The torpedo hit her amidships and exploded in the engine room, lifting her high in the water. She sank several minutes later.

Two of six British cruisers which had the men said, taken part in the fight burst into flames and sank.

The survivors had drifted ten hours. The Thames passed hundreds of corpses and an unidentified wreck drifting level upward.

Survivors of the German cruiser Elbing left the Hague for Germany Saturday evening by permission of the Dutch government. They had been landed at Ymuiden.

Commander Madlund reported to the German Minister at the Hague that the Elbing was hit only once and the shot disabled the wireless apparatus. Afterward in the darkness he reported, the Elbing was disabled by a "collision," whereupon the crew abandoned and blew up the ship. The men got away in their own boats, except those picked up by a Dutch trawler, which brought them to Ymuiden.

The survivors of both the Elbing and the Frauenlob were forbidden to talk to newspaper men, but the captain of the trawler said he understood that it was a German torpedo that rammed the Elbing.

**GIVES GERMAN COUNT IN NORTH SEA BOUT**

Naval Writer Says British Explanations Hide Facts.

Judging from the reports up to 11:30 o'clock last night, Park Benjamin, of New York, a graduate of the United States Naval Academy, former editor of "The Scientific American" and writer of numerous essays on naval affairs, said that Germany seemed to have the better both of the naval battle of Skagerak and of the stories given out about it.

"The Germans have admitted straight losses," said Mr. Benjamin, "while the British have evasively thrown blame upon fog and then praised the bravery of their men. If the Germans admit the loss of the Westfalen, I do not believe that their losses will go beyond that."

"English reports have argued of their disadvantage in visibility, but I think that should be overcome by the fact that swifter boats must come closer than usual when there is fog. Then they were chortled about Admiral Jellicoe's travelling about on the day following and that the Germans would not come out. Why should they?"

"The big question is rather, 'What were the English doing there on the day previous without sufficient support?' The Germans did exactly the thing they should have done, when they were finally outnumbered. They ran away. The English have persisted up to this time in refusing to explain why Admiral Beatty was so far away from the aid of better ships."

**BE WISE IN TIME, SAYS ROOSEVELT**

Belated Activity Shown by Democrats Since Sea Fight Stirs Him.

**CITES HIS NAVAL MESSAGE OF 1908**

Advises Congress Now to Provide Four Battleships of the Most Advanced Type.

**CALLS NORTH SEA FIGHT DAWN OF FREE IRELAND**

Irish Volunteers' Treasurer Says Britain's Fall Is Near.

**WANT PRICE TAGS ON HATS**

Jersey Strikers to Wait on Employers Today.

**HIT BY TRAIN, HE'S IN HOSPITAL**

Thomas Flynn, fifty, of 33 Douglas Street, Brooklyn, is in Greenport Hospital. He was struck by a Long Island train while walking the tracks on "Dead Man's Curve," near Laurel Hill Boulevard, yesterday afternoon. It is thought his skull is fractured.

ing to Chicago. He still intends to direct his forces from Sagamore Hill. Not going to Chicago.

Some effort has been made recently by certain Roosevelt supporters to persuade the Colonel to exert his influence with the Progressive leaders in Chicago to have them assume a more compromising attitude. They have argued that the proper position for the Progressives to assume toward the candidacy of Justice Hughes is that they would support him, provided he stands prior to the nomination, with always the further proviso, of course, that the Hughes declaration would be satisfactory to the Progressives and that the nomination of the Colonel could not be secured.

They have argued that the unbending attitude of the Roosevelt men so far is tending to alienate delegates who otherwise would rally to the Colonel's support. There is the subtle suggestion, however, in such argument that they do not expect Justice Hughes will make such a statement, and in that event he would be eliminated from the race, for the sake of a united party, and leave the field clear for Roosevelt.

Colonel Roosevelt may have listened to such arguments, but, of course, has not committed himself in any manner on the subject.

Since his St. Louis speech, Colonel Roosevelt has received hundreds of letters from German-Americans from all over the country assuring him of their support. The subject of hyphenates and the unpatriotic efforts of the German-American Alliance are still matters which rankle in the Colonel's breast, although he feels that he dealt with that element, including so-called hyphenates of all foreign nationalities, with finality at St. Louis.

Lucien L. Bonheur, of New York City, an ardent worker for Roosevelt among Americans of French descent, visited Sagamore Hill to-day and talked with Colonel Roosevelt at length. He said afterward:

"The question now before the Republican convention is, Can the German-American Alliance, in the interests of a foreign power, serve notice that no man who has secured here a measure of that foreign power or the German-American Alliance is to be nominated for the Presidency? The Republican party must settle that question at Chicago, and it will be settled. Mr. Hughes can keep silence about many things, but when faced by that issue he has no business to be silent; otherwise he is the candidate of the German-American Alliance."

Mr. Bonheur said that a year and a half ago, when he, among several others, called on Colonel Roosevelt, the Colonel turned to him and said:

"One reason why I consider you my friend is because you are a real American and do not put French before your name." Mr. Bonheur was born in Paris of French parentage.

The Roosevelt Non-Partisan League gave out a letter here to-day from Edward L. Hearn, president of the Casualty Company of America, of 63 William Street, New York, pledging his support to Colonel Roosevelt. Mr. Hearn was among the prominent New York business men who supported Taft in 1912.

**WIFE WHIPS HIM; DINERS LOOK ON**

Swish of Rawhide Thrill for Sunday Throng in the Ansonia.

**HER SURPRISE, BIG WELTS ON HIS CHEEKS**

At Station House Warring Couple Give Bills to Woman Who Said Husband Beat Her.

Just as early Sunday evening diners were flocking to the lobby of the Ansonia Hotel a young woman stepped up to the desk and asked for Albert J. Hart. The clerk had announced that he was not in his room when the visitor, after explaining that she had an important engagement with him, buttoned a bellboy and drew him to one side.

"I've arranged a little surprise for Mr. Hart. Will you find him and bring him to the telephone parlor without telling him who wants to see him?" she asked.

The engaging smile of the young woman and half a dollar operated to convince the boy of the importance of his mission. A few minutes later he led Mr. Hart about a marble pillar to the parlor.

"My wife! Why, dear?"

But the words died on his lips as the still smiling young woman flashed a rawhide whip from her bag and brought it down with a resounding whack upon his right cheek. He stepped back and raised his hands, but not in time to prevent a second blow, which raised a long red welt upon his other cheek.

**Horse-whipped by Wife.**

By this time the bellboy, who had waited to enjoy the surprise, had leaped between them and seized the whip. Several guests came to his assistance and somebody else called Patrolman Porter, of the West Sixty-eighth Street station.

"Take us both over to the station," demanded Hart, running his fingers over his smarting cheeks. "I'll be glad to produce \$500 for bail or spend the night in a cell. Although she wore jewels worth several times that sum, Mrs. Hart's bag contained nothing more valuable than her rawhide whip. Hart, whose smarting cheeks had suppressed his innate gallantry, announced that he would not see his wife in a cell and produced his watch. The sergeant invoiced it at \$200 and refused to accept it as bail. Then Mrs. Hart summoned a friend from the Berkeley Hotel, where she is a guest, and an automobile was offered as ad-

**ASKS S. P. C. A. TO STOP POLICEMAN KILLING DOG**

Woman Said He Was Cruel to Animal That Owned Yard.

In response to a telephone message that a mad dog was in the yard in the rear of the home of Thomas Quinn, at 351 West Fifty-fifth Street, Patrolman Graham, of the West Forty-seventh Street station, was dispatched there last night. He found the dog in possession of the yard and decided the roof of a shed was the safest point from which to conduct a campaign of extermination.

He fired five shots from his revolver and succeeded only in wounding the animal. A woman resident of the Stanwood Hotel heard the shots and telephoned the S. P. C. A. that the policeman was being cruel to the dog. When an agent of the society arrived the dog was dead. Graham had come down from the roof and put a bullet in its head. Quinn's three children mourn the passing of the dog. It was their pet.

**HURT IN DANCE HALL FIGHT**

Williamsburg Man, Inevitable, Found by Police—Bartender Held.

Attracted by women's screams coming from a saloon at 253 Wythe Avenue, Williamsburg, on Saturday night, Patrolman Joseph Carroll found Joseph Zinker, twenty-four, of 67 Driggs Avenue, lying on the sidewalk in front of the building insensible from wounds about the head and face. Reserves were summoned from the Bedford Avenue station, and it was learned that others had been hurt, but had hurried away to avoid the police.

Jacob Linzer, the bartender, who was arrested, charged with having beaten Zinker with a club, said the injured man was one of a party of foreigners who broke into the saloon and tried to break up a dance. The women were defended by their escorts, and a free-for-all fight followed. Zinker was taken to the Eastern District Hospital.

**ON AUTO STOPS RUNAWAYS**

Patrolman Commanders Car in Brooklyn Horse Chase.

A team of horses drawing a heavy coach took fright at Nostrand Avenue and Quincy Street, Brooklyn, last night and plunged heading up the avenue. Patrolman William Friel, on post a block away, commandeered a passing automobile, and, clinging to the running board, gave chase.

As the car on which he was riding overtook the runaways he leaped and caught the reins. Although he was dragged for another block, he maintained his grip desperately until the horses had come to a halt. He was removed to a hospital, suffering internal injuries.

**"On Time, as Usual"**

"I wish I had a dollar for every time I have heard that remark," said a regular traveler on the New Jersey Central to a friend, as they left the train at Philadelphia. "That's one of the reasons why you see so many business men on this train. They can count on it to keep appointments."

"Business men like to travel in comfort when they can—and they get it on the N. J. C. No smoke, no tunnels, no crowding, and fine dining-car service, with polite attention from every employee."

**Trains Every Hour on the Hour.**

Leave Liberty St. 7 A. M. to 10 P. M. weekdays; 8:15 A. M. and hourly from 9 A. M. to 11 P. M. Sundays, midnight train daily; sleepers ready 10 P. M. Leave 23rd St. 10 minutes earlier for all trains.

**WIRELESS TOLD LINER OF BIG SEA BATTLE**

Engineer In on New York Shows Pictures of Women in Mills.

Two women in overalls shovelling coal in the boiler room of an English factory were cited as examples of the extent to which women are taking the places of men by James Carnegie, inspecting engineer of the International Mercantile Marine, who returned from England yesterday on the New York. Mr. Carnegie showed photographs of the women and said that in the factory, at Kirkcaldy, 100 of the employees were women.

The American liner had an uneventful trip, although wireless messages received Friday night about the North Sea naval battle caused some uneasiness among the British and Canadian passengers.

**LORLYS ROGERS UP TO-DAY**

Husband of Acquitted Woman Seeks Vindication in Court.

Lorlys Elton Rogers will be arraigned at his own request this morning in the criminal branch of the Supreme Court of the Bronx, before Justice John M. Tierney, on an indictment charging him with "white slavery."

After the acquittal of Mrs. Rogers for the murder of her children District Attorney Francis Martin offered to consent to a dismissal of the indictment against her husband. Through his counsel, Lewis Stuyvesant Chanler, however, Rogers insisted on seeking vindication by a jury.

**What is the Clearing House?**

**THE Clearing House** was originally simply a convenience for the exchange or "clearing" of the checks of different member banking institutions.

Later it was recognized that an association of banking institutions is in itself a factor for strength.

In order, therefore, to prove that its members are morally and financially worthy, the Clearing House has developed its present system of close supervision and searching examinations.

There are at present 61 members of the New York Clearing House—46 Banks and 14 Trust Companies beside the Columbia Trust Company.

**COLUMBIA TRUST COMPANY**

IN FINANCIAL DISTRICT: 60 BROADWAY

IN SHOPPING CENTER: FIFTH AVENUE AND 34TH STREET

IN HARLEM: 125TH STREET AND LEVITT AVENUE

IN BROOKLYN: 148TH STREET AND THIRD AVENUE

**NEW NAME FOR INFIRMARY**

Trustees of the S. R. Smith Infirmary, the oldest hospital on Staten Island, announced yesterday that the name of the institution was to be changed to the Staten Island Hospital. The infirmary was founded forty years ago by the late Dr. Samuel E. Smith.

The trustees explained their action by saying that the word infirmary was often misconstrued as meaning a home for the aged and infirm rather than a hospital.

**PEERAGE IN MOURNING AS RESULT OF FIGHT**

Many Families of British Aristocracy Lost Members.

London, June 5.—Many families high in the peerage are mourners as the result of the North Sea battle. Rear Admiral the Hon. Horace Lambert Alexander Hood, who went down with the battle-cruiser Invincible, was the son and heir of Viscount Hood.

Lieutenant Commander Hugh Feilding was a son of the Earl of Denbigh, Midshipman Bernard Bailey was a son of Lord Glasgow, and Lieutenant Algernon Percy was a nephew of the Duke of Northumberland. Commander Edward Bingham of the torpedo boat destroyer Nestor, was a son of Lord Clanmorris, while Midshipman Cecil Molyneux was a son of the Earl of Sefton.

King George yesterday received in audience Commander Hubert E. Dannreuther, one of the two officers who survived the disaster to the Invincible.

**NEW JERSEY CENTRAL**

**"On Time, as Usual"**

**"YOUR WATCH IS YOUR TIMETABLE"**

TO

**PHILADELPHIA**

**A Thought of Home Must Mean a Thought of Your Kitchen**

**A CLOSED door may keep your Kitchen from the view of friends, but YOU know the conditions on the other side of that "closed door."**

We all like to feel that our meals are cooked under sanitary conditions.

**COOKING BY GAS IS ECONOMICAL---CLEAN**

Hotels and Restaurants are always proud to show patrons their Kitchens where Gas Ranges, etc., are in use. Gas insures a comfortable, cool Summer Kitchen with no grime from coal, ashes or kindlings.

A "Peerless Junior Range" we rent for **\$2.50** a year;  
A "Peerless Cabinet Range" " " **\$6 & \$7** a year.

We are selling Elevated Oven and Double Oven Gas Ranges—also "Cookers"—at half price.

Gas Water Heaters sold on very easy installments. A Gas Water Heater quickly supplies you with any desired quantity of hot water, day or night.

Gas Irons are step-savers, and burn one cent's worth of gas during three hours' work. More economical than heating the old-fashioned sad-iron on a coal stove. A hot-weather blessing! Communicate with or visit one of these Gas Offices:

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| No. 130 E. 15th Street<br>Tel. Stuyvesant 4900 | No. 2084 Third Avenue<br>Tel. Harlem 5385                      | No. 1909 Amsterdam Ave.<br>Tel. Audubon 5200    |
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