TITANIC'S MANIFEST SHOWS $420,000 LOSS

Real Value of Lost Cargo Far Under First Estimates of $2,000,000.

MANY FIRMS ARE NAMED

Goods Consigned to Tiffany & Co., National City Bank and Others.

The marine insurance community may well feel relieved at the small cargo loss on the Titanic. The manifest of that cargo, at hand from the registered mail brought into port Friday by the Mauretania, shows that the 1,400-odd tons of cargo carried down with the ship was probably not worth a dollar more than $420,000, far under the original estimates of from $1,250,000 to $2,000,000, and well below many of the more conservative later estimates.

The cargo was made up, as anticipated, of a comparatively small quantity of high class package freight of the character usually sent only by fast liners at high rates. The bulk of such cargo runs to a variety of costly articles for the dry goods trade, such as laces, embroidery, velvets, silk goods, gloves, ostrich feathers, &c., and to wines and spirituous liquors and such foodstuffs as spices, nuts and other edibles usually classed as luxuries. The customs receipts on that cargo would have been considerable, the majority of the packages having contained articles upon which there is a high duty.

The question of the distribution of loss on cargo among underwriters, insurance companies, owners, shippers and the steamship line itself will be some time in the settling. Usually steamship companies insist upon a prepaymnt of freight charges on goods of the description listed and in cases where charges were prepaid there probably will be some loss to the company in the shape of refunding of charges. It must be remembered, however, that in many bills of lading there is a clause which protects the steamship people against the exigency of such a loss at sea as occurred in the case of the Titanic. Rates on such high class cargo are from 15 to 20 cents per $100 worth, "free of particular average," as they say in the marine freight offices, and the rates do not vary much on different high class fast ships.

The manifest discloses the names of many well known firms. A. G. Spalding & Bros., the sporting goods people, lost thirty cases of athletic goods. H. B. Claflin & Co., dry goods dealers, lost twelve cases of cotton laces. Tiffany & Co. lost one case of "silver goods." Arnold & Zeiss, Baring Bros, and the National City Bank had some rubber consigned to them which went down at sea. From the city of Dundee there had been shipped 4,000 bags of potatoes and 75 rolls of jute which didn't get here. The greatest bank in the country, Nationa City, will be short eleven barrels of rubber. Lazard Frères will miss one barrel of "skins." Lippincott's had some books coming. Brown Brors. & Co. had seventy-six cases of a commodity described as "dragon's blood" on the way, two batches of aeroplane machinery, one for the Aero Club of America, went down; several cases of automobile parts, &c., were lost with cases of speedometers, &c. Straw goods, probably hats, were lost, along with mushrooms, French peas, toothbrushes, rabbit hair, mercury, flowers, ribbon, preserves, butter, brandy, shelled walnuts, anchovies, cheese, vermouth, fish, olive oil, cork, linens, paper, leather, hair nets, hosiery, golf balls, confectionery, sponges, champagne, linoleum, tea, soap, salt powder, "coney" skins, some grandfather's clocks, calabash bowls, "buchu," argols, scientific instruments, briar pipes, test cords, notions, "one photograph," plants, eggs, whiskey, periodicals, oak beams, parchment, gloves, picture frames, refrigerating apparatus, filter paper, mixed vegetables, films, "tissues," china, melons, cretonne, mustard and plain "sundries."

There has been some worry about the arrival of the manifest because it was understood that the Titanic had the list on board herself and that it might be some time before another copy could be received. The manifest in full follows:

Wakem & McLaughlin—1 cse wine.
Thörer & Fraetorius—3 bls skins.
Carter, W E—1 cse auto.
Fuchs & Lang Mfg Co—4 cs printers' blankets.
Spalding, A G, & Bro—30 cs athletic goods.
Park & Tilford—1 cse tooth paste, 5 cs drug sundries, 1 cse brushware.
Maltus & Ware—8 cs orchids.
Spencerian Pen Co—4 cs pens.
Sherman Sons & Co—7 cs cottons.
Claflin, H B, Co—12 cs cotton laces.
Muser Bros—3 cs tissues.
Isler & Guye—4 bls straw.
Hydeman & Lassner—1 cse tulle.
Petry, P H, & Co—1 cse tulle.
Metzger, A S—2 cs tulle.
Mills & Gibb—20 cs cottons, 1 cse gloves.
Field, Marshall, & Co—1 cse gloves.
N Y Motion Picture Co—1 cse films.
Thorburn, J M, & Co—3 cs bulbs.
Rawstick & H Trad Co—28 bgs sticks.
Dujardin & Ladnuck—10 bxs melons.
Amer Exp Co—25 cs mdse.
Tiffany Co—1 cask china, 1 cse silver goods.
Lustig Bros—4 cs straw hats.
Kuyper, P C, & Co—1 cse elastic cords, 1 cse leather.
Cohen, M, Bros—5 pgs skins.
Gross, Engel Co—1 cse skins.
Wilson, P K, & Son—61 cs tulle.
Gallia Textile Co—1 cse lace goods.
Calhoun, Robbins & Co—1 cse cotton laces, ½ cse brushware.
Vietor & Achells—1 cse brushware.
Baumgarten, Wm, & Co—2 cs furniture.
Spielman Co—2 cs silk crape.
Nottingham Lace Works—5 cs cottons.
Nadav & Fleischer—1 cse laces.
Rosenthal, Leo J, Co—4 cs cottons.
Wakem & McLaughlin—25 cs biscuits, 42 cs wines.
Leeming, T, & Co—7 cs biscuits.
Crown Perfume Co—5 cs soap perfume.
Meadows, T, & Co—5 cs books, 3 bxs samples, 1 cse parchments.
Thomas & Pierson—2 cs hardware, 2 cs books, 2 cs furniture.
Amer Exp Co—1 cse elastics, 1 cse gramaphone, 4 cs hosiery, 5 cs books, 1 cse canvas, 1 cse rubber goods, 3 cse prints, 5 cs films, 1 cse tweed, 1 cse aero fittings, a quantity of oak beams, 1 cse plants, 1 cse speedometer, 1 pkge effects, 2 cs samples, 8 cs paste, 2 cs camera and stand, 4 cs books.
Sheldon, G W, & Co—1 cse machinery.
Maltus & Ware—15 cs alarm apparatus, 11 cs orchids.
Hempstead & Sons—20 cs plants.
Brasch & Rothenstein—2 cs lace collars, 2 cs books.
Isler & Guye—52 pgs straw.
Baring Bros & Co—68 cs rubber, 100 bgs galls.
Altman, B, & Co—1 cse cottons.
Stern, S—60 cs salt powder.
Arnold, F R, Co—6 cs soap.
Schieffelin & Co—17 pgs wool fat.
Amer Motor Co—1 pge candles.
Stockmeyer & Arpe—75 bls fish.
National City Bank of New York—11 bls rubber.
Kronfeld, Saunders & Co—5 cs shells.
Richard, C B—1 cse films.
Cornett, M J, & Co—2 cs hat leather, &c.
Snow's Exp Co—2 cs books.
Van Tuyn, E H, & Co—1 cse woollens.
Lippincott, J B, & Co—10 cs books.
Lazard Freres—1 bls skins.
Aero Club of America—1 crte machinery, 1 cse printed matter.
Gallaher, McGeachin & Co—256 rolls linoleum.
Wright & Graham Co—127 csks tea.
Hamann, J—4 bls skins.
Arnold & Zeiss—154 cs rubber.
Brown Bros & Co—76 cs dragons' blood, 2 pkgs.
American Shipping Co—2 cs books.
Adams Express Co—95 cs books.
Lasker & Bernstein—117 cs sponges.
Oelrichs & Co—2 cs pictures, &c.
Stechert, G E, & Co—12 pgs periodicals.
Milbank, Leaman & Co—3 cs woollens.
Vandegrift, F B, & Co—53 cs champagne.
Downing, R F, & Co—1 cse felt, 1 do meal, 2 do tennis balls, 1 do engine packing.
Dublin, Morris & Kornbluth—2 pgs skins.
Herzog, Simon, & Sons Co—4 pkgs skins.
International Trading Co—1 cse surgical goods, 1 cse ironware.
Pitt & Scott—4 cs printed matter, 1 cse cloth.
Davies, Turner & Co—4 cs printed matter, 1 cse machinery, 1 do picture, 1 do books, 1 do mdse, 1 do notions, 1 do photo.
Sheldon, G W, & Co—1 cse elastics, 2 cs books, 1 box golf balls, 5 cs instruments.
American Express Co—2 parcels mdse.
Vandegrift, F B, & Co—1 cse mdse.
Budd, S—1 parcel mdse.
Leucke & Buechner—1 parcel mdse.
Nicholas, G S, & Co—1 cse mdse.
Walker, G A—1 cse mdse.
Adams Express Co—4 rolls linoleum, 2 bales leather, 1 cse hats, 6 cs confectionery, 5 cs books, 1 cse tin tubes, 2 cs soap, 2 cs boots.
Wells, Fargo & Co—2 cs books, 2 cs furniture, 1 cse pamphlets, 1 do plants, 1 do eggs, 1 do whiskey.
International News Co—10 pgs periodicals.
Van Ingen, E H, & Co—1 parcel.
Stearns, R H, & Co—1 cse cretonne.
Downing, R F, & Co—1 cse iron jacks, 1 do bulbs.
Jacobson, James—1 cse hosiery.
Carbon Machinery Equipment Co—1 cse clothing.
Sanger, H, & Co—8 cs hair nets.
Fleitmann & Co—1 cse silk goods.
Rusch & Co—1 cse tissues.
New York Merchandise Co—1 cse hair nets.
Blum, J A—2 cs silk goods.
Tiedeman, T, & Sons—8 cs silk goods.
Costa, F—1 cse silk goods.
Tolson, A M, & Co—1 cse gloves.
Matthews, G T, & Co—30 pgs tea.
Richards, C H, & Co—2 cs books and lace.
Tice & Lynch—5 cs books, 1 bag frames, 1 cse cottons, 2 do stationery.
U S Exp Co—1 cse scientific instruments, 1 do sundries, 3 do test cords, 1 do briar pipes, 2 do printed matter, 1 do sundries.
Pape, Chas, & Co—1196 bgs potatoes.
Sauer, J P, & Co—318 bgs potatoes.
Rusch & Co—1 cse velvets.
Mallouk, H—1 cse laces.
Bardwill Bros—8 cs laces.
Heyliger, A V—1 cse velvet.
Peabody, H W, & Co—13 bls straw goods.
Simon, A L, & Co—1 cse raw feathers.
Wilson, P K, & Son—2 cs linens.
Manhattan Shirt Co—3 cs tissues.
Broadway Trust Co—3 cs coney skins.
Frost, G—1 cse auto parts.
Young Bros—1 cse feathers.
Wimpfheimer, A, Co—3 cs leather.
Brown Bros & Co—15 cs rabbit hair.
Goldzier, Morris—11 cs feathers.
Cobb, G H—1 cse lace tissue.
Andeffren Ref Mach Co—11 cs refrigerating apparatus.
Suter, Alfred—16 cs machinery.
Amer Exp Co—1 cse packed packages, 3 cs tissue, 2 bls mercury, 1 do earth, 2 do glassware, 2 do printed matter, 1 do straw braids, 2 do straw hats, 1 do cheese.
Meadows, Thos, & Co—3 cs hosiery.
Urchs & Hegnoer—3 cs silk goods.
Cauvigny Brush Co—1 cse brushware.
Johnson, J G, Co—2 cs ribbon.
Judkins & McCormick—3 cs flowers.
Spielman Co—1 cse gloves.
American Express Co—16 cs mdse.
Wakem & McLaughlin—6 bls cork.
Acker, Merrall & Condit—75 cs anchovies, 235 do mustard, 1 do liquor.
Engs, P W, & Sons—190 cs liquors, 25 cs syrups.
Schall & Co—25 cs preserves.
N Y & Cuba Mail SS Co—12 cs butter, 18 cs oil, 2 hhds vinegar, 19 cs vinegar, 6 do preserves, 8 do dry fruit, 10 bdls of 2 cs wine.
Dubois, Geo C—16 hhds wine.
Hollander, H—185 cs wine, 110 do brandy.
Van Rensselaer, C A—10 hhds wine, 18 cs cognac.
Brown Bros & Co—100 cs shelled walnut.
Bernard, Judae & Co—70 bdls cheese.
American Express Co—20 bdls cheese, 2 cs cognac.
Mouquin Wine Co—1 cse liquor, 38 cs oil.
Knauth, Nachod & Kuhne—107 cs mushrooms, 1 do pamphlets.
Lazard Freres—25 cs sardines, 8 do preserves.
Acker, Merrall & Condit—50 cs wine.
Bubois, Geo F—4 cks vermouth, 4 cs wine.
Heidelbach, Ickelheimer & Co—11 cs shelled walnuts.
Brown Bros & Co—100 bls shelled walnuts.
First National Bank of Chicago—800 cs shelled walnuts.
Bischoff, H, & Co—25 bgs rough wood.
Baumert, F X, & Co—50 bdls cheese.
Erie Despatch Co—5 bdls cheese.
Galle, S, & Co—50 bdls cheese.
Rathenberger & Co—190 bdls cheese.
Haupt & Burgi—50 bdls cheese.
Sheldon & Co—40 bdls cheese.
Percival, C—50 bdls cheese.
Stone, C D, & Co—30 bdls cheese.
Phoenix Cheese Co—30 bdls cheese.
Petry, P H, & Co—10 bdls cheese.
Reynolds & Dronig—15 bdls cheese.
Fouger, E—41 cs filter paper.
Munroe, J, & Co—22 cs mushrooms, 15 cs peas, 3 do beans, 10 do mixed vegetables, 13 do peas, 25 do olives, 12 bdls capers, 10 do fish, 20 do mdse.
Austin, Nichols & Co—25 cs olive oil, 14 do mushrooms.
Order—14 cs factice, 12 do gum, 14 csks gum, 255 csks tea, 3 bls skins, 4 cs opium, 3 do window frames, 8 bls skins, 8 pgs skins, 1 cse skins, 2 do horse hair, 2 do silk goods, 8 bls raw silk, 6 pgs hair nets, 200 pgs tea, 246 cs sardines, 30 rolls jute bagging, 1961 bags potatoes, 7 cs raw feathers, 10 do hatters' fur, 3 do tissues, 1 do rabbit hair, 31 pgs crude rubber, 7 cs vegetables, 5 do fish, 10 do syrups, 2 do liquors, 150 do shelled walnuts, 15 bdls cheese, 8 bls buchu, 2 cs grandfather's clocks, 2 do leather.
Holders original bill of lading—19 bls goat skins, 15 cs calabashes, 5 bls buchu, 4 cs calabash bowls, 3 bls sheep skins, 2 cs embroidery, 3 octs wine, 22 cs ostrich feathers, 4 do feathers, 3 bls skins, 33 bags argols, 3 bls sheep skins.

ADVANCE IN MARINE RATES.

Will Be Announced Soon, as Result of Disaster. It Is Said.

Chubb & Son, marine underwriters, said yesterday that although nothing definite had yet been done in regard to an advance in marine insurance rates as a consequence of the Titanic's total loss such advances would probably be announced soon. The firm said that standing alone the Titanic disaster might not have affected the marine insurance communities of this port and London heavily enough to advance rates, but that coming as it did on the heels of a series of grave sea accidents involving serious property loss as well as loss of life it must have a considerable effect. Last year there was an average advance of 10 per cent. in rates on hulls in our coastwise trade.

A member of the firm said in regard to the insurance of bullion: "Fortunately there was no bullion to speak of on the Titanic and therefore there is not the same force attached to an advance in the rate as there would have been had the contrary been the case. If we had been importing several millions of gold from the other side at the time the result would have been an immediate raising of rates. That has occurred on the England to India route in consequence of the recent loss of the Oceana in the British Channel with several millions in bullion aboard. At present the insurance on bullion to Europe is 1-20 of 1 per cent., but I should not be surprised if the rate should be advanced after this."

PEACE COMMITTEE'S SORROW.

Five of Its Eminent Members Lost With the Titanic.

These resolutions were passed at a meeting of the executive committee of the national committee for the celebration of the 100th anniversary of peace among English speaking peoples, 1914-15.

The disaster which befell the Titanic off the Newfoundland Banks has brought bereavement to hundreds of families on both sides of the Atlantic. To our committee the calamity means personal loss, for five members conspicuous in the public life of the English speaking world, have found a final resting place in the northern sea—John Jacob Astor, Francis D. Millet, Isidor Straus, William T. Stead, Charles M Hays.

No epitaph needs to be written, no eulogy pronounced over them, for as long as the world endures their epitaph and eulogy will be found in the women and children and their descendants for whom these men sacrificed their lives.

We sympathize deeply with those who have been bereaved, but we likewise felicitate them upon the heroism which marked the last hour of those whom the English speaking world will hold in fond and grateful remembrance.

ANDREW CARNEGIE,
Chairman National Committee.

BOAT ROOM FOR ALL; THE NEW RULE

Seven Steamship Lines Have Ordered It Put Into Force at Once.

HAMBURG-AMERICAN LED

J. Bruce Ismay, Taught by Experience, Gives the Order to the Others.

Following the example of the Hamburg-American Line, the International Mercantile Marine Company will at once equip all the steamships it controls with enough lifeboats and rafts to save every passenger and member of the crew in time of peril. J. Bruce Ismay, managing director, so ordered yesterday. The lines affected are the White Star, the American, the Red Star, the Atlantic Transport, the Leyland and the Dominion.

Mr Ismay said at the Waldorf while the Senate investigating committee was in recess that he had issued this order as a result of his own observations in the Titanic wreck.

"Everybody learns by experience," he said. "One thing that I learned when the Titanic went down is that the laws relating to the preservation of life are not adequate. They were based, no doubt, on the assumption that the great ocean liners, with their highly developed system of bulkheads, were unsinkable. But experience has taught us that at present there is no such thing as an unsinkable ship. I frankly admit that I was among those who were deluded on this point.

"I have determined to supply all our vessels with a full complement of lifeboats and rafts irrespective of any future or present laws on the subject in this country, England, Holland or any other nation touched by the lines of the International Mercantile Marine. We intend not merely to comply with the law. We shall have a law of our own, and it will require means of safety for every soul up to the full capacity of every boat. In the future there will never be a crisis on the ocean in which there is not room for everybody either in boats or on life rafts that cannot be capsized no matter how rough the weather."

Mr Ismay was asked later in the afternoon how it was that, according to survivors of the Titanic, some of the lifeboats were provided only with bread and water and some with no food or drink at all. Did he know that the British law stipulated that a certain amount of concentrated food and of water must be in each boat?

"I do," he replied, "and I was informed by the Titanic's officers that every boat was equipped just as the law directs."

He was also asked how it came about that the number of seamen assigned to man the boats differed, some having several men and some only one. His answer was:

"Each man had his station."

"But were they at their stations? Were the boats manned about as it was intended they should be in case of emergency?"

"I cannot say," said Mr. Ismay.

The questioner asked if Mr. Ismay could explain how it was that the Baltic learned from the Carpathia by wireless at about 10 o'clock on Monday morning that the Titanic had gone down, while the news did not reach the public here until Monday evening.

"I had no control over the wireless messages," was Mr. Ismay's answer.

He said he would be in Washington at 10:30 o'clock to-morrow morning, the time specified in the subpœnas. P. A. S. Franklin, the White Star's resident manager, said he'd be there too—that he would have attended the inquiry even had he not been subpœnaed.

Emil L. Boas, resident director and general manager of the Hamburg-American Line, said on Friday that the Hamburg-American Line has always provided every possible device for safety and has at all times gone far beyond the official requirements of construction details. The German regulations governing the number of boats and all other safety devices are more rigorous than those of most countries and the Hamburg-American Line in complying with the German law has at all times provided more than the American law requires. Irrespective of the provisions of the law, however, the Hamburg-American Line will henceforth make arrangements on its steamers for sufficient space in boats and other means of saving lives at sea to accommodate all persons aboard.

Mr. Boas has sent the following telegram to Senator Elihu Root:

As you are aware there is a treaty in existence between the United States and the principal seafaring nations of Europe according to which reciprocal inspection certificates are issued in each country with reference to boilers, life saving apparatus, &c., which certificates are recognized in the ports of every country party to the agreement. There is, however, a great divergence in the laws of these different countries in respect of the conditions upon which such certificates are issued. It seems to be imperative that the requirements upon which alone such inspection certificates should be issued and reciprocally recognized shall be uniform and observed by all nations. If this commends itself to your judgment, will you kindly present it to the President to the end if it meets with his approval that steps may be inaugurated by him for an international navigation conference at the earliest practicable date?

NEWS LEAKED ON CELTIC.

Captain Sought to Get His Passengers to Land Before Telling.

The White Star liner Celtic, in yesterday from Liverpool and Queenstown, heard the wireless call of the Titanic for help on Sunday night. Capt. Hambleton of the Celtic says he was then more than seven hundred miles astern of the lost liner and that he could do nothing. He suppressed the news that came later of the disaster so that the pleasure of the voyagers might not be marred, but by some means a cabin passenger learned that the Titanic had gone down with most of her passengers and crew and the report spread through the ship. After that a bulletin was posted in the first cabin telling about the wreck.

The passengers became very nervous and some thereafter slept with their clothing on. The Celtic steamed below the ice line and saw no bergs. While she was off the Banks many of her cabin passengers did not go to bed at all.

The second cabin and steerage passengers were unaware of the foundering of the Titanic until Friday. The crew was plunged into grief, for fifty of their former shipmates had been drafted from the Celtic to the Titanic.

NO SUCCESSOR TO MAJOR BUTT.

War Department Will Not Recognize His Death Until After 30 Days.

WASHINGTON, April 20.—President Taft has not yet asked the War Department to detail a chief White House aid to fill the vacancy caused by the death of Major Archibald Butt, Quartermaster of the army, who is supposed to have lost his life in the wreck of the Titanic. The War Department will not officially recognize the death of Major Butt until after a period of thirty days, when his name will officially be stricken from the army list, his death will be published to the service, his pay will be stopped and a senior captain in the Quartermaster's department will be promoted to the vacancy in the list of Majors.

Major Butt was promoted from Captain on March 3, 1911, and the vacancy will be filled by the promotion of Capt. Ralph Harrison of Missouri. When Major Butt went on leave six weeks ago First Lieut. Charles E. Rockwell of the Engineer Corps was detailed by President Taft temporarily to take his place. Lieut. Rockwell has performed since Mr. Butt's departure the functions of chief White House aid and will continue to act until an officer is permanently selected for this place, which will perhaps be in a week. Lieut. Rockwell is the senior army officer next to Col. Spencer S. Cosby on the White House staff and was the logical officer to assume Major Butt's duties during his absence.

The position of chief White House aide is the most important post perhaps of all on the White House staff. Major Cosby is the senior aide and as such is superintendent of Public Buildings and Grounds. Lieut. John W. Timmons is senior naval aide. He and all the other aides, however, have regular military or naval duties to perform. The chief White House aide has no other duties than to have charge of all White House functions and serve the will of the President or Mrs. Taft.

Col. Charles McCauley of the Marine Corps was President Roosevelt's first White House aid. When he was married Col. Roosevelt chose Capt. Frank R. McCoy, U. S. A. Capt. McCoy served for about four years and was returned to his regiment, and Major Butt, then Captain, was assigned to that duty. Major Butt, it is officially stated, was not selected by Col. Roosevelt, but by the War Department, who had been asked to recommend an officer suitable for the duties. Major Butt was depot quartermaster in Washington when selected in 1908. Under a recent ruling of the War Department all officers who have been separated from their regular commands or branches of the service for four years have to be returned. Accordingly Major Butt would have been returned to his regular military duties some time this summer. He probably would have been made chief quartermaster of the Eastern Division at New York.

MAIL CLERKS DIED BRAVELY.

Worked in Two Feet of Water to Save Registered Mail on Titanic.

WASHINGTON, April 20.—The families of the three sea postal clerks who died like heroes on the Titanic will each receive $2,000 if Congress complies with a recommendation made to-day by Postmaster-General Hitchcock. The Postmaster-General addressed a communication to Chairman Mann of the House Post Office Committee recommending that a provision be inserted in the pending postal bill authorizing the payment of $2,000, the maximum amount prescribed by law for payment to the representatives of railway postal clerks killed while on duty, to the families of the three postal clerks who went down on the Titanic.

"The bravery exhibited by these men," Mr. Hitchcock said, "in their efforts to safeguard under such trying conditions the valuable mail entrusted to them should be a source of pride to the entire postal service and deserves some marked expression of appreciation from the Government. When last seen by those who survived the disaster these three clerks, John S. March, William L. Gwinn and Oscar S. Woody, were on duty and engaged with the two British clerks in transferring bags of registered mail from the ship's post office to the upper deck. An officer of the Titanic said to-day that when he last saw these men they were working in two feet of water."

FRANCE STIRRED OVER BABY BOYS

Consul Sees the Youngsters Miss Hayes Gathered in Her Arms.

SCOTLAND YARD IS TOLD

French Newspapers Take Up the Case and Pictures Are Sent Broadcast.

The two French boys that Miss Margaret Hayes gathered up in her arms the morning after the Titanic survivors foun themselves aboard the Carpathia and took care of until the good ship landed that woful company here on Thursday night were still with her yesterday at her home at 304 West Eighty-fourth street, the young lady, standing by the declaration she made to her astonished parents when they met her at the pier, that she intended to care for these lost babes of the sea until some one with a better claim to them appeared.

Louis and Zola, or Lola, as they appear to be named, were all oblivious of the tragedy through which they had passed and all the stir and fuss they are creati g. Delighted with their new surroundings and all togged up in their new clothes, they played about the house, jabbering away at each other gleefully. Everybody there likes them and when Miss Hayes takes them up and talks to them in their native language they are well pleased, but nothing comes from them as to who they are.

M. Leynau, the French Consul-General, went to the h use yesterday afternoon and spent some time with the boys. He questioned them adroitly, but beyond "Oui" and "Non" and something that was interpreted as "a big place" he could get no information. Through the authorities of his Government the Consul-General will throw out lines everywhere. The story of the boys will be sent broadcast with pictures and full descriptions of them in the hope that some eye will recognize them and direct attention to their parents.

Scotland Yard was called on yesterday through the police here to run down every possible clue. The thing that puzzles the searchers is the mystery as to where the youngsters boarded the Titanic. They think it must have been Southampton or Cherbourg and probably the latter, but the White Star Line officials are unable to throw any light on this. Probably that will come from the Scotland Yard men.

The Children's Aid Society in this city also has been asked to help. Mr. Hayes said he didn't want that fact to be misunderstood, however. He is taking care of the youngsters and intends to keep them at his home until their relatives are found. The society was simply called on because of its experience in finding parents who have become separated from their children.

"There isn't anything we can say about them yet," said Mr. Hayes, "except that they are going to remain here, for the present anyway. They are well behaved boys and there is no doubt that they are gently bred. They seem to be perfectly contented here. It is probable, however, that they have been more affected by what they have passed through than now appears. While they don't show it they are undoubtedly considerably perturbed by their experience, and it may be that when they have outlived their present state of mind the older boy will be able to tell us something that will help us in locating their relatives."

Both boys are in perfect health. Miss Hayes says that for children of their age they have a good vocabulary, but nothing comes out of it to establish their identity. The French newspapers are printing a great deal about the children.

Summer in O. & W. Territory.

Those who are planning for their summer vacation will be interested in a booklet containing information about many pleasant and healthful places in the counties of Orange, Ulster, Sullivan and Delaware. The book is issued by the New York, Ontario & Western Railroad especially for residents of this city, and tells about 400 miles of famous trout streams, pure spring water lakes, magnificent mountain scenery and many other attractive features.

HIGGINS & SEITER
THE LARGEST CHINA & GLASS RETAILERS IN THE WORLD

An unprecedented opportunity to buy China, Glass and related wares at far the lowest prices ever quoted—

Our Removal Sale

Here you can and should supply yourself for a long time to come with everything needful in these household furnishings.

Here, too, you can secure the most for your money in Wedding Gifts of permanent usefulness.

This Sale completely surpasses any similar event, past or present. Our stocks of China and Glassware, being the largest assembled in any Retail Store in the world, offer the widest and most attractive selection available anywhere. The reductions represent *bona fide savings* up to ONE HALF the usual cost.

Nothing but absolutely new goods (except some "open-stock" patterns) will be offered in our NEW HIGGINS & SEITER BUILDING, 9 & 11 E. 37th St. (Opposite Tiffany & Co.). Every article here must be sold before the moving date—about October 1st. Under no other circumstances could we afford to make these wholesale reductions—

Dinnerware—10% to 50%. Brass Goods—10% to 50%.
Fine French and English Plates—10% to 50%. Toiletware—10%.
Cups and Saucers—10% to 50%. Chinese Goods—50%.
Rich Cut Glass—10% to 25%. Teakwood—10%.
Bric-a-brac—25% to 50%. House Furnishing Goods—10%.
French China—10% to 50%. Lamps—10% to 50%.
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