SURVIVORS DESCRIBE ATTACK ON BIG LINER BY SUBMARINE

Admiralty tug Stormcock took 160 of them there late last night; the Cock and the Indian Empire, armed trawlers, carried 200 more; the Flying Fish brought 100; the three torpedo boats 45, and steamers, fishermen, motor boats and tugs accounted for the others, some of whom went to the concentration point by way of Kinsale and the other Irish ports. Figures already at hand are sufficient to state that as a naval disaster the loss of the Lusitania is second only to the loss of the Titanic, when 1,503 were drowned.

There is no doubt the Irish seaport has opened its heart to the sufferers by the appalling calamity. Not only have all the hotels turned over quarters to whomsoever may ask, but private citizens, from fishermen to gentry, have been as quick to respond. Surgeons and physicians summoned from as far as Dublin are able to commandeer any residence for a hospital, and they have a hundred volunteer nurses to aid them. The clothing establishments have generously turned over any article of clothing needed and the private citizens have done the same.

The hysterical, shivering, stunned men and women who came in during last night were in sore need of all this. Many had been hours in the water when they were picked up. Nearly all of them had discarded everything possible to keep them afloat. Women came in wrapped in blankets, several wore men's clothing, nearly all were shoeless, and a great many without stockings. Such of these as were not sent to the hospitals were at once clothed and have tried to forget a little the horrors of yesterday.

Search for Bodies Continues.

The Admiralty, the Cunard Line and all local authorities are doing everything they can to ascertain the truth. Admiral Cocks, in charge of the department of the navy for the district, has ordered every available craft under his command to search for bodies or to locate survivors, if by chance any are in a fishing village unknown to the public.

Representatives of Alfred Gwynne Vanderbilt of New York have arranged for a fleet of tugs to search for his body, while their agents ashore are visiting every point where he possibly might have been taken if picked up alive. Friends and relatives of other men, Mrs. Klein, wife of the playwright, friends of Mr. Forman and of the Hubbards, have sent cablegrams urging individuals to spare no expense to ascertain the truth. It is safe to say that this afternoon from Cape Clear to Waterford on the north every inlet, bay, fishing village, little port or large port was searched and every foot of the beaches scanned to find bodies of the dead.

The thirty-four hours that have elapsed since the big Cunarder was sent to the bottom without warning with her nearly 2,000 non-combatants has only served to increase the terrible anger of the country over the deed. There are no hysterical outbursts, and except for some demonstration on the Stock Exchange to-day against naturalized Germans no overt acts have occurred. The newspapers are making every effort to treat the situation with restraint. Conversations in the street, in the clubs, in the public meeting places are quiet, but none the less intense. It is safe to say that when Parliament convenes on Monday there will be some expression—there is bound to be, and in all likelihood some definite announcement from the Government. In the meantime the country can only await news. All attention seems now to be centred upon one man, who will soon tell what he knows, and that man is Capt. W. T. Turner of the lost liner, who is lying ill at the Imperial Hotel, Queenstown, after three hours in the water.

Captain on Bridge When Torpedo Struck.

Turner will be able to tell definitely what happened, for he was on the bridge when the first torpedo struck, having taken his post there as the big ship swung in toward the Irish Sea and the danger zone. His physicians have refused to permit him to make any public statement and he will withhold it for the official inquiry which is to begin to-morrow. The authorities will ascertain from him what warning he had of the German determination to sink his ship, what precautions he took, what precautions, if any, the Admiralty took to guard him, at what time the submarine was first sighted, and what was done to save passengers. Only Turner and his first and second officers are alive of the men of the bridge. The engine room perished almost to a man and only a few of the stokers are living.

This much is fairly well established unofficially from the statements of survivors:

The Lusitania took precautions as she came into the danger zone. Although just what they were cannot be learned in detail. The lifeboats, both to starboard and port were swung out ready to be lowered, the watertight bulkheads and compartments were closed and a course near to the coast was taken in order that in case of being struck there would be a chance to make a run for the shoal waters.

The speed of the ship at 2 o'clock yesterday afternoon was around sixteen or eighteen knots. There were double watches of lookouts forward, aft, and on the bridge. Nothing of this was known to the passengers.

The excitement which was shown by the passengers of all classes when the ship entered the danger zone in the early morning had been lulled by the brightness of the day, the relative calm of the water, which permitted even landsmen to see a great distance without espying a single suspicious object. Laughing at their own fears they went below for luncheon at 1:30, the 290 first class passengers joking about the undersea boats, the women nervously expressing their belief that nothing could touch them.

Lookout Saw Periscope.

They were all below at 2 o'clock except a very few on the upper deck when a lookout on the bridge caught the reflection of the slender hooded rod of a periscope on the starboard side, about 1,000 yards distant. The submarine then was on the forward quarter moving slowly toward them and, when this was reported quickly before the clang of the engine room telegraph could register the call for "full speed ahead" other lookouts picked up the white froth in the deep color of the sea telling of a speeding torpedo. One was caught in an instant and another was seen just to the rear of it. There was hardly more time, for that whitened streak crashed into the hull of the ship and heavy as she was the big steamer lurched under the force of an explosion that simply tore a great section of plates into twisted steel ribbons. There was hardly time for the stricken ship to right herself before the second streak landed, just at a point abaft the main engine room and again the great ship lurched, swung and settled back.

All this came as quickly almost as a man can clap his hands. There was no time for a shout or a cry of alarm. The passengers at the table, the crew at their quarters could only sway forward and spring up speechless. Then it is likely there was a third explosion, but this is not settled definitely. Some of the survivors have reported such a thing, but it cannot be told whether this was the blowing up of the explosives in the cargo or a nest of boilers. The Lusitania, big and powerful as she was, was then nothing more than a sieve of steel on the waters.

Capt Turner, on the bridge, after giving hurried orders for full speed, had ordered the ship turned toward the headlands of Ireland, so near to them, but at that very instant the engines ceased to act. Everything run by steam or electricity or any other power aboard the Lusitania was dead.

Wild Rush to Decks.

By that time the passengers on all decks and the crew were rushing to the upper decks. The elevators of course were out of service and it was a rush up the companionway stairs through the wide doors. Those that turned up the sloping decks toward the port side were almost certainly doomed; those who came to the starboard, the side of the list, had a bare chance.

The Lusitania had lifeboat accommodations for 2,604 persons, counting lifeboats on both sides and rafts slung amidships, but almost every boat to the port side was forever useless from the start. The heavy craft swinging inboard under the careen of the ship were unmovable. Only those boats on the port side were available. There were about twenty of them in all and under the most favorable circumstances capable of carrying 1,000 persons. But that would mean several hours to disembark, deliberate action, absolute coolness and a flat, calm sea. There was not more than fifteen or twenty minutes to save who could be saved on the Lusitania, and those minutes carried with them a tragedy for nearly 2,000 persons.

There was no panic aboard the ship. It would not be fair to call it that under the circumstances. The trained crew took stations, boats were manned and the women called for first, but nothing could prevent a rush of these women with the little children for the nearest thing that offered safety. That is why, as some tell in Queenstown, several of the boats, probably four, upset on their davits; why one or two overladen and untrimmed capsized in the water.

Men of the crew and of the passengers helped all they could, but it was not within reach of human possibility to do it without accident. Other men and women too went to the life belts, which were hurriedly distributed by the crew. That saved almost as many as the boats.

Women Jumped With Children.

The big ship seemed to be sliding down bow foremost in little jumps, dropping a foot a second or more, all the while listing more heavily. There was nothing else for any of them to do who could not reach the small boat but to jump for it, and jump they did. Mothers jumped with children in their arms.

In the morgue at Queenstown tonight there lies a woman who still clasps in her arms her three-months-old child. She must have lived a little while after she jumped, supported by her life belt, but the terrible chill of the water soon took the life of the baby. There are two little girls encircled with life belts dead there also. The water killed them. There are so many women, some of them young and pretty, all of whom perished. They were drowned when, numbed and delirious, they ceased to struggle. It is said that the small boats of the Lusitania remained on the spot and picked up as many as they could, but it was beyond all power to save the hundreds who must have been struggling in the water after the ship went down. Many of these went down with the suction of the huge bulk as it dropped to the bottom, 240 feet below the surface, but they came up unconscious.

Sure Liner Wouldn't Sink.

A despatch from Cork says:

"All accounts agree that there was complete absence of panic among the passengers and crew and that magnificent courage and self-discipline were displayed. The firmly rooted belief that the Lusitania would not sink may have contributed to this, and the behavior of the ship after she was struck increased the confidence, because, after the first heeling to starboard, she remained stationary, convincing everybody that she would float in that position.

"Capt. Turner said to questioners:

"'Well, she was just taken from under me.'

"He refused to comment further until the inquest, which will be held at Queenstown, probably on Monday."

It is known that Capt. Turner remained on the bridge of the ship until that structure was submerged, after which he grabbed a ladder and climbed up through the water. When he reached the surface he caught a drifting oar and afterward a chair which was floating. He clung to this chair for nearly two hours and finally when the chair was watersoaked and began to sink he raised his arm for help. The flash of the gold braid was caught on a rescuing boat, which came to his aid and dragged him aboard.

He was able to leave his room late this afternoon, but he would not speak for publication, holding all statements for the inquest, which is to begin at Queenstown on Monday.

The belief is current among the survivors that a third torpedo was discharged at the Lusitania as the boats were launched and that this torpedo wrecked several of the lifeboats, thus increasing the mortality.

A boatswain supports this story, which he says is a fact.

The view also is common that the first torpedo would not have sunk the vessel and that the second blow caused the sinking.

One of the Lusitania's stokers, an Irishman named Tonmera, says that he was working as a stoker on both the Titanic and the Empress of Ireland at the times they were lost.

Disaster Aids Recruiting.

The sinking of the Lusitania has stimulated recruiting for the war, and today it was the briskest in months. Men inflamed by the destruction of so many non-combatants appeared in throngs to fight against Germany.

Reynolds's *Newspaper* gives prominence to a statement by Hall Caine, wherein he asks: "What has America as a nation to say to the American widows and orphans who are weeping while the world is listening and waiting?"

A despatch from Waterford says that a German submarine stopped a trawler off that port this morning and the commander boarded, questioning the fisherman closely about the Lusitania. He made no comment when he heard the news, and after replenishing the submarine's larder with fresh fish allowed the trawler to go on its way.

It is known that several of the survivors lost very large sums of money by the sinking of the ship. This money had been deposited with the purser. George Kessler, the New York wine merchant, declares that he had deposited securities valued at $2,000,000 in the ship's safe. However, this need not be a loss, as duplicate certificates may be obtained.

Some of the American victims of the Lusitania disaster whose deaths will figure in the representations the U. S. Government will make to Germany.

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MRS E.G HUBBARD.

RUSH FOR BOATS PROVED FATAL, SURVIVORS SAY

Continued from First Page.

low passengers were excited they left the second cabin in good order. He described how he jumped twelve feet into a boat which was being lowered. The ropes stuck before it reached the water. It hung there until a stoker chopped the ropes and the boat dropped. It was heavily laden, but lit right side up. Subsequently it was swamped. Dr. Moore jumped, caught on some wreckage which kept him afloat until he managed to get to a life raft upon which twenty-five persons had taken refuge.

Sets Boy's Injured Leg.

A little later they were taken aboard a patrol boat which rescued many persons, among them a little boy whose thigh had been broken. Dr. Moore set the boy's leg in improvised splints. The passengers all were shivering with cold and in urgent need of assistance.

Isaac Lehman of New York was in the smoking room of the first cabin when the ship was struck. There was no particular excitement, he declared.

He went at once to his cabin, wher he got his revolver and a life belt. Returning to the upper deck he stood beside a boat which was waiting to be lowered.

"I said to the man in charge," he continued, "for God's sake, lower the boats." The man replied: 'The captain's orders are not to lower the boats.'

"I drew my revolver," continued Mr. Lehmann, "and announced that I would shoot if the boat was not lowered at once. It was lowered. There were about sixty of us in it. As it reached the water it lurched and struck the ship's side and many of its occupants were injured. At this moment we heard an explosion inside the ship well forward and two minutes later she went down. I was thrown clear of the wreck by the terrible suction which upset our boat, but as I came up I caught two oars, to which I managed to cling, keeping afloat four hours before I was picked up."

H. W. Taylor and his bride, who come from Niagara Falls, N. Y., were on a honeymoon trip. They were separated at the moment the ship went down and were reunited almost by a miracle. Mr. Taylor placed his wife in a life boat filled with other women and cut the boat free after kissing her good-by.

"Then I stood on the rail and waited for the end," he said. "I can't swim a stroke and I knew it was useless for me to jump, as I hadn't even a life belt.

"I went down with the ship. After what seemed to be an eternity I came to the surface and grabbed frantically at some pieces of wreckage. They could not help me and I went down twice more before I felt a hand on my collar and somebody pulling me up into a boat. Then I felt a woman's arms around my neck and I opened my eyes to discover that the woman was my wife, sitting in the boat just where I had put her."

D. A. Thomas, the Welsh colliery owner, who was among the saved, told a succinct story of his experiences. He said:

"We were at luncheon when suddenly the vessel was stopped and shook from stem to stern with the force of an explosion well forward that seemed to throw her on her beam ends. We had not believed it possible that an attack would be made upon us, but there was not a passenger who did not realize that the unexpected had happened. The explosion was followed by another equally forcible and the big steamer shuddered and almost immediately began to list to port.

"It was a dastardly outrage, deserving the condemnation of the entire civilized world."

Robert Rankin of 116 Schuyler place, Ithaca, N. Y., a mining engineer, said:

"I was standing on the deck talking to Thomas Bloomfield of New York and Isaac Lehman, a Canadian, when I saw part of the conning tower and periscope of a submarine. I exclaimed: 'That looks like a torpedo.' Bloomfield said: 'My God, it is a torpedo!' Almost before he had the words out of his mouth there came an explosion. The vessel was deluged with black smoke and a rain of debris fell about us. It rained on us for two minutes, I should think. The second cabin passengers rushed through the barriers toward the boat deck and the steerage passengers also were panic stricken. When the water was within twelve feet of the deck I missed my companions. I jumped overboard and swam to starboard. There I was picked up by one of the starboard lifeboats, which was in charge of the coolest man I ever saw, Welch, the second steward, who picked up me and thirty-two others."

Praise for Patrol Crews.

Mr. Rankin praised in the highest terms the work of the officers and crew of the patrol boats and of the Queenstown sidewheel steamer to which the survivors were transferred.

"Many women were among the saved," he continued. "I met one who was hugging two babies to her breast. As soon as the torpedo exploded all of the lights in the ship went out and it was inky black below decks. This hell hole proved the death place for hundreds, who were drowned like rats in a trap."

Mme. de Page of the Belgian Red Cross said that when she saw that the Lusitania was about to founder she jumped into the water to avoid the suction.

"But I was drawn into the vortex of the sinking ship and carried down," she continued. "When I came up there was nobody in sight. I was picked up by torpedo boat No. 4, which rescued twenty others. The commander, Capt. Burroughs, was very kind to the survivors, among whom were Richard Freeman of Boston and Herbert Stone of New York, son of the general manager of the Associated Press."

Criticises Action of Stewards.

R. J. Timmis, a cotton buyer of Gainsville, Tex., said that many of the passengers were persuaded to get out of the lifeboats and return to the liner by stewards who ran to the vessel's side crying out that she was all right and would not sink.

"I was dining," said Mr. Timmis, "when the Lusitania was struck. I rushed to my cabin for my lifebelt. Before I could adjust it I was compelled to surrender it to a panic stricken steerage woman who had none. I went to the port side, where I saw one of the lifeboats get away. I assisted the crew in lowering the next boat, but it turned over and threw the sixty occupants into the water.

"At this time the stewards began rushing around the deck crying, 'She's all right; she isn't going to sink! Get out of the boats!' Many of the people complied and returned to the decks. Before they could get back in the boats the Lusitania was awash. I was submerged when she plunged under, but I am a good swimmer and was able to keep afloat."

"To Bottom of the Sea."

Mrs. Martha Whyatt, 60 years of age, of New Bedford, Mass., where she had just buried her husband, was on her way to live in England. She was travelling alone.

"I couldn't reach a life boat," she said, "so I could only stand still clinging to the railing. I stood there as the ship went under and it seemed as if it drew me almost to the bottom of the sea. When I came to the surface strong arms drew me into a boat. I cannot remember all I saw or felt in the water. It is a hideous, terrible picture in my mind."

The Misses Agnes and Evelyn Wilde of Paterson, N. J., were at luncheon in the second cabin when the torpedo struck. "We clung to each other," said Miss Agnes, "determined not to become separated, no matter what happened, even if we went to the bottom. We were almost immediately thrown together into a boat and there my arm was hurt."

Miss Wilde's arm, which hangs useless at her side, shows the hurt she received.

"We were in the boat with thirty-six other persons," she continued, "and after several hours were picked up by a fishing boat with a crew of four. They towed us for several hours, intending to take us into Kinsale. But the government boat came along and took us to Queenstown. Of course we were drenched and very cold, as well as penniless, but we went to a shop and there they fitted us out with everything from shoes to hats as a gift.

"We are only beginning now to realize what we have gone through. In the boat with us were several persons we have not seen since. We remember the name of J. Wilson, J. B. Lane and Miss Kaye, a sixteen-year-old girl, travelling alone to London to join her mother."

ON WAY TO LONDON.

Survivors Have Only Life Belts as Baggage.

Special Cable Despatch to THE SUN.

LONDON, May 9.—A late despatch from Holyhead reports that the first section of the survivors to the number of 196 crossed from Kingstown to that point to-night and are on their way to London. In the party are 140 passengers from the second and third class and 45 from the first class. There is one child in the party. They were taken to Kingstown in a special train from Queenstown. They crossed on the steamer Munster and Capt. Thomson, her commander, saw to it that all were fed and comfortably cabined.

Although the Irish Sea at that point is in the German "danger zone" the survivors were not affected by the fact. They have been through too much to contemplate any further dangers. Their clothes betokened their experiences, showing signs of immersion. Many of them had as their only baggage the life belts which saved them and which they will retain as souvenirs.

Among the Americans who are on the train are N. N. Alles of New York, Mrs. H. R. Frost, George A. Kessler, George Scott, Miss Virginia Loney, C. C. Hardwick of New York and Oscar F. Grab.

N. N. Alles of New York said:

"I was standing on deck by one of the funnels when the vessel was torpedoed and saw the torpedo coming. When it struck the ship was shaken by a great convulsion and began to settle. The second class passengers were filling the lifeboats. We first class passengers refused to believe that the ship would go down and made little effort to get away.

"Another moment and a deep lunge sent the mast over the funnel deck. I was washed overboard and swam straight away for fifteen minutes. I heard the Lusitania's final plunge behind me.

"Finally I reached a raft and struggled aboard. Five minutes later we found Lady Allan, who had been battling bravely to keep afloat, but was ready to give up. We hauled her aboard and laid her on the centre of the raft.

"One of those on the raft was a stoker, whose arm was hanging by shreds. A young Chilean physician, whose name I don't know, severed the arm and threw it into the sea. Then, with his arm crudely bandaged, the stoker joined in singing 'Tipperary' and other songs. We were singing to keep up our hearts."

WILSON TAXED TO CHECK RISING TIDE

Continued from First Page.

consider it an act of war and proceed accordingly.

It is held also that to seize Germany's property is not the most fitting form for the answer of the United States to take. Neither, it is believed, would the loss of these vessels swerve Germany from her present course.

A more elaborate plan, partly German in origin, suggests that this action be taken and then followed up with other measures designed to compel both Great Britain and Germany to observe international law.

After seizing the ships it is suggested that the President might ask Congress to grant him authority to impose an embargo on arms and ammunition. The threat of this action, it is predicted, would find Great Britain quickly yielding to the United States with regard to her so-called blockade.

Germany, on the other hand, has already given assurance that she would abandon her submarine operations if Great Britain would respect the Declaration of London as to contraband of war and trade through neutral countries.

Germany has already tried to use the United States to alter the British policy. This plan, which is partly German in origin, is generally regarded as exceedingly dangerous and one that might involve the United States in war with both Germany and Great Britain.

It was made known here to-night authoritatively that the President has no thought of calling Congress together. There is much satisfaction upon the part of the Administration that Congress, as fact, is not now in session to engage in heated discussions. Should, however, the President's decision call for any demands on the resources of the country, it is regarded as a certainty that Congress will be assembled.

One of the most serious questions raised here is that of the duty of the United States toward the world and civilization in the present emergency. Failure on the part of the United States, as the leading neutral and the chief neutral sufferer by the German submarine operations, to resist the German programme by act as well as by word will go far toward establishing such acts as the recognized means of warfare, it is asserted.

WILSON ASKS DETAILS.

Ambassadors Gerard and Page Told to Send Full Information.

WASHINGTON, May 8.—The only action taken by the Administration to-day in regard to the Lusitania was to send instructions to Ambassador Page at London and Ambassador Gerard at Berlin to obtain from the Governments to which they are accredited such information as they may possess concerning it.

This is the third instruction of this character sent to Mr. Gerard in a week, but not a word has been received from him.

In view of the difficulty the State Department experiences in getting messages to and replies from the embassy at Berlin the absence of any word from him is attributed to the delay due to a roundabout method of communication.

PUBLIC APPEAL BY WILSON.

Plea for Calmness Expected When He Speaks To-morrow.

WASHINGTON, May 8.—President Wilson's speech to the 4,000 new naturalized citizens at Philadelphia on Monday may be the most important utterance from him of many months.

It was predicted to-day that the President would avail himself of the opportunity to deliver an appeal for calmness to the American people and possibly to make some announcement regarding the course that this Government is prepared to pursue in the crisis brought on by torpedoing of the Lusitania.

KIN OF MISSING SEEK HOPE AT CUNARD OFFICE

Continued from First Page.

Mich., arrived here yesterday from their home and went immediately to the Cunard offices to get information concerning Scott Turner, a mining engineer of Lansing, who had embarked on the ship. They waited in the offices until 6 o'clock and then went away, having made arrangements to inquire by telephone or call again in the evening.

Chaplain Edward B. Smith of Governors Island came to inquire for Major F. Warren Pearl, U. S. A., retired, who sailed with his wife and child and a maid. The lists indicated that they had been saved.

Howard Brokaw sent word to the offices of the Cunard that he had sent J. L. Leary and F. B. King abroad to buy woollens. He received an unsigned message saying "Saved. Everything lost. No money." Samuel Roberts, a brother-in-law of George A. Kessler, wine merchant, said he received a message from Mr. Kessler saying "Saved. Unharmed. In water three hours."

James Kay of 852 Rhinelander avenue, The Bronx, after waiting Friday and part of yesterday in or near the Cunard offices, received word last night that his little son, Robert, was saved. He received no word whatever of his wife, who also was a passenger on the Lusitania.

Edwin W. Friend of Farmington, Conn., among the missing passengers of the Lusitania, was a graduate of Harvard, 1909, and was 30 years old. He made a specialty of the dead languages and philosophy in college. He got a scholarship in the University of Berlin and after spending a year there taught at Princeton. He next became connected with the Society for Psychological Research and was the editor of its official magazine.

TWO FRENCH LINERS SAIL.

L'Espagne to Follow New Course and Not Send Wireless.

It was felt yesterday in shipping circles that if the republication of the official German warning in the afternoon papers had special reference to ships leaving this port yesterday it referred to the French liner Espagne, which left at 3 P. M. for Bordeaux, and to the Patria, also under the French flag, which sailed for Naples and Marseilles.

Just before the Espagne left her pier ten passengers refused to take the risk and declined to go aboard. The Espagne carried eighty passengers in the first cabin, sixty in the second and 110 steerage.

"I have not decided what course I shall steer," Capt Laurent said just before the Espagne sailed, "nor will I decide until we are well out to sea. I have no special fear of an attack, but it would not greatly surprise me if the German submarines now turned their attention to the French vessels. We are not going to take any more risk than we have to. We will not allow any wireless messages to be sent from the ship."

Special Niagara Falls Excursion $11 ROUND TRIP Decoration Day

Tickets are good going on night trains May 28, all trains May 29 and morning trains May 30. Good to return until June 1st. Spend Decoration Day at Niagara Falls—one of Nature's marvels.

Vacation Booklets Free

The following booklets give valuable information about vacation points. They are free for the asking at any Erie ticket office, or will be mailed on receipt of 5c. postage. (Address requests to the General Passenger Agent.)

"Rural Summer Homes on the Erie Railroad"
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245, 399, 1278, 2081 Broadway; 225, 264 Fifth Ave.; 1 West 125th St.; Chambers St. Ferry; West 23d St. Ferry; Hudson Terminal Building Concourse, New York City. 24 Court St., 726 Fulton St., 954 Broadway, Brooklyn. 122 River St., Hoboken, or any Erie suburban station Ticket Agent.

ERIE

Telephone Messages To the Warships

WHILE the Fleet is in the North River, this company will maintain public telephone stations, in charge of attendants, at various official landings along the water-front.

Telephone messages for those aboard any of the ships may be sent from any telephone to these stations. The attendant will write the message down, place it in an envelope, and the Naval authorities will deliver it by the next boat leaving the landing for the ship you desire to reach.

Stations will be open from 8:00 A. M. until midnight.

Just ask "Information" for the telephone number of the station nearest the ship you wish to reach, or call at any of our Commercial Offices and secure a list of the warships with the telephone numbers of the stations.

NEW YORK TELEPHONE COMPANY