NAMES OF AMERICANS ON BOARD THE SUSSEX

WASHINGTON, March 25.—The following list of the Americans who are known to have had passports vised for passage on the cross channel steamer Sussex was given out by Ambassador Page in London:

ARMITAGE, Joshua D.
BALDWIN, Prof. James Mark, Baltimore and Paris.
BALDWIN, Mrs. Helen
BALDWIN, Elisabeth S.
BARNES, Gertrude L., New York.
BEMIS, Samuel Flagg, Medford, Mass.
CROCKER, George H., Jr.
CROCKER, Charles T.
CULBERTSON, T. W., Pittsburg.
DEEE, Henry.
DEEE, Ida
DRAKE, Francis E.
HALL, Edna
HANDYSIDE, Mrs. Clarence, New York.
HARDE, Edna S.
HARDE, Lillian C. S.
HEARLEY, John H., Albany, N. Y.
HILTON, Mrs. Edward, New York (Edna F. Hilton).
HILTON, Dorothy W. Phillips.
HUXLEY, Edward H., New York.
MARSHALL, Edward, New York.
PARKER, George Herbert (Henry?), Jr.
PENFIELD, Wilder G. (G.?) of Wisconsin, a Rhodes scholar at Oxford.
RUIZ, Alice W.
SARGEANT, Daniel.
SENNELL, Mrs. Tollite
WARREN, Mrs. Gertrude W., St. Louis.

Note—Names in black type denote those not yet reported saved.

AMERICANS ON TWO TORPEDOED SHIPS MISSING

Continued from First Page.

time after the explosion, while the boats which had left her remained at hand, and the wireless operator attempted to rig up a substitute for the aerials, which, with the foremast, had been blown away by the explosion. The operator was not successful in these efforts.

Soon after the lowering of the boats a sailing vessel was sighted and was signalled, but failed to respond. The pumps of the Sussex held back the water, and before dark those who had taken to the boats returned to the vessel. Through the early part of the night rockets were sent up.

These were finally answered by a trawler, which drew near and took off as many persons as it could carry and carried them to Boulogne. Soon afterward a British destroyer arrived and took off the remaining passengers, transporting them to Dover. Five bodies were left aboard the Sussex.

It is reported that there were 270 women and children aboard the Sussex. Most of the passengers are believed to have been of Continental nationalities, but details of this sort are meagre. No bookings are made for individual steamers in London, the names of the passengers being taken as they go aboard the ships at the channel ports.

Survivors say that the only physician aboard was an American woman, whose work in caring for the wounded and those rescued from the water is highly praised. The survivors seen did not know the woman's name.

Several British naval officers are said to have been aboard the Sussex and to have sent reports to the Admiralty giving details of the disaster. It is reported that these officers picked up pieces of steel from the deck and are forwarding them to the Admiralty.

Reports received in London to-night stated that "a very high English personage," whose name could not be divulged at the present time, was aboard the Sussex and that he took command of one of the lifeboats and went to the rescue of an Italian woman who, becoming irresponsible when the explosion occurred, jumped overboard.

In this connection it is noted that Premier Asquith, Lord Kitchener and other members of the Cabinet were expected to go to Paris in the latter part of the present week or early next week to attend the allied war council, and the suggestion is made here that one of these may have been the "high personage."

SURVIVORS IN PARIS.

One Says at Least Fifty Passengers Lost Their Lives.

Special Cable Despatch to THE SUN.

PARIS, March 25.—The first train carrying survivors of the Channel steamer Sussex believed to have been torpedoed in the Channel yesterday, reached Paris at noon to-day. The Sussex was taken into Boulogne late last night. Among the arrivals in Paris were several Americans, who went to the American Embassy and made depositions. Several of the Americans said they distinctly saw the furrow of a torpedo for some 200 yards before it reached the steamer.

The American consular agent at Dieppe telegraphed to-day that there were 286 passengers and a crew of fifty-five aboard the Sussex. It is believed that the passengers included a dozen Americans. It is definitely known that one of these was wounded. Among the Americans known to have been saved was Samuel Flagg Bemis.

Feared for R. W. Bliss.

For a time it was believed at the embassy here that Robert W. Bliss, secretary of the embassy, and his wife were on board the Sussex and when word was received that they had not been handed among the survivors the embassy was extremely anxious. Later on definite news reached the embassy that Mr. and Mrs. Bliss were not aboard, but that they had taken the Southampton-Havre route in crossing the Channel.

Percival Dodge, who was sent to the Paris Embassy by the State Department in Washington early in the war to take charge of German and Austrian interests, has been sent to Boulogne to investigate the cases of Americans aboard the Sussex and accident to the vessel.

American passengers on the Sussex say that several were killed aboard the vessel and that several were thrown into the water and drowned. Lists of the survivors or the lost are not yet available.

The various accounts of the sinking of the steamship vary in regard to her position at the time of the disaster. According to one version she was a little more than half way across the Channel. Other versions say that she was about six miles from the French coast. The embassy is convinced that the Sussex was sunk by a torpedo, not by a mine, and that sufficient evidence on this point was taken from persons who saw the track of a torpedo.

Fifty Reported Dead.

An English passenger says thirty persons were killed aboard and twenty drowned through falling overboard as a result of the shock of the explosion or of jumping for the boats.

The whole forward part of the bow was blown off. This passenger says he saw a woman lying dead on the deck whom he knew from previous conversation with her to have been an American. He did not know her name. He placed the time of the explosion at 3 o'clock.

The American Embassy informed the correspondent of THE SUN that according to the embassy's information the Sussex was torpedoed and that the attack was made between mid-channel and the French coast. The torpedo, according to the embassy's information, struck the vessel in the bow and caused a formidable explosion. The watertight compartments, however, held and the vessel was towed to Boulogne.

BOTH SHIPS SUNK IN ANGLO-TEUTON FIGHT

German Raider, Going Down, Fired Torpedo and Briton Shared Her Fate.

ENGLISH TOOK 120 MEN

LONDON, March 25.—One of the fiercest naval battles of the war was fought on February 29 last in the North Sea between a German sea raider and a British armed merchant steamer. Both vessels were sunk during the battle, but the British captured five German officers and 115 men out of a total crew of 300. The British losses were five officers and sixty-nine men.

The official announcement of the fight was made to-day, only because the details had reached the German authorities, so there was no longer any need to conceal the facts.

The German raider, the name of which was the Greif, was attempting to make its way through the British patrol, having painted on its side the Norwegian flag. The British vessel was the Alcantara, of 15,300 tons, one of the Royal Mail Steam Packet Company's fleet. She was 570 feet long, built in Glasgow in 1913 and has been in war service for some time.

The Admiralty issued the following statement this afternoon:

An engagement occurred on February 29 in the North Sea between the armed German raider Greif, disguised as a Norwegian merchant vessel, and the British armed merchant cruiser Alcantara, Capt. T. N. Wardle. It resulted in the loss of both vessels, the German raider being sunk by gunfire and the Alcantara apparently by a torpedo.

Five German officers and 115 men were picked up and taken prisoner out of the total complement, believed to have been over 300. The British losses amounted to five officers and sixty-nine men.

It should be noted that during the whole engagement the enemy fired over the Norwegian colors, painted on the side of the ship.

This news is now published, as it is made clear by the receipt of a German wireless message that the enemy has learned that the Greif, a similar ship to the Moewe, has been destroyed before she succeeded in passing our line of patrols.

There are three German steamships called the Greif. Of these the largest is of 1,165 tons, 235 feet long, and was constructed in 1912.

It is reported that the Greif attempted to run the blockade the day the Moewe returned. Evidently it was expected the patrol squadron would be engaged in hunting for the Moewe, but the cordon of auxiliaries left no loophole.

Seeing herself in a tight hole, the Greif turned eastward, proceeding toward home in a leisurely manner so as not to attract too much attention when she sailed by the Alcantara.

The two ships lay almost side by side while the captain of the British steamer inquired by megaphone for particulars of the strange vessel, which according to the official report had the Norwegian colors painted on her sides, but which flew no flag. The inquiries from the Alcantara were answered in perfect Norwegian, but the actions of the raider aroused the suspicions of the British auxiliary. She was lowering a boat to send a searching party aboard when the Germans opened fire.

The action is described as one of the hottest of the war, recalling duels between evenly matched frigates in the days before the time of ironclads. According to the British account the German raider was put out of action by a few broadsides and sank after twelve minutes.

She was followed to the bottom a few minutes later by her victorious adversary, which evidently fell victim to a torpedo launched from the Greif's tube a moment before the raider disappeared beneath the waves.

Other British warships soon appeared on the scene and rescued many members of the crews of the two fighters.

The naval authorities state that the Greif was as well equipped for raiding as was the Moewe.

Steamship Sunk; Passengers Saved

LONDON, March 25.—The British steamship Salybia has been sunk, Lloyd's reports. The passengers and crew were saved. The Salybia, of 3,352 tons, was last reported as leaving Barbados on March 3 for London.

Grow Something

Raise your own garden vegetables this year. Even without considering the advantage of fresh, crisp vegetables the actual saving should give you a sufficient reason for growing something yourself this summer. The cost of the seeds is the smallest part of your investment but the most important. Every package of Henderson's Seeds has behind it the practical experience of 69 years.

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(Opposite Hudson Terminal)

DEATHS ON SUSSEX ALARM WASHINGTON

U. S. Note on U Boat Issue Held Up by News of Killing of Americans.

GERMAN CRISIS LOOMS

WASHINGTON, March 25.—News of the loss of American lives by the destruction of the British steamer Englishman and the damaging of the Channel liner Sussex by torpedo or mine came as a distinct shock to officials here. No secret is made of the fact that the submarine issue with Germany may rapidly reach an acute stage as a consequence.

President Wilson received the official confirmation of both reports early and Secretary Lansing will transmit to the White House further details as they reach here. Immediate instructions were cabled to Consul-General Skinner in London to gather all available facts and institute a thorough investigation.

Meanwhile both President Wilson and the State Department have no other course to follow than to suspend judgment pending further official information. Secretary Lansing, however, will interrupt his work of preparing a memorandum outlining the position of the United States on the armed ship and submarine issues pending the result of these two latest cases semi-officially described as constituting apparently "the most flagrant violations of the laws of humanity."

A preliminary report from American Consul Armstrong at Bristol stated that the Englishman was torpedoed and that four Americans were missing. The Englishman, of the Dominion Line, was returning to Portland, Me., after having transported horses to France for the Northwester Trading Company of New York. The State Department takes the view that it was in no sense a transport, but was returning to America after having been engaged in legitimate commercial business. Consul Armstrong's despatch referring to the vessel's destruction was as follows:

"Dominion Line steamer Englishman torpedoed; time and place unknown here. Survivors brought into northern British ports. Thirty-three so far believed saved, six more reported as possibly rescued, leaving shortage of eighteen. Following Americans were on board: Peter McDonald, 8 Cherry street, Boston; P. Buckley, H. A. Burke, horsemen, addresses unknown here; George MacDonald, trimmer, 37 Common street, Lawrence, Mass. Their names are not included in the list of thirty-three so far rescued.

"Englishman was bound for Portland, Me. Left Avonmouth 21st instant. Transported horses to St. Nazaire, France, for Northwestern Trading Company, New York. Was not on Government business. No further particulars at present available in Bristol."

The fact that Consul Armstrong makes the statement without qualification that the ship was torpedoed convinces officials here that evidence is at hand to show that a submarine and not a mine was responsible.

The official report from Consul-General Skinner concerning the damaging of the Channel liner Sussex reached the State Department almost simultaneously with the report concerning the destruction of the Englishman. Mr. Skinner reported that he had vised passports for about fifty Americans who expected to embark on the Sussex.

Consular reports on the explosion of the Sussex to-night bore out the assertion that the vessel was torpedoed, according to State Department messages from Ambassador Sharp at Paris. The United States Consul at Dieppe said positively that the vessel was torpedoed.

One unpleasant feature of the apparent renewed German submarine activity is that it gives color to unconfirmed reports reaching Washington that the German secret orders to submarine commanders which went into effect on February 29 did not in any way curtail their instructions to the wishes of the United States, but urged the importance of a policy of concealment whereby it would be difficult, if not impossible, to lay the proof at Germany's door.

According to these reports, which have permeated diplomatic circles, the German Government would not acknowledge responsibility for any submarine attack unless it could be proved that the submarine was of German nationality. Consequently, stipulated precautions were to be taken by submarine commanders to leave no clue to their identity.

Almost simultaneously announcement was made that mines had been sown in such manner as to make it perilous for ships to approach the British or French coasts and neutral nations were warned by Germany of the danger of travelling on ships belonging to the belligerents.

The refusal of the Central Powers to acknowledge responsibility in cases where their submarines are involved has necessarily a decided effect on the progress of any diplomatic negotiations which the United States undertakes to follow in regard to any particular case. It acts as a stopper to diplomatic negotiations and places the United States in the embarrassing position of either assuming that the word of a friendly foreign Government cannot be accepted at its face value or dropping the case.

Attention was called to-day to the case of the Persia. Germany disclaimed all responsibility. This prompted the United States to address its request for information to Vienna. Austria in turn said nothing was known about it, so that there remained only Turkey, and Secretary Lansing's communication to Turkey has been ignored.

In the Petrolite case and in the case of the Patria Secretary Lansing will necessarily make diplomatic inquiries from the Governments of the Central Powers asking if records show that they are responsible. Officials here are already convinced that in each case none of the Central Powers will hurry to accept responsibility. It is admitted that a policy of concealment appears now to be a new angle in the Central Powers' submarine campaign.

Princeton Man Aboard.

PITTSBURG, March 25.—Tingle W. Culbertson, son of Mrs. J. D. Culbertson, Sr., of Sewickley, was among the Americans on board the Channel steamer Sussex. Mr. Culbertson is 28 years old, wealthy and prominent throughout the Sewickley Valley.

Culbertson is a Princeton graduate. He expected to drive an ambulance in the American corps.

B. Altman & Co.

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Also an attractive variety of Imported Hand-made Lingerie Blouses, at prices ranging from $7.50 to $75.00.

(Department, Second Floor)

Girls' Dresses

(sizes 6 to 14 years)

in becoming styles for Spring.

Noticeably distinctive are the new frocks just received from Europe. Many of these are hand-made and hand-smocked, of crepe, dimity and dotted swiss; others (embodying the best ideas of the French designers) are of linen and pique with effective embroideries, and lingerie fabrics combined with the daintiest of laces.

Special Salespeople will, if desired, be detailed to accompany patrons to the Store's various departments; or goods will be assembled for inspection in a private showroom.

A VERY UNUSUAL COLLECTION OF

French Robes d'Interieur and Robes Intime

just arrived from Paris, is the center of attraction in the House Gown Department, on the Third Floor.

This wonderful assemblage of rich and beautiful indoor gowns represents the flower of the season's creations, culled from the ateliers of such great couturiers as Callot Soeurs, Cheruit, Margaine Lacroix, Lanvin, Drecoll, Dumay, Blanchet and Savoret.

Everything that is rarest and loveliest in design, fabric, color scheme and period interest, combined with the incomparable artistry that is only of Paris, is embodied in this collection.

In many instances the models are reserved exclusively to B. Altman & Co.

Copies made to order at prices ranging from $100.00 upward.

Wedding Stationery

Invitations, Church Cards and Announcements are a specialty.

The imprint of B. Altman & Co. is equivalent to a guarantee of style, quality and finish.

(Stationery and Engraving Department)

Women's Dainty Frocks of Cotton & Linen Fabrics

contribute materially to the attractiveness of the Spring display on the Third Floor.

This selection of pretty dresses, so delightfully suggestive of pleasant days to come, represents virtually every new feature in styles, materials and combinations.

In the regular stock, at the moderate prices quoted, are

Simple Forenoon Frocks at . $5.75, 7.75, 9.75, 11.50

Afternoon and Calling Dresses at . $15.00, 21.00, 28.00, 38.00

Fete and Dance Dresses, of net combined with lace, at $24.00, 35.00, 45.00 & 48.00

Tailored Coat Suits at $15.00, 18.00, 21.00 & 25.00

Higher-class Dresses, in an extensive assortment of imported and American creations, at $55.00, $78.00, $95.00, $118.00 to $275.00

Also

Separate Cotton Skirts

for sports and general wear at . $3.50, 4.50, 5.75 & 6.50

A number of Sports Skirts of color-stripe gabardine, very smart and effective, are specially priced at $6.75

New Spring Merchandise at Special Sale Prices for Monday

Several Thousand Yards of Imported Black-and-white Check Suiting

(all wool)

in checks of various dimensions, will present an unusual opportunity for securing a smart, fashionable and practical material for the Spring and Summer suit at the exceptional price of

$1.25 per yard

Additional shipments of Scotch and English Suitings and Sports Coatings, in homespuns, navy blue serges and plain and checked cheviots, have just been received; also a large importation of French Voiles, in plain and fancy effects.

(Wool Dress Goods Department, First Floor)

15,000 Yards of Cotton Voiles

of excellent qualities

in a large and varied assortment of weaves, designs and color effects, will be offered at the attractive price of

17c. per yard

These dainty fabrics suggest many charming possibilities for simple frocks for Spring and Summer wear.

An Opportune Sale of Women's Silk Hosiery

very low-priced for such good qualities.

Women's Black Silk Hose

With double tops . . per pair 90c.

In extra size . . . per pair $1.00

Women's Black or White Silk Hose

With extra spliced tops . per pair $1.45

A Special Offering of Boys' Washable Suits

(sizes 3 to 8 years)

in the new styles, materials and color combinations for Spring and Summer, will be a feature of interest in the Department on the Second Floor. Unusual values will be obtainable in

Suits of various cotton fabrics . at $2.45

Linen Suits, in several smart models, 3.65

An Important Sale of Women's Crepe de Chine Underwear

will consist of dainty Undergarments in the fashionable patterns, made of excellent quality crepe de Chine in white and teinte-de-chair, all marked at prices that, in view of the increasing cost of silk materials, are decidedly low.

Nightrobes . . $3.85, 5.00 & 7.50

Envelope Chemises, 1.90, 2.85 to 4.50

Underbodices . . 1.00, 1.90 to 3.25

Combinations . . . . .

Knickers . . . . .

Also a limited number of styles in Washable Satin Undergarments, at proportionately low prices.

All Charged or Paid Purchases (including heavy and bulky shipments) will be forwarded Free of Charge by mail, express or freight to any point in the United States. The methods of shipment are optional with B. Altman & Co. and no discounts are allowed.