

WARSHIPS STEAM QUIETLY AWAY

Little of the Cannonading of
Day Before as President
Sees Great Armada
Put to Sea.

TWO SLIGHT ACCIDENTS

One Torpedo Boat Rammed by
Lighter, Another Hit by
Tug—Weather Condi-
tions Ideal for the
Review.

The great warship fleet sailed away yesterday. Those who had expected great noise were perhaps disappointed. The six-pounders that flashed and banged from battleship and cruiser made some noise, but the racket was tame for such a formidable spectacle.

Although 11 o'clock was the hour set for the flagship to start on her way South, some delay in getting the guests out to the reviewing craft caused the Connecticut to hold back for almost an hour.

The Mayflower, with President Taft, went down to her anchor and there awaited the arrival of the floating warriors. The Dolphin, bearing Secretary Meyer, steamed down slowly behind her, followed by the gunboat Nashville, whose decks swarmed with newspaper men, photographers and moving picture men.

Lighter Hits Torpedo Boat.

The entire programme of the day was carried out to the letter without mishap, except for a dented port bow which befell the torpedo boat Craven when she came in contact with the steam lighter Pioneer, groping for an anchorage off Ellis Island. The collision occurred during the passage of the fleet while the torpedo boat in command of Ensign E. G. Dibley was acting as a patrol. The crash came a short distance south of the Mayflower and northeast of Ellis Island, when the Pioneer, a lighter of the Wright & Cobb Lighterage Company, commanded by Gustav Lann, struck the Craven at right angles on the port side, about six feet from the bow. Although the impact damaged the interior of the Craven and caused a slight leak, she was able after the review to proceed to the Brooklyn navy yard under her own power.

The accident was due, according to Ensign Dibley, to failure of the Pioneer's pilot to keep within the limits of the course prescribed by the naval committee officials. She was passed beyond the lines, according to the commander, and when warned to keep back failed to respond quickly enough to prevent the crash.

Captain Lann, of the Pioneer, ascribed the accident to the slowness of response of the heavier boat and the fact that the Craven darted across the Pioneer's bow to warn off another tug, said to have been a Standard Oil vessel, which was also encroaching on the course.

A slight accident to the torpedo boat Tingey was also reported when the craft, commanded by Ensign Jerry Brooks, was struck by a small tug on its way back into the bay after the passage before the Mayflower. The damage was limited to a crushed bow.

Great Throngs Line Shores.
Long before the appointed hour of the fleet's departure thousands of persons had taken up all available space on piers and sheds and on halted ferryboats on both sides of the river to get a look at 123 war vessels, representing a displacement of 724,486 tons, the greatest assemblage of fighting steel that had ever mobilized in an American port.

Everywhere flags floated. Even in the windows of tall buildings remote from the scene, where only the binoculars could discern them, men and women waved a farewell to the fleet.

It had been announced that ferry and other traffic would have to cease at 10 a. m., and, taking advantage of this information, the detained ferryboats in all slips on both sides of the river were packed to capacity with spectators. While these sightseers were not treated to the view afforded by the excursion boats that charged 50 cents admission, the view was the best obtainable anywhere for the small sum of three cents.

As the gunboats Dolphin and Nashville steamed south behind the Mayflower there was an abundance of comment among those on board on the splendid fashion with which some of the foreign steamship lines had dressed their ships. The Holland-America liner Rotterdam, that came in on Monday with more American passengers than Dutch, showed her appreciation for enterprise by putting on a profusion of bunting.

Every steamship, the North German Lloyd and Hamburg-American lines had in port put on their best raiment as the sombre fleet went out, as did the lone Wilson freighter Idaho. The latter, however, went one better than the Germans by dipping her flag as her namesake in the American navy went by.

Hoboken and her ships were well represented in the way of decoration. On the west side of the river, where the British boats lay at their piers, there was an abundance of sightseers, but a scarcity of bunting. The French liners La Provence and Chicago, dressed from stem to stern, stood out in great contrast with the Cunarder Caronia on the south side and the White Star liner Adriatic on the north, neither of which was dressed for the occasion. The Red Star liner Finland had a bright Belgian flag flying from her stern, but, according to one of the reviewers on the Nashville, "there was nothing special in that, for it is usually there."

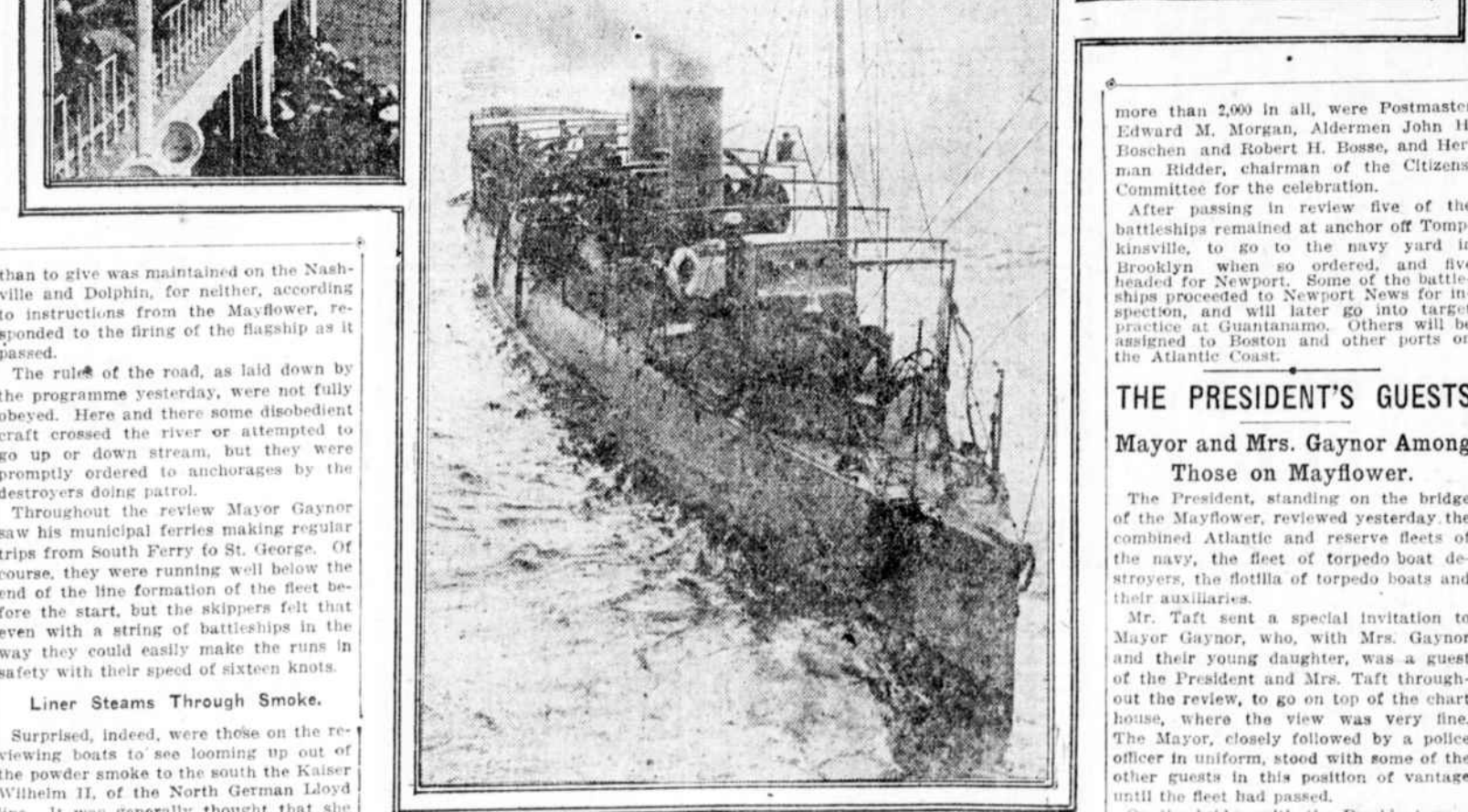
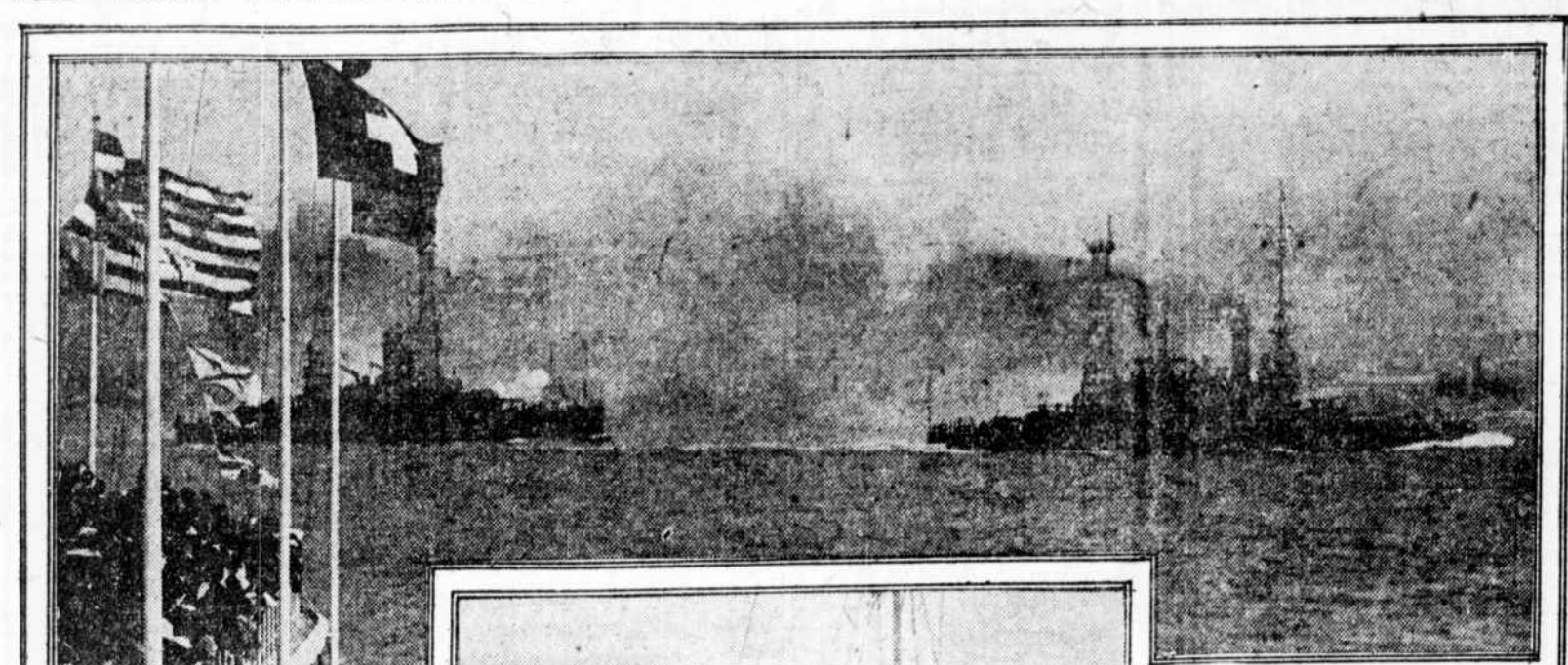
The last time a battleship fleet assembled here it went out to the Hook in dirty weather. Whitecaps were on the water and a stiff gale from the northwest made the sea as grim as the terrestrial terrors she was floating.

Leavetaking a Quiet One.

With the departure yesterday the weather was reversed. A bright and hot October sun shone upon a smooth sea and the leavetaking, forgetting the mild saluting, was conspicuously quiet. The first boom of cannon to break the stillness of the day came from the guns of Governor's Island, just back of Castle William, as the anchor chain of the Mayflower rattled out to the anchorage ground near Bedlow's Island.

There came no response from the Mayflower. It was her to receive honors yesterday, not to give. While Mr. Taft no doubt would have been glad to return the honors, shot for shot, he could hardly have done so and preserved the peace. This idea of its being better to receive

THE FLEET THUNDERING ITS GOODBY, AS SEEN FROM THE HENDRICK HUDSON.



THE TORPEDO BOAT CRAVEN, WHICH HIT A DREDGE.

than to give was maintained on the Nashville and Dolphin, for neither, according to instructions from the Mayflower, responded to the firing of the flagship as it passed.

The rules of the road, as laid down by the programme yesterday, were not fully obeyed. Here and there some disobedient craft crossed the river or attempted to go up or down stream, but they were promptly ordered to anchorages by the destroyers doing patrol.

Throughout the review Mayor Gaynor saw his municipal ferries making regular trips from South Ferry to St. George. Of course, they were running well below the end of the line formation of the fleet before the start, but the skippers felt that even with a string of battleships in the way they could easily make the runs in safety with their speed of sixteen knots.

Liner Steams Through Smoke.

Surprised, indeed, were those on the reviewing boats to see looming up out of the powder smoke to the south the Kaiser Wilhelm II, of the North German Lloyd line. It was generally thought that she had been informed of the hour the fleet was to get under way, and would remain at an anchorage off Quarantine.

Not she. On came the German liner through the pail of gun fire, her code flags flying from stem to stern. She had crowded on to her all the bunting for which she had room, and then some. The travellers from Bremen, Cherbourg and Southampton crowded to the port side—the side on which their baggage had been assembled for docking—and all this gave her a great list. She seemed to be bending over to the fire of the battleships, all of which she had to take at close quarters, for she had little room to right or left.

As the Mayflower was close to the warships, the great vessels, with few exceptions, used their port guns, that the fire might not come too close to the President's yacht. This made the Kaiser Wilhelm II a veritable receptacle for the guns that happened to be saluting while she was abeam.

The battleship Vermont opened fire as the Kaiser's bow was abeam the Mayflower, and many passengers, while never in any danger, moved to temporary places on the starboard side.

Shortly before the battleship Connecticut, flagship of Rear Admiral Osterhaus, had come down the river Secretary Meyer went aboard the President's yacht. Mr. Taft, who greeted him on deck, went with the Secretary to the top of the wheelhouse and there watched the approach of the flagship. A band in scarlet uniform assembled on the starboard side of the Connecticut's quarterdeck and a slight breeze from the north helped carry down to the reviewing boats the strains of "The Star Spangled Banner."

President Bares His Head.

Instantly Mr. Taft raised his hat, and it was not until the great bulk of the large vessels had passed that he put it on again. The Connecticut, going a little under ten knots, came by silently, for the band had now stopped playing. Even the puffing of the jet smoke from her funnels made no noise. "Coming along like velvet," remarked an officer on the Nashville.

She was slow in firing. Her stern had about cleared the Mayflower's bridge when it was remarked, "I guess there will be no firing from her to-day." The sentence had hardly been completed when a puff of smoke appeared on the port side.

"Now we'll get it from starboard," said one. He was wrong. Shot number two was fired from the same six pounder on the port side of the bridge, then another, and so on until the President's salute of twenty-one guns had been fired.

The Connecticut had full magazines and shells on the hoists, ready for action at the drop of a hat. It was so with all the

gun bearing vessels that went out yesterday to sea.

Every officer and man stood at attention as his ship passed the President, and none moved except the gunners and signal men until the firing had ceased.

It was so with all the warships. There was little difference in their departure except that some had to retard their speed to get to their proper distance from the ship ahead or to increase it for the same reason.

Biggest Fighters in the Lead.

After the Connecticut came the Arkansas and the Wyoming, each having a displacement of 26,000 tons—the biggest fighters in the navy. Then came the Florida, the flagship of Rear Admiral Bradley A. Fiske, commanding the first division; the Utah, the North Dakota, the Delaware, the Michigan and the South Carolina. As the Delaware passed by the reviewing ships Ensign Samuel K. Day, who had just been transferred from her to the reviewing gunboat Nashville, said: "Good-by, old home! I put in a year and a half on her, and I hated to leave her. I can almost call every man on board by name from here."

The Louisiana, the flagship of Rear Admiral Nathaniel R. Usher, was the next ship in line, leading the second division, followed by the Kansas, the Vermont, the New Hampshire, the Virginia, the Nebraska, the Rhode Island, the New Jersey, the Georgia, the Minnesota, the Ohio, the Idaho, the Tennessee, the Montana, the Washington, the North Carolina, the Maine, the Missouri, the Illinois, the Wisconsin, the Indiana, the Massachusetts, the Alabama, the Iowa, the Kearsarge, the Kentucky, the Missouri and the Maine.

After an interval of about ten minutes the destroyers passed in review in double column, the flagship Rear, in command of Lieutenant Commander J. S. Dorr, taking the lead on the starboard column. They were the Smith, Lefson, Plummer, Preston, Reid, Paulding, Drayton, Rose, Terry, McCall, Perkins, Sterrett, Walke, Ammen, Burrows, Monaghan, Patterson, Trippe, Fanning, Jouett, Beale, Jenkins, Worden and Macdonough.

After the destroyers were the scout cruisers Birmingham, Salem and Chester, the cruiser Baltimore and the gunboat Petrel.

Torpedo Boats Come Next.

By the time the sixteen torpedo boats had got down to the Mayflower the excursion boat skippers, thinking the show was over, started their boats upstream. The torpedo boat flotilla consisted of the Tingey, Craven, Shubrick, Thornton, De Long, Stockton, Dahlgren, Bailey, Bagley,

Barney, Biddle, Stringham, Porter, Blakeley, Dupont and Morris.

Ten submarines, followed by six vessels of the naval militia and twenty-five other ships, including coilers, tenders and supply ships, passed by the Mayflower, and the review was over.

While passing Piers 53 and 54, off 14th street, the Kaiser Wilhelm II had been driven almost broadside on to the New York piers. Her captain was forced to back her so that the strong flood tide caught her stern and swung it into the channel directly in the path of the vessels coming downstream.

To avoid a collision, the Vixen, Commander A. De Unger, had to slow down and give a sharp shear to the westward, as did the other naval militia ships following. Soon after, a Standard Oil Company tug, towing a lighter, crossed between the Vixen and the Marietta, and still another, a New York Central lighter, went between the Allen and the Marietta. This was between 12:40 and 12:45. There was no patrol boat in sight when these infringements of the traffic rules took place.

Off Robbins Reef, as the Gloucester passed J. Pierpont Morgan's yacht Corsair, Mr. Morgan and his guests were at luncheon in the forward deckhouse, but when they heard the red-jacketed band on board the Gloucester, formerly the Corsair I, playing "Auld Lang Syne," they quickly left the table and, led by the financier they all lined up along the port rail of the yacht, and waved their napkins at the flagship of the Naval Militia.

The firing of eleven guns and the hauling down of the commodore's flag was the final ceremony on board the Gloucester. She will remain at anchor off the 2d Battalion armory at Bay Ridge. The Vixen goes to her station off 96th street, the Marietta went to New Haven, the Vixen to Camden, N. J., the Allen to Providence, R. I., and the Marietta to Hoboken.

Steamboat Afoul of Cable.

A befoiled anchor and line which lifted a submarine cable from the bottom of the bay near its anchorage east of Ellis Island caused a delay of nearly two hours for the Hendrick Hudson, of the Hudson River Day Line, which carried a large party of city officials and guests to the review. The trouble occurred after the passage of the fleet, when the anchor was raised for the return home, bringing the cable with it. The cable was finally cleared without breaking it.

Sir Thomas Lipton was among the guests of the celebration committee who were held up by the delay. Among other passengers on the boat, which carried

more than 2,000 in all, were Postmaster Edward M. Morgan, Aldermen John H. Boschen and Robert H. Bosse, and Herman Ridder, chairman of the Citizens' Committee for the celebration.

After passing in review five of the battleships remained at anchor off Tompkinsville, to go to the navy yard in Brooklyn when so ordered, and five headed for Newport. Some of the battleships proceeded to Newport News for inspection, and will later go into target practice at Guantanamo. Others will be assigned to Boston and other ports on the Atlantic Coast.

THE PRESIDENT'S GUESTS Mayor and Mrs. Gaynor Among Those on Mayflower.

The President, standing on the bridge of the Mayflower, reviewed yesterday the combined Atlantic and reserve fleets of the navy, the fleet of torpedo boat destroyers, the flotilla of torpedo boats and their auxiliaries.

Mr. Taft sent a special invitation to Mayor Gaynor, who, with Mrs. Gaynor and their young daughter, was a guest of the President and Mrs. Taft throughout the review, to go on top of the chart house, where the view was very fine. The Mayor, closely followed by a police officer in uniform, stood with some of the other guests in this position of vantage until the fleet had passed.

On the bridge with the President were the Secretary of the Navy, Rear Admiral Othman, Rear Admiral Baden, Captain Winterhalter, aid for material, and Commander Leigh Palmer, aid to Secretary Meyer.

There was less formality about the ceremonies on the Mayflower yesterday than the day before, full honors being extended only to the Secretary of the Navy, the Postmaster General and the commander of the fleet, both when they came aboard and at their departure, and even in these instances no salutes were fired.

The guests of the President and Mrs. Taft were practically the same as yesterday, except that Mayor Gaynor and his family and E. T. Stotesbury, of Philadelphia, were added to the number, while the foreign naval officers were not present.

As soon as all the guests were on board the Mayflower weighed anchor and slipped quickly down to her reviewing post, near Bedlow's Island, followed by the Dolphin and the Nashville. When the anchor again was dropped the President ascended to the bridge and remained there until the last tiny submarine had passed out to sea.

To some of his friends the President remarked that no one who had not been in a foreign country could appreciate to the full the satisfaction it afforded an American to see such a gallant fleet flying the American flag, nor could one who had not been abroad appreciate fully, either, the impression such an assemblage of fighting ships, each so suggestive of power, yet each under such perfect control, would make on foreigners, many of whom have too long regarded the United States as a negligible factor in any possible naval warfare.

When the review was over the President and Mrs. Taft entertained their guests at a buffet luncheon, after which they came ashore, going to the Holland House.

TAFT SPENDS NIGHT HERE Dines at Brother's House and Attends Theatre.

After his review of the fleet President Taft left the Mayflower and went to the Holland House. He immediately retired for a few hours' rest, after leaving orders that he was not to be disturbed.

Among those who called on the President in his apartments early in the evening were William Barnes, Jr., chairman of the Republican State Committee; John Hays Hammond and Henry W. Taft, the President's brother. At 7:30 o'clock the President, accompanied by his wife and his daughter, Miss Helen Taft, left his apartments to go to the home of Henry W. Taft, No. 36 West 48th street, where he dined.

As he passed through the lobby of the hotel, preceded and followed by Secret Service men, the orchestra in the dining room struck up with "The Star-Spangled Banner." Those in the lobby heard their heads and those in the dining room stood and remained standing until the President entered his automobile. Mr. Taft's face beamed as those in the lobby applauded, and he shook hands with several persons he recognized.

After dinner the President attended a performance of "Milestones" at the Liberty Theatre. In the party were Mrs. Taft, Miss Helen Taft, Mr. and Mrs. Henry W. Taft, Mr. and Mrs. Charles P. Taft, Major T. L. Rhoads, the President's military aid; Charles D. Hiles, chairman of the Republican National Committee, and Mrs. Hiles, Miss Louise Taft and Mrs. Loughlin, sister of Mrs. William Howard Taft.

The appearance of the President and his party in the boxes was a signal for a demonstration by those in the theatre. The raising of the curtain was deferred until the arrival of the party, at 8:35 o'clock. After the play President Taft returned to the Holland House. He starts this morning at 9:15 o'clock for Worcester, Mass., where he is to speak to-night. To-morrow he will return to Beverly.

BALDWIN ESTATE \$1,597,000.

The executors of the estate of Joseph Clarke Baldwin, a merchant, who died in 1910, filed their accounting in the Surrogate's office yesterday. The estate was valued at \$1,720,443, and the executors report a remainder on hand of \$1,597,384. The income from the estate since October, 1910, had amounted to \$184,722.

James McCreery & Co.

DRESSMAKING DEPARTMENT.

UNUSUAL REDUCTIONS.

Imported Models, including Three-piece Street
Costumes, Evening and Afternoon Gowns, at the
following prices:

130.00 to 165.00 formerly 185.00 to 200.00
185.00 " 250.00 " 250.00 " 350.00

Thirty-fourth Street



Whooping it up for Fall
overcoats.

Now's their time—these
brisk cool mornings and
evenings.

Imported light weight chin-
chillas; with belted backs, box
plaited; with split sleeves.

Raglans of attractive Scotch
cheviots.

More conservative coats of
black and oxford gray—many
silk lined.

Full coats—\$18 to \$45.

The bigger the better!
We cut suits and overcoats
for big men—up to a 54 chest.
Extra big sizes, too, in
hosiery, underwear, shirts,
collars, hats and shoes.

ROGERS PEET COMPANY,
Three Broadway Stores

at at at
Warren St. 13th St. 34th St.

AMUSEMENTS.

B.F. KEITH'S NEW YORK THEATRES

UNION SQ. Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

COLONIAL Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

ALHAMBRA Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

HARLEM Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

ASTOR Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

THE WOMAN HATERS Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

GRAND Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

REPUBLIC Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

GOVERNOR'S LADY Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

SCRAPE OF THE PEN Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

POLICE LIEUTENANT HURT Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

Falls Through Skylight on Trail Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

of Supposed Thieves. Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

As a result of trying to apprehend two Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

men who he thought were burglars, Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

Police Lieutenant George Rennerman Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

of the East 23d street station is in New Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

York Hospital suffering from a lacerated Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

left wrist and internal injuries. His con- Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

dition is serious. Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

Walking over yesterday in East 17th Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

street on a tour of inspection, Lieutenant Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

Rennerman saw two men in a restaurant Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

at No. 8 which is owned by A. Lipschitz. Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

The police officer thought to surprise the Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

pair and entered through the hall of the Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

next house. He reached the rear and Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

climbed along a one-story extension, and Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

AMUSEMENTS.

NEW YORK'S LEADING THEATRES.

EMPIRE Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

JOHN DREW Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

LYCEUM Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

MISS BILLIE BURKE Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

CRITERION Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

TANTALIZING TOMMY Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

GARRICK Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

JOHN MASON THE ATTACK Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

HUDSON Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

ROBERT LORRAINE'S PERFORMANCES Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

PARK Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

CLIFTON CRAWFORD Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

THE COUNT OF LUXEMBOURG Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

LIBERTY Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

MILESTONES Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

OH! OH! DELPHINE Bessie Wynn, Sam Mann
Daily Mts. 2:30, 7:30, 9:15
Col. Flying Ballet, etc.

MOULIN ROUGE