

FLEET GIVES HUDSON A WARLIKE LOOK

Continued from first page.

the Florida, had all anchored and swung with the tide, the executive committee of the Mayor's committee and Dr. John H. Finley, chairman of the reception committee, put out from the Columbia Yacht Club house, at 86th street, to call upon Rear Admiral Osterhaus. They greeted him at the top of the companion ladder of the Connecticut at 10 o'clock sharp, anxious to demonstrate that civilians could be as punctual as trained military men when they made a special effort.

Those whom the Mayor had named, besides Dr. Finley, to extend a welcome to the commander in chief were Herman Ridder, chairman of the committee; Colonel Henry W. Sackett, Samuel W. Fairchild, president of the Union League Club; Dr. George H. Kunz, Alderman John H. Boschen, who heads the committee of aldermen having the entertainment of the sailors under its wing; Dr. Gustav Scholer, Colonel W. A. Mann, Colonel John W. Zrooman, Dr. Edward Hagaman Hall, W. C. Muschenheim, George T. Wilson and R. A. C. Smith. Police Commissioner Waldo and Major General Thomas H. Barry, commander in chief of the Department of the East, accompanied the committeemen on the revenue cutter Guide out to the Connecticut to pay their respects also to Admiral Osterhaus.

Ships Move Like Clockwork.

When every one had shaken hands with the admiral, with Captain Frank K. Hill, his chief of staff, and with Flag Captain Hugh Rodman, Mr. Ridder made this little speech:

"On behalf of the Mayor and the people of the City of New York we formally welcome you and the men of your command to this city. We hope your stay here will be filled with pleasant memories, and to you and your men is extended the freedom of the city."

Admiral Osterhaus and his officers bowed and smiled, and then the little company fell to discussing the plans of the committee for the reception of the visitors.

The trip of the formidable squadron from Newport to New York had been accomplished with the perfection of efficiency. The ten gray monsters, attended by a small fleet of tenders and tugs, left Newport at 5 o'clock on Saturday evening and arrived at the entrance to the harbor at daybreak on schedule time, having made the run at standard speed. They plunged into a fog at the river's mouth, but not a single bell to slow down sounded, and as usual the officers of the ships brought them up to their anchorages without the assistance of pilots.

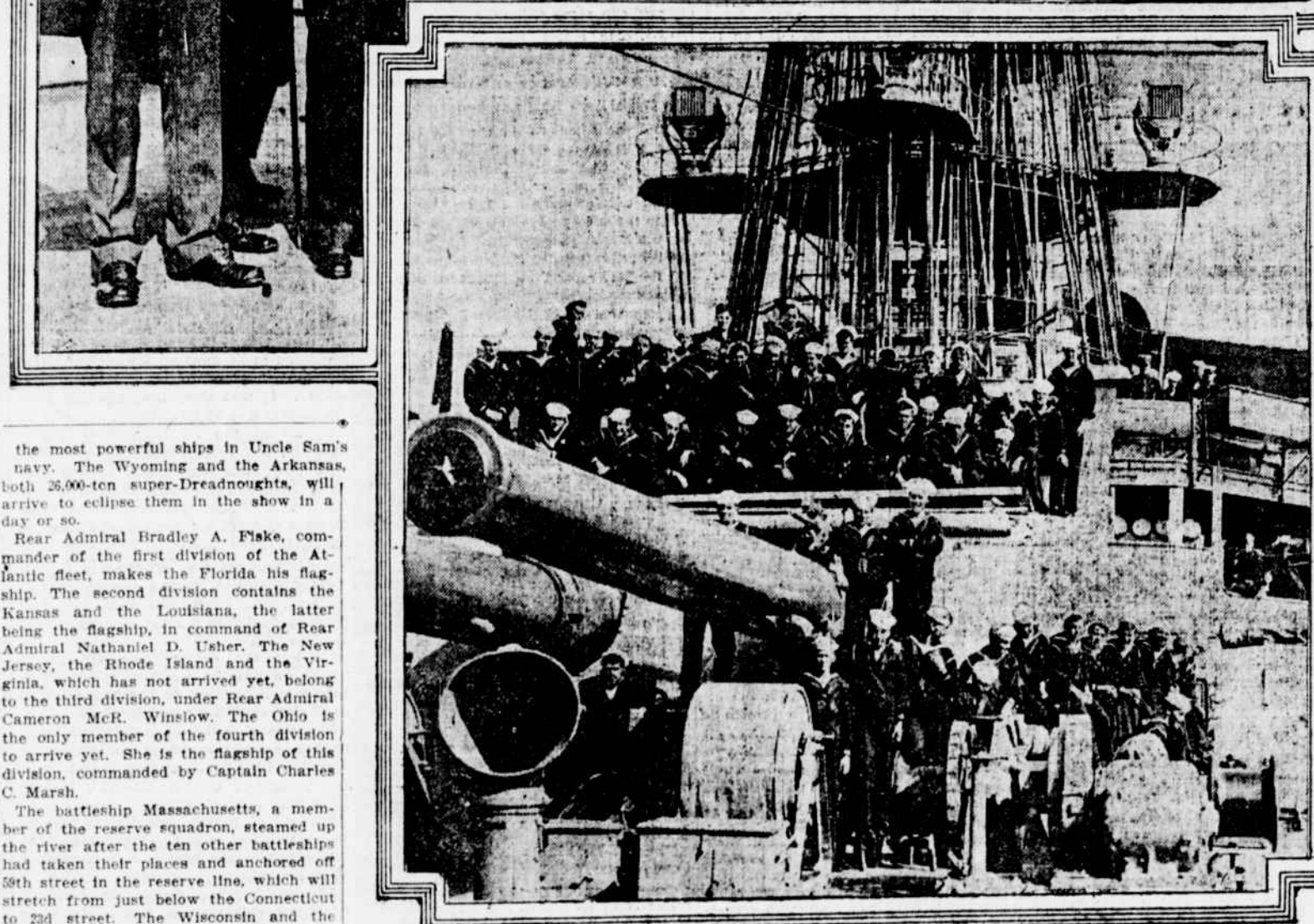
The Connecticut, with the guide flag at her foremast, headed the procession as far as 45th street, then swung toward the Manhattan shore and lay to while the others passed her. The Ohio proceeded as far as 175th street, where she anchored. The New Jersey stopped off 152d street, the Rhode Island off 147th street, the Nebraska at 143d street, the Kansas near 123d street, the Louisiana at 119th street, the Delaware off 106th street, the Utah near 86th street and the Florida off 92d street. When all these ships had passed her the Connecticut proceeded to her anchorage, off 76th street.

Super-Dreadnoughts Coming.

Of the vessels now in the harbor the Florida, the Utah and the Delaware are of the first division. They are of the Dreadnought type, and before the Wyoming and the Arkansas were launched were

MAYOR'S COMMITTEE ABOARD THE FLAGSHIP CONNECTICUT.

Left to right—Herman Ridder, Dr. George Kunz, Rear Admiral Hugo Osterhaus, General Barry, George T. Wilson, Victor Ridder, Captain Frank K. Hill, R. A. C. Smith, Rhinelander Waldo and Dr. John H. Finley.



BLUEJACKETS SWARMING OVER BIG FORWARD TURRET OF THE CONNECTICUT.

the most powerful ships in Uncle Sam's navy. The Wyoming and the Arkansas, both 26,000-ton super-Dreadnoughts, will arrive to eclipse them in the show in a day or so.

Rear Admiral Bradley A. Fiske, commander of the first division of the Atlantic fleet, makes the Florida his flagship. The second division contains the Kansas and the Louisiana, the latter being the flagship, in command of Rear Admiral Nathaniel D. Usher. The New Jersey, the Rhode Island and the Virginia, which has not arrived yet, belong to the third division, under Rear Admiral Cameron McR. Winslow. The Ohio is the only member of the fourth division to arrive yet. She is the flagship of this division, commanded by Captain Charles C. Marsh.

The battleship Massachusetts, a member of the reserve squadron, steamed up the river after the ten other battleships had taken their places and anchored off 38th street in the reserve line, which will stretch from just below the Connecticut to 23d street. The Wisconsin and the Illinois had already taken up their positions in this line, to be joined soon by the Tennessee, the Montana, the Washington, the North Carolina, the Maine, the Missouri, the Alabama, the Indiana, the Iowa, the Kearsarge and the Kentucky. The North Dakota, one of the active fleet, which will anchor not far from 100th street, was expected in last night. She lay to off Tompkinsville during the afternoon. The San Francisco, a mine ship, which used to figure as a cruiser, anchored off 80th street on the Jersey side.

Other visitors began arriving aboard the Connecticut, which naturally was the busiest ship, immediately after the call of the official committee, and Admiral Osterhaus bused himself the entire day extending the hand of welcome. He received a call from the commandant of the navy yard, Captain Gleaves, who brought along his aid, Lieutenant Wilson Brown, both of them in full dress, in his yacht, the Spray. Captain Bullard, com-

mander of the San Francisco, succeeded them. Then came Captain John Rodgers, an old friend of Admiral Osterhaus and skipper of his yacht, the Yankton, a trim gunboat, which the admiral uses for scouting about the harbor when his fleet is in port and making ceremonious calls.

Rodgers a Modest Hero.

Captain Rodgers, it will be remembered, endeared himself to every man in the navy by a quiet act of heroism while he and Osterhaus were serving on the Cincinnati, then stationed in Chinese waters. Rodgers saw a man slip overboard and jumped after him, saved him from drowning, and then stole away to his quarters, believing that no one had seen the rescue. But the gratitude of the rescued man forced him to tell the story, regardless of the captain's feelings, which suffered

from the congratulations heaped upon him.

Every possible step has been taken to make the visit of the battleship fleet profitable and entertaining for the people of New York. Stringent port regulations covering transportation to the warships, hours for visiting and the reception of visitors have been arranged between Calvin Tompkins, Commissioner of Docks and Ferries, and Admiral Osterhaus. Each battleship that came in yesterday had signs rigged up ready to be placed on shore, not to mention big placards, with numbers six feet high and outlined with incandescent lamps, to be swung between its funnels to designate it on the programme.

Each float from which power craft licensed to ferry visitors between the battleships and the shore will leave with a sign giving the names and numbers of those warships which may be reached from that particular float. The Connecticut had on board, for instance, a sign reading: "Connecticut 10, Smith 63, McCall 34, Roe 33 and San Francisco 58." It was set up on the float at West 50th street.

The Smith, the McCall and the Roe, of course, belong to the mosquito fleet of torpedo boats and torpedo boat destroyers which will not arrive until Friday. Motor craft bearing private visitors began chugging about the great fighters in swarms as soon as the official visitors were seen to be approaching the Connecticut, but the officers waved them away from the companion ways, telling them to come back in the afternoon. Visitors will be allowed on board all the ships daily from 12:30 in the afternoon until 6 o'clock, but they must stop coming by 4:30, and the licensed ferries must then begin transporting those already aboard the warships back to shore.

On the occasion of this visit, it was announced yesterday, the officers of all the ships in the harbor will enforce rigidly the rule forbidding the bringing of cameras to the warships. This is a regulation which heretofore the naval officers have not enforced with any degree of strictness, and New Yorkers have been in the habit of snapping everything aboard the vessel they are visiting from the mast to the commander, including all the intermediate ordnance and machinery.

But yesterday many a camera fender got no further than the gangplank, being told to return to shore and leave his camera, while others were marched to a corner of the deck and there made to deposit their "weapons" until they were ready to go ashore. The Florida bore a pile of cameras on her deck all the afternoon belonging to visitors who had been relieved of their dangerous instruments during their stay aboard. The officers of this and other vessels warned their guests, however, that hereafter all persons approaching with cameras would probably have to return without inspecting the ship.

By 2 o'clock in the afternoon the river swarmed with boats of every description. Ninety-sixth street, the point from which the largest of the visiting fighters could be reached, presented the busiest scene along the waterfront. Many thousands embarked there to go over the Utah, the Florida and the Delaware, as well as the smaller, though still mighty, battleships. The Hudson actually seemed congested, like Fifth avenue on a really fine Easter, and, of course, for every being with half a dollar to spare for a trip to the ships there were a hundred content to gaze from shore and keep their money. One wondered how the Hudson could accommodate the traffic that will result when the entire armada has gathered there, and as for the hordes along the drive, it may be necessary for the police to drive a large part of them eastward to trim the island.

The ensigns assigned to greet the vis-

itors at the companionways showed the ability of traffic policemen in handling the crowds, maintaining their good nature and calm efficiency even when several launches brimming with citizens were racing for the landing at once, each determined to empty its load first. About a quarter of the ten thousand officers and men of the advance squadron obtained shore leave, so the ships at no time held many more human beings than their normal crew capacity. Those who had to stay aboard played host to the New Yorkers and answered more questions than could be set down in a library of volumes.

To-day the admiral and his staff will pay a formal call on the Mayor at the City Hall, and a little later receive the Mayor aboard the Connecticut. Then a large part of the officers and men will accompany the Mayor to the Polo Grounds to witness a baseball game between the Giants and the Highlanders. The formal exchange of visits will take place in the morning. The baseball game begins at 2:30 in the afternoon.

A part of the week's programme which has not yet been fully arranged is that connected with the flights which different aviators have offered to make over the warships, conducting any demonstrations or experiments which the navy men may suggest.

On Tuesday or Wednesday George W. Beatty will circle the ships, it is expected. Coffyn may take a hand in the flying, as well as "Gene" Wilmer, who breastst the air this summer at Du Juvay, France, and at Hendon, in England. Other flyers who, it is hoped, will try on this occasion to demonstrate the superiority of air over water transportation are Miss Blanche Scott and a young Italian named Paoli, one of Captain Baldwin's pilots.

CROWDS DOT WATERFRONT

Eager Thousands in Riverside Drive and Park View Fleet.

If you had asked him, or his best girl, or his wife, or even the "kiddies" yesterday afternoon, if they had read the signs "Keep off the grass" anywhere in Riverside Park they would probably have replied, as did a buxom matron basking in the sunlight, surrounded by a quartet of pretty children, "I don't believe in signs—at least, not that kind."

This was only one group of many hundreds that dotted the greensward from 72d street to the 129th street viaduct. From all parts of Greater New York they had come to enjoy to the full the delightful Indian summer weather while watching with eager eyes the first instalment of Uncle Sam's fighting ships that lay swinging at anchor for miles up and down the river.

Some few came in the forenoon—early enough to see the big ships arrive. As the day wore on the crowd increased, until by 3 o'clock there were two steady streams of humanity, in its best Sunday clothes, walking slowly north and south.

From Grant's Tomb to the viaduct was the best point of vantage, for there one could have a full view of the ships, from the Nebraska, off 129th street, to the flagship Connecticut, off 76th street. The river was fairly alive with flag-decked small boats of all descriptions, some ferrying people to and from the ships, others carrying sightseeing passengers. Often a warship's steamer or motor-driven cutter came to one of the landings with officers or sailors on leave.

Another favorite resting place was the plaza at the Soldiers and Sailors' Monument at 95th street. There the crowd, at times, was two and three deep. Further down the Drive there was almost a baby parade. Perambulators there were of every style and size, in which reposed rich babies, poor babies, and once in a while a black baby. In one double perambulator there sat a pretty pair of laughing twin girls.

If the peddlers along the line were to be believed, there was no need to plead ignorance regarding the identity of any of

the warships, for they not only had "the name and location" of them all, but they were well stocked with pictures, gay flags, navy buttons and stickpins. Many of the spectators remained until sundown to hear the bugles and the bands play as the flags came slowly down from the stern staffs of the ships, all hands facing aft during this impressive ceremony. The arrangements for illuminating Riverside Drive have not been completed yet, so it was not lighted up last night. The work, it is said, will be finished early in the week.

GIRL KILLED SEEING FLEET

Child Falls Over Retaining Wall in Riverside Park.

While racing with girl companions in Riverside Park, where she had gone to see the battleships, nine-year-old Anna McCabe, of No. 147 East 128th street, fell over the retaining wall upon the tracks of the New York Central Railroad yesterday afternoon and died on being removed to the J. Hood Wright Hospital.

When the child fell the many thousand persons walking along the Drive heard the screams of her playmates and crowded to the wall. Patrolman Ryan forced his way through the throng, dropped to the tracks below and picked up the unconscious form. He had to run several blocks, with the crowd following him, before he reached a point where the wall was low and handed the little girl to two well-dressed women while he ran and telephoned to J. Hood Wright Hospital. The child died, as she was being taken to the operating room, from a fracture of the skull.

The mother of the girl said she had a premonition of harm to Anna. In January another daughter, May, eighteen years old, died, after a day's illness. Among her effects was a black belt, which was put away in a trunk. Yesterday little Anna teased her mother for the belt until she got it. The mother later was so fearful of misfortune that she sent her son to find Anna and bring her home.

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Goes to Press
October
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The Fall and Winter Edition of the New York Telephone Directory goes to press Thursday, October 17th. Telephone service must be arranged for on or before that date in order to have Directory listings appear in this issue. Call, write or telephone to nearest Commercial Office.

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