

IN SCANT ATTIRE SURVIVORS LAND

Coming Upon a Pier Thronged with Friends, All Too Happy to Make Much Noise.

SHAWLS IN LIEU OF SKIRTS

One Girl Comes Ashore in a Night Dress and Fur Coat—Most of the Women Hatless.

SEVEN OF THE INJURED HERE

Baltic Brings in 1,624 Survivors, Besides Her Own Company—The Meeting with the Bereaved.

The White Star liner Baltic, carrying, besides her own company, the passengers of the Lloyd-Italiano liner Florida and the Republic of the White Star Line, which met in collision off Nantucket on Saturday morning, as well as most of the crew of her sister ship, slipped in from outside the Hook yesterday morning, and soon after noon warped into her pier at the foot of West Tenth Street.

From the pier, black with the forms of relatives and friends of those aboard the Baltic, there arose a cheer. Handkerchiefs and hats were waved in the air, the Baltic's passengers responding. Now and then persons ashore recognized on the Baltic's decks the faces of relatives or friends, and such cries as "There's Harry," "There's Edith" sounded across the narrow space between the ship and her pier. Altogether, the throng was too happy to make much noise.

A Group of Mourners There.

While there were probably 5,000 or more persons on the pier to welcome the fortunate survivors, and most of whom were shouting congratulations to the returning voyagers, down in one corner of the dock was gathered a little group that was far from cheering or taking any part in the welcoming of the Republic's passengers.

These were the relatives of the Mooneys, from North Dakota, and the relatives of the Lynchs, from Boston. George B. Winship, ex-Senator from North Dakota, and now editor of The Grand Forks Herald; S. S. Titus of the National Bank of Grand Forks, and J. Walker Smith, a lawyer and relative from the same town, were waiting to take care of the body of their relative, W. J. Mooney of Langdon, N. D.

In the party from Massachusetts that waited for news of the body of Mrs. Eugene Lynch were her two sisters, Mrs. J. P. McGinnis and Mrs. P. J. Finnegan of Boston, and J. H. Bryan of Somerville, Mass.; Joseph A. McCarthy, her brother, from Troy, N. Y., and his daughter Helen. These two groups presented a sharp contrast to the rest of the big, cheering crowd on the pier, and their grief was the more apparent in the midst of general rejoicing. They might not even see the bodies of their loved ones, for the coffins in which the bodies of the victims had been placed had gone down with the Republic.

Out in West Street for a block in either direction automobiles and carriages were jammed, and the wreck survivors, particularly those of the Republic, were easily distinguished by the little bundles of clothing they carried—all they had been able to save from the wreck.

The Baltic's purser gave out the following figures regarding the number of the passengers and crews she had brought in. Her own passenger list included 88 first-class, 172 second-class, and 229 third-class passengers, with a crew of 349 men. From the Republic she took 228 first class, 211 third-class passengers, and 244 members of the crew. This company was increased by 43 cabin passengers from the Florida, 826 third-class passengers, and 2 members of the crew, making a total of 329 first-class passengers, 172 second class, 1,266 third class, and 695 members of the various crews, 2,462 persons in all.

After the big vessel had been warped into place and the gangplanks had been pulled aboard, the first to come down then those rescued from the Republic and Florida. There were many on the pier, of course, awaiting the Baltic's regular passengers, but by far the greater number in the crowd were interested in the men and women who had sailed from the same pier three days before bound on pleasure trips to the Mediterranean and over Southern Europe, and they shouted back and forth words of greeting while the first squad of the rescued persons descended the gangplank.

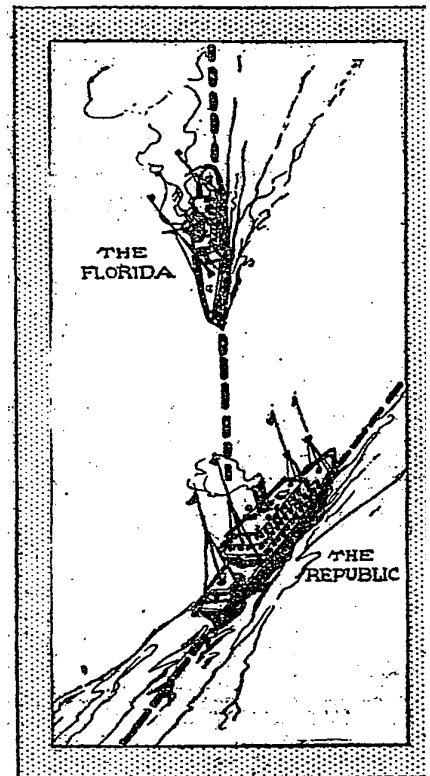
Women Land Thinly Clad.

There were very few among the Republic's passengers who had not friends or relatives to meet them. Many of those who had waited patiently on the pier for hours carried bundles of clothing, and these were sorely needed by some of those who had gone through the wreck. Woman after woman came down the gangplank hatless and frequently coatless. One, a young girl, had saved from her baggage only a night robe and a long fur coat, which she wore when she hurried down the plank into the arms of friends waiting with a new outfit of clothing.

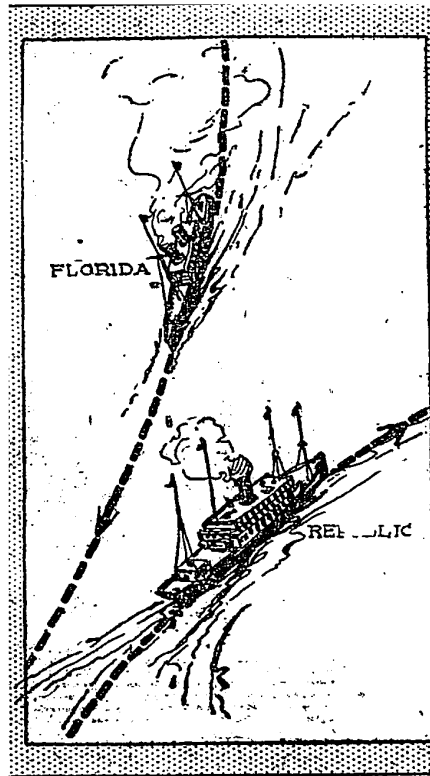
Another woman had draped two steamer rugs about her in lieu of a skirt. As a further illustration of the haste with which men and women had hurried from their staterooms aboard the Republic when the crash came, it was noticed that nearly all of the women had failed to save their hats, and also had had no time to snatch even a hairpin from the dressers in their staterooms. Most of them wore their hair hanging down their backs in braids.

The scene on the pier after the rescued had landed was one of great excitement. Husbands greeted wives and fathers their children, whom they had feared they might never see again. The wireless dis-

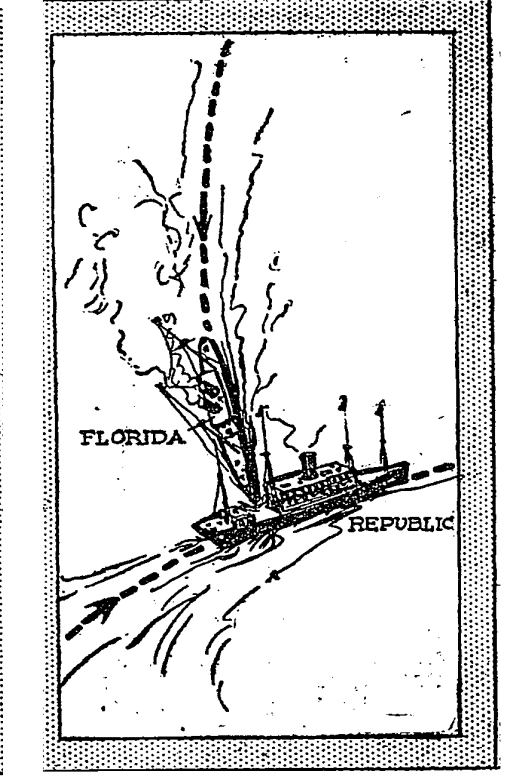
How the Accident Happened.



AS THE SHIPS APPROACHED EACH OTHER.



AS THEY SHOULD HAVE PASSED.



THE COLLISION.

patches which kept the shore in constant communication with the Republic, the Baltic or the other ships which had docked to the scene of the collision had, of course, relieved the anxious ones ashore of a great deal of worry, but the knowledge that there were some dead and injured served to make the waiting ones ashore more or less uneasy.

The fact that nearly all the baggage of those who had sailed from this port on the Republic had gone to the bottom when the vessel sank in thirty-five fathoms of water south of No Man's Land on Sunday evening hastened the disembarkment of the Republic's passengers from the Baltic, for there were none of the usual customs delays.

Deputy Surveyor Coneys aided the rapid disembarkment by marshaling all of the Republic's passengers on one side of the boat just before she made her pier. This obviated confusion, and the men and women passed rapidly down the gangplanks and were hurried away by friends and relatives in taxis and carriages. The entire work took but a few minutes, and the Baltic's passengers were subjected to only a short delay.

Injured Removed to Hospitals.

As the last of the passengers left the boat two ambulances, one from St. Vincent's and another from the New York Hospital, drove up to the pier, and two white-clad surgeons hurried aboard and were taken at once to the staterooms of those who had been injured in the collision. Dr. Fleming took Mrs. M. J. Murphy of South Forks, S. D., to St. Vincent's hospital. She had a fractured hip, and as she was being carried down the gangplank on a stretcher her husband, Michael Murphy, who had been cut and bruised, but not seriously injured, walked beside her. He rode with her to the hospital.

Dr. Munro took away in his ambulance Steward Woodworth of the Republic, whose skull had been fractured by a fall from an upper deck at the time of the collision, and Charles Warrall, an officer of the Republic, who had a broken arm. Four Italians, seven of the Florida, were also taken away in ambulances. Only one other was seriously hurt. He is Eugene H. Lynch of Boston, whose wife was killed in the collision. Mr. Lynch was not aboard the Baltic, having declined to submit to a second transfer, after having been moved from the sinking Republic to the Florida.

From the time the Baltic was first sighted until her passengers had been landed was barely two hours. The first to see the big liner were the officials of the White Star Line, newspapermen, and friends and relatives of those on the Baltic who had gone aboard the General Putnam at 4 o'clock yesterday morning at the White Star line pier to pick up the liner down the bay.

Among those who boarded the General Putnam were Deputy Surveyor Coneys, with Deputy Surveyor Alexander McKeon, W. W. Jefferies, General Passenger Agent of the International Mercantile Marine, and his assistant, J. H. Thomas, all of whom were there in an official capacity. In addition to them were also several relatives and friends of those aboard the Baltic, among these latter being Henry H. Armistead and Col. James A. Glover, the latter already reassured of his daughter's safety but anxious to greet her, nevertheless. Dr. P. J. Finnegan had come on from Cambridge, Mass., to care for the body of Mrs. Lynch, his sister-in-law.

Mr. and Mrs. J. L. Peacock of 106 West Eighty-fifth Street were eager to meet and comfort Mrs. W. J. Mooney, whose husband was one of the two persons killed in the collision. Mr. Mooney and his wife, before their departure on the Republic last Friday, had visited at the home of Mr. and Mrs. Peacock. The latter couple recalled yesterday that the journey which ended fatally for Mr. Mooney would have had his completed it, while Mrs. Mooney has already made twenty-two trips across the ocean.

Mr. and Mrs. Arthur Cockroft were also passengers on the General Putnam, eager to meet Mr. Cockroft's father and mother, Mr. and Mrs. James Cockroft, the former the publisher of the American English Encyclopedia of Law. J. A. B. Cowles went down the bay to meet his wife and three children, who were passengers on the Republic. The Rev. J. M. Prendergast went to meet his brother, William Prendergast of Efferson, Mass., proprietor of the Mount Pleasant House.

Met Baltic Down the Bay.

Most of these people boarded the General Putnam soon after 4 o'clock, as it had been intended to start down the bay at 5 A. M., but owing to the heavy fog it was 7:15 o'clock before the General Putnam set off down the bay. An hour later she swung alongside the pier at Quarantine. Here she lay for the next hour and a half.

The sun had come out, but a mist still hung over the waters of the lower bay. Into this haze those on board the Putnam gazed with eager eyes to catch the first glimpse of the incoming liner. Presently the dim outline of a ship was seen in the mist.

"It's the Baltic," shouted the keenest-eyed. Gradually the hazy shape took clearer form, and presently the shipping experts on board made out from her funnels and masts that the ship was the Republic. The publisher of the American English Encyclopedia of Law, J. A. B. Cowles went down the bay to meet his wife and three children, who were passengers on the Republic. The Rev. J. M. Prendergast went to meet his brother, William Prendergast of Efferson, Mass., proprietor of the Mount Pleasant House.

Lightship at 9:40 o'clock, and reached the Quarantine Station at 10:39. It was 11:20 when the formalities of entrance over, the big vessel started for her pier.

STORIES OF THE SURVIVORS.

Gen. Brayton Ives Had the Only Light Left on Ship—Perils of Transfer.

Gen. Brayton Ives, President of the Metropolitan Trust Company, who was on the Republic when she was rammed by the Florida, was one of the few passengers who saved anything besides the clothing he was able to grab after the crash came. Gen. Ives owes his good luck to the forethought of his valet, who, despite the orders of the Republic's officers that it was a time to escape and not to save valuables, tied one of Gen. Ives's handbags around his neck and got off the ship without the bag being taken from him.

The General lost everything else he had on the ship, including all his baggage, which was in the hold, twelve suits of clothes which were in his stateroom, and all of his toilet articles. His experience was that of practically every other passenger on the Republic.

"I was asleep in my stateroom," said Gen. Ives, "when the collision occurred. There was very little shock or violent motion following the impact. It was the noise that awoke me, not the shock. This may have been due to the fact that my cabin was situated well forward. Naturally there was some excitement after the collision, but it soon subsided, and a better behaved or cooler-headed set of passengers never booked on a liner than these men and women on the Republic. Women never behaved more courageously than did those on the ill-fated ship, and it made us all proud that our country could produce such splendid women."

The ship was plunged in absolute darkness immediately after the collision. Fortunately, a friend of mine had given me a little hand electric candle, and I never received a gift that came in so handy as that one. I lost no time getting out into the halls, but even then I found the officers and stewards mingling with the half-clad men and women, cautioning them to keep their heads. We were told that the ship was a little down aft, but not in a sinking condition. A little later gloomier news spread through the ship, and it was admitted that there was danger. The passengers were advised to get life preservers and be ready to quit the liner.

"At 10 o'clock Saturday morning the order to leave the Republic and board the Florida was issued, and in ten minutes boats were plying between the two disabled liners, each laden to its capacity with passengers. The transfer was accomplished in perfect order, and at no time was there any attempt by men to get off ahead of the women and children. Finally we were all transferred to the Florida. The officers and crew of that ship were well meaning, but the conditions on the Republic were very bad, and I finally had to go on deck in the rain. My experience was that of many others."

"I was able to save only a handbag from the Republic that my man tied around his neck. It was one of the few bits of baggage saved from that ship. The condition of some of the women was pitiful. Finally the Baltic steamed near us and we were transferred to that vessel from the Florida. This transfer took place in the night, and the sea was much rougher than it had been in the morning. It took twelve hours to transfer the passengers to the Baltic, and the men passengers had to take their turn at rowing the boats. When I was at Yale, forty-odd years ago, I was on the crew, and the training I got then stood me in good stead. But it was a tough job."

"The crews of the Republic and Florida acted splendidly all the time, and so did the officers. The only criticism I would make is that I think an officer of high rank should have been put on the Florida by the Republic while the latter's passengers were on that vessel. This was not done, and we felt that we were entitled to an officer to act in an executive capacity. As for Capt. Sealy, he was on the bridge of his sinking ship, directing the work there, so we saw little of him. He showed wonderful courage. H. Smallman of London, Ontario, Canada, and his wife, who were passengers on the Republic, said that they were asleep when the crash came."

"When I was awakened by the noise of the impact I knew there had been a collision," said Mr. Smallman, "but there was no tremor to speak of, and I supposed it was nothing serious. It was when I found that the lighting machinery had been rendered useless that I realized that it might prove to be serious."

"All the officers and crews acted bravely, and the only confusion I noticed worth mentioning was among the Florida's immigrants. But I am sure we should have been all right even had we been compelled to remain on the Florida."

Miss Annie Josephine Ingersoll of Minneapolis told how Capt. Sealy had ordered the transfer of the passengers from the Republic and announced that the women and children must be taken off first. He shouted to speak of, and I supposed through a megaphone," said Miss Ingersoll, "and I never expect to see a finer sight than that of the brave officer up there trying to save his ship and at the same time caring for his passengers. The passengers' behavior was splendid. I saw little boys refuse to leave the ship until their mothers and other women were safely off. The most remarkable incident was the escape of Mrs. Mooney, whose husband was killed. Mrs. Mooney was cooped in between timbers and did not receive so much as a scratch, while her husband, who was in the same cabin, was killed instantly."

Mrs. J. S. Crandall of Chicago said that after the collision she, with Mrs. A. D. Potter, also of Chicago, stepped out into the corridors, where they saw a lot of wreckage of the Republic where the Florida struck her. Two staterooms were utterly wiped out. Mrs. Crandall said, and they could see two seamen working in the wreckage, who soon brought out a woman who proved to be Mrs. Mooney. "All around were women in their night dresses," said Mrs. Crandall, "and when they begged to go to their cabins to get more clothes they were told to stay where they were until further orders, meanwhile the stewards got them more clothing. At no time was there a panic. Mrs. Potter managed to get back to our stateroom and got our jewelry. That was about all we saved."

sat about on potato bags, on the stanchions, and even the railings."

Mrs. Herbert L. Griggs, who occupied the room between the two occupied by the Mooneys and the Lynchs said: "I was awake when the crash came. The lights went out, the ceiling dropped in, the electric light wires fell on me, and some of the partition walls fell well. I felt something holding me down, and found that it was a mattress that had been driven in from the next room. I pounded on the wall, and soon they forced a way in and carried me out through the hole in the next cabin, then into a hallway, and to the saloon."

Dr. M. E. Waldstein of South Orange, N. J., said that when it came time to quit the Republic he was clad in his pajamas, a fur overcoat, a tan shoe on one foot and a black one on the other. He still wore the outfit when the Baltic reached New York, and the first thing he did was to jump into a taxicab and drive to a store for new clothing.

And Second Steward Spencer of the Republic as two heroes of the disaster. The two men, he said, in the transfer from the Florida, the Baltic had trouble handling the immigrants, and one of the immigrants drew a knife on Spencer. It took Spencer just thirty seconds to bring the man to terms, and others who acted in similar fashion were handled in the same way, so that the transfer was accomplished without mishap.

Everywhere men and women were in tears," he said, "as they separated, the women to go off in the fog in the boats and the men to remain on a sinking steamship."

J. G. Phelps of Wyoming, who was traveling with his wife and son, said that when they made the trip in the small boats he had to stand aside and see his wife helped into the boat, and they were separated for hours.

The way "Jack" Binns, the wireless man on the Republic, stuck to his post in "I face of the collision was told by Major John Espy of Philadelphia, who with his wife was on his way for a tour in Southern Europe. "When the blow came," he said, "I ran on deck. I ran up to the wireless room and tried to talk to Binns. He was bending over his instrument, trying to get away. I went to talk to him, and he simply waved me away. I learned then that Binns was sending out the calls that brought the fleet to our aid. He and his wireless were saving our lives. Binns stuck to his post and was one of fifty who volunteered to stay with the Captain. I saw no signs of panic. Miss Mollie Snyder, who, with her parents was bound for the Mediterranean, wrote an account of her experiences at the time of the collision."

M. R. Baskerville of Watertown, S. D., said that the steamer was going slowly at the time of the collision. He was on the Republic for some time after the accident, and said that she sank very gradually—so gradually, in fact, that but few of the passengers were afraid after they had the Captain's assurance that there was no immediate danger."

Robert Frederickson of 834 Union Avenue, the Bronx, said that it was a mercy that the sea was so quiet, and that for this reason the transfer was attended by so little risk. He said he never witnessed so fine a display of discipline as that shown by the crews of the Baltic, Republic, and Florida."

Mrs. E. I. McCready of Chicago and her daughter Grace occupied a stateroom very near where the blow was struck. Mrs. McCready considered their escape miraculous. "We were thrown to the floor amid wreckage," she said, "and a piece of iron became wedged over us, but did not injure us. I cannot understand how we came out unscathed."

Miss Agnes Shackelford of this city said that the sinking of the Republic was the third sea disaster she had been through. "I was once on a vessel that caught fire at sea," she said, "and on another that stranded, but those two accidents were mild in comparison with my experience on the Republic. But everybody acted splendidly. Capt. Sealy, after his efforts to save his vessel, came among us and found time to say a few pleasant words. His conduct and that of his officers did much to reassure us."

Prof. John M. Coulter of the Chicago University praised the coolness of the women, and emphasized the good discipline and bravery of the men on board. Prof. Coulter and his family were met on arrival by Henry Pratt Judson, President of the university. Samuel Cupples of St. Louis was traveling with his daughter, Mrs. William H. Scudder, her two children, and his physician. They were going to stay eight months in Egypt for Mr. Cupples's health. "I was so interested in watching the bravery of the stewards," he said, "that for a time I forgot our danger. They went around arousing all. We lost all our clothing. I got away in a bath robe. I am going back to Philadelphia as soon as I can get there."

MADE EASY FOR SURVIVORS.

Customs Formalities Done Away with Yesterday in Their Case.

The customs officials, to facilitate the disembarking of the Republic's survivors, and in order that their anxious friends might greet them on their arrival on the Baltic, waived all restrictions yesterday. The customs lines on the White Star pier were done away with for the day, and all who came were allowed to enter.

Surveyor of the Port Clarkson was on hand to see that everything was done for the convenience of the survivors' friends. All those who went down the bay on the General Putnam were allowed to board the Baltic without cutter passes.

The passenger manifests of the Florida were not brought up by the Baltic, and in consequence the immigration officials had to make out the manifests entries for each of the thirteen cabin passengers. The work required the questioning of each individual at great expense of time. They also had to be guided by their own judgment in discerning them without the manifests, which would have given authentic information as to their histories and worldly standing.

The steerage passengers will be examined to-day on Ellis Island, but there will be no delay in their case, for the Florida's manifests were brought in late yesterday on that steamer.