

TWO WARNINGS OF ICE AHEAD PHONED BY TITANIC LOOKOUT

WEATHER—Fair to-night and Wednesday.

FINAL
EDITION.

The



The World.

EXTRA

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1912, by The World Publishing Co. (The New York World).

NEW YORK, TUESDAY, APRIL 23, 1912.

18 PAGES

PRICE ONE CENT.

ENGINEERS YIELD POINT; WILL ACCEPT ARBITRATION, BUT WANT QUICK ACTION

Chief Stone Says Railroads
Will Have No Excuse to
Delay Further.

HOLD UP BIG STRIKE.

Managers Alone Fail to Agree
on Offer of Federal
Mediators.

The conference committee of the railroad board of managers has consented to accept the mediation of United States Commissioner of Labor Charles F. Neill and Judge Martin L. Knapp of the United States Commerce Court in settlement of the strike difficulty between themselves and the Brotherhood of Locomotive Engineers. The Evening World is in a position to give this qualified announcement in advance of the official statement which will be published by the railroad managers some time to-night.

The acceptance of the railroad managers to this proposal is accepted by the engineers as a distinct gain by them and the yielding of an important point by the railroads.

So far has the Brotherhood of Locomotive Engineers modified its defiant position of last night, when a strike order was voted upon receipt of a refusal to consider terms from the representatives of the fifty railroads involved, that Grand Chief Warren S. Stone said to-day that if the Railroad Board of Managers will not consider mediation between themselves and the engineers the latter may even consent to arbitration.

Chief Stone made this statement before he had heard whether or not the railroad board would accept the offer of mediation made by United States Commissioner of Labor Charles F. Neill and Judge Martin L. Knapp of the Court of Commerce, and accepted by the Brotherhood last night. The conference committee of the railroad managers was still in session at its headquarters, No. 50 Church street, and no statement had come from that body as to its disposition toward the mediation proposition.

Chief Stone punctured his remarks with the assurance that the engineers had gone about as far as they could, and had waited as long as they cared to wait for some definite action.

JEALOUS SUITOR SHOOTS GIRL AND FAVORED WOOER

Pair Mortally Wounded Amid
Crowd of Workmates in
Busy Factory.

MOB CHASES FUGITIVE.

Policeman Rescues Love-
Crazed Youth From Venge-
ance of Pursuers.

Anna Schoski, pretty and twenty years old, and Barney Berger, twenty-eight years old, both living at No. 164 Delancey street and said to be sweethearts, were shot and dangerously wounded while at work to-day in the factory of Mendel Bernstein at No. 239 Wooster street. Samuel Margoles, twenty-four years old, an old sweetheart of Miss Schoski, was arrested.

The wounded couple are in St. Vincent's Hospital, where it is feared they both will die.

According to the police, the shooting came as the climax to the romance of Miss Schoski and Margoles. They were to have been married eight months ago, when Margoles developed symptoms of tuberculosis and the girl, by advice of relatives and friends, broke the engagement. Margoles swore she would never marry any one else. He went West for his health and returned recently, stopping at Mills Hotel No. 2. Several times during the past week he had appeared at the factory and tried to see the girl, but was put out of the building each time. To-day he forced his way into the workshop, the police say, and confronted Miss Schoski, who was operating the machine next to Berger's.

"I know what has happened," Margoles is said to have shouted in Russian. "You have thrown me over for another man. But you will never live to marry him."

Margoles whipped out a revolver it is said, and shot the girl through the neck. She fell to the floor, and Berger sprang between her and her assailant. Margoles shot Berger through his upraised hand, but Berger closed in and there was a brief struggle, which ended with another shot, and Berger fell with a bullet in his breast. Margoles broke through the crowd of workers and ran down into the street. An angry mob from the factory poured downstairs after him and pursued him for several blocks. In front of No. 63 South Washington square, Margoles ran into the arms of Policeman Fern, who had difficulty in keeping back the angry crowd of pursuers until a patrol wagon arrived.

At the police station Margoles refused to talk. A bottle of carbolic acid, with a Denver label was found in his pocket.

Lights Titanic Officers Saw May Have Been the Carpathia's

Fourth Officer Boxhall testified before the Senate Committee: "My attention until the time I left the ship was mostly taken up with firing off distress rockets and trying to signal a steamer that was almost ahead of us. I saw his masthead light and I saw his side lights. By the way she was heading she seemed to be coming toward us."

"I told the captain about this ship, and he was with me most of the time when we were signalling."

"I went over and started the Morse signal. He said: 'Tell him to come at once; we are sinking.'"

"The ship was approximately five miles from the Titanic. I could see two masthead lights and the red light. I saw the masthead light first, then the side light. I am sure she was coming in our direction."

"The lights of the steamship seen by the Titanic just before she sank were probably those of the rescue ship, the Cunarder Carpathia. The Carpathia was making very slow progress toward the spot indicated by the Titanic's plea for help because of ice. She had to change her direction many times."

In his testimony before the Senate Investigating Committee Capt. Rostron said (the bearing of the testimony had not then been made apparent by the testimony that a ship's lights were seen before the arrival of the Carpathia):

"At about 2.40 o'clock I saw a flare on the waters. I took it for the Titanic. I believed she was still afloat. Soon after I made out an iceberg on the port bow. Between 2.45 and 4 o'clock we were passing icebergs. Previous to that I had to get out of the way of an iceberg."

That lights of another ship were seen was sworn to before the committee at the morning session by Alfred Crawford, a bedroom steward on the Titanic. He describes the loading of the boats and the conduct of Mrs. Isidor Straus, saying:

"She (Mrs. Straus) put her foot on the gunwale; then she changed her mind and went back to her husband. That was Boat No. 8. The captain was personally superintending the loading of that boat. HE TOLD US TO PULL FOR A LIGHT THAT WE SAW—THE LIGHT OF A SHIP IN THE DISTANCE—TO LAND THE WOMEN AND RETURN. WE PULLED AND PULLED, BUT WE COULDN'T REACH THE LIGHT."

MEXICANS BEHEAD AMERICANS WHO REFUSE MONEY

Refugees From Vera Cruz Tell
of Murderous Raids by
Bandit Gangs.

GALVESTON, Tex., April 23.—Forty-seven passengers, all but one citizens of the United States, who arrived here to-day from Vera Cruz on the steamer Texas, tell of torture and assassination of Americans in the republic.

All the refugees left their lands, homes, furniture and everything they possessed except enough money for passage and the clothes they wore. Among the same number there are only four or five trunks.

M. H. Ish, one of the refugees, told of the murder of an American citizen named Wall.

"Mr. Wall was a neighbor to me," said Mr. Ish. "He had sold several head of cattle and hidden the money. A band of desperadoes went to his hacienda and demanded money. Walling to get it they deliberately beheaded him with their machetes, herded his cattle together and drove them off. There are many instances just like this."

"We lived in a little settlement where a colony of eleven American families had founded the town of Sanburn. All of these families left because we were afraid to remain longer, knowing we would all be killed or tortured."

John T. McGee, a wealthy planter, who went to Mexico two years ago, returned to America with more than \$10,000 and left behind land and five acres. Mr. McGee tells of cruel practices on an American woman now in the hospital at Mexico City.

"The bandits visited the home of Mr. Shay one of my neighbors about a week before I left the settlement," said Mr. McGee. "He demanded money and gave them about \$10 and the girls, saying that was all he had on the place."

CRIES OF THE DYING HEARD FOR AN HOUR AFTER TITANIC CRASH

Frederick Fleet in the Crow's Nest,
of the Titanic When She Struck,
Tells Investigators He Warned the
Captain of Danger.

"I Sounded Three Bells and Tele-
phoned to the Bridge—The Officer
Thanked Me and Hung Up—We
Had No Glasses for Observation.

WASHINGTON, April 23.—Scenes aboard and about the great White Star liner Titanic before she struck the iceberg, after the collision and after she sank were vividly brought before those present at the Senatorial investigation this afternoon by two witnesses who played prominent parts in the tragedy. The evidence of both these witnesses further established the careless, happy-go-lucky methods in vogue on the Titanic because of the general belief that she could not sink and would run over or through anything she might happen to strike.

Frederick Fleet, one of the two seamen on lookout in the crow's nest, testified that if he had been equipped with night glasses he would probably have seen the iceberg in time to avert the collision. The admission slipped from him inadvertently, as he was a reluctant witness.

HAD NO GLASSES IN CROW'S NEST.

"Do you mean to say you had no glasses to assist you in your lookout work in the crow's nest?" Fleet was asked.

"We had no glasses."

"Did you have any at any time on this voyage?"

"We had a pair when the Titanic was coming down from Belfast to Southampton to take on passengers and cargo. They took them away at Southampton."

"Did you ask for glasses?"

"Yes, sir. They told us there were no glasses for us. Second Officer Lightoller, I was told, would supply us, but he didn't."

"Did you express surprise when told you would not be supplied with glasses?"

"Yes, sir. We always had glasses on lookout on the Oceanic."

Fleet went into the crow's nest with a seaman named Lee at 10 o'clock Sunday night. He and his fellow watchman were warned by the retiring lookouts to keep a sharp eye for ice.

BOTH MEN SAW BLACK ICE AHEAD.

"Soon after seven bells (11.30)," said Fleet, "I saw a black mass of ice ahead. Lee saw it at the same time. I rang three bells, notifying the bridge I wanted to talk through the telephone. I reported the ice ahead. We struck and the ship keeled. We didn't stop until after we had passed the berg."

Third Officer Herbert J. Pitman, who preceded Fleet on the stand, thrilled the committee and the spectators during his examination by his unwilling description of happenings in the darkness after the Titanic disappeared. There was no disorder aboard or in the boats, he said, before the Titanic sank and plunged the hundreds on her decks into the water.

"Then there were cries from those in the sea," said Pitman.

"How long did the cries last?" he was asked.

"I don't like to talk about it, sir," replied Pitman, contenting himself with difficulty.

INSIST ON DEFINITE ANSWER.

"Without any desire to harrow your feelings," said Senator Smith, "I shall have to ask you to be quite definite on this point."

"Well, sir," said Pitman, licking his lips, "it was just like a continual moan—just a low moaning sound, like. It kept up for nearly an hour, I should say, sir."

This was the sound made by the chilled and dying men and women desperately struggling in the water. Some were picked up by the boats. The hundreds of others disordered aimlessly until benumbed and then they died.

"Did you attempt to help any of those in the water?" Pitman was asked.

Pitman was in charge of a lifeboat carrying about forty passengers, three of whom were men who had been told off to handle the oars. He had one seaman.

"When we got away from the Titanic I ordered the men to pull away

"The Titanic Was at Her Fastest
Speed, About 21 1-2 Knots, When
She Struck," Said Third Officer
Pitman to the Committee.

"Don't Ask Me About the Struggle
in Water—I Can't Bear to Think
About It—There Were Four Ex-
plosions as Titanic Sank."

a few hundred yards," explained Pitman. "I didn't expect the ship would sink then. I couldn't believe she was going to sink until I saw her going down by the head and the water steadily creeping aft. Then she went down, easily, making no suction."

"I heard these cries in the water and directed the men to row back toward where the ship went down. The passengers objected. The men started to row back, but the objections continued. I was told that we were already loaded to capacity and to go into the struggle would only lead men to grab hold of and upset the boat and add forty to the list of drowned."

"We didn't go all the way back," Pitman concluded. "We stopped and I ordered the men to take in their oars and we drifted."

Pitman said the Titanic when she struck the iceberg was moving faster than at any time after leaving Southampton. He estimated her speed at between 21½ and 22 knots. He said it was not customary to slow down in proximity to ice.

The activities of Mr. J. Bruce Ismay appeared in Pitman's story. He saw Mr. Ismay on the boat deck shortly after the collision, ordering the boats cleared for the women and children. This was before Captain Smith gave orders for clearing the lifeboats and taking the women and children off.

There was no fire drill on the Titanic after she left Southampton, and no boat drill. The only boat drill Pitman knew anything about was held on the Titanic while she lay at the pier in Southampton making ready for her maiden start to New York. Only two boats were used and only sixteen seamen took part in the drill.

HEARD DEATH CRIES FROM TITANIC FOR MORE THAN AN HOUR

"One Long Continuous Moan in the
Water After Ship Went Down,"
Says Third Officer Pitman.

Third Officer Herbert J. Pitman vividly described the sinking of the great ship to the committee. The British officer told the pathetic story in an almost stolid manner.

"It was a continual moan for about an hour," he said. "It died away gradually."

"Is that all you care to say about that aspect?" Senator Smith asked.

"I'd rather you'd left that out altogether," the big brawny Briton pleaded, as his voice choked in emotion of recollections. Tears came to eyes of many women in the room. Even Senators shaded their eyes as Pitman described the scene of midnight terror.

BOXHALL TOO ILL TO TESTIFY TO-DAY.

Pitman was the first witness to-day. Fourth Officer Boxhall, who had told last night of the ship that was five miles away but refused to answer calls for aid, was too ill to resume cross-examination.

Before calling the meeting to order Smith stated that for the present it had been decided not to subpoena additional witnesses until the committee had discovered how much those already held as witnesses knew of the disaster.

"I will not ask Mrs. John Jacob Astor to appear at the present time," Smith said. "Her physical condition necessitates a postponement of her call here. Everything will be done by the committee to expedite the

FOR BASEBALL SEE LAST PAGE