

WOMAN TRACED BY HUNTERS FOR BOMB MAILER

Struggling Crowds on Imperator Delay Big Liner

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CRUSH ON THE IMPERATOR, 7,000 CROWD GREAT LINER, WOMEN FAINT, MEN FIGHT

Passengers and Visitors Scramble About the Decks and Delay Sailing. HERDED LIKE CATTLE. Porters Carrying Baggage Jostle Against Passengers and Add to the Annoyance.

The Hamburg-American liner Imperator steamed away from Hoboken at 11 o'clock to-day, an hour late, on her second trip out of this port. Aboard the gigantic steamship were 650 first cabin passengers, 400 second and some 700 steerage, and most of them were hot, exhausted and disgusted. Many of them had been waiting to get aboard since 9 o'clock in the morning, and when they finally accomplished it they did so only by fighting their way through an excited throng which pushed and milled about like a herd of cattle. Persons who had witnessed many sailings said this was the worst handled one they had ever seen.

Women fainted in the crush on the pier and men fought to carry them out of the crowd, or to get them aboard the ship. Through the throng porters and stewards rushed with baggage which banged against the knees of waiting passengers. For two hours the pier was a closely packed enclosure filled with pushing, shoving, quarreling men and women. Never for an instant was there a lull.

CROWDS AT THE PIER AT 8 O'CLOCK. The Imperator's pier in Hoboken lies some 200 feet away from River street and at the street are huge gates which give into a cobble-paved courtyard whence steps rise to the pier proper. Into this courtyard the crowds began to push as early as 8 o'clock. Each of the first cabin passengers had four pier passes for friends and each of the second cabin passengers had two. Besides, there were probably 2,000 men and women whom curiosity to see the biggest ship in the world had brought to the pier. All told, there must have been between 6,000 and 7,000 persons struggling to get near the ship.

The Imperator's decks are so high that an extra platform has been built over the pier to reach the gangplanks. Four flights of four steps each lead onto this raised platform, but this morning, despite the unusual crowd on hand, big bulky porters stood at three of these platforms and held the crowd back. Every one—passengers, visitors and porters and stewards with baggage—had to use the one narrow stairway, and about this there was constantly a struggling mob. It was here that women fainted, overcome by the heat and the pressure.

VISITORS LOSE THEIR WAY IN DECKS AND CABINS. Aboard the big ship there was almost as much confusion. Visitors, once they got aboard, contended all over the huge structure to lose their way in lower decks, passageways and cabins which they wanted to inspect. Half frantic stewards rushed about trying to bring about some sort of order, but when sailing time came at 11 o'clock fully half of the visitors were still aboard and unable to find their way off the ship. Every man of the crew who could be spared from other work ran about guiding the now frightened visitors, who feared being carried away to the gangways, and it was 11 o'clock before the big steamship put out into the river.

Mrs. James A. Burden of this city with her daughter, Florence, and her son, James A. Jr., and William D., were passengers, as were also H. A. C. Smith, C. J. Burden of Dox and Ferris, his wife and two daughters and Secretary T. O. McGill. Mr. Smith is returning aboard to attend several waterways conventions and to make a study of plans.

RAILROADS FIGHT STRIKE MEDIATOR TRAINMEN CHARGE

Delay by Senate in Confirming Appointment of Chambers Causes New Trouble. DUE HERE TO-MORROW. New Officials Arrange for Coming to New York Pending Action by Senate.

Word was received from Washington this afternoon that Judge William Lee Chambers, Judge Knapp and Assistant Commissioner Hanger of the Board of Mediation and Conciliation which, under the Newlands bill, is to make an attempt to settle the railroad controversy prior to any arbitration, would come here from Washington to-morrow and begin their work on Monday. The news was a surprise to the railroad men, who have been marking time here until the Senate should confirm the appointment of the mediators. The fact that this had not already been done had complicated the already tense situation.

News came from Washington this afternoon that Secretary Wilson of the Department of Labor had gone to the Capitol to urge upon the Senate Committee on Education and Labor, to which the nominations of Chambers and Hanger have been referred, the urgency of immediate confirmation. Chairman Smith was out of the city, but a poll of the committee was begun with a view to a favorable recommendation to the Senate.

In the ranks of the railroad men the impression had gained strength to-day that the delay could be attributed in part at least to the activities of the railroads which, the men say, bitterly oppose Judge Chambers. They believe his decisions in the firemen's threatened strike of a year ago and in the Georgia Railroad controversy were in favor of the men.

Practically, as a result of this growing belief, A. B. Garretson, President of the Order of Railway Conductors, and William G. Lee, President of the Brotherhood of Railroad Trainmen, issued a statement to-day. This statement read: "We are greatly disappointed at the failure of the Senate to confirm the President's appointments under the amended Erdman act. Delay or failure to confirm such appointments only makes it more impossible for us to control the situation.

"While the men desire to be more than patient, it is hoped the Senate will realize the necessity of prompt action."

Mrs. Alfred G. Vanderbilt, Who Returns From Europe With Heir to Big Fortune



MRS ALFRED G. VANDERBILT.

La Saviole of the French line, in port this afternoon from Havre, brought Mr. and Mrs. Alfred Gwynne Vanderbilt and their ten-month-old son, Alfred Gwynne Vanderbilt Jr., a big, fine, fat bouncing baby, who fairly radiates good health and good nature. The youngest Vanderbilt was easily the star passenger on the big liner.

Mrs. Vanderbilt, who is the daughter of Capt. Isaac Emerson of Baltimore and was at one time the wife of Smith Hollins McKim, takes care of her own baby, although the little fellow is also looked after by a nurse and a governess. The mother says that her boy will be educated in this country and will be brought up a good American citizen, while Mr. Vanderbilt says he hopes to make his son not only an American citizen, but the best judge of horses and the best whip in the United States.

The Vanderbilts went from the ship to their magnificent quarters on the upper floor of the Hotel Vanderbilt at Thirty-fourth street and Park avenue. They will leave to-morrow morning for Oakland Farm, near Newport, where a glass-enclosed nursery has been installed for the baby, and the finest cow procurable is in readiness to supply the infant with his regular rations of milk.

Mr. Vanderbilt said he intends to remain in and around New York until about Jan. 1. He has twelve horses coming over next week on one of the Atlantic Transport vessels, and intends to do a lot of driving.

On his arrival at Naples he will be received by the boys of the Naples High School, and later by the Commissioner of Education and the American Embassy.

ONE WOMAN DEAD, MANY STRICKEN BY STRANGE ILLNESS

Malady That Baffles the Doctors Seizes Members of Flatbush Families. CORONER INVESTIGATES. Water and Food Analyzed, but All Efforts Are of No Avail.

Mrs. Mary Pratt, widow of Robert F. Pratt, a real estate operator, living at No. 125 Thirty-seventh street, Brooklyn, died at her home to-day of a disease not identified. For two weeks members of the Pratt family have been strangely affected by illness. Dr. Pett, the family physician, has had every article of food and drink used by the family analyzed and cannot account for the sicknesses. Dr. Pett has ten other patients in the neighborhood, he says, similarly affected. Mrs. Pratt was sent home from the Long Island State Hospital eight months ago, discharged as cured of a mental infirmity.

Two weeks ago Mrs. Pratt became ill. She was drowsy and, when she became altogether unconscious, was nauseated. Immediately thereafter her children, Mrs. Rose Rhylander, who is nineteen years old, and her sons, Henry and Edward, were affected with the same symptoms. On July 11 Augusta Pratt, who had been away from home but who had returned on account of the sickness of the family, was also stricken. She sent for her sister, Mrs. Mary Smith, of No. 109 Clermont avenue. Mrs. Smith was taken sick after two days. Dr. Pett had the water supply cut off and made progressive analyses of all the food supplied to the house.

Notwithstanding the use of bottled water and the apparent innocence of the milk and vegetable supply, the illness of the family continued. Coroner Rooney is making an investigation.

"NOT ENOUGH TORPEDOES TO FIGHT ONE ROUND" Congressman Britten Says Nation Would Be in Sorry Plight If War Was Declared.

BOSTON, April 19.—"There are not enough torpedoes in this country to-day to fight one round in a combat with another nation," said Congressman Fred A. Britten of Illinois, a member of the House Naval Committee, upon his arrival at the Charlestown Navy Yard this morning. With the others of the Naval Committee, Mr. Britten is making an inspection of the naval stations on the Atlantic Coast. The inspection of the Narragansett Bay naval station was concluded yesterday and the committee came here to look over the navy yard.

"Immediately upon my return to Washington," said Mr. Britten, "I shall introduce an order to double the capacity of the torpedo station at Newport. Our committee spent three days at Newport and learned that the New York plant which is turning out torpedoes can deliver only 500 a year. If war was declared to-morrow we would be in a sorry plight so far as torpedo defense was concerned. We learned that some of the torpedo-boat destroyers in commission have not enough torpedoes on board to-day to fire more than one shot through their tubes."

WOMAN FELT FROM ROOF. Mrs. Edith Thompson of No. 402 West One Hundred and Eighty-fourth street went to the roof of her home to-day to wait for her mother, uncle and two sisters to go with her to Bronx Park. She said that she was dizzy and needed fresh air. A few moments later the family heard her scream, and, looking out of the window, saw her body lying limp on the pavement of the rear courtyard. She was dead when they reached her.

BOMB FIEND'S ARREST NEAR, SAYS DOUGHERTY; POLICE LEARN MOTIVE

Score of Detectives Scouring Connecticut Towns on Trail of Woman, Under Secret Orders From Deputy Commissioner.

NAME ON MAILED PARCEL IS CLUE TO LOVE PLOT

Franck's Attention to New England Girl Believed to Have Aroused Anger or Jealousy. The score of New York detectives at work in New Britain, Waterbury and Darien, Conn., to learn who sent a bomb to Jacques Franck, a travelling salesman of No. 709 West One Hundred and Seventieth street, at his home, were to-day instructed by Deputy Commissioner Dougherty to look into the recent movements of a woman in whom Franck has had a certain interest, but who has shown an even greater interest in Franck.

JEWELLER DROWNED BATHING IN SURF AT ROCKAWAY PARK

Finding of Florenzie's Body First Tidings to Wife of His Fatal Plunge. Emile S. Florenzie, a manufacturing Jeweller, who lived the year round at Pelham avenue and the ocean front, Rockaway Park, went for his morning swim at 9 o'clock to-day, plunging headlong into the water from the beach in front of his residence. An hour and a half later his body was washed ashore at the foot of Fifth avenue, half a mile to the westward.

The spot at which Mr. Florenzie entered the water is in a residential district and there were no other bathers near. His wife and two daughters did not note his absence from the house, as he had not intended to go to the city for business to-day and they thought he was talking to friends on the beach. Their knowledge of the tragedy was brought to them by a neighbor who had identified the body.

EXPLODING TORPEDO CAUSES SCARE ON ERIE Officials Say It May Have Been Overcharged or That Two Cartridges Were Placed Together. The explosion at Paterson, N. J., of a railroad torpedo which is said to have been heavily charged, gave rise to-day to a report that an attempt had been made to wreck the last train west-bound last night. The railroad people say there was nothing out of the way, that the train was stopped by the explosion of the cartridge placed on the track in the regular order by the rear brakeman of the train ahead. The train obeyed the signal and then proceeded slowly through the block. The railroad officials say the loudness of the explosion may be accounted for in two ways—either the torpedo was over-loaded or the cartridges were placed together in the darkness instead of two a short distance apart.

SMELL OF SULPHUR SAVES FRANCK'S LIFE. The salesman had out away the Manila paper wrapping of the package and had taken off an inner wrapping of cardboard, bringing to view a wooden box, 10 inches long, 4 inches wide and 3 inches deep, with a lid sliding in a groove. This lid had been slipped back two inches or so when Hannon came in. Franck pointed to some black powder lying in a wrinkle of newspaper remaining by the sliding back of the lid. Hannon took a pinch of it to a window sill and touched a match to it. An explosion followed—tiny, but enough to make the men notify the police. Louis Charles Canally and Detectives Louis Hyman and David Foley of the St. Nicholas avenue station, answered their call, with inspector Albert stable of the Bureau of Comaustibles. "When I slipped the lid back," Franck told them, "I heard something crack inside. I didn't know what it was, but I slipped over quickly and caught a whiff of something like gun-

THE TIDES. Low Water, 6:30 A.M., 1:30 P.M., 6:30 P.M. High Water, 12:15 A.M., 7:15 A.M., 12:15 P.M.

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