

SECOND AMERICAN STEAMER SUNK

BERLIN (Via London) Feb. 23.—Associated Press)—American steamer Carib has gone to the bottom off the German Coast in the North Sea as a result of running on a mine. The Carib was not using the route laid down in the German marine instructions. The Carib formerly belonged to the Clyde Line, but was sold two months ago to Walker, Armstrong & Co. of Savannah. She sailed Jan. 27 for Bremen.

WEATHER—Rain to-night and Wednesday. Warm.

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FIFTH SHIP TORPEDOED IN WAR ZONE

NO RESIGNATIONS! SAY FOUR MEMBERS OF SERVICE BOARD; HAYWARD SEES THE GOVERNOR

Commissioners Deny They Will Retire Voluntarily Just Now From Fat Jobs.

NEW WHITMAN BOARD.

Prof. Seligman of Columbia and W. R. Willcox Likely to Be Named.

No resignation—at least not yet—is the attitude to-day of the Public Service Commissioners.

Four of them, Commissioners Cram, Maltbie, Wood and Williams, were asked to-day whether they had their resignations either in hand or in mind and not one had either. Commissioner McCall, the chairman, was not at his office.

Col. William Hayward, counsel to Gov. Whitman, who is said to be slated to succeed Edward E. McCall as Chairman of the Public Service Commission, went to Albany to-day to confer with the Governor.

His departure followed an announcement from Albany that the resignation of McCall, J. Sergeant Cram, Robert C. Wood and George V. S. Williams as Public Service Commissioners for this district will be in the hands of the Governor in a week or two.

Commissioner Williams said: "Two months ago I heard that our resignations had been asked for. But it is not true. I have not resigned, but I am too good a party man to make any sort of protest when a new Commissioner walks into my office and tells me he has my job. But what I would regret very keenly would be removal from office under any implication that I had not done my duty or that I had been inefficient."

Commissioner Cram said: "I have not resigned."

"Will you resign?"

"All I can say is I have not turned in my resignation."

Commissioner Wood said: "I have not resigned. I cannot answer for any other Commissioner."

Commissioner Maltbie said: "I don't have to resign. I go out automatically when my successor is appointed."

Gov. Whitman's plan, it is said, is to inject young blood into the Public Service Commission of the metropolitan district. With the expiration of Commissioner Maltbie's term this month and the resignation of the other members, the Governor will have the selection of an entirely new board. Besides Col. Hayward for Chairman, two other appointments were predicted to-day.

E. R. A. Seligman, a professor of economics in Columbia University and an authority on taxation, will probably be named as a member of the new commission.

William R. Willcox, who was Chairman of the commission under Gov. Hughes and is credited with having put through the dual subway system, is also likely to be chosen by the Governor for one of the vacancies.

The appointment of the new commission is scheduled for March 15. The resignation of the present members will make unnecessary any ripening legislation.

SAILING TO-DAY.

Mahawk, Jacksonville..... 1 P. M.
Jamestown, Norfolk..... 3 P. M.

ERIE CARS PLUNGE OVER A BANK; SIX PASSENGERS HURT

Train Carrying Jersey Commuters Jumps the Track at Pompton Lake.

COACHES OVERTURNED.

Car Rolls on Top of One Man, Who Is Dragged Out Uninjured.

An Erie passenger train on the Greenwood Lake Division, which left Midvale, N. J., at 8:30 o'clock this morning for Jersey City, jumped the track at Pompton Lake. The locomotive and four coaches plunged down a slight embankment and the coaches toppled over on their sides. A fifth coach left the track, but remained upright.

Only six persons were injured. The train had been on the road less than fifteen minutes when the accident occurred and had not taken on many passengers. The injured were cared for at a hotel near the scene of the wreck.

At the point where the accident occurred the rails are laid on an embankment crossing low ground. The warm weather of the last few days thawed out the embankment and permitted some of the ties to sag. As the locomotive reached the depressed ties the rails spread and the train went into the ditch. The locomotive broke away from the tender and remained upright.

Drs. Thorne, Messenger and McDonald of Butler hastened to the scene of the wreck and ministered to the injured, one of whom was found to be very badly hurt. Three others sustained severe cuts and contusions, while the other two escaped with bruises.

John McGovern, a passenger, had a miraculous escape. He was seated near the door and when he felt the car leave the track he sprang to the platform and jumped to the ground, rolling over and over in the ditch.

The car in which he had been riding fell over on top of him. Engineer Farrell and Fireman Neary, who had looked back and seen the car drop on McGovern naturally concluded he had been killed and directed their efforts to getting out his body.

While they were frantically engaged in hacking away at the car McGovern appeared at one end. The car had so fallen that it touched only the edges of the ditch, and his only hurts were sustained when he struck the ground after jumping. By crawling along the ditch to the end of the car he got out unassisted.

WILSON ON JAPAN'S DEMANDS

President Says He Is Not Certain What Exact Terms Are.

WASHINGTON, Feb. 23.—Reports of Japan's demands on China still are of such a conflicting nature that the American Government has not been able to outline a policy. President Wilson told callers to-day he was not certain what the exact demands were but indicated that the subject is being carefully studied.

SHE KNELT AT BOY CHAUFFEUR'S FEET READING RUBAIYAT

And Mrs. Gertenbach Stroked His Curly Locks, Mrs. Dockerill Testifies.

THEY SANG IN HAMMOCK

Little Victrola Buzzed All Day While They Danced Tango and One-Step.

Mrs. Mabel Gertenbach raised her eyebrows, pursed her lips and otherwise showed signs of horror and anger when Mrs. Beatrice Dockerill, a young matron, told a jury before Supreme Court Justice Hendrick to-day how Mrs. Gertenbach entertained her boy chauffeur, James Mooney, in the Gertenbach home, No. 1317 Voorhees Avenue, Sheepshead Bay.

Mrs. Dockerill lived in the Gertenbach home while Mrs. Gertenbach was appearing in a Brooklyn theatre in stock as Mabel Montgomery. Mooney, who is many years Mrs. Gertenbach's junior, would take Gertenbach to the railway station every morning in his car and then return to the Gertenbach home, where he remained with Mrs. Gertenbach all day, while her husband attended to his duties as purchasing agent for the Hotel Astor.

That Mrs. Gertenbach displayed a motherly interest in her young chauffeur's welfare Mrs. Dockerill was sure, but, as she told the jury, there were times when their relations exceeded the limit.

"What made you feel that Mrs. Gertenbach was taking an unusual interest in Mooney?" asked John H. McIntyre, counsel for the husband.

"Well, one day I chanced to look into the parlor and there I saw Miss Montgomery reading aloud to Jimmy (Mooney), and if I remember rightly the book she had in her hand was the Rubaiyat of Omar Khayyam. He was sitting on a couch and Miss Montgomery seemed to be kneeling at his side."

"Well, that was all right," wasn't it?" inquired Attorney M. L. Malinsky, attorney for the actress.

"I am the mother of a fourteen-year-old boy myself," the witness continued, "and Mooney is only six years older, and I don't think that book was just the proper thing. And then I saw Miss Montgomery put her hand on Jimmy's head and run it through his curly locks."

The witness also told of having seen Mooney and Mrs. Gertenbach sitting together in a small hammock on the Gertenbach veranda at dusk one evening.

"They were singing 'Fog o' My Face'."

(Continued on Second Page.)

WONDERS OF THE WORLD

They are manifold and great, as you will see by reading WORLD ADS. any day. There you will find interesting offers of positions, of services, of comfortable homes and boarding places, of real estate and business enterprise investment opportunities, of many remarkable bargains of one kind or another, courses of instruction in various arts, sciences, &c., &c.

Two of Three Missing Children Found After Two Days' Absence



HERBERT AND CLAUDIA MAZARINE.

DETECTIVES RECOVER THREE CHILDREN WHO VANISHED WITH NURSE

Mazarine Youngsters Found in Christopher Street With Relative of Caretaker.

Bernice, seven; Herbert, six, and Claudia, four, the three children of Mrs. Marie F. Mazarine, housekeeper of the Hotel Claridge, who were taken from their home at No. 1212 Seneca Avenue, the Bronx, Sunday afternoon by their nurse, Mrs. Kate Prendergast, were found this afternoon by Sergt. Weckesser and Detectives Corbett and Hallett of the Bronx Detective Branch in the home of a relative of Mrs. Prendergast on the top floor of No. 49 Christopher Street.

Mrs. Prendergast was arrested. Mrs. Prendergast took the three children for a walk Sunday, leaving two older children, Anna and Edward, at home. When she did not return Sunday evening Mrs. Mazarine was greatly alarmed, but she was reassured by a telephone message from a man who said he knew where the children were, that they were safe and they would be returned last night.

Mrs. Mazarine waited until late yesterday and then notified the police. She said she had heard Mrs. Prendergast speak of relatives living in Christopher Street, but was unable to remember the number, and search through Christopher Street last night and early to-day was fruitless.

A Mr. Diney, who is related to Mrs. Prendergast by marriage, telephoned the police to-day that the nurse was afraid to go back with the children, although she had not intended at first to keep them away from home. Through information furnished by Mr. Diney the detectives located the little ones and hurried them to their home in the Bronx. Their father is a travelling salesman and is out of the city on a business trip.

GERMAN SUBMARINE BLOWS UP NORWEGIAN SHIP OFF BRITAIN

RHEIMS SHELLED FOR ELEVEN HOURS; BIG CATHEDRAL HIT

Paris War Office Declares 1,500 Projectiles Fell Inside the City.

BERLIN CLAIMS GAINS.

Declares That the French Were Driven Back North of Perthes.

PARIS, France, Feb. 23 (Associated Press).—At the War Office to-day the following statement was given out: "West of Lombaertside the enemy made ready to deliver two infantry attacks which, coming under our fire, could not be carried home."

"The bombardment of Rheims, reported yesterday evening, was extremely violent. It lasted for a first period of six, followed by a period of five, hours. Fifteen hundred shells were dropped in all quarters of the town. What remains of the Cathedral was made a special target and suffered seriously. The interior of the vaulted roof, which had resisted until now, was burst. About twenty houses were fired and twenty civilians killed."

"To the east of the Argonne, between Malancourt and the Meuse, our artillery found a German battery and blew up its ammunition wagons."

"Along the remaining part of the front there is nothing to report."

BERLIN, Feb. 23 (By wireless to London).—The German War Office to-day gave out the following report: "The Calais fortress was freely bombarded during the night of Feb. 21-22 with missiles from an airship."

"Yesterday the French again delivered an attack in the Champagne district to the north of Perthes, but with decreased forces. Each of their advance movements broke down under our fire. At Alley and Apremont the French forces were driven back to their positions after having first secured some minor successes."

"In the Vosges the Sattelkopf, to the north of Muehbach, has been taken by storm. Otherwise there has been nothing of importance to report on the western line."

BRYAN HAS A DOVE OF PEACE.

Wears It in His Buttonhole and Points to It When War Is Talked.

WASHINGTON, Feb. 23.—Secretary Bryan appeared at the Cabinet meeting to-day wearing on his coat lapel an enamel white dove of peace with an olive branch in its mouth. The Secretary said it was a gift of a friend and pointed to it when questioned concerning possible complications for the United States in the foreign situation.

Wilson Still Hopes for Ship Bill. WASHINGTON, Feb. 23.—President Wilson told newspapermen to-day he still sees a possibility of passing his ship purchase bill. The bill will not be substantially altered in conference, the President believed, but some minor changes may be made before it is again introduced before the Senate.

Regin Goes to the Bottom Off Folkestone at the Same Spot Where Belridge Was Torpedoed—Crew Rescued by Other Ships.

TWO GERMAN SUBMARINES MISSING AFTER A RAID.

Five-Day Record of Submarines in Attacking Merchant Ships

Since Feb. 18, when Germany's "war zone" decree became effective, the following merchant ships have been torpedoed: Feb. 19—Norwegian steamer Regin, off Folkestone. Feb. 19—French steamer Dierckx, off Dieppe. Feb. 20—British steamer Cambark, in Irish Sea. Feb. 20—Irish coaster Downshire, destroyed by bomb placed by German submarine in Irish Sea. Feb. 23—Norwegian steamer Regin, off Folkestone.

LONDON, Feb. 23 (United Press).—Another neutral vessel victim to-day to a German submarine. The Norwegian steamer Regin was torpedoed in the English Channel off Dover.

The vessel sank in less than fifteen minutes. Several channel ships closed in about her and picked up the twenty-two members of her crew. They were taken to Dover. The Regin is the fifth vessel torpedoed since the war zone order went into effect.

The Regin is the second neutral vessel attacked by German submarines since the war zone order went into effect. The first was a Norwegian vessel, the Belridge, which was torpedoed off Folkestone on Feb. 19. The Regin was sunk to-day in almost the same spot, indicating that despite the British admiralty's campaign to clear the English Channel of the submarine terrors they still constitute a menace to trade.

The Regin was en route from Newcastle-on-Tyne to Bordeaux, laden with coal. She did not heed the warning of the German Admiralty to neutral vessels to take the route around the north of Scotland. Instead she sailed through the North Sea, hugging the British coast, and was proceeding through the channel when attacked.

The first report received from Dover said that the Regin had sunk a few miles off that port but that it was not known whether she had been torpedoed or had struck a mine. A later despatch stated definitely that the steamer had been torpedoed.

Two German Submarines Lost After Raid, Report to London

LONDON, Feb. 23.—Two of the largest of the German submarines have failed to return to their base at Cuxhaven, according to a report from Amsterdam to-day, and it is feared they have been lost.

The despatches say the undersea boats are now three days overdue and great uneasiness regarding them is felt by the officials.

BERLIN, Feb. 23.—(By wireless telegraph to Sayville, L. I.)—British newspapers are publishing reports from various ports on the North Sea to the effect that the British flag has "disappeared from the sea" and that English sailors are refusing to leave port because of Germany's submarine blockade of the British Isles.

Sailors from other countries also are reported to be refusing to sail to the British Isles for the same reason.

Evelyn's Captain Disobeyed Instructions, Wilson Is Told

Protest of disobedience of orders will be practically the only obstacle to the payment by the Government of the Risk Bureau of insurance claims of \$401,000 on the vessel's hull and cargo. Assistant Secretary of the Treasury Peters said to-day. The cargo was insured for \$251,000 and the hull for \$100,000. No decision has been reached. President said, regarding the German and British notes. There have been some rumors to the effect that the British Government is considering the possibility of a loan to the United States.