

# WHITMAN SAYS: "NO HOPE FOR BECKER"

THE WEATHER—Fair to-night; Sunday cloudy.

**FINAL EDITION L**

**The**



**World.**

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# STEAMER SINKS, 1,200 DIE; CHICAGO'S SLOCUM HORROR

## WHITMAN SEES NO NEW CAUSE TO GRANT CLEMENCY TO BECKER

### "Convict's Story Insufficient to Prevent Becker's Electrocution," Says Governor After Hearing Sing Prisoner.

ALBANY, July 24.—Governor Whitman heard to-day in his private office in the presence of Deputy Warden Charles Johnson of Sing Sing Prison, the story of Joseph Murphy, a convict, who claims to have heard Rose, Weber and Vallon conspire in the Tombs to fasten the murder of Herman Rosenthal on Charles Becker.

The affidavit of Murphy is to file with the papers in Becker's motion for a new trial which is to come up for argument in New York Monday morning.

"Convict Murphy's story," said the Governor, after listening to and questioning the volunteer Becker aid, "bears all the earmarks of his own deceit and Becker's inspiration. It is immaterial and insufficient to prevent Becker's electrocution."

Murphy admitted, the Governor said, that he had talked with Becker in the death house at Sing Sing prison on the evening of June 20 and that on the following day had written to Bourke Cockran informing him of overhearing the alleged "frame up."

The guards who had permitted Murphy to enter the death cell would be dismissed Monday, the Governor said, after verifying the fact that Murphy had talked with Becker by communicating with Warden Osborne of Sing Sing. Murphy gained admittance to the death cell by telling the guards he was a member of the Mutual Welfare League and offering to sing for the condemned man.

The Governor got Warden Thomas Mott Osborne on the telephone and demanded to know why such a breach of prison rules had been possible. Osborne replied that the story filled him with amazement and that he would remove at once the two guards who allowed Murphy access to Becker. Supt. Riley also issued an order at once to make any further act of the kind impossible. Gov. Whitman said such an order ought not to be necessary, but it seemed necessary to make it in order to be safe.

Murphy arrived here handcuffed to Keeper Johnson when the Empire State Express rolled in, and was taken directly to the Executive Mansion. He talked with the Governor over two hours and was then whisked back to Sing Sing. The Governor

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## BUSINESS IS PICKING UP!

The "Help Wanted" Advertisements of The World are considered as a safe guide to judge business conditions by.

Last Week The World Printed 7,072

"Help Wanted" Advertisements, or 5,442

more than were printed in the Herald and Times added together.

Incidentally, The World printed 1,067 more "Help Wanted" Ads. than during the corresponding week of last year.

## RESERVE ARMY OF 500,000, LARGER AND BETTER NAVY, WILSON'S PLAN OF DEFENSE

### Official Statement Issued at the White House Says the President on Return From Cornish Will Take Up the Question.

(Special from a Staff Correspondent of The Evening World.) WASHINGTON, July 24.—National defense is the next important subject President Wilson is studying. From the White House to-day there was issued this statement:

"The President has been considering every phase of this important matter and intends, while away, to give much of his time to a full consideration of it. Upon his return from Cornish, there doubtless will be conferences between him and the Secretaries of the War and Navy. The purpose of these conferences will be to procure information upon which he can base a fair, reasonable and practical programme of national defense."

No intimation is given in executive circles of what course the President will take between the peace advocates on one extreme and the big army and big navy advocates on the other.

It was hinted officially that with the dispatch of the emphatic note to Germany, the President had decided to hasten the reports and recommendations being prepared by the War and Navy Departments for the regular session of Congress, so that all necessary information might be available if emergency arose.

MAY RAISE RESERVE ARMY OF 500,000 OR MORE. The President hopes to lay foundations for a permanent national policy, particularly for the army. Details of a reserve system being planned are withheld, but it is said the aim of the general staff is to create a reserve army of at least 500,000 men and possibly more. Increases are planned in the regular army posts at Hawaii, the Philippines and the Panama Canal zone, with a material increase of the forces in Continental United States.

In the navy, work is proceeding steadily on the perfection of the submarine and the aeroplane. Attention has been concentrated on putting the navy on an equality with the most efficient.

Although the navy general board has not completed its plans, it is understood, authoritatively, that at least thirty submarines and possibly fifty will be asked of Congress when the reports are submitted. Work on ships now building is to be rushed.

The President wants nothing to disturb conditions in the navy yards, and at his direction, Secretary Tamm has informed employees of the Washington yard that the President will confer with them on their wage scale demand as soon as he returns from Cornish.

When William J. Bryan was Secretary of the Interior, he was at the station and motored with the President to Harjakenden House.

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## WORK AT CORNISH, NOT ON A VACATION, WILSON DECLARES

### President Takes With Him a Mass of Papers Which He Will Study.

CORNISH, N. H., July 24.—President Wilson arrived here shortly after one o'clock this afternoon for his second visit of the year at the summer capital.

The President told an admirer at Bellows Falls, Vt., where his train stopped for a few minutes, that he did not come to New England for a vacation.

"I came for an uninterrupted opportunity for work," he said. The President brought with him a mass of papers of different subjects and expects to spend much of his time in his study.

During the last stages of his trip the President went to the platform of his car at nearly every stop and shook hands with many persons. One woman who was waiting at Bellows Falls said that she came all the way from Boston to meet Mr. Wilson. He expressed his pleasure at her interest.

When the train arrived at Windsor most of the population was gathered at the station to welcome the President back again. His son-in-law, Francis B. Sayre, was at the station and motored with the President to Harjakenden House.

## 2,500 WERE ON BOARD; 600 BODIES RECOVERED

### The Eastland Goes Down at Her Pier When Crowded With Excursionists, Mostly Women and Children ---Many of the Victims Imprisoned in Hold of Vessel, Which Sank After She Capsized.

CHICAGO, July 24.—The big three-deck steel excursion steamer Eastland, laden with about 2,500 excursionists, who had gone aboard for an excursion across Lake Michigan, turned turtle and sank at her dock in the Chicago River near the Clark Street Bridge at 7.40 o'clock this morning.

Deputy Coroner David Jones and Sheriff John E. Traeger, who are in charge of the removal of the bodies from the wreck, which is lying on its port side in mid-stream, estimate that the number drowned will reach 1,200, and may run to 1,500.

More than 600 bodies have been recovered, and men at work on the boat said the wreck was still literally stuffed with dead.

In point of number of lives sacrificed this disaster promises to exceed the Slocum disaster in the East River, New York, on June 15, 1904, when 1,020 excursionists were burned to death or drowned. The parallel goes farther in that the Captain of the Eastland, Harry Pederson of Benton Harbor, Mich., is under arrest.

As Pederson was being taken south in Clark Street to be locked up, an immense crowd charged the twenty policemen who formed his escort. The officers formed a hollow square and fought with their clubs until help reached them. Pederson was badly pummelled by men who managed to reach him. He is charged with interfering with the work of rescue because the methods of the policemen and firemen were damaging the boat.

Bell Fisher, first mate of the Eastland, is also under arrest. In addition to the charge of interfering with the work of rescue, the officers are accused of not having on board a sufficient quantity of water ballast to counteract any concerted movement of the passengers from one side of the boat to the other. It is said that for the purpose of bringing the boat into the Chicago River it has been customary to discharge her water ballast outside and not take it on again until the boat was in the deep water of the lake.

A Grand Jury investigation has been ordered following an inquiry instituted by State's Attorney Hoynes.

### RUSH TO SHADY SIDE UPSET BOAT.

The disaster was caused by the desire of passengers on the upper decks to get on the shady side of the boat. They crowded to the port side and overbalanced the Eastland, which turned over in a few minutes.

The appalling disaster simply paralyzed Chicago. The Eastland and other excursion boats had been chartered by the Western Electric Company to take its employees, their wives, children and sweethearts for a ride on Lake Michigan.

Over 7,000 tickets had been issued and the vicinity of the Eastland's wharf was jammed with a happy care-free crowd when the big boat suddenly slid over on her side and floated away from shore.

The scene of the disaster is near the heart of the Loop district, the hub of Chicago, and the crowds that packed the street were soon beyond the control of the regular patrolmen. Call after call was sent for reserves until policemen were hurrying downtown from the outermost suburbs.

All traffic policemen were rushed to the scene of the disaster and soon the downtown streets were in a jam of undirected traffic. For blocks in all directions tens of thousands of people were packed in solid masses from curb to curb. Trolley cars were unable to proceed, and even "L" road traffic was disturbed.

Temporary morgues were established, and every sort of a vehicle available was pressed into service for hauling the bodies of the dead. Many bodies were carried for blocks down the stream and were dragged to wharves and bridges. Rescuers at work on the Eastland said that the victims were packed on the under side of the boat like sardines in a can.

The entire city went into mourning this afternoon. As in the Iroquois

Theatre disaster, women and children formed the bulk of the victims. The New York-Chicago American League and Baltimore-Chicago Federal League baseball games scheduled for this afternoon were called off on account of the disaster.

Three hours after the accident the cries and poundings of persons confined in cabins and other rooms above the water line were audible to persons on shore above the rattle of drills and other apparatus with which holes were being cut through the steel framework.

Dredges and floating derricks were run alongside the Eastland this afternoon and an effort will be made to hoist the vessel so that she can be explored.

When it was learned that bodies were being found down the river orders were issued to the great pumping stations which force water from Lake Michigan into the Chicago River and down to the Drainage Canal to shut down. In a short time the artificial current ceased and the Chicago River became as stagnant as it was in the days when it was practically a navigable pond.

Panic struck the passengers when the boat began to turn over. Best accounts of witnesses said the steamer rolled slightly twice, then turned further and that hundreds of screaming, struggling men, women and children slid across the sloping decks, fought for room and clutched at companions, deck chairs or any other object that came to hand.

Women and children by the hundreds were caught below decks and the scratched faces, torn clothing and bruised bodies of the dead bore mute evidence of the desperation with which they had fought for life.

The Eastland was a topheavy boat under the best of circumstances. She almost turned over at her dock at Cleveland some years ago, and measures were taken at that time to have her condemned as unseaworthy. She was brought to this port two years ago and was used in the lake excursion trade.

Capt. Pederson of the Eastland denies that pressure of the crowds on the deck caused the boat to turn over. He claims that what he calls an "air chute" in the hull opened, admitting tons of water. Officers of the Chicago and St. Joseph Steamship Company blame the La Follette Law which, they claim, so encumbered the upper decks with life rafts and life preservers that an unusual pressure of passengers to one side turned it over.

### VICTIMS CAUGHT UNDER HULL.

The Eastland turned over in the direction of midstream. As the havers snapped she drifted away from the dock and sank in twenty feet of water, lying on her port side.

As the boat went over the passengers on the port side slid to the rails. Scores were dumped into the river, and as the steamer fell on its side they were caught under the bulk of wood and steel.

For some time after the accident the Chicago River in the vicinity of the Clark Street bridge was literally black with bodies. Scores of boats were rushed to the work of rescue, but they were insufficient to care for the great number in danger. Among those who slid off the upper decks of the boat and found themselves in the water in midstream there were frightful struggles in which drowning persons clutched all within reach and dragged them down.

W. H. Greenbaum, who was in charge of the excursion held: "We chartered five steamers for the excursion of the Western Electric Company's employees to Michigan City, Ind. We had the steamers Eastland, Petoskey, Theodore Roosevelt, Racine and Maywood.

The Eastland was the first boat to load and the docks were crowded