

# STONE DELAYS RAILROAD STRIKE ORDER

## WHITE STAR TURNED DOWN ISMAY ORDER TO CEDRIC

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**FINAL EDITION.**

**The Evening World.**

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"Circulation Books Open to All."

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PRICE ONE CENT. Copyright, 1912, by The Press Publishing Co. (The New York World). NEW YORK, MONDAY, APRIL 22, 1912. 18 PAGES. PRICE ONE CENT.

### STRIKE ON FIFTY ROADS WAITS ONLY FOR SIGNAL FROM ENGINEERS' LEADER

#### Time of Armistice Passed, Grand Chief Stone Is Ready to Call Out 25,000 Men at Two Hours' Notice.

### PRESIDENTS ARE CALLED QUICKLY AT LAST MINUTE.

#### Meet Secretly in New York Central Building and Are Given Few Hours' Respite.

Late this afternoon the members of the Railroad Board of Managers were summoned to conference with the Board of Presidents, in the office of President W. C. Brown of the New York Central. They brought with them the final answer to the demands of the Brotherhood of Locomotive Engineers, which they had prepared for submission to Grand Chief Stone.

The armistice granted by the Brotherhood of Locomotive Engineers to the conference committee of the Board of Railroad managers expired at 3:30 o'clock this afternoon. Chief Warren S. Stone, of the Brotherhood, had warned the railroad representatives that if the acceptance of the engineers' demands was not in his hands by that hour, negotiations would be considered ended and the various committees of the Brotherhood would depart immediately to their respective centres of organization to await the strike call.

As soon as the last organizer has reported to Chief Stone his arrival at his destination, Stone will send out the call for the strike, and upon two hours' notice every wheel on the fifty railroads west of Chicago and north of the Ohio will stop with the walking out of 25,000 engineers.

Stone counts upon thirty-six hours as the time needed for the last delegate to reach his home. This means that the strike will be ordered probably on Wednesday morning.

At the last minute before the situation passed beyond control to-day the Board of Railroad Presidents of the fifty railroads involved, represented by ten presidents whose offices are in New York, virtually took the decision of the issue, out of the hands of the Board of Managers. Upon a hurried call from President W. C. Brown of the New York Central these presidents met in the board rooms of the New York Central in the new Grand Central building, Foggy-fourth street and Lexington avenue.

Though L. G. Bell, secretary to President Brown, met the newspaper men with assurances that no such meeting was planned, he was interrupted by the appearance of President E. B. Thomas of the Lehigh Valley and President D. O. Willard of the Baltimore and Ohio, who hurried past him and dived into the board room. Every effort was made thereafter to cloak the whole proceedings in secrecy.

Among the presidents in attendance upon the secret conference were Presidents Underwood of the Erie, Truesdale of the Lackawanna, Mellen of the New York Central, New Haven and Hartford, Worthing of the Wheeling and Lake Erie, Heiser of the Central of New Jersey, Thomas of the Lehigh and Mohawk of the Pennsylvania. It was reported that United States Labor Commissioner Neill and Judge Knapp of the Commerce Court were also called to the meeting.

It was rumored that President Taft himself had sent peremptory orders to the railroad presidents to prevent a strike at any cost, but this, like other reports, could not be verified at any official quarter.

### 500,000 PERSONS ABOUT NEW YORK FEAR ROAD TIE-UP

#### Army of Daily Commuters Likely to Suffer Serious Loss and Trouble.

### BUSINESS ALL ASKEW.

#### Lack of Accustomed Traffic Conditions Would Sadly Tangle Affairs.

The first, and perhaps the greatest effect of the locomotive engineers' strike, so far as New York and vicinity are concerned, if it is called, will be felt by the great army of commuters who will awake Wednesday or Thursday morning to find that they cannot get from their suburban homes to their offices. From the minute that the strike call is sent out by Grand Chief Stone until the fight between engineers and railroads is ultimately settled, no less than 500,000 business men, to put it in round numbers, will find the whole course of their lives thrown askew.

The effect upon business can only be imagined. How many business men will be forced to leave their suburban homes immediately and take up temporary quarters in New York, and how many will have to depend upon the overtaxed electric lines radiating from the New York and Jersey railroad terminals cannot be guessed.

### TOTAL OF LOCAL COMMUTERS EASILY 500,000.

The Evening World has collected information for a rough tabulation of the number of commuters who will be affected by the strike. So far as the railroads that are concerned could give estimates to-day, the following figures show conservatively the widespread havoc that the strike will bring about among the commuters, the numbers carried by each railroad leading into New York, with the exception of the ten railroads in New Jersey, whose totals are lumped, being given as follows:

Ten railroads of New Jersey	350,000 to 400,000
New York Central	32,500
N. Y. C. (Harlem River Branch)	31,000
N. Y. N. H. & H.	40,000
Long Island	20,000
B. & O. (Staten Island Rapid Transit)	2,500

It was said at the various railroad offices to-day that of the total number fully one-half of the commuters came from distances greater than fifty miles from the railroad terminal, and that this quota of the out-of-town army could not possibly find transportation on slow-going trolley lines.

### NEW JERSEY RIDERS AT MERCY OF TROLLEY CHANGES.

The trolley commuter, for example, can now come from the station of his suburban home to downtown New York in twenty-five minutes. It will take him an hour and a half to get by trolley, with all the requisite changes, only so far as the Park street terminal of the Hudson tunnels in Newark, and then he would have to spend twenty minutes more before he got to the Hudson Terminal Building.

Practically the same situation will face the commuters who live in the Oranges. There are, roughly, 100,000 commuters in the Oranges and Montclair.

The Long Island commuters who live beyond Jamaica will find it a day's work to get to their offices. On the north shore line that terminates at Oyster Bay there are no trolley facilities.

Westchester is best provided with electric lines of all the commuting territory, but how far those lines will stand the strain imposed by the transfer of all railroad traffic to the electric cars cannot be determined.

### Vice-President of White Star Who Was on the Stand To-Day



### WITH 50 OF TITANIC DEAD SHIP SEARCHES FOR MORE

#### Delayed Message From Mackay-Bennett Says Bodies Not Embalmed Were Buried at Sea.

From information at hand from the cable steamship Mackay-Bennett, which went out from Halifax with undertakers, embalming fluid, coffins and ice, under charter to the White Star Line, to gather bodies of victims of the Titanic disaster, the prospect of bringing any considerable number of corpses of the drowned to land is small indeed.

The following wireless message, received at noon to-day at the offices of the White Star Line, was sent yesterday afternoon by the commander of the Mackay-Bennett. The delay in delivery was caused by the necessity of relaying the message from ship to ship before it could be sent to shore. The message sent from latitude 41.58, longitude 49.21, reads:

"Heavy southwest swell is interfering with operations. Fifty bodies recovered. All not embalmed will be buried at sea at 5 P. M. with divine service. Can only bring embalmed bodies to port."

### STEAMER REPORTS SEEING MANY BODIES IN WATER.

None of the names of the dead whose bodies have been recovered have been received in New York. That there are many corpses afloat in the vicinity of the disaster is shown by wireless messages from the steamship Bremen, Capt. Prager, which read:

"The steamer Bremen, bound for New York, and the steamer Ratin passed on Saturday afternoon in 42.01 north latitude and 49.29 west longitude in the neighborhood of three large icebergs, sighted numerous pieces of human bodies and a great number of human bodies with life preservers on floating in the sea. Sighted and spoke the cable steamer Mackay-Bennett on the way to recover the floating bodies."

### TO SPEND MILLION IN SEARCH OF SEAS FOR ASTOR'S BODY

#### Son Gives Up Hope Colonel Lives and Plans to Send Expedition.

### MRS. ASTOR SEES NO ONE

#### She Is Unable to Tell Even Her Family Horror of Her Experience.

Vincent Astor, son of Col. John Jacob Astor, told an Evening World reporter to-day that Mrs. Madeleine Force Astor, his young stepmother, was in such condition that she had not been able to tell even to him and members of the Force family any details of her ordeal on the sinking Titanic, detailed manufactured reports of her story in some morning newspapers notwithstanding.

Mrs. Astor is awaiting the birth of a new heir to the Astor estate. Her exhaustion and her grief together have complicated her naturally delicate condition. For this reason, physicians in attendance on her have forbidden any one to ask her any questions or to allow her voluntarily to talk about the wreck of the Titanic.

Vincent Astor admitted to-day for the first time since the sinking of the great ship that he had lost all hope of seeing his father alive. The time in which survivors afloat on wreckage might keep up a spark of life has long since expired. Every ship that passed over the floss of broken ice bearing bodies of the dead on the face of the sea has been heard from.

Mr. Astor did not know to-day whether he would send an expedition out from Halifax to search for his father's body. Such an expedition will probably be sent, but the details of the plans are yet to be worked out.

### WILL SPEND A MILLION TO FIND ASTOR'S BODY.

At the office of the Astor estate there was intense activity in making arrangements. While no reward has been offered for the recovery of Col. Astor's body, it is known that a million dollars will be freely spent in an effort to find it. The size of the reward for the discovery of the body by outsiders may be guessed at from this information. The managers of the estate have been in consultation with marine engineers and have retained several to go with the expedition.

### MRS. AVA WILLING ASTOR WILL VISIT HER SON.

Mrs. Ava Willing Astor is expected here Thursday or Friday of next week. Her own wishes will be consulted as to where she will stay, but it is understood that she will occupy Col. Astor's town house here with the son, Vincent, when she comes to comfort him, and that Mrs. Madeleine Force Astor will, in the meantime, be taken to the Astor country place, Hightstown.

There is said to be no resentment on the part of the first wife against the child's second wife, and it is not impossible that they may meet in the most friendly way after a time.

### FRANKLIN BLOCKED PLAN OF ISMAY FOR FLIGHT ON THE CEDRIC

#### White Star Vice-President on the Stand in Senate Inquiry Makes Public His Wireless Refusing to Hold the Cedric.

### "DIDN'T INTEND TO SPIRIT CREW AWAY," HE SAYS.

#### "We Based Our First Hopeful Bulletins on Rumors," He Explains; "Got News of Sinking at 6 20 P. M."

WASHINGTON, April 22.—The wireless messages from J. Bruce Ismay which were intercepted by the United States Government and caused the Senate Committee to hurry to New York and begin its inquiry into the Titanic disaster, were placed in evidence to-day when the investigation was resumed. These messages were put before the Committee by P. A. S. Franklin, Vice-President of the International Mercantile Marine, the first witness called to-day.

Ismay had called upon Franklin to detain the Cedric—scheduled to sail Thursday—until Ismay arrived on the Carpathia, so he and the Titanic's crew could return in her. Mr. Franklin made public his despatch declining to hold the Cedric and said, as every one knew, she had sailed at noon Thursday.

Mr. Franklin denied that the White Star company had any intention to spirit away from the country any Titanic officers or crew, or that the plans to return the survivors of the crew were prompted by any desire to suppress the facts. He said that nothing that the officers of crew could tell could affect what might be told by surviving passengers.

All during the hearing the committee room was in confusion. The hubbub was so great that Chairman Smith said even members of the Committee could not hear portions of the testimony.

Scores of society women nearly fought with deputies to hold advantageous seats and many brought lunches, refusing to leave their places. When the doors were reopened after the recess Committee officials almost had to fight to prevent the Committee members' chairs being appropriated.

Women mobbed J. Bruce Ismay in the committee room when he entered and left. They rushed in a human maelstrom about Ismay, crushing and pushing him and themselves.

### ASKS ABOUT FALSE REPORTS.

Senator Smith, who questioned the witnesses here, as he did in New York, attempted to get an explanation of the false reports sent out last Monday that all the Titanic's passengers had been saved. He asked Mr. Franklin whether he or any other White Star official had sent the reassuring telegram to Representative Hughes of West Virginia that the Titanic was proceeding to Halifax and "all were saved" on Monday afternoon—at a time hours after fifteen hundred lives had been swallowed up in the icy waters off Cape Race. Mr. Franklin declared they had not.

"We have a big lot of employees in our office," he added. "It might have been that some one of the juniors who were answering telephones might have given out that information. But certainly none of the officers did. It is possible that such a telegram was sent from our office, but I did not know anything about it. It was unauthorized."

### ADMITS REPORTS HAD NO BASIS.

Mr. Franklin insisted that he did not hear the Titanic had sunk until Monday evening, but he admitted there was no authority, save unconfirmed rumors, for any of the reassuring statements given out Monday morning and afternoon.

The witness read from a great sheaf of wireless telegrams received Monday morning. None of them contained any information of value, but it was upon this data that the line issued its statements in an effort to reassure inquirers. When the news of the sinking came, he said, he sent immediately for the reporters and proceeded to begin reading to them the Marconigram from the Carpathia giving the news in considerable detail.

"I began to read," said Mr. Franklin, "Titanic went down this morning at 2:20 A. M." and then I looked up. There was not a reporter in the room. They were all racing for 'phones to get the news out to the world."

### GREAT CROWDS AT THE HEARING.

The inquiry christened the luxurious caucus room of the Senate, regarded as perhaps the handsomest legislative hearing room in the world. In its centre sat the sub-committee with William Alden Smith of Michi-

### FOR BOARDING HOUSE JOYS.

Keeps Organize New Association and Get a State Charter.

ALBANY, April 22.—The Boarding House Keepers' Association of New York City has been incorporated to encourage the intellectual improvement of its members and to establish permanent headquarters in the city of New York, where its members may congregate and enjoy the advantages of companionship and social intercourse. Alphonse Cola of New York is chairman of a board of five directors.

### WILL PAY \$100 FOR \$25 CHECK.

The Evening World will pay one hundred dollars (\$100) for one of the checks for five pounds said to have been paid by a millionaire to the crew of a half-filled lifeboat to row away from the sinking Titanic. (For the Story See Page 2.)

### BALL GAMES OFF.

The game scheduled for to-day at the American League Grounds between the Highlanders and the Philadelphia Athletics was postponed on account of wet grounds.

Wet grounds caused the postponement of the Boston-Brooklyn game, scheduled for Washington Park this afternoon.

PHILADELPHIA, April 22.—Philadelphia-Clants game postponed; wet grounds.

CHICAGO, April 22.—Chicago-Pittsburgh National game postponed. Wet grounds.

World Building Turkish Bath, always open. Bath with private rooms, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.