

SOULS TO OCEAN'S IS WITH LINER

After, and after he had made this short statement, a man was driven away.

Hoisted Rescued on the Carpathia.

A passenger on the Carpathia made the following statement:

"I was awakened at about 12.30 at night by a commotion on the deck, which seemed unusual, but there was no excitement. As the boat was moving, I paid little attention to it, and went to sleep again. About 3 o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia was moving her course, life boats were sighted and began to arrive, and soon, one by one, they drew up to our side. There were sixteen in all, and the transferring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags.

Some of the Boats Not Half-Full.

"Some of the boats were crowded, a few were not half full. This I could not understand. Some people were in full evening dress, others were in their night clothes and were wrapped in blankets. Those with the immigrants in all sorts of shapes, were hurried into the saloon, indiscriminately for a hot breakfast. They had been in the open boats for four and five hours in the most biting air I ever experienced.

"There were husbands without wives, wives without husbands, parents without children, and children without parents. But there was no demonstration, no sobbing, scarcely a word spoken. They seemed to be stunned.

"Immediately after breakfast divine service was held in the saloon. The women died in a life boat, three were hoisted after reaching our deck. Their bodies were buried in the sea at 5 o'clock that afternoon. The Carpathia was moving north except what they had on, and a relief committee was formed and our passengers contributed enough for their immediate needs.

Went Down With Life Playing.

"When her lifeboats pushed away from the steamer, the steamer was brilliantly lit, the band was playing and the captain was standing on the bridge giving directions. The bow was well submerged and the keel rose high above the water. Suddenly the boat seemed to break in two. The next morning everything disappeared.

"The survivors were so close to the sinking steamer that they feared the life boats would be drawn into the vortex. There were preparations for a brilliant party to be given on board the next evening. On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no bit of water. At one time I counted thirteen icebergs."

Crowds Along Harbor Front.

New York, April 18.—News that the Carpathia was outside the harbor and rapidly approaching sent thousands of persons to the Battery, the first point on Manhattan Island which the rescue ship would pass, a crowd estimated at 10,000 persons assembled. The Carpathia was seen to approach the harbor from the north, and the crowd was reported to be increasing from various sources to the Battery. The Carpathia was reported to be approaching the harbor from the north, and the crowd was reported to be increasing from various sources to the Battery. The Carpathia was reported to be approaching the harbor from the north, and the crowd was reported to be increasing from various sources to the Battery.

Vast Throng Kept Silent.

As the liner passed the Battery the great crowds which lined the sea wall and the park passed in silence. At intervals the dark river, up which the rescue ship with few lights showing from her decks and from well selected places on shore exploded the largest flashes possible in an effort to catch first pictures of the incoming steamer.

On up the river the Carpathia steamed, bearing up well the description given of her by the observers who saw her as she crept past quiet and telegraphed word to the city that, dimly lit and slow moving as she was, she looked like a "funeral boat."

Two hours before the arrival of the Carpathia one of the few wireless messages sent from her was picked up by the Brookline station. It delivered the name of the ship, the Carpathia, and the number of the vessel, 1918, and 12 pairs of socks for the "deserted."

The Carpathia was off the end of the pier ready to dock at 8.55 o'clock. The pilot of the tugboat engaged to assist in warping her in announced that she could not dock until the lifeboats were taken out from the various hospitals arrived in the number of ambulances. A commissioner of the landing of a number of steamer passengers.

Related friends of the survivors continued to arrive in automobiles in large numbers.

Agonized Wait for Relatives.

At 9.10 there was an agonized wait, while the crowd was being slowly warped into her berth.

The scene at this time in and about the great pier was one of greatest sorrow and eager expectancy. The crowds had steadily augmented but there was perfect order and an awe-like air of waiting. Automobiles continued to arrive in great numbers and the crowd about the entrance to the pier maintained a respectful silence. Within a few minutes, where the coast guard of police was that which had been placed upon the number of persons issued, the crowd was dense but serious and orderly.

The first survivors began to leave the ship at 9.35.

As they came into the street a deaf silence fell over the crowd, and even the flashlight battery for a moment ceased to bombard.

VOL. 11.

AWAITING WORD TO BEGIN BIG STRIKE

Means Tie-Up of Fifty American Roads

Engineers' Head Stays Orders at Request of Mediators

Men Accept Offer of Arbitration But Railways Have Not Been Heard From—Every Line East of Chicago But Three is Involved in the Trouble.

New York, April 22.—Warren S. Stone, of the Brotherhood of Locomotive Engineers, announced at 5.30 p. m. today that a strike of the engineers on fifty railroads east of Chicago and north of the Potomac River would go into effect thirty-six hours hence.

Mr. Stone said: "The engineers' committee had considered that its fifty-two men would start for their respective points tonight and that a strike will be called in thirty-six hours. This will allow twenty-four hours for the members to get back to their respective points, ten hours in which to put the strike order into effect, and two hours in which to notify the different railroads of the intention to strike."

At the time Mr. Stone gave out the statement, he had not received any answer to the railroad managers' committee, which had been in session nearly all day considering the engineers' strike vote, but which adjourned at 5 o'clock without having decided to concede to the engineers' demands for an increase in wages, amounting to about fifteen per cent.

It is understood that Chief Stone will make his headquarters in New York city and issue at once an appeal for aid to the railroad companies which are affected by the strike order. Of these 25,700 are members of the Brotherhood of Locomotive Engineers and about 6,000 are in the Brotherhood of Firemen and Engineers who, the engineers declare, will join the strike. The rest are non-union men who, Chief Stone said, have joined in the strike vote passed by the Brotherhood.

Fifty Roads Affected.

The fifty railroads affected have a mileage of about 50,000 miles doing 62 per cent of the railway traffic of the United States. They include practically all but three of the railroads in the territory roughly described as east of Chicago and north of the Potomac River. The three exceptions are the Delaware, Maryland and New Jersey, whose contracts with the engineers do not expire until June 1, and the Central Vermont and Rutland railroads, which have a separate agreement with the men employed, so that the result will be their taking up the wage question directly with their employers.

The engineers' demands for increased pay were made upon all the railroads concerned Jan. 22 and a committee of general managers of the railroads were appointed to confer with New York city and Chief Stone and a board of fifty other officers of the Brotherhood of Locomotive Engineers met at the same time in March the railroad committee announced that the demands if granted would add to their pay roll \$7,553,000 a year or an increase of 20 per cent. The railroad companies formally rejected the demands.

Almost a Unit for Strike.

On March 26 Mr. Stone and his lieutenants voted to order the members of the Brotherhood of Locomotive Engineers to strike on May 1. It is believed that the vote was taken by a large majority, but whether they would authorize a strike, if further negotiations with the railroads failed, is not known. The result of the vote as announced on April 12 was declared to be overwhelmingly in favor of a strike or by a percentage of 83.3 of the 370,000 members.

J. C. Stuart, chairman of the managers' conference committee, was notified of the strike vote and a second joint conference was held on April 17 but ended in a deadlock.

The engineers formally presented their demands again notifying the railroad managers that if their reply was unsatisfactory a strike order might issue at any time on the night of April 18 for further notice from the railroads.

When that time came Mr. Stuart received an armistice for forty-eight hours that the members of the committee would be rounded up, and the armistice was granted.

It is reported last night and Mr. Stone will continue it until this afternoon when the committee will wait word from the railroads on the conclusion of the negotiations today before despatching the various headquarters for the purpose of calling a strike.

Final Refusal.

After a day spent in discussion of the situation the committee of railway managers sent the following reply to Mr. Stone:

"Mr. W. S. Stone, Grand Chief, Brotherhood of Locomotive Engineers:

"We are glad to hear of your favor of the Brotherhood of Locomotive Engineers' conference today and with the approval of the committee to state they have considered the whole subject.

(Continued on page 10, seventh column.)

Canadian Press.

Washington, April 21.—Friends of Col. Roosevelt were making confident claims today that he would be nominated on the first ballot at the Chicago convention. The followers of President Taft are beginning to take a serious view of the situation, but they have by no means given up the fight.

On the contrary, there is reason to believe that the president is more determined than ever to make a vigorous campaign from this time forward and the first evidence of it will be in his speeches in Massachusetts next week.

Mr. Taft retired to his library today and devoted himself to the preparation of the speeches he is to make on the Massachusetts trip. It is understood that the president will arrange Col. Roosevelt for inconsistency and may uncover some of the influences that are at work to bring about Roosevelt's nomination. Some of the politicians who have been made aware of the president's purpose were speculating as to what the effect of these speeches would be. Both sides profess to be confident as to the outcome in Massachusetts.

The advice which have come to the headquarters in Washington leave no doubt that Col. Roosevelt swept both Ohio and Nebraska at the primaries yesterday and that he thereby added twenty-six delegates to his list. Furthermore, there is reason to believe that as the result of primaries held in twenty-four counties in West Virginia today the Roosevelt followers will control the West Virginia Republican State convention. In the twenty-four counties which held primaries today to elect delegates to the State convention Roosevelt secured 263 delegates and Taft seventy-five. This result showed that Roosevelt controlled the Second, Third, Fourth and Fifth Congress districts, and indicates not only the control of the delegates to the State convention from these districts but clearly fore shadows the election of eight district delegates for Roosevelt in addition to the control of the delegates at large in the State convention.

Canadian Press.

The source of Theodore Roosevelt's campaign fund will be revealed soon if the senate concurs in the Henry public bill, passed by the house yesterday.

For some time there has been a good deal of curiosity among leaders of both parties as to the identity of the men who are filling the war chest of the ex-president. Director McKinley, who heads the bureau, has charged repeatedly that Senator Dixon, the Roosevelt manager, has an abundance of money and Mr. McKinley has not hesitated to advise the public that the funds have been supplied by such men as George W. Perkins and others connected with big corporations.

The Henry bill provides for publicity of contributions and expenditures made incident to the campaign of any person for the office of president or vice-president. It requires all managers or political or voluntary organizations supporting presidential or vice-presidential candidates, and all persons working in behalf of such candidates, to file at intervals with the United States senate a statement of contributions received and expenditures made, with the names of persons involved.

Each candidate further must himself, before and after primaries, nominating conventions and general elections, file small, correct statements of the money and things of value received by him or by one for him with his knowledge and consent, with the names of the contributors in amount above \$100, and must file a statement of all promises made by him for the purpose of gaining support, with the names of the persons to whom the promises are made.

The debate on the Henry bill was one of the liveliest affairs of the session and members were keyed up to a high pitch of excitement by the remarks of Representative Henry, who read into the Record some contemporaneous political literature. This appeared in the form of statements issued by Director McKinley, declaring in substance that the Roosevelt people were out to buy the nomination, if necessary, and hot counter-statements issued by Senator Dixon.

Mr. Henry characterized the Sage of Oyster Bay as "Theodore Africanus, the caesar of Mallik of South African fame." His three-year-old son, the ex-president evoked a prediction by Representative Mann, the Republican leader, that Col. Roosevelt, if nominated, would be elected.

Canadian Press.

London, April 22.—When the question of the Titanic disaster came up in parliament today, Sidney Buxton said that he was going to call for an immediate conference of the ship owners regarding the measures which the companies themselves contemplated taking pending a revision of the statutory rules.

The president of the board of trade also was carefully considered the advisability of approaching other governments whose ships navigate the Atlantic with a view to calling an international convention to suggest legislation for the safety of passengers.

Mr. Buxton reiterated the statement which he made on April 18, that the total number of persons aboard the Titanic, according to the information of the board of trade, was 2,208.

Some of the members displayed anxiety regarding the attendance of witnesses at the British inquiry into the Titanic disaster. Mr. Buxton said he had no power to detain them.

"Have not we the same power as the American senate?" asked Mr. Crooks.

"I have not the power," Mr. Buxton replied.

Admiral Lord Charles Beresford then asked: "Will every passenger, officer and man that gives evidence be detained in this country, and will you be careful to see that what occurred in the sinking of the Beech Head of the steamer Oceana, which officers who manned the boats were allowed to leave the country before testifying, does not occur in this case?"

"I have no power to detain the passengers or crew," Mr. Buxton answered, "but the court of inquiry which will be constituted before their arrival will have the fullest powers."

Mr. Crooks considered that the replies of the president of the board of trade were unsatisfactory and he moved an adjournment of the house, which was carried.

On the resumption of the debate, Will Crooks said that in moving adjournment he had not intended to seek a vote of censure with respect to the president of the board of trade, but to give an impression of the cause of the disaster. They had no right to blame any one until they had heard the evidence. A commission should be set up at once and begin immediately to find out

Canadian Press.

What persons could throw light on the catastrophe and take steps to bring them before the proper tribunals.

In referring to the prompt action taken by the American senate, he said: "They did not wait to find out whether the law gave them power to subpoena and question the ship owners regarding the measures which the companies themselves contemplated taking pending a revision of the statutory rules.

The proceedings of the inquiry, conducted by the British board of trade, through the British consul-general at New York to take the affidavits of officers and crew members of the crew, who might be detained in the United States, as well as the evidence of passengers who could supply useful information.

Mr. Crooks expressed satisfaction at these assurances and withdrew his motion.

Special to The Telegraph.

Lunenburg, N. S., April 22.—Harris Zinck, twenty-eight years old, living near town, killed himself last night in the town lockup by hanging himself from the window bars by his suspenders. The body was rigid when discovered by Constable Bensen at 6 o'clock this morning. The distance did not permit of a drop and Zinck deliberately fastened himself to death.

Zinck had been arrested, drunk and disorderly, Saturday night. Friends went to the town building yesterday and gave him the assistance of a doctor, but he died in the morning but when visited by his sister last night was intoxicated. The officials discovered yesterday afternoon that he had been given liquor, and all entrances were then locked, but it was too late.

The coroner's jury found that Harris Zinck came to his death by strangulation for the assistance of the sufferers by locking excessive drinking. They made recommendations for the protection of prisoners and the moving of Saturday night offenders to the county jail instead of keeping them in the town lockup.

It is rumored that Zinck's father will seek redress.

Special to The Telegraph.

Montreal, April 22.—Paul Chevre, the Canadian sculptor, a survivor of the Titanic wreck, arrived in Montreal today, and almost his first act was to give a categorical denial to certain sensational interviews attributed to him by American newspapers and by one local daily.

He also denied the story that the Laurier bust, which had been executed for the Chateau Laurier at Ottawa, had gone down with the Titanic, as had been stated, declaring that this had been shipped on the La Bretagne and was now on its way to Canada.

Referring to the interviews attributed to him, Mr. Chevre declared that the only newspaper man he had seen was the American representative of the Paris Matin.

"It is most cruel, but I suppose characteristic of the lengths to which yellow journalism will go—that a man who has escaped such a horrible catastrophe as that of the Titanic should be held up to the morbid gaze of a morbid populace by having utterly preposterous interviews attributed to him," declared the sculptor.

Special to The Telegraph.

Boston, April 22.—Miss Rose Edmands, daughter of Moses G. Edmands and sister of Miss Violet Edmands, former fiancée of the Rev. Clarence V. Richeson, was married Saturday to the Rev. George H. Holt, pastor of the First Baptist church of Barre (Vt.). The ceremony took place at the home of the bride's parents in Devon road, Newton, and was witnessed by none but members of the family.

The Rev. Maurice A. Levy, of the First Baptist church of Newton Centre, officiated.

Every precaution was taken by the Edmands family to avoid publicity. They were deaf to all inquiries regarding the wedding, merely saying when asked about it that there was no information to be given out.

The bride was attended by her cousin, Miss Grace Edmands, of Newton, and the best man was Corning Benton, of the same city.

Special to The Telegraph.

London, April 22.—The relief funds for the assistance of the sufferers by the Titanic disaster now amount to upwards of \$700,000.

(Canadian Press.)

ST. JOHN, N. B. WEDNESDAY, APRIL 24, 1912

STEAMER PASSED TITANIC

Fourth Officer Saw Her Lights and Signalled Her in Vain

Declares She Was Not Five Miles Away and Headed for Them—Vice-President Franklin Tells Senate Committee of the Enormous Capitalization of the Company—Also Tells of Mr. Ismay's Wireless to Hold Liner Cedric to Take Him and Crew Back to England.

Washington, April 22.—With success only five miles away, the Titanic slid into its watery grave, carrying with it more than 1,800 of its passengers and crew, while an unidentified steamer that might have saved all or refused to see the frantic signals flashed to it for aid.

This phase of the tragic disaster was brought out today before the senate investigating committee when J. B. Boxhall, fourth officer of the Titanic, told of his unsuccessful attempt to attract the stranger's attention.

This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. Boxhall plainly saw the masthead lights and then its red side lights.

Both with rockets and with the Morse electric signal did the young officer hail the stranger.

Capt. Smith and several officers in the vicinity of the bridge declared at the time of the catastrophe that the vessel had been seen and was signalling in reply. Boxhall failed to see the replies, however, and in any case the Titanic kept on its course, obliquely past the Titanic without extending aid.

This and the declaration of W. A. S. Franklin, vice-president of the White Star Line, that there was no sufficient lifeboats aboard the Titanic to save the ship, were the chief points in an affidavit filed by the Titanic's crew members at the hearing.

The affidavit was quizzed throughout the morning session of the committee, which was held in the Senate chamber. The ship had started for New York with the Titanic's survivors on board. Among the survivors was J. Bruce Ismay, managing director of the line.

Ismay is a hurry to leave.

Among the wireless telegrams read into the record was one from Mr. Ismay urging that the steamship Cedric be held until the Carpathia arrived with its sorry burden.

Canadian Press.

He declared he believed it "most desirable" that the survivors of the Titanic be rescued as quickly as possible. He also, the message said, would sail on the Cedric and asked that clothing be ready at the pier for him when the Carpathia docked. The senate's subpoena blocked the plan.

The committee will resume its hearing at 10 o'clock tomorrow morning. Fourth Officer Boxhall is expected to continue on the stand to tell more fully of the events immediately preceding the collision.

Issued Misleading Reports.

Washington, April 22.—Vice-President A. S. Franklin, of the International Mercantile Marine Company, told the senate investigating committee today how he had tried to have the earlier reports of the Titanic disaster held up to avoid alarm.

He denied any knowledge of the message addressed to Representative Hughes, of West Virginia, about the ship being towed to Halifax and gave other details. But he hit by he contributed to the evidence the senate is seeking to throw light on the catastrophe that sank the Titanic, the pride of the seas; sent 1,835 people to their death and plunged the world into mourning.

After denying that officials of the White Star Line had any knowledge of a misleading telegram to Mr. Hughes, it was acknowledged by Mr. Franklin that he had known of the earlier report when he had no facts on which to base them.

"Mr. Franklin was the first witness. The senate's report is a sheet of wire-lead telegrams received Monday morning. None of them contained any information of value, but it was upon this data that the Carpathia started in an effort to save the Titanic," said Mr. Franklin, to reassure investigators. Later when the news came, he said, he sent immediately for the reporters, and the Carpathia's arrival was reported in the newspapers.

Mr. Franklin said that he had been in the room when the Titanic was struck by the iceberg and that he had seen the ship's bow and the iceberg.

(Continued on page 10, fifth column.)

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Both with rockets and with the Morse electric signal did the young officer hail the stranger.

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NO. 59

MACKAY BENNETT HAS FIFTY BODIES

Many of Them Can't Be Identified

Second Steamer Ordered From Halifax to Take Bodies

The Minia Will Carry 150 Coffins and Embalming Materials—Anglican Rector Also Goes Along to Perform Burial Service—Cable Boat With Corpses Expected at Halifax Thursday.

Halifax, N. S., April 22.—(Special)—The cork ship Mackay-Bennett has fifty bodies of Titanic victims, which either have been identified or will be possible of identification when they are brought to Halifax, which the steamer has been ordered to do.

Following this the Anglo-American cable ship Minia was ordered to proceed to sea and relieve the Mackay-Bennett in a quantity of searching for and recovering bodies. This order came at 3 o'clock this afternoon and the Minia's engineers immediately began getting up steam, which takes ten hours, so that she cannot get away before 1 o'clock in the morning of midnight at the earliest. Usually the steamer requires twenty-four hours' notice to get ready for sea in case of a cable-repairing expedition.

The Minia is taking 150 coffins and eighty tons of ice. She also is laying in a quantity of iron to be used as weights in cases where the bodies cannot be identified or where the ship is convinced that the bodies could not be identified even if brought to Halifax.

Rev. H. W. Cunningham, rector of St. George's church, Halifax, goes with the Minia to conduct the burial service over bodies that may be returned to the sea. The agents of the White Star Line here were not sure whether the Mackay-Bennett would leave her present cruising ground once or await the arrival of the Minia but they are inclined to the view that she should sail for Halifax today, with good weather, she should reach Halifax in about forty-eight hours, bringing her to this port before midnight on Wednesday.

The Minia's speed is about the same as that of the Mackay-Bennett, both steamers at a rate of about twelve-and-a-half miles in covering the 600 miles between Halifax and the scene of the Titanic's foundering.

It will be Thursday morning before the Mackay-Bennett can reach here with the Titanic's bodies. The cable ship Minia takes sufficient iron to attach fifty pounds metal to 400 bodies, the quantity amounting to ten tons. A full supply of embalmers' materials are also taken on board.

Many Bodies Not Identified.

St. John's Nfld., April 22.—The work of picking up bodies of the victims of the Titanic disaster was continued today by the cable ship Mackay-Bennett, according to message wireless despatches received here. No details of the results of the Mackay-Bennett's cruise have come ashore yet, further than the statement that most of the fifty bodies found cannot be identified because dead only in sleeping garments. A number of bodies, however, have been identified and placed in coffins. Nothing regarding the identifications is obtainable here as yet.

New York—Up to 10 o'clock today, the officials of the White Star Line had not received any word from the Rev. George H. Mackay-Bennett, which is reported to have recovered sixty-four bodies of persons who lost their lives when the Titanic went down. They expect, however, to get some information later in the day, and possibly the identification of the bodies. Some of the victims were so badly crushed by the ice, that they are beyond identification and have been buried at sea.

Special to The Telegraph.

Ottawa, April 22.—A. W. Smither, chairman of the board of directors of the Grand Trunk Railway system, will come to Canada within a few days to take up with the officials here questions in regard to administration and other matters affecting the Grand Trunk and the Grand Trunk Pacific.

When President Hays left London a fortnight ago on the Titanic, he bore with him instructions from the directors to proceed at once with the various improvements on the Grand Trunk to which the increased bond issue of \$25,000,000 authorized at the last session of parliament was to be devoted, and also instructions to vigorously push to completion the Grand Trunk Pacific main and branch lines, now under construction.

The tragic death of Mr. Hays rendered necessary an immediate visit to Canada by Mr. Smither, who will personally outline to the officials of the company in Ottawa the work which Mr. Hays was charged with by the directors prior to his departure from London. It is understood that Mr. Smither's name is prominently on the list of candidates for the position of president of the Grand Trunk Pacific, which is now in Ottawa.