THAT PHANTOM SHIP SEEN NEAR TITANIC

Mount Temple's Wireless Operator Tells of Titanic's Call for Help.

House of Lords Resents the Idea of Washington Investigation.

Washington despatch: The Senate committee investigating the Titanic disaster took a new tack to-day that was productive of results. Some of the most interesting and important testimony that has come out was gathered by the several Senators, acting separately and individually. It was established beyond any question that the Titanic was maintaining a speed of about 22½ miles an hour when the collision occurred. Quartermaster Rowe, who was among the last to leave the sinking ship, swore before one of the Senators that he had read the ship's log just before leaving the vessel, and that it registered 260 knots, indicating its run from noon of Sunday until the time the accident occurred. He also declared that the berg scraped the entire starboard side of the Titanic, and that from his position on the bridge on the stern of the boat he was apprehensive lest the bridge itself be torn away by the berg.

All of the able-bodied seamen, stewards, and stokers who were examined testified with startling unanimity to having seen the light of another ship within from three to five miles of the Titanic. It was impossible to shake them in this belief, and several declared that they could not only see the lights of the ship, but also her motion as she rode the waves. This testimony is corroborative of that given by Officer Boxhall, who told of having seen the masthight and sidelights of a vessel which he estimated to be five miles away, and which he signalled for an hour from the bridge of the Titanic, flashing calls for help in the Morse code and sending up rockets.

Captain Smith's messenger was one of the witnesses examined in this way. He told of a mysterious note that he carried from Captain Smith to the chief engineer of the Titanic after the collision, and in this connection recited the interesting fact that the lights in the stokers' room were out within fifteen minutes after the ship struck the berg.

While the contents of this note will never be known, it is believed by members of the committee and others who have learned of it that it contained an order from the captain to the chief engineer to start the pumps. The enquiry thus far has developed no testimony that would indicate that the pumps of the Titanic ever were started.

"Captain Smith, who was on the bridge, gave me a note which he had written hurriedly," said the messenger. "It was folded three times and the corner turned. I delivered the note to the chief engineer as instructed, and stood by, awaiting his answer. He read the note, and presently asked me why I was waiting. I told him that I was waiting for an answer. He said: 'Tell the captain that that will be attended to' and I returned to the bridge with this message.

"While in the chief engineer's room, where I had been many times, I could see the hole that led to the stokers' room in the hold of the boat. This hole was open, but there was total darkness in the stokers' room. I could see nothing. I regard this as unusual, as the room is always brilliantly lighted with electricity, that the stokers might see."

William Marconi, head of the wireless company bearing his name, and Harold T. Cottam, the wireless operator on the Carpathia, were the only two witnesses examined to-day by the sub-committee. Wireless messages were introduced in evidence showing that officers of the Marconi Company had instructed their wireless operators on the Carpathia to hold the details of the disaster for sale exclusively to a New York newspaper for a sum "in four figures." One of these messages was signed "Marconi," but Mr. Marconi denied all knowledge of them, and declared that he disapproved of them. He contended that he had been desirous to obtain details of the disaster at the earliest possible moment for general distribution among the public prints.

THE "BIT OF A FOOL" REPLY.

Wireless Operator Cottam, of the Carpathia, recalled to-day, was asked whether there was any rivalry or enmity between Marconi operators and the operators of other systems. Cottam said there was some feeling.

Senator Smith asked if any feeling existed between the operators on the Titanic and the one on the Frankfurt, which was said not to have responded promptly to the Titanic's "C. Q. D." "No, sir," said Cottam. "Furthermore, the 'C. Q. D.' should have been signal enough for the operator to have understood at once the distress of the vessel."

Cottam told Senator Smith that he would have answered the operator of the Frankfurt the same way that the Titanic did, "Keep out, you fool," had it been his place to, when the Frankfurt operator answered the Titanic's "C. Q. D." call 20 minutes late.

"When only two hours is between life and death," said Cottam, "twenty minutes is a long time. I don't know what else but fool to call a man who was so foolish as to interfere with other communications to answer a 'C. Q. D.' and ask 'What's the matter?' twenty minutes late."

Washington despatch: Members of the Senate Committee of Inquiry into the Titanic disaster, who examined individually the British sailors and stewards of the Titanic's crew, gathered early to-day in the office of Chairman Smith to prepare a report of their investigations for the full committee.

Only a few of the members of the crew were found who could shed any light on the occurrences of the fateful night when the giant liner sank into the sea that had not been elicited from the surviving officers and passengers during the committee's hearings. The announcement will be made it is reported about the committee room that those of the crew whose testimony is not to be taken in open session will be permitted to leave for their homes in England at once and that some of the officers also will be dismissed. Those retained will be examined as rapidly as possible.

The captain and wireless operator of the steamer Californian which sent a warning of icebergs to the Titanic Sunday afternoon some hours before the catastrophe are scheduled to testify before the close of the day. The efforts of the committee to expedite the examination of the British witness has given J. Bruce Ismay, managing director of the International Mercantile Marine, and his associates, considerable relief which they have not hesitated to express. Mr. Ismay remains in Washington and is now expected to take the stand immediately after the members of the Titanic's crew have been dismissed

THREW THEM IN.

"It was necessary for women and children on the sinking Titanic to jump a three-foot chasm from the deck to the life boats and babies were thrown across, according to the testimony given before the commission by E. F. Evans, one of the Titanic's crew. Evans credited this method of loading the boats with the heavy loss of life among the women and children. Several were thrown bodily across the gap, Evans said, and one was propelled with such force that she went over the far side of the boat and was saved from plunging into the sea only by her shoe which caught in an oarlock.

"Babies and children," said Evans, "were tossed into the boats like sacks of grain. There was no other way."

Senator Smith further announced that a lamp-trimmer on the Titanic whom he examined last night, declared that there were no lights in the life boats. He said that after four boats had cleared the ship he went to the store room and discovered the lamps, flares and oil there. By orders of the captain, he said, he hurriedly equipped as many of the remaining boats as he could.

The senators of the committee put in a strenuous night with their quotas of witnesses but none finished with his share of the work of elimination.

The inquiry proper was resumed at 10.15 a. m. and P. A. S. Franklin, vice-president of the White Star Line as the first witness.

CAPT. MOORE

To Testify as to Conduct of the Mount Temple.

St. John, N. B., despatch: Captain J. H. Moore and other officers of the steamer Mount Temple all indignantly deny the imputation that she was within five miles of the Titanic and did not offer aid to the sinking vessel. Captain Moore had left for Washington to give evidence, and is expected to arrive there to-morrow morning. He will testify before the committee with reference to a report that his ship was within sight of the Titanic, saw her distress signals, and failed to respond. Captain Moore preferred to appear in person before the committee rather than the indirect way of giving testimony through his deposition before a commission.

He feels keenly what he calls "false and cruel" stories that he refused to go to the Titanic's assistance, and anticipates no difficulty in proving to the investigators that everything possible was done to reach the sinking ship.

THE OPERATOR'S STORY.

J. Durant, Marconi wireless operator of the Mount Temple, said to-day:

"I was lying in bed reading with the telephone over my ears at 10.25, ship's time, or 12.11 New York time, when I caught the first call. Immediately getting out of bed I answered, asking the position of the stricken ship. This was sent back with the addition, 'Come on at once; have struck berg.' As soon as I got the message I notified the captain, who at once doubled the watch of firemen below, called all hands on deck, and changed the ship's course towards the position of the Titanic. Then I went back to my instrument and sat there. I did not call the Titanic again, because other ships, which I judged to be closer, were working, and I did not wish to jam them.

"At 12.21 I heard the Carpathia answer the C. Q. D. calls of the Titanic, and heard the operator on that ship give his position, adding, 'Have struck iceberg, come to our assistance at once.' At 12.43 I heard the Frankfurt answer appeals of the Titanic. That ship asked, 'What is the matter with you?' 'We have struck an iceberg; please tell captain to come.' To this operator on the Frankfurt replied: 'O. K., will tell the bridge right away.' The answer to this was, 'Yes, quick.'

"All this time the C. Q. D. message was being sent out incessantly from the sinking liner, and at 1.06 I heard the Olympic answer the call. To this steamer the Titanic said, 'Captain says, get your boats ready; going down fast by the head.'

"Five minutes later the Frankfurt struck in with 'Our captain will go for you.' At 1.21 the Olympic sent another message, which the Titanic answered, saying: 'We are putting the women off in the boats.' Another five minutes of anxious waiting passed, when the C. Q. D. again cut the air, accompanied by the words, 'Engine-room flooded.' Out of the darkness the Olympic again asked, 'How is the sea around you?' to which the reply was, 'The sea is calm.' Another four minutes passed, when the operator on the Frankfurt asked the Titanic, 'Are there any boats around you already?' To this there was no reply, and two minutes afterwards the Olympic sent a message to the Titanic, which the latter barely acknowledged by the code letters 'R.D.' That was the last message I heard, and I presume the flooding of the engine-room had put the wireless apparatus out of commission.

RUSHED TO SCENE.

"Meantime everything that was possible was done on the Mount Temple. All hands were on deck, the boats were swung clear of the davits, and the gangways and ladders were got ready to lower at a moment's notice. It was not until 4.30 that we arrived at the position of the Titanic, having been much delayed by the thick field of ice. At that time we saw no sign of the ill-fated ship, nor any wreckage. At 5.11 I had a call from the Californian, and told that boat of the disaster and gave the position in which it occurred. Shortly after, the Frankfurt also called me. About forty minutes later we saw the Carpathia and Californian, with the Russian steamer Birma. There was also a tramp steamer cruising about, apparently going in the same direction as us, but as she had no wireless installation and never approached very near, we could not find out what she was. As soon as I saw the Carpathia I asked for news of the Titanic, and if she had seen anything, but got no reply. Other ships asked the same question, but she kept silent to all. It was not until 8.30 that the Carpathia gave out anything, and then the only information was that she had picked up twenty boats. There was not a word as to the number of survivors.

"At the time I received the first message I would judge the Mount Temple to be fifty miles from the Titanic's position, and when the ship went down there were still twenty or twenty-five miles between us."

HOUSE OF LORDS

Irritated Over the Investigation at Washington.

London cable says: The House of Lords took its turn this evening in questioning the Government on the subject of the Senatorial enquiry at Washington into the Titanic disaster.

Earl Stanhope remarked that the enquiry seemed to have only two grounds of justification. The first was that the steamship company concerned was not altogether British, but partly American. If that were so it would obviously create a very extraordinary situation, because it struck at the root of the position of the mercantile marine in time of war as to whether the vessel belonged to a neutral or a belligerent power. The only other ground was based on the terrible loss of life. If that were given as a reason for the enquiry at Washington, obviously other nations whose citizens were passengers on board the Titanic would be justified in holding similar enquiries.

Earl Stanhope said that he could imagine nothing more terrible to the survivors than attendance at a series of enquiries in different countries. He was anxious to know whether the evidence given before the Senatorial Committee would be admissible at the enquiry here, and expressed the opinion that evidence given at the first investigation was, of course, far more valuable and dependable than evidence given on a later occasion. He considered that unless the evidence given in the United States was admitted at the enquiry in this country Great Britain would obviously be penalized.

Earl Stanhope agreed that the American enquiry could be left to the good sense of the American people. The international relations between this country and the United States, he said, were so friendly that no international question could possibly arise. There existed, however, he said, a certain amount of feeling in this country on the subject of the American enquiry, although it was not so strong or so forcibly worded as would have been the feeling in America if the Titanic had been an American ship and Great Britain were holding an enquiry concerning American citizens.

Earl Stanhope feared that there was danger of a precedent being set up, and should some other power with which Great Britain's relations were not so friendly attempt to detain British citizens under similar circumstances it might become serious.

LORD MORLEY'S VIEW.

Viscount Morley of Blackburn, Lord President of the Council, on behalf of the Government, said: "There is no doubt that any State may institute an enquiry about the wreck of a foreign vessel in which the lives of its own people had been lost without any departure from international law, though we are not aware of any case having arisen heretofore. Communications have not been addressed on the subject to the Government of the United States, nor have any been received from any other power by us."

Lord Morley pointed out that all the evidence given in the United States would be available at Lord Mersey's enquiry, and continued: "As to the detention of witnesses, powers of that kind exist in most countries, but it is obvious that where such powers exist they should be exercised with full consideration for the witnesses themselves and the necessities of any enquiry at home. We cannot and do not suppose that the committee of the Senate will overlook that necessity."

Lord Morley deprecated discussion, saying that it would be immature and would do no good, whereas it might be prejudicial.

QUITE JUSTIFIABLE.

The Marquis of Lansdowne, the leader of the Opposition, said he quite approved of the American enquiry, although he admitted that it was unusual. The circumstances, he pointed out, were wholly unparalleled, and continued: "America has the right of insisting on a prompt enquiry into the loss of the Titanic, as it is clear there are better chances of obtaining trustworthy accounts while the events are still recent."

150 MEN

Died Locked in Water Tight Compartments.

New York despatch: Robert Hitchins, the quartermaster, who stood at the wheel when the great White Star liner struck the iceberg that sent her to the bottom of the Atlantic, made it clear that a very brief time must have elapsed between the warning sounded from the crow's nest by Fleet, the lookout, and the moment of the impact with the iceberg—a period which, according to Fleet's testimony yesterday, would have been materially longer if the lookout had been supplied with a pair of glasses, as he had been on every previous trip he had made in four years' service as a look-out aboard the Oceanic.

Hitchins afterward told a group of newspaper reporters that of the 150 men in the engineering departments and firerooms at the time of the crash not one was saved, as the automatic closing of the watertight compartments from the bridge a few moments after the impact had sealed them hopelessly in a coffin from which it was impossible that they should emerge. All the engineers, oilers and coal trimmers belonging to the shifts who were then on duty, he said, had shared this awful fate.

Hitchins is a frank speaking Cornishman, who impressed all his hearers as a truthful witness. He has a wife and two children awaiting his return to his home in Southampton. He is thirty years old.

SEVEN SHIPS

Answered Titanic Call, But Were Ignored.

Paris cable: The Titanic, after striking an iceberg and sending out wireless calls for distress, received replies from no less than seven ships, but refused to communicate with any of them not vessels of her own line. One of her early signals was picked up by the Frankfurt, then only 140 miles away, but she refused to answer the Frankfurt calls. She would only communicate with her sister ship, the Olympic.

The foregoing facts stand out from the report of the first operator of La Provence of the French line, which was incorporated by Captain Weseo in his report to his company upon his arrival here.

The report is signed by La Provence's wireless operator and countersigned by Captain Weseo and likewise by the French Government in the person of Commissioner Barnard, without whose permission and countersignature it could not be made public.

The conclusion is drawn that the Titanic refused offers of help from ships of other lines than her own to avoid paying salvage, a payment which would of course be unnecessary in case she was rescued by her own line.

BODIES FOUND

Several Have Now Been Recovered.

New York despatch: Just when the ship Mackay-Bennett, with 205 of the recovered dead of the [illegible] wreck on board, will reach Halifax is a question which officials of the White Star Line were trying to answer definitely to-day. The last wireless word from the "death ship" showed that she had been drifting for hours in a dense fog, and was within the wireless zone of the Cape Race, Nfld., station.

Officials of the line believe that the ship was making her way toward port, and the agents of the company in Halifax said the Mackay-Bennett should be in by Saturday night.

If the Mackay-Bennett should get in touch with the Minia, which has also been sent out to recover the dead, it was suggested at the Star Line office that the Mackay-Bennett might secure an extra supply of embalming fluids, which the Minia had on board, and decide to remain out for a few days longer to hunt for the dead.

The White Star Line has received wireless information regarding the position of the cable ship Mackay-Bennett, and expect that the "death ship" will reach Halifax either late to-night or early to-morrow morning.

HAYS' BODY FOUND.

Halifax, N. S., despatch: The body of Charles M. Hays, president of the Grand Trunk Railway, has been added to the list of identified dead, picked up by the Mackay-Bennett near the scene of the Titanic disaster.

This announcement was made this morning by A. G. Jones & Co., Halifax agents for the White Star Line, who received the news in the following wireless message from the cable ship Minia:

"Arrived alongside Mackay-Bennett midnight, twenty-fifth. Six a.m., recovery body C. M. Hays. (Signed) Captain Decarteret."

ASTOR AND STRAUSS FOUND.

New York despatch: The bodies of Colonel John Jacob Astor and Isador Strauss, the millionaire merchant of this city, who lost their lives in the Titanic disaster, have been recovered and are on board the cable ship MacKey-Bennett. News of the recovery of the bodies was contained in a despatch to the White Star Co. to-day.

The wireless despatch, which came to the company from the cable ship MacKay-Bennett, gives the additional identifications of forty-nine of the heretofore unknown recovered dead on the cable ship. Among others, the body of Col. John J. Astor and Isador Strauss have been embalmed. Of the 205 dead on board the MacKay-Bennett the names of ninety-one have been sent ashore by wireless.

The following wireless despatch received to-day by the White Star Line from the MacKay-Bennett via the SS. Caledonia, and the Cape Race, Nfl., station reads as follows:

"Ismay, care White Star Line, New York.

"Further names: William Ale, F. Dutton, J. Stone, Phillip J. Stokes, Edwin H. Petty, William Dashwood, W. Hutton, Thomas Anderson, A. Laurence, J. Adams, A. Bootlidy Rugozzy, Abel J. Butterworth, A. Robbins, Charles Louch, Olsen F. Penny, Chas. Cunningham, Albert Wirz, Achille Waelens, Carl Asplund, J. F. Johnson, H. Allen, W. Y. Anderson, H. P. Sodge, G. Talbot, J. M. Robinson, J. C. Hella, J. W. Gill, Eric Johannsen, A Lilly, E. T. Barker, G. F. Bailey, O. S. Woody, T. Hewitt, P. Connors.

"Following this have been embalmed: C. C. Jones, Isador Strauss (as stated in despatch), Reg. Butler, H. H. Hamilton, T. W. Newell, John Jacob Astor, Milton Clong, W. C. Dulles, H. J. Allison, George Graham, Jacob B. Birnbaum, Austin Partner, F. F. White, Tyrell W. Cavendish and Hamrick K. Willman."

A score of relatives of those who perished are waiting in Halifax for the bodies which the MacKay-Bennett will bring in, but when the funeral ship will arrive here is a matter of conjecture. Most of her wireless messages have been going direct to New York and Halifax has had only second hand information concerning her movements.

News in Brief

A memorial service for the late W. T. Stead was held in London.

Dr. D. W. Carroll, an old physician, of Ingersoll, dropped dead.

The Owen Sound local option by-law is to be attacked in the courts.

Prince Edward Island propose to put a $200 tax on liquor travellers.

Mr. Ed. Grandy, of Omemee, was drowned while canoeing on Emily Lake.

Prof. William Lash Miller was appointed President of the American Electrochemical Society.

The corner-stone of the Provincial Exhibits building at the Canadian National Exhibition was laid.

Mr. C. T. Blackstock, of Toronto, may be offered the Chairmanship of the Public Service Commission when Mr. Mabee resigns.

Active proceedings are being taken at Yale, B. C., against the Industrial Workers of the World, who are alleged to have organized the riot on the C. N. R. railway camps.

Immigration Officer Henry Devlin deported for Kingston, Angus McGowan a former member of the R. C. H. A., who served a term in jail for theft. McGowan came from England.

Thomas Duggan, a Guelph picture-framer, was found dead near the river in St. Patrick's Ward. Deceased was on the Indian list, and had been missing for over a week. An inquest will be held.

With the exception of a club license granted to the University Club of Toronto, the Board of License Commissioners made no change in the list of the licenses in Toronto at their meeting.

Mr. T. A. Russell and Lieut.-Col. Albert E. Gooderham were appointed by the Provincial Government to places on the Board of Governors of the University of Toronto. These gentlemen are to take the places formerly occupied by Hon. W. T. White and Hon. T. W. Crothers. The appointments take effect at once.

That the feeble-minded are increasing rapidly in Ontario is the disquieting information contained in the annual report of Dr. Helen MacMurchy to the Provincial Secretary. The report, which was issued yesterday, states that there are not less than two thousand idiots, [illegible] and feeble-minded persons in [illegible] and probably twice that number in Ontario. [illegible] is estimated that about [illegible], while [illegible] born of feeble-minded [illegible] 100 children [illegible] women every year.

MR. GOODERHAM

Retires From the Presidency of the Toronto Exhibition.

Toronto despatch: There was a distinguished gathering at the banquet tendered last night at the King Edward Hotel by the Canadian National Exhibition Association to Mr. George H. Gooderham, M. P. P., on his retirement from the Presidency of that corporation. In proposing the toast of "Our Guest," President John G. Kent, on behalf of the directors of the association, read an address to Mr. Gooderham, expressing to him their appreciation of Mr. Gooderham's good work and the large part he had played in bringing the Exhibition to its present position of prosperity and prominence. Mr. Kent presented Mr. Gooderham with a silver service.

Hon. Martin Burrell, in responding to the toast of the Dominion Government, proposed by Mr. Joseph Oliver, preached the gospel of hard work as applied to agriculture, and warned the Canadian farmers against waste.

Other speakers of the evening were: Messrs. J. F. Washington; E. H. Landmen, Chicago, passenger agent of the Michigan Central Railroad; F. L. Bones, manager of the Niagara Gorge Route; Fred Backus, G. P. A. of the Toronto, Hamilton & Buffalo Railway; J. S. Willison, J. E. Atkinson, J. R. Robinson, C. C. Jennings and Neil Marshall.

A PLAIN CASKET.

Toronto despatch: William Thomas, an accountant, who here died on April 18th, left an estate of over $250,000. He was an Englishman and a bachelor. By the will filed for probate this morning the estate is left to his nephews and nieces, most of whom have not yet been located. Provision was made in the will that the testator's body must be buried in a plain casket and that the funeral must not be ostentatious.

DOCK SMASHED; STEAMER SUNK

Alaska Steamship Got Beyond Control at Seattle.

Cut Steamer in Two and Cut Through Pier.

Mistake in Signal Caused the Accident, It is Said.

Seattle, Wash., April 29.—Several persons were injured, the Sound steamer Telegraph was sunk and the Colman dock, one of the finest passenger piers on the Pacific Coast, was wrecked late last night, when the Alaska Steamship Co.'s big steel steamship Alameda got beyond control as she was being taken into her berth at Pier No. 2, and plowed through the dock. As far as known no lives were lost.

The Alameda, in command of Capt. John A. O'Brien, Puget Sound pilot for the Alaska Steamship Co., was returning to her berth on the south side of Pier No. 2 from the Standard Oil wharf, where she had gone to take on fuel oil. As the big steamship approached the pier, Captain O'Brien signalled the engine room for slow speed to enable the vessel to make the sharp turn in the slip. Either through a misunderstanding of signals or because of the failure of the engine room telegraph, the Alameda started full speed ahead toward the dock. Captain O'Brien saw that the crash could not be averted, and blew the whistle to warn the people in the waiting room on the end of the pier of their danger.

Three women, who were among the injured were crushed in the panic stricken crowd that surged through the doors leading from the waiting room.

Captain O'Brien dropped both port and starboard anchors in an effort to stop his vessel, but she pointed her nose into the structure and plowed through and clipped off a hundred feet of the end of the pier and emerging on the other side with her deck covered with wreckage. The Telegraph, which had just discharged her passengers, was in the path of the Alaska liner and was cut in two. The vessel sank slowly, and the crew had time to escape by jumping into the water. It is believed that all were picked up.

BEATTIE NESBITT

Charged With Making False Statements to Fielding.

The Doctor Fighting Extradition in Chicago.

Chicago despatch: Argument over the extradition of Dr. Beattie Nesbitt, President of the defunct Farmers Bank of Canada, at Toronto, began to-day before United States Commissioner Foote. Dr. Nesbitt is accused of making false statements concerning the financial condition of the bank to the Canadian Minister of Finance. This charge was substituted some days ago in place of the original charge of forgery on which Dr. Nesbitt was first held in custody.

The physician-banker was represented at the hearing by Attorney W. K. Patterson, who declared that he would resist extradition on the false statement charge, although he was willing that his client should return to Toronto to face the forgery charge.

The Canadian Government was represented by Attorney A. Q. Bulkeley, who presented several affidavits of former officials of the Toronto bank in support of the charge against Dr. Nesbitt.

One of the affidavits [illegible] to the commissioner was signed by William R. Travers, general manager of the Farmers Bank, and said that he had the statements of the Canadian Minister of Finance prepared; that they were false and deceptive and that Dr. Nesbitt signed them knowing them to be untrue.

James G. Fitzgibbon, chief accountant of the bank, made affidavit that he prepared false statistics relative to the bank, at the direction of Mr. Travers, and that Dr. Nesbitt was present while the statements were being prepared and knew they were false.

An affidavit sworn to by Geoffrey T. Clarkson, auditor of the bank, corroborated the Travers and Fitzgibbon affidavits.

The argument was expected to occupy the entire day.

THE LOCOMOTIVES

Conference May Lead to Settlement of Trouble.

New York, April 29.—Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, and the fifty district chairmen of the organization resumed to-day their conference with United States Commissioner Neill and Judge Knapp, of the commerce court, who are acting as mediators in the wage controversy between the engineers and the railroads. A. C. Stone, chairman of the sub-committee, added that he did not think there was cause for alarm in the possibility of a strike.

"All I care to say is that we have made satisfactory progress," he declared.

Beauty is only skin deep, but ugliness can sink all the way in.