

RAILROAD MEN ARE DETAINED

Those Who Played Leading Parts in New Haven Wreck Are Ordered Held by Coroner.

THE DEATH LIST NOW STANDS AT TWENTY ONE

Federal, State and County Investigations into Cause of Wreck are Again Under Way.

New Haven, Conn., Sept. 3.—The interstate commerce commission will begin an inquiry into the cause of the wreck of the Bar Harbor express, telegraphed yesterday by the White Mountain express seven miles north of here with a loss of 21 lives. Probably five of those injured will die. The hearing will be conducted by Commissioner McChord, who has invited the public utilities commission of the state to sit with him.

H. W. Belpash, inspector for the commission, arrived here today and served notice on President Elliott of the New Haven road that he would expect the attendance at the hearing of all witnesses who could bring light on the causes of the wreck. Mr. Belpash denied that the New Haven had been guilty of disobeying the orders of the commission when it burned the wreckage last night. He explained that F. A. Howard, an inspector for the commission, was on the scene of the wreck early yesterday and after having made an investigation released the wreckage to the railroad company. Meantime Coroner Mix will conduct a secret inquest. This will begin tomorrow behind closed doors.

The reports from the New Haven hospitals this afternoon indicated the surgeons' skill would probably be of no avail to save five of the seventeen now being cared for here. The death list in the Wallingford, Conn. wreck, on the New York and New Haven Railroad still stood at 21 this morning and the hospital list at seventeen. The railroad employees who played the leading parts in the New Haven line's latest tragedy were under detention by the coroners order. Meanwhile the machinery for the usual county and federal investigations was in motion. The interstate commerce commission's investigators on their arrival today found practically no vestige of the wreck along the New Haven right of way. Notwithstanding telegraphic orders of the commission that the wreckage lie undisturbed, officials of the road set gangs of men clearing up the roadbed after the crash. The two rear Pullmans of the Bar Harbor express, where nearly all the loss of life occurred, were reduced to splinters by the crash. All of this wreckage that could be burned was piled up in a dozen or more bonfires, kindled close to the right of way by the wrecking crews last night. The damaged locomotive was hauled away with the remains of the third Pullman.

Revised Death List. The revised list of dead as compiled by Coroner Mix today was as follows: ALTSCHUL, William, Norfolk, Va. ARMSTRONG, Margaret, Washington, D. C. BIDDLE, Harriet, Torrance, Pa. BULLITT, Marc L. Philadelphia. DAVIS, Emilie Kennedy, Philadelphia.

FOX, Samuel Crozier, Philadelphia. GREEN, Albert, New York. HOTCHKISS, Royal A., New Haven. HOTCHKISS, Philo, his brother. ISANI, Harry K., New York. KOGA, George T., New York. MARVIN, Dr. Joseph B., Louisville, Ky. MARVIN, Martha H. (daughter), Louisville, Ky. MARTIN, Howard F., Bryn Mawr, Pa. McQUILLAN, Daniel Neal, Jr., Overbrook, Pa. RUTTER, Frank P., Scranton, Pa. RUTTER, Mrs. Frank P., Scranton, Pa. YAHN, Robert M., Philadelphia.

Mary Jane, 55 years old, family name not yet ascertained. Coroner Mix and Chief Engineer Elwell of the state public utilities commission, resumed today the secret investigation which they began yesterday jointly with the railroad company. August M. Miller, engineer of the White Mountain express, was called to tell more of the circumstances under which his train crashed into the standing Bar Harbor flyer.

Robert A. Robertson, his fireman, Bruce B. Adams, conductor of the Bar Harbor train, and Charles Henry Murray, the flagman sent back to prevent a rear-end collision all were ordered to submit to long cross-examination. Hearing in Secret. The hearing was held in secret in the office of the road's general manager and no information as to the testimony was made public except briefly through the railroad press agent. As yesterday, the railroad insisted that the testimony shows plainly that the equipment, appliances and signals of the railroad were in first class condition.

Murray, the flagman, according to (Continued on page 7)

COMMITTEE OPENS SULZER INQUIRY

New Evidence Will Be Offered as to Governor's Use of Campaign Money, It Is Said—Disposition of Primary Fund Questioned.

New York, Sept. 3.—The legislative committee whose investigation of William Sulzer, official conduct has resulted in the impeachment of the governor, resumed its inquiry here today. The report was current that considerable new evidence was to be submitted. The opening of the sessions was delayed until this afternoon on account of the coroner's arrangements for the notification of Mayor Gaynor of an independent renomination for office at City hall, where the investigators have been meeting. It was understood early today that a number of checks contributed to Sulzer's campaign fund not accounted for by Mr. Sulzer in his sworn statement to the secretary of state might be added today to the list of checks representing suppressed campaign contributions, some of which were diverted from the purpose for which they were given and used in stock speculation, according to charges made in the articles of impeachment. It also was reported that the committee would make some inquiries regarding the disposition of a fund of about \$23,000 which was contributed for the direct primary campaign conducted by Governor Sulzer early this year. No accounting whatever has been made of this fund, although it is said that under the so-called anti-lobbyist law, which provides that the secretary of state of all expenditures incurred for the promotion or defeat of legislation, accounting should have been made. The Frazer committee was declared at the opening session today to have obtained interesting evidence along entirely new lines concerning some of Governor Sulzer's activities, particularly his vetoes of certain bills.

"\$3000 Or Your Fiance," Letter to Girl; Arrest

Cleveland, O., Sept. 3.—Arrested at her home at midnight and brought to Cleveland early today, Mrs. Margaret A. Carter, an Elyria, O., society woman, is in the county jail, charged by federal authorities with using the mails to defraud. It is alleged that she wrote Miss Lillian Huntington, daughter of W. R. Huntington, retired business man and well known Great Lakes yachtman, asking for \$3000 under pain of having her fiancé arrested. A young Cleveland clubman, taken from her in the letter she is alleged to have represented herself as a young woman, Miss Huntington's fiance had promised to marry, suggesting that if the Elyria society girl wanted the young man she should have to pay the stipulated sum or the writer would take him herself.

WOODEN SLEEPING CARS CRITICISED

Pullman Company Is Made a Party to Wallingford Wreck Inquiry.

Washington, Sept. 3.—The Pullman company is to be made a party to the interstate commerce commission's investigation into the Wallingford wreck, which will commence Friday. The commission will inquire why the Pullman company continued to operate wooden sleeping cars on through fast passenger trains. Commissioner McChord today telegraphed Richmond Dean, general manager of the Pullman company, at Chicago, as follows: "Commission desires your company to furnish statement at the earliest possible date showing number of cars used in passenger train service, number of such cars of wooden construction, of all steel construction, and of steel underframe construction. Also number of cars now under construction and proportion of same of wood, steel and steel underframe. This information imperatively needed for use New Haven wreck investigation now in progress."

Soon afterward, a telegram was received by Commissioner McChord from John F. Fitzgerald, mayor of Boston, inquiring if there were not some way by which the Pullman company could not be compelled to build steel cars. "Certainly," said Mayor Fitzgerald's telegram, "this company cannot plead poverty of resources. Millions of its present capital was a gift to its holders during last twenty years. It is sending same telegram to Massachusetts public service commission, but inasmuch as Pullman business is largely interstate, think your board the proper authority to suggest legislation."

COMPANION OF AVIATOR SCHMIDT WILL RECOVER

Young Schmidt Had Promised Mother to Stop Flying September 4.

Rutland, Vt., Sept. 3.—Judge J. Dyer Spellman, who was a passenger with Altvater George Schmidt when the latter's aeroplane plummeted to earth at the Rutland fair yesterday, killing the pilot, is practically assured of recovery, physicians at the Rutland hospital said today. "Although Judge Spellman was caught in the machine just as Schmidt was broken bones after the 490 foot drop, Burns, which he received when his clothing caught fire, were his principal injuries. Young Schmidt, who is only 23 years old and had been flying five years, had promised his mother that he would give up flying on September 4, his birthday. Both his mother and father saw him fall to his death."

Mason's Object Because Promoters Were to Receive Fourth of Proceeds of Sale.

By Associated Press. Chicago, Sept. 3.—Discovery that two women were to receive one-fourth the proceeds of an autumn flower carnival for charity planned for Friday by the order of the Eastern Star, aroused such forceful protests by Masons that the event was indefinitely postponed today. The Masons also objected to their wives and daughters selling flowers on the street, fearing that they would be insulted by some pedestrians, as has been the case in previous sales of this nature. Ships Arrive. By Associated Press. New York, Sept. 3.—Arrived: Oceanic, Southampton; Carnarvon, Liverpool; Pennsylvania, Hamburg.

SAMBON UPHELD INSECT THEORY

Noted Scientist Tells Pellagra Commission Buffalo Gnat Probably Transmits the Disease.

By Associated Press. Spartanburg, S. C., Sept. 3.—Pellagra, its agencies of dissemination and possible preventatives, formed the subject of a conference of southern physicians here today. Nearly 200 students of the disease, coming from practically every southern state, were present. Dr. Louis W. Sambon, head of the School of Tropical Medicine, London, was the principal speaker.

Dr. Sambon, who is chief exponent of the insect theory of dissemination, declared that pellagra is rapidly becoming a subject of worldwide concern. Fifty-three cases, he said, had been discovered in the British Isles. Hundreds of others, he added, probably existed but had been unidentified because of the general ignorance of physicians in regard to the disease. Although extensive research work had convinced him, Dr. Sambon said, that pellagra is transmitted by an insect, he has reached no definite conclusion as to the identity of the transmitting agent. He suggested that the buffalo gnat seemed a likely suspect, drawing his inference from the fact that the disease spreads most rapidly along flowing streams. Dr. Sambon urged thorough and immediate investigation of the whole pellagra problem, whose magnitude, he said, has not been generally recognized. He declared that many cases of insanity, in his opinion, have had their origin in pellagra infection.

Today's conference was held under the auspices of the Thompson McFadden pellagra commission of the New York Post-Graduate School of Medicine and the local medical society.

CHICAGO GETS RELIEF FROM A LAKE BREEZE

Yesterday Hottest Sept. 2 in City's History—Many Children "Played Hooky."

Chicago, Sept. 3.—A lake breeze brought relief from Chicago's hottest September heat wave today. The thermometer dropped 15 degrees in a few hours. Yesterday was the hottest September 2 in the city's history, the thermometer reaching 97 in the afternoon and hovering around the 90 mark until early this morning, when it fell to 75. There were three deaths and four prostrations yesterday. About 2,000 children "played hooky" yesterday, the first day of school on account of the heat, according to estimates of absentees made by the assistant superintendent of schools. There was a gentle breeze from the southwest that barely made a ripple on Lake Michigan, and thousands of youngsters of school age were playing on the beaches and in the parks instead of getting acquainted with their new teachers. Despite the oppressive heat the enrollment was estimated at 300,000. School authorities do not expect a full enrollment until the arrival of cooler weather, within a week or two. In the American districts, according to Superintendent Elia Flagg Young, it was noticed that many children were absent while in the foreign quarters there was practically a full registration.

WAGON FILLED WITH PIONICERS STRUCK BY CAR; TWO ARE KILLED

Charlotte, N. C., Sept. 3.—At 3 o'clock yesterday afternoon an Interstate electric car coming into Mount Holly from Gastonia struck a wagon filled with a picnic party from South Point on their way to Riverside park, Mount Holly, for an outing, killing two and injuring four others. None of those injured was seriously hurt and they were able to be taken to their homes. The killed are Miss Emma Sandford, aged 18, and Isaac Brymer, aged 20. The horse and mule driven to the wagon were both killed. The picnic party attempted to cross the track ahead of the car which was coming down grade, when the car struck the wagon hitting the occupants into the air killing the two persons named and the team instantly.

COOK LOSES LIFE WHEN FIRE DESTROYS A HOTEL

Chicago, Sept. 3.—Thomas Yates, 50 years old, a cook, was burned to death and 48 firemen and one spectator were overcome by smoke or injured in a fire which destroyed the Central hotel at 446 South State street and an adjoining building. The fire started shortly after 11 o'clock yesterday morning and burned until 5 o'clock this morning, 18 hours before the fire department succeeded in extinguishing the flames. Gen. Diaz to Berlin. By Associated Press. London, Sept. 3.—General Felix Diaz, who has announced himself as a candidate for the presidency of Mexico, started today for Berlin, where he intends to remain sometime.

8 SAILORS PERISH WHEN BIG GALE OVERTURNS BOAT

Members of Warship Nebraska's Crew Perish—Old Dominion Liner Sunk.

Newport News, Va., Sept. 3.—Three petty officers and five men of the battleship Nebraska were drowned today when one of the ship's launches was wrecked in the hurricane sweeping the coast here. The Old Dominion liner Moblack is reported sunk in the bay with a crew of eight and some passengers. The report is unconfirmed and the line has no information. The names of the drowned men are not known here. They were attempting to make shore when men on the wharves who had watched their perilous passage, saw a waterspout struck the launch, overturned it and men and boat disappeared in the waves and foam.

Norfolk, Va., Sept. 3.—The Old Dominion Steamship company officials in Norfolk said at 2:30 p. m. that every effort they had been unable to find the persons responsible for the report of the sinking of the steamer Princess Anne, which arrived today from New York, reported having sighted the Moblack at 10 a. m. proceeding safely through the lower bay for Mathews and Gloucester. The steamer Jamestown came on later and had no report from the Moblack. The Moblack was a comparatively new boat and was in command of Captain Caffee, an able master. She had weathered many storms.

THAW OUSTED FROM PRISON

Habeas Corpus Writ Sustained--Canada Will Deport Him.

Sherbrooke, Que., Sept. 3.—Harry K. Thaw today lost his fight to defy deportation by remaining in the Sherbrooke jail. Judge Hutchinson this afternoon sustained a writ of habeas corpus calling for his release. Thaw remained dazed for possibly three minutes. The crowd began to leave the judges chamber in silence. Thaw followed aimlessly.

As he crossed the threshold, E. Blake Robertson, assistant superintendent of immigration, tapped him on the shoulder and placed him officially under arrest as an undesirable alien. The crowd then surged from the building and it was announced that Thaw would be taken immediately to Coatcook for a hearing. Thaw's lawyers seemed stunned. Special officers of the immigration department escorted them in the corridor. "I'll see you in Coatcook," said Thaw, waving his hand to reporters. Sherbrooke, Que., Sept. 3.—The trial of "Gentleman Roger" Thompson, the chauffeur of the automobile that whirled Harry K. Thaw away from the New York state hospital for the insane at Matteawan on his now noted flight, today was postponed for a week. Both sides consented to the postponement. Magistrate Mulvena continued Thompson's bail of \$500. The chauffeur is charged with entering the Dominion of Canada by stealth and with assisting Thaw, an undesirable, to cross the border. He is subject to a maximum fine of \$500 and three months in jail. It was reported today that Mrs. Mary Copley Thaw, mother of the fugitive, would soon arrive in Sherbrooke to arrange with counsel for their fees and expenses. Some of the Thaw lawyers have again expressed dissatisfaction over the fact that no responsible head of the family has remained on the scene, and that while money was talked of no large amounts have been in evidence.

"Too Much Revenue Cut From Bill"--Underwood

Washington, Sept. 3.—Representative Underwood, majority leader of the house was at the White House today to discuss tariff questions with President Wilson. "We hope to dispose of the differences between house and senate in conference in less than two weeks," said Mr. Underwood. "I am not disposed to fight the senate for the purpose of maintaining all the house provisions. There are no differences of principle involved. I believe the senate has cut too much revenue from the bill, and if I can convince the conferees that my estimates are correct, I think the senate will be willing to put some of the revenue back." Senator Simmons, chairman of the tariff committee, also called to talk to the president about the tariff.

MINE OPERATORS PRESENTING CASE

Say West Virginia Coal Trouble Was Result of "Outside Interference."

Washington, Sept. 3.—The coal operators story of labor troubles in the Cabin Creek and Paint Creek districts of West Virginia was told to the special senate committee today by M. T. Davis, president of the Cabin Creek Consolidated Coal company. The hearing was a resumption of the investigation begun early in the summer, when the miners' side was heard in West Virginia. "The desire of the United Mine workers to organize our field was the cause of the strike," said Davis. "The trouble came from the outside rather than the inside. There had been no trouble until Mother Jones made her speech last August. There had been no complaint from the men, although all knew they were at liberty to prevent any." Resistance to arrest and the destruction of property during the strike of 1904 caused the "guard system." Some of the miners would not stay on the creek if guards were not kept. Davis said, and added that the peace of the community had been much better since the inauguration of the guard system. Objection of the miners seemed not to be directed against the guards or watchmen who had succeeded the guards, he said, but was directed against men working in the mines.

MULHALL MAKES THREAT TO PULL KIRBY'S NOSE

Former Lobbyist Says Manufacturer Has Been "Making Faces At Him."

Washington, Sept. 3.—A nose pulling contest between John Kirby, Jr., former president of the National Association of Manufacturers, and Martin M. Mulhall, one time lobbyist, was threatened today before the house lobby committee, but prevented by Chairman Garrett. "I protested against that man sitting over there and making faces at me," roared Mulhall interrupting his testimony and pointing at Kirby. "I cannot testify while he sits over there and sticks out his tongue at me. He did the same thing when I appeared before the senate committee." "You will have to restrain yourself," admonished Chairman Garrett. "I can't do it while he makes faces at me," shouted Mulhall. "If he is a gentleman and will meet me outside, squarely, I'll pull his nose. Chairman Garrett ordered Kirby to change his seat out of the range of Mulhall's vision, and quite was restored with some difficulty. Mulhall detailed at length his activities in Maine in 1908 in an effort to re-elect Representative Charles E. Littlefield.

SON OF GOVERNOR UNDER THE KNIFE

George Craig Doing Well After Operation for Appendicitis--Bad Storm at Raleigh.

Raleigh, Sept. 3.—George Craig, son of Governor and Mrs. Craig was operated on today for appendicitis. He is reported to be doing well this afternoon. A severe storm, blowing from Hatteras, swept this section all day, blowing down chimneys and trees and causing street cars to run off schedules. The Raleigh ball team left this afternoon for Durham, with no hope of playing a game. Winston-Salem will get the pennant. Hunter Defeats Uimer. By Associated Press. Garden City, N. Y., Sept. 3.—Paul M. Hunter, Middletown, Ill., defeated A. C. Uimer, Florida, 1 up, but not until the Florida had given him a stiff argument which carried the pair five holes extra, the Chicagoan winning on the twenty-third.

By Associated Press. San Francisco, Sept. 3.—The defense today began its task of attempting to clear F. Drew Caminetti of the charge of having transported Lola Norris from Sacramento, Cal., to Reno, Nev., for immoral purposes. Caminetti's attorneys sought to lay all responsibilities for the fateful excursion on the shoulders of Maury I. Diggs, who has been characterized as the leader of the party and who has been convicted of having violated the Mann white slave traffic act in taking Martha Warrington on the journey. When Diggs was on trial it was on the slight figure of the Warrington girl that his attorneys tried to place the burden. Caminetti, however, announced before his trial began that he would not pursue a similar course with Miss Norris and that he would make no effort to controvert her story of their relations. Throughout Miss Norris' ordeal on the witness stand yesterday she gave no hint of resentment toward the man who she said had accomplished her downfall. She denied that she still cared for him, but her testimony indicated no desire for any reprisal. She even admitted that she had made this statement to a friend: "I do not see how any testimony I could give could hurt Drew, for he never did anything I asked him not to do, or that I did not want to do." Previously, however, she had made what the prosecution regards as a strong admission in the support of the government. "Mr. Caminetti said, 'All that Diggs has told you is right. All four of us have to go,'" Miss Norris testified. The defense today tried to emphasize Diggs' leadership in the escapade to make it appear that Caminetti was mostly a piant, passive figure in the incidents and discussions that led up to the trip. It is expected that the defense will rest its case tomorrow and that Caminetti's fate will be with the jury by Friday evening.