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TERRIBLE COLLISION IN THE NEW YORK CENTRAL TUNNEL

Fifteen Passengers Are Killed and Twice That Number Injured, a Dozen of the Latter Seriously.

VICTIMS MANGLED IN MASS OF WRECKAGE

White Plains Train Plunges Into Norwalk Local.

HALF THE REAR CAR TO IN TO SPLINTERS.

The Lights Are Extinguished and From the Darkness Rise Heartrending Cries of the Injured and Dying. The Work of Rescue Begins at Once Heroic Efforts. Defective Block Signal System Said to Have Caused the Wreck.

(By the Associated Press.)
New York, Jan. 8.—In the New York Central Tunnel that burrows under Park Avenue, this city, two local trains collided today. Fifteen passengers were killed and twice that number were injured. A dozen of the latter were seriously hurt, and the roster of the dead may be extended.

- The dead:
- ALBERT M. PERRIN, 43 years old, recently from Chicago; Secretary and second vice-president of the Union Bag and Paper Company, residence, New Rochelle, N. Y.
 - B. D. C. FOSKETT, 40, New Rochelle.
 - A. E. H. MILLS, 35 New Rochelle.
 - E. C. HINDALE, 35 New Rochelle.
 - MRS. A. F. HOWARD, 35 New Rochelle.
 - FRANK WASHBURN, formerly of Chicago; president of the Union Bag and Paper Company; residence, New Rochelle.
 - WILLIAM LEYS, 35, New Rochelle; general manager of B. Altman, New York.
 - THEO. FORGARDI, 30 New Rochelle.
 - WILLIAM FISHER, or FORBES, 25 New Rochelle.
 - WILLIAM HOWARD, 48 New Rochelle.
 - OSCAR MEYROWITZ, 50 New Rochelle, optician in New York, and secretary of the New Rochelle Yacht Club.
 - FRANKLIN CROSBY, 35 New Rochelle.
 - ERNEST F. WALTON, 30 New Rochelle; broker in New York.
 - H. G. DIAMOND, New Rochelle, assistant general manager of the American Bridge Company, this city.
 - CHARLES B. MARS, New Rochelle, employed by the New York Custom House.

- A list of the seriously injured follows:
- Ernest Coffin, 15 years old, New Rochelle; serious wound on head. Taken to Woman's Hospital, 50th street and Lexington Avenue.
 - Alfred Wadley, florist, of New York city; fracture of both legs, shock and scalp wounds.
 - Albert W. Adams, a carriage builder of New York city; left leg cut off below knee.
 - George M. Carter, of New York, leg fractured.
 - George M. Fisher, 46 East Port Chester, severely injured.
 - Mabel Newman, New Rochelle; contusions of body and hip fractured.
 - Mamie J. Rice, New Rochelle, fractured nose, lacerated ear and sprained ankle.
 - Sadie Scott, New Rochelle, left hand and left foot fractured.
 - Richard Millineux, New Rochelle, compound fracture of thigh.
 - Thomas T. Murphy, New Rochelle, both legs broken and internal injuries, condition critical.
 - Winfield Schultze, New Rochelle, fractures legs and burns.
 - A. McRae, New Rochelle, leg fractured.
 - Henry Keene, General Manager of the Siegel Cooper Company this city, fractured ribs and internal injuries.
 - George Winter, New Rochelle, compound fracture of left leg, the leg was amputated.
 - William Brooks, of Erie, Pa., lacerated face and possible fracture of skull, taken to Roosevelt Hospital.

A REAR END COLLISION.

It was a rear end collision between a south Norwalk local that ran in over the New York, New Haven and Hartford Railroad and was halted by block signals at the southern entrance of the tunnel, and a White Plains local that came by the Harlem branch of the New York Central. The wreck occurred at 8:17 a. m. at which hour the trains were crowded by suburbanites.

down more wreckage on the bodies of the two girls. He told Murphy this and Murphy said: "All right, I'll wait, but please be as quick as you can."

The chief made Murphy as comfortable as he could with a seat cushion. With his badly smashed leg, he lay there till the bodies of the injured ones beside him were removed.

The tunnel in which the wreck occurred extends from 55th street just above the Grand Central Station, and is about two miles long. It is under Park avenue and there is an air hole in each block. Complaints have been made for a long time, however, that its ventilation was insufficient and the New York Central has been considering plans for the use of electrical power in the subway so as to do away with the smoke and steam from locomotives.

WHITE PLAINS ENGINEER BLAMED.
J. H. Franklin, manager of the Harlem division of the New York Railroad, made the following statement:

"The engineer of the rear train, the White Plains local, so far as I have been able to learn, was responsible for the accident."
"The Norwalk local was due in the depot at 8:15 and the White Plains local at 8:1. The Norwalk local was stopped by the danger signal at 59th street. The flagman got out with lantern and torpedoes and put the torpedoes on the rail. The engineer of the incoming train failed to recognize the signal and made no response and the collision was the result."

Mr. Franklin said this is the third accident in the New York Central tunnel. The first took place in November, 1883, when twenty persons were killed. The second occurred February 20th, '91, when six persons were killed and many injured.

ARREST OF AN ALLEGED GHOUL.
Almost a riot was caused at a police station by the arrest of a man accused by Coroner Scholler of attempting to rob the bodies of the dead as they lay in the station house.

People had been admitted to the station to identify the bodies and the man is supposed to have drifted in with the crowd. When he was taken before the sergeant at the desk the friends and relatives of some of the dead were so incensed that they made several attempts to get at him shouting "He ought to be lynched!" The man gave his name as John Maloney. Coroner Scholler said he saw Maloney going through the pockets of one of the dead persons' clothes.

"You ought to be burned in oil," said the sergeant to Maloney. "You are the meanest criminal I ever saw. Take him away quick."
Maloney was taken to a cell followed by the threats of the crowd.

A ROAR OF GRINDING STEEL

And Through the Wreck Came Bursting the Locomotive.

(By the Associated Press.)
New York, Jan. 8.—Eugene Herold, of Rochelle Park, one of the passengers on the Danbury train gave this account of the accident:

"We were sitting quietly in the next to the last car and there were only one or two unoccupied seats. There was the usual morning crowd. There were five cars."

"There were several women in my car and also in the last car. We had been stalled at Fifty Seventh street for some time. Suddenly there came a terrific crash. The lights in the car went out. There was a roar of grinding steel and wood and a chorus of shrieks. I looked back and saw the car behind telescoping over me. The rear of our car and through that mix up plunged a roaring locomotive. "I was thrown on my face by the jolt and I felt some blood splash over my forehead. Stiffing smoke and steam seemed to arise from all sides and looking back I could see mangled persons crawling about through the mist. "Our one idea was to escape. I found a friend of mine right in front of me. He cried: "Open the windows, for God's sake!" I turned to the window and found the glass had all been shattered by the collision. We climbed out. I saw several persons almost covered with blood crawling about."

whose property is valued at \$2,500. Other places burned were the old Campbell store and barber shop and buildings owned by Drew Newsome and W. P. Newsome, negroes. At one time the Atlantic Coast Line warehouse, and Branning's Lumber mill were imperiled. The estimated loss is \$11,000. There is practically no insurance.

To Welcome the Liberty Bell.
(By the Associated Press.)
Charleston, S. C., Jan. 8.—Charlestonians, all and singular, will give the Liberty bell as warm a welcome tomorrow as it has ever received in the South.

The Philadelphia escort and the bell will be met at the station by the president of the Exposition and the directors, Mayor Smyth and the members of the City Council, the soldiers from the garrison on Sullivan's Island, Naval Reserves, United States Marines, from Camp Heywood, at the Exposition grounds, the military companies of the city, the Citadel and Porter Military Academy cadets. Immediately upon the arrival of the train a salute of thirteen guns will be fired by the Naval Reserves.

Mayor Ashbridge and the escort of the bell from Philadelphia in carriages will be followed by the military in the march to the exposition grounds, where the formal ceremonies of welcoming will take place. The truck on which the bell will be placed will be drawn by thirteen horses.

Among those who are to speak are Mayor Ashbridge, of Philadelphia, Captain F. W. Wagener, president of the Exposition, Mayor Smyth and P. G. Ravenel, a descendant of one of the South Carolina signers of the Declaration of Independence.

All of the schools in the city will be closed and every school boy and girl in the city will be given an opportunity to see "Liberty bell."

Democratic Caucus Postponed.

(By the Associated Press.)
Washington, Jan. 8.—The caucus of Democratic members of the House called for January 10 to consider party policies has been postponed on account of the illness of Representative Richardson, of Tennessee, the Democratic leader.

THEY DIE IN FLAMES

Mother and Two Small Children Burned.

Two Warrants Out for Doctor Ham Sullivan Charged with Telling Small Pox Patients they Had Itch.

(Special to News and Observer.)
Winston-Salem, N. C., Jan. 8.—Near Viands, Wilkes county, yesterday, Mrs. Roxie Johnson and two small children were burned to death. The mother accidentally fell in the fire-place. Her clothing ignited and the flames spread, destroying the house with the mother, and her two little ones.

Two warrants have been issued for the arrest of Dr. Ham Sullivan, of this county. He is charged with advising people who have smallpox in the northern part of the county that the disease is itchy and not smallpox.

District Attorney Holton was advised this afternoon of his re-appointment by the President.

Four negroes attempted to saw out of jail last night. They were detected by the jailor, who with the sheriff save the prisoner's a whipping.

A committee, headed by Mrs. Lindsay Patterson, goes to Washington next week to extend an invitation to President Roosevelt to deliver an address at the laying of the corner stone of Salem Female College centennial in May.

Licensed to Sell Liquor in Hickory.

(Special to News and Observer.)
Newton, N. C., Jan. 8.—At a meeting of the board of county commissioners today, license to retail spirituous liquors in the town of Hickory, was granted to the following persons: Frank Langhin, A. P. Whitener, S. D. Campbell.

They also drew the jurors for the February term of Superior court, and received the new iron bridge recently built over South Fork river.

School at Catawba College will open tomorrow. The students are arriving today, and a large attendance is expected.

Whit Owens Sentenced.

(By the Associated Press.)
Oxford, Miss., Jan. 8.—The jury in the case of Whit Owens, charged with being an accessory to the murder of the two Montgomerys, United States Deputy Marshals, returned a verdict of guilty today. The punishment was fixed at imprisonment for life.

Major B. F. Champe Dead.

(By the Associated Press.)
Nashville, Tenn., Jan. 8.—Major B. F. Champe, Assistant Surveyor of Customs, and formerly general agent in the city of the Louisville and Nashville Railroad, died here today.

Norfolk Peanut Market.

(By the Associated Press.)
Norfolk, Jan. 8.—Peanuts steady; old stock and machines, 2 1/2 @ 2 3/4. New—Fancy, 2 1/4; strictly prime, 2c; prime 2 1/2; Spanish, 7 1/2.

than the other and there was far less danger of disagreeable surprises as the work progressed. Mr. Burton received a round of applause as he concluded.

Mr. Hill (Conn.), at this point read a letter from Prof. Ward, of Bridgeport, Conn., who was employed as an engineer on the Panama Canal for six and a half years, contending that the Panama route was the better on the following grounds:

1st. It has two excellent ports with a well equipped railroad.

2nd. An established line of steamers to New York.

3rd. Competent equipment of cars and machinery.

4th. Accommodation for 10,000 laborers.

5th. Actual definite plans for the completion of the canal with all the experimental work done; and

6th. The serious danger of volcanic disturbances in Nicaragua.

Mr. Burgess (Tex.), who represented the Galveston district, supported the bill in an earnest speech. The only amendment he favored was one declaring in unequivocal language that the canal should be fortified. He said that the American people would make a black mark against every member of Congress who voted against the fortification of the canal at the time of its construction.

Mr. Cummings (N. Y.), opposed the further consideration of the Panama Company's offer. The company wanted forty million dollars for the work already done which covered about one-fourth of the canal. The completed one-fourth had cost the French stockholders \$240,000,000. At the same rate it would cost the United States \$720,000,000 to complete the canal.

Mr. Hopkins (Ills.), asked unanimous consent that the bill to establish a permanent census bureau be made a continuing order until disposed of after the Nicaraguan bill is acted upon.

There was no objection and the order was made. Then the House adjourned.

TO SCALE DOWN PENSIONS

Widow of Lazare Who Died for Science not Entitled to Pension.

(By the Associated Press.)
Washington, Jan. 8.—During the consideration by the Senate today of private pension legislation in response to an inquiry from Senator Bacon some important statements were made by Mr. Gallinger, chairman of the Committee on Pensions, in respect to regulations adopted by the committee to govern it in the consideration and recommendation of private pension bills. He announced that one not absolutely meritorious cases would be presented to the Senate for its consideration and that the closest scrutiny would be given by the committee to every bill introduced. He said that no pension exceeding \$50 a month would be recommended by the committee for the widow of a general officer and that pensions for the widows of other officers would be scaled down proportionately.

The interesting case of Dr. Lazare who at the instance of Johns Hopkins University and who submitted himself to inoculation with yellow fever through mosquito bites and died from the disease (his contract was brought to the Senate's attention by Mr. McComas who inquired whether Dr. Lazare's widow would be entitled to a pension. No decision was reached, but it was the opinion of Senators Gallinger and Cockrell that the case had no pensionable status.

A JACKSON DAY DINNER

Letters from Hill and Cleveland. Democratic Principles, Declares Hill Will Triumph.

(By the Associated Press.)
Philadelphia, Jan. 8.—A small circle of the younger Democratic lawyers of this city observed Jackson Day by giving a dinner tonight at the Hotel Belleville. James W. King, well known among the younger lawyers, presided. Letters from former President Cleveland and former Senator David B. Hill and a telegram from Bourke Cochran were read, which provoked considerable applause from the diners. Mr. Cleveland wrote:

"I am glad to know that there are at least 30 young Democrats in Philadelphia, who are unwilling to allow Jackson Day to pass without recognition."

"The inclination to neglect observance of a day, that has been so long and so strongly related to genuine Democratic sentiments, may reasonably I think, be counted among the afflictive visitations that have lately weakened and depressed our party organization."

"I hope the spirit of true Jacksonian Democracy may pervade in our celebration; and that its participants may derive satisfaction and stimulation from their efforts to revive and strengthen the principles and practices of our old time, honest, consistent and aggressive Democratic faith."

Senator Hill, in his letter said: "Your letter has just reached me. I give you this sentiment: 'A strict construction of the Federal Constitution. No entangling alliances with foreign nations. Insistence upon the reserved rights of the State. Public taxation for public purposes only. Opposition to monopolies and dangerous combinations of capital. The preservation of the personal liberty of the citizen. No centralization. Home rule for states and municipalities. These are Democratic principles which survive all defeats and must ultimately triumph.'"

Mr. Cochran's telegram read: "Owing to absence your letter had only just reached me. Though too late to write I want to congratulate the men who have determined that Jackson Day shall not be let pass unobserved in Philadelphia. The celebration you project is a shining and salutary proof that as Democratic tradition is imperishable, a Democratic principle will ultimately prove invincible."

Governor Aycock yesterday ordered a special term of court for Craven county for the trial of civil cases to begin February 3rd. Judge Winston will preside,

MORE FAVORABLE TO PANAMA OFFER

Several Congressmen Want It Considered.

THE MORRIS AMENDMENT

This Empowers President Roosevelt to Select the Route.

SPEECHES ARE MADE IN ITS FAVOR.

General Debate Will Close at Two O'clock Today and Final Vote on the Canal Bill May be Taken this Afternoon.

(By the Associated Press.)
Washington, Jan. 8.—The debate upon the Nicaraguan Canal Bill in the House today developed sentiment in favor of giving consideration to the recent offer of the Panama Company to sell its franchise and property for forty million dollars, and this sentiment took the form of advocating the Morris amendment to empower the President to select the latter route if the Canal Commission, upon considering the company's offer recommends it and the required concessions can be obtained from Colombia. Of sixteen members who spoke today nine favored the Morris amendment. It was agreed that general debate should close tomorrow at 2 o'clock after which the bill will be open to amendment under the five minute rule. The final vote probably will be taken tomorrow.

The speakers today were Messrs. Shackelford (Mo.); Parker (N. J.); Lovinger (Miss.); Morris (Minn.); Burton (Ohio); Hill (Conn.); Brownell (Ohio); Gillett (Mass.); Littlefield (Me.), in favor of the Morris amendment and Messrs. Burgess (Tex.); Bell (Colo.); Cooney (Mo.); Cummings (N. Y.); Gibson (Tenn.); and Lacey (La.) for the bill in its present form.

Mr. Shackelford (Mo.), believed that the Eads Tehuantepec route was preferable to any which had been proposed, but he did not think the present a time for cavil. He did not like the Panama route but if the new proposition of the Panama Company offered advantages over the Nicaraguan route, he thought the President should have alternative authority to accept it.

"If you favor this bill," interposed Mr. Bartholdt (Mo.), "why is it that you and your Democratic colleagues from Missouri at the last session voted against a similar bill?"

"Because," replied Mr. Shackelford, "the bill at the last session was passed through this House to the tune of 'God Save the Queen.' I want it passed to the sweet strains of 'Hail Columbia.'" (Democratic applause.)

"But the Hay-Pauncefote treaty was not ratified at the last session," observed Mr. Bartholdt.

"True it was not," replied Mr. Shackelford, "but our English Secretary of State wanted it ratified and because we believed the wishes of Her Majesty's representative in the Cabinet would prevail we opposed the bill."

Mr. Lovinger (Mass.), also a member of the committee that reported the bill, said that in the past he had favored the Nicaraguan route because the engineers had reported in its favor and because until recently he had believed that the trans-continental railroads were using the Panama route to obstruct action. But he had recently satisfied himself that the railroads were not behind the Panama Canal. The recent offer of the Panama Company he believed, was in good faith.

Mr. Morris (Minn.), who offered the amendment yesterday to give the President the alternative authority to select the Panama Route if it was recommended by the Commission after the consideration of the Panama Company's new offer explained the purpose of his amendment, which he said, was not to impede the construction of the canal, but to insure the selection of the best canal—the best as to the location, cost of maintenance and operation, durability and freedom from danger from destruction.

Before the Isthmian Commission made its report he did not believe the Panama route feasible. He thought it had been used solely for the purpose of delay. But since reading the report he was unable to reach a conclusion as to which was the better route. In embarking upon an enterprise that was to cost \$200,000,000, perhaps more, he considered it wise that the experts should have an opportunity to consider the new offer of the Panama Company.

If the bill was passed in the form in which it was reported the President could not entertain the offer of the Panama Company and under it the President might by treaty bind the United States to construct the Nicaraguan Canal even though he afterward became convinced that the other was the better route.

Mr. Burton (Ohio) who led the opposition to a similar bill in the last Congress, said he would not be glad to see the pending bill pass. The events of the last twenty months he declared had vindicated the course of the minority. In speaking of the advantages of the Panama route, he said, a member of the commission had told him a few days ago that the examination of the Panama route had been much more thorough