The News and Observer.

VOL. LI. NO. 101.

RALEIGH, NORTH CAROLINA, THURSDAY MORNING, JANUARY 9, 1902.

Leads all North Carolina Dailies in News and Circulati

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 and calls for assistance by those who Into Norwalk Local.

HALF THE REAR CAR TO 3N 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; eral manager B. Altman, New York. THEO. FORGARDO, 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 A list of the seriously injured follows:

Ernest Coffin, 15 years old, 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

George M. Carter, of New York, leg fractured.

George M. Fisher, 46 East Port Chester, severely injured. Mabel Newman, New Rochelle; contu-

sions 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 Millineaux, 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, com-pound 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.

Most of the death, injury and damage was wrought by the engine of the White Plains train which plunged into the rear car of the motionless train and was driven through to the middle of the car, smashing the seats and furnishings and splitting the sides as it moved forward. The victims either were mangled in the mass of wreckage carried at the pilot. crushed in the space between boiler and car sides, or scalded by steam which mained with them until they were recame hissing from broken pipes and cylinders.

The engine in its final plunge of forty feet carried the rear car forward and sent twisted iron, broken timbers, split- Murphy said his leg was held fast, and ting into the coach ahead. Lights were extinguished and from the wreckage and found that if he locsened the timbers that darkness came the cries of the injured 1 old Murphy's leg, he was liable to let and C. C. Hoggard general merchandise, Spanish, 771/2.

WORK OF RESCUE BEGINS. Within a few minutes the work of reseue, marked by heroism and sacrifice, began. Alarms that brought every availble ambulance into use, the police reserves of five precincts and the firemen of Central and Eastern districts of Manhattan were sounded at once. With police, firemen and surgeons, came a score of volunteer physicians and half a dozen clergymen.

Ladders were run down the tunnel air shafts and the firemen and police attacked the debris with ropes and axes. The passengers already had rallied and were trying to release those imprisoned in the debris. Father Smith, and Rev. Dr. Walkley, Chaplains of the Fire Department, crawled in over the wreckage and ministered to the dying. Lieutenant Clarke, of the Fire Department, forced his way to the point where Miss Rice and Miss Scott lay and stood in water that scalded the flesh from his limbs until the women were released. T. M. Murphy, a passenger, both of whose legs were broken and still held by the timbers, volunteered to remain as he was until those around him were assisted.

Two policemen and Chaplain Walkley reached Mrs. Howard, and the chaplain gave her a stimulant. The policemen were cutting away the seat which held the woman down when a pipe broke. The scalding steam drove them back and when the rescuers returned Mrs. Howard was

Injured persons in need of immediate attention were given temporary dressing by the ambulance and volunteer surgeons and then hoisted to the street. Many Park Avenue mansions were thrown open to the suffering but most of the injured were at once taken to hospitals. The were carried to me stations.

An immense crowd heedless of the snow which swirled through the street, gathered about the tunnel entrance and shafts and watched the rescue work.

Cornelius Vanderbilt was among those who came to the tunnel but police denied him admission, despite the fact that his family controls the railway.

ENGINEER WISCHO ARRESTED.

Responsibility for the disaster is unfixed, but Superintendent Franklin said that so far he had been able to discover, J. M. Wischo, engineer of the White Plains train, is to blame. It is declared that when the South Norwalk train stopped a flagman ran back into the tunnel and besides placing a torpedo on the track, endeavored to flag the oncoming train. The tunnel was beclouded with steam and smoke while the snow. which fell through the air shafts, tended to obscure the view. Engineer Wischo and Fireman Christopher Flynn were arrested. A signal man also was detained for a time but was released.

Superintendent Franklin has issued a statement as to the accident, in which he declares that the block signals at Fifty-Ninth street were obeyed by the New Haven train, while the engineer of the White Plains train disregarded them.

"The torpedo on the track went off." said the superintendent. "But he did not stop, even though the fireman called to him to do so. The system of block signals is such that it is a physical impossibility for a signal man to make his light declare the track free if another train

is on the block." District Attorney Jerome visited the wreck and personally examined many also announced its intention to make an investigation and similar intent was expressed by the general officers of both the New York Central and Hudson River Railroad and New Haven and Hartford

Railroads. Residents of New Rochelle contributed the largest number to the casualty list because the rear car of the South Norwalk local was reserved for them and was kept locked until the train reached that place.

HEROIC DEED OF CLERGYMEN.

When nearly all of the ead and injured had been removed from the wreek Father Smith, of the Church of St. Vincent de Paul, and Chaplain Walkley, of Grace church, both chaplains of the Fire Department, crawled into the wrecked car over the hot boiler of the demolished White Plains locomotive, and found two girls in the middle of the last coach. They were sisters named Scott, of New Rochelle. One sister lay on top of the other, the sister underneath held by wreckage which pinned down her body below the waist. One leg was crushed.

The dead body of a man, which was also

pinned fast by the wreckage, lay across

the chest of the other sister and held

her down. Stimulants were administered

to the girls by the chaplain who re-

moved. Acting Batallion Chief Friel found ir the wreck a man who gave his name as T. M. Murphy, and tried to move him. asked Chief Friel to fee it. The chief

"All right, I'll wait, but please be as quick as you can.'

The chief made Murphy as compfortathe bodies of the injured ones beside him | tically no insurance.

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 insuffcient 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

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 yersons were killed. The second occurred February 20th, '91, when si xpersons were killed and many

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 lyrched!" 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 STEE

And Through the Wreck Came Bursting the Locomotive.

(By the Associated Press.) New ork, 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 uroccupied seats. There was the usual morning crowd. There were five

"There were several women in my car and also in the last car. We had been stalled at Fifty Sevnth 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 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. Stifling smoke and steam seemed to arise from all sides and looking back I could see mangled persons crowl-

ing about through the mist. "Our one idea was to escape. I found a friend of mine right in front of me. He

"'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 crawl-

THE FIRE AT GRIMESLAND.

Ten to Twelve Thousand Dollars.

(Special to News and Observer.) Washington, N. C., Jan. 8 .-- Grimesland was visited by a serious fire last night, the loss being estimated from ten to twelve thousand dollars, partly covered by insurance, the origin its thought being a defective stove. The whole north side of the business portion of the town was destroyed. Following is the list of those burned:

Galloway & Elks, general store; Powell & Co., grocery and bar; Wm. Moore, general store; the postoffice and its contents; H. H. Proctor, general store and warehouse; J. L. Gibson & Co., bar, and one confectionary store.

A BUSINESS BLOCK BURNS.

An Eleven Thousand Dollar Fire at Ahoskie, Practically No Insurance.

(Special to News and Observer.) Suffolk, Va., Jan. 8 .- About noon today ne of the principal business blocks in Ahoskie, North Carolina, a small town on the Atlantic Coast Line Railroad, was swept by fire. Starting from a bad flue the blaze fanned by the wind and unchecked by a fire department had soon reduced six buildings to embers and ashes. Some of the contents were saved. The structures were used as stores with some occupied above as residences and some vacant.

The largest losers are F. Powell, general merchandise and millinery, whose building and stock were worth \$6,000

whose property is valued at \$2,500. Other places burned were the old Campbell store and barber shop and buildings owned by Drew Newsons and W. P. whose property is valued at \$2,500. Other two girls. He told Murphy this and Mur- places burned were the old Campbell owned by Drew Newsome and W. P. Newsome, negroes. At one time the Atlantic Coast Line warehouse, and Branble as he could with a seat cushion. With ning's Lumber mill were imperiled. The his badly smashed leg, he lay there till estimated loss is \$11,000. There is prac-

To Welcome the Liberty Bell.

(By the Associated Press.) Charleston, S. C., Jan. 8 .- Charleston-

ians, all and singular, will give the Lib erty 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, 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 SPEECHES ARE MADE IN ITS FAVOR. 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

Among those who are to speak are Mayor Ashbridge, of Philadelphia, Captain F. W. Wagener, president of the Exposition, Mayor Smyth and F. G. Ravenal, a descendant of one of the South Carolina signers of the Declaration chise and property for forty million dolof 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.

Mother and Two Small Children Burned.

wo Warran's Out for Doc'or 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 itch 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 gave 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., Jap. 8.-At a meeting of the board of county commissioners today, witnesses. The State Railway Commission Another Report of Disaster, Placing Losses, at license to retail spirituous liquors in the town of Hickory, was granted to the following persons: Frank Langhim, A. P. Whitener, S. D. Campbell.

They also drew the jurors for the Febuary term of Superior court, and recived the new iron bridge recently built ver South Fork river.

School at Catawba College will open omorrow. 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 ease 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.)

stock and machines, 21/4@21/2. New-Fancy, 31/8; strictly prime, 3c.; prime 21/4.

Several Congressmen Want It Considered.

THE MORRIS AMENDMENT

Mayor Smyth and the members of the This Empowers President Roosevelt to Select the Route.

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 franlars, 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 speakers today were Messrs. Shackelford, (Mo.); Parker, (N. J.); Lov- portant statements were made by Mr. ering, (Miss.); Morris, (Minn.); Burton, Gallinger, chairman of the Committee (Ohio); Hill, Conn.); Bromwell, (Ohio); on Pensions, in respect to regulations Gillett, (Mass.); Littlefield, Me.), in favor of the Morris amendment and Messrs. the consideration and recommendation Burgess, (Tex.); Bell, (Colo.); Cooney, of private pension bills. He announced (Mo.); Cummings, (N. Y.); Gibson, that none but absolutely meritorious cases (Tenn.); and Lacey, (La.) for the bill in would be presented to the Senate for its its present form

he did not think the present a time for recommended by the committee for the 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. Shackleford, '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," served Mr. Bartholdt.

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

Mr. Lovering, (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 m 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 Pan- ultimately triumph." ama Company and under it the President might by treaty bind the United States to construct the Nicaraguan Canal even though we afterward became convinced that the other was the better route.

Mr. Burton (Ohio) who led the oppogress, 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 Pana-Norfolk, Jan. 8.—Peanuts steady: old ma route, he said, a member of the oemmission had told him a few days ago route had been much more thorough ruary 3rd. Judge Winston will preside,

than the other and there was far 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:

First, 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 experi-

mental 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 onefourth of the canal. The completed onefourth had cost the French stockholders \$240,000,000. At the same rate it would cost the United tSates \$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 Lazeare Who Died for Science not

Entitled to Pension. (By the Associated Press.) Washington, Jan. 8 .- During the conthe five minute rule. The final vote sideration by the Senate today of pri-probably will be taken tomorrow. an inquiry from Senator Bacon some imadopted by the committee to govern it in

consideration and that the closest scru-Mr. Shackelford, (Mo.), believed that tiny would be given by the committee to the Eads Tehuantepec route was prefera- every bill introduced. He said that no ble to any which had been proposed, but pension exceeding \$50 a month would be cavil. He did not like the Panama route widow of a general officer and that penbut if the new proposition of the Panama sions for the widows of other officers would be scaled down proportionately. The interesting case of Dr. Lazeare who at the instance of Johns Hopkins University and of the Government went to Cuba and submitted himself to innoculation with yellow fever through mosquito bites and died from the disease thus contracted was brought to the Sen-

ion of Senators Gallinger and Cockrell that the case had no pensionable status. A JACKSON DAY DINNER.

ate's attention by Mr. McComas who in-

quired whether Dr. Lazeare's widdw

would be entitled to a pension. No de-

cision was reached, but it was the opin-

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

dinners. 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 daugerous 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

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 unhonored in Philasition to a similar bill in the last Con- delphia. The celebration you project is 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 that the examination of the Panama for the trial of civil cases to begin Feb-