

ONE HUNDRED AND FIFTY PERISH IN MOST DISASTROUS FIRE THAT HAS VISITED NEW YORK CITY IN 7 YEARS

Fire, Smoke and Merciless Pavements Combine to Make of Girls and Men an Almost Indescribable Heap of Human Remains.—Ninety-Tenths of the Victims Were Girls Employed in Factory

FLAMES STARTING ON THE 8TH FLOOR SWEEP UPWARD

Sixty-Three are Crushed to Death, While Thirty More Clogged the Elevator Shaft.—Heart-Rending Scenes Attend Work of Rescue.

NEW YORK, March 25.—One hundred and fifty souls—ninety-tenths of them girls from the East Side,—were crushed to death on the pavements, smothered by smoke or shriveled to a crisp in the worst fire New York has known since the steamship General Slocum was burned to the water's edge off North Brother's island in 1904.

Nearly all, if not all, of the victims were employed by the Triangle Shirtwaist company on the eighth, ninth and tenth floors of a ten-story left building at 23 Washington place, on the western fringe of the downtown wholesale clothing, furniture and millinery district. The partners of the firm, Isaac Harris and Max Blanck, escaped unscathed from the office on the tenth floor, carrying with them over an adjoining roof Blanck's two young daughters and a governess. There was not an outside fire escape on the building.

Origin Is a Mystery. How the fire started will perhaps never be known. A corner on the eighth floor was its point of origin and the three upper floors only were swept. On the ninth floor fifty bodies were found, sixty-three or more persons were crushed to death by jumping and more than thirty clogged the elevator shaft. The loss to property will not exceed \$100,000.

Federations going home through Washington place to Washington square at ten minutes to five were scattered by the whiff of smoke rushing through the air before them, there was a horrible "pop" on the pavement and a body flattened on the flag. Wayfarers on the opposite side of the street shaded their eyes against the setting sun and saw the windows of the three upper floors of the building black with girls crowding to the sills. There were no fire escapes.

Rain of Flesh and Blood. "Don't jump—don't jump—" yelled the crowd. But the girls had no alternative. The pressure of the mad-dened hundreds behind them and the

urging of their own fears were too strong. They began to fall to the sidewalk in a terrible rain of flesh and blood.

Four alarms were rung within fifteen minutes. Before the engines could respond, before the ladders raised, before the fire hoses were uncoiled, five girls had fallen from the eighth and ninth floors so heavily that they broke through the glass and iron roofs of the sub-cellars and crashed through the very streets into the vaults below. In an hour the fire was out; in half an hour it had done its worst, probably the death list was full in twenty minutes.

Exits Proved Useless. The building stands on a corner, with exposure on two sides, but the only fire escape was in the interior, opening on a light and air shaft. In all there were seven exits, the single fire escape, two freight elevators at the rear, two passenger elevators in front and two stairways. All of them proved almost useless and practically all who escaped either climbed to the roof and scrambled thence to the roof of the building occupied by the American Book company adjoining, or fled in the first rush for safety before the crush and smoke grew too thick. The building stands tight with shell intact and barely scathed—rather only unroofed—the positions of architectural tiling between floor and floor are sound, and it is impossible for one who did not see it to imagine how the flames in so short a space could have wrought such havoc. Seven hundred hands, 500 of them women, were employed by the shirtwaist company. The sat in rows at their whirling machines, the tables before them piled with flint cloth, the floors littered with lint, the air itself full of flying, inflammable dust. The first rush of flame was almost an explosion. Operators died in their chairs, their lungs seared by inhaling flames. Others were crowded into the elevator shafts after the cars had made their last trip. Still others were pushed off the inadequate interior fire escape.

When most of the legislators left last Thursday for their homes with pairs arranged, it was expected that Monday's ballot would be perfunctory with no quorum present.

GALLAGHER AGAIN WINS

PHILADELPHIA, March 25.—John J. Gallagher, the champion scholastic distance runner of the city, this afternoon won the third annual "Press" road race from Villa Nova to the city hall here from a field of 325 runners. He covered the 14 miles in one hour, 15 minutes, 10 2-5 seconds, breaking the record for the course. He won the event last year in one hour seventeen minutes and four-fifths second. A great crowd saw the race.

WASHINGTON, March 25.—A man giving the name of Frank H. Fitzgerald, aged 45 years, surrendered himself to the police here today. He said he was an absconder from Richmond. He is held pending the arrival of the Richmond officers.

STOLE \$300. RICHMOND, Va., March 25.—Frank H. Fitzgerald, who surrendered himself in Washington, today is wanted by the Richmond police on a warrant charging him with having absconded with \$300, the property of King & Co., for whom he was a bookkeeper. He disappeared from Richmond three weeks ago. In 1902, Richmond clerk of the Manchester school board, he disappeared simultaneously with \$3,000 of the board's funds, but surrendered later. At the same time he was convicted of having robbed the Southern railway of \$5,000 in money and stamps. Fitzgerald was pardoned from the penitentiary and was given employment in the local plant of King & Co.

MOBILE, Ala., March 25.—The quartermaster steamer S. B. Holabird, heretofore plying between this city and Fort Morgan, has been ordered to report to the general quartermaster at Fort Crockett, Galveston. The vessel is taking on coal and stores and will leave as soon as weather permits.

COLLEGIAN DIES

KNOXVILLE, Tenn., Mar. 25.—F. M. Gill, aged 59, identified for a term of years with Maryville college, died today. He was a native of Ohio.

Fire Nets Overflowed. In such a horrible stream did the bodies overflow from the windows that the fire nets, stretched by the first companies to arrive, were soon gorged beyond capacity. Twelve bodies weighted one net to the bursting point, but the bodies kept on tumbling to the pavement, through meshes that could no longer support them.

When the first breath of flame curled over the edge of a pile of shirting on the eighth floor, five minutes before quitting time, hundreds were in line before the cashier's window. In the office buildings across Washington place scores of men, detained beyond office hours, worked at their desks. One of them saw a girl rush to a window and throw up the sash. Behind her danced a seething curtain of yellow flames. She climbed to the sill, stood in black outline against the light, hesitating, then, with a last touch of futile thrift, slipped her chateleine bag over her wrist and jumped. Her body went whirling downward through the woven wire glass of a canopy to the flagging below. Her sisters who followed flamed through the air like rockets. Their path could be followed but hardly heard. It was 35 feet from the eighth floor to the ground; about 95 from the ninth, and the upward rush of the draught and the crackle of the flames drowned their cries. Six girls fought their way to a window on the ninth floor over the bodies of fallen fellow workers and crawled out in single file to an eight-inch stone ledge running the length of the building. More than a hundred feet above the sidewalk they crept along their perilous pathway to a swinging electric feed wire, spanning Washington place. The leaders paused for their companions to catch up at the end of the ledge and the six grabbed the wire simultaneously. It snapped like rotten whipcord, and they crashed down to death.

Hang by Nails Tips. A thirteen-year-old girl hung for three minutes by her finger tips to the sill of a tenth floor window. A tongue of flame licked at her fingers and she dropped into life net held by firemen. Two women fell into the net at almost the same moment. The strands parted, and the two were added to the death list. A girl threw her pocketbook, then her hat, then her furs from a tenth floor window. A moment later her body came whirling after them to death.

Injured Rushed to Hospital. The injured were taken from the cars on the bank and in the river while the bodies of the dead were brought out and ranged alongside the bank. They were finally placed aboard the relief trains and hurried to Way Cross and Tipton. It is not expected to have the tracks cleared and the trestle repaired for traffic before Sunday night.

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Even Millions Have Their Uses.



DIXIE FLYER GOES THROUGH BRIDGE CARRYING EIGHT TO SUDDEN DEATH

More Than Dozen Seriously Injured.—One of Worst Wrecks in South Atlantic States.—Sweetheart Watches for Rescue of Fiance's Body.—Cars Piled in Indescribable Mass in Narrow Stream.

TIPTON, Ga., Mar. 25.—In one of the worst railroad disasters ever known in the South Atlantic states eight persons were killed and more than a dozen injured when train No. 85, known as the "Dixie Flyer," on the Atlantic Coast Line and running between Chicago and Jacksonville, Fla., went through a trestle over the Alapaha river eighteen miles east of here early this morning. Tonight but one body, that of John T. Watson of Lander, Wyo., remained in the cars in the river. Had it not been for the wreck Watson would have been a bridegroom today. His sweetheart, Miss Elsie Shepperd, of Pasadena, California, who was on the train with him and to whom he was to have been married in Jacksonville tomorrow, remained at the wreck throughout the day and night watching the efforts of the rescuers to recover Watson's body.

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IN FURIOUS STORM LITTLE VESSEL IS SWALLOWED BY SEA

Turned Turtle and Went Down With Twenty-two Passengers and Four of Crew

INDIAN WAS ONLY WITNESS OF SCENE

Off Vancouver Island Little Sechoit Is Victim of Winds and Waves

VICTORIA, B. C., March 25.—The British Columbia Shipping company's little wooden steamer Sechoit, built for passenger service on an inland lake, turned turtle in a furious gale off Beechy Head, Vancouver Island, late yesterday afternoon and went down with all on board, 22 passengers and the crew of four men. Thirteen passengers had landed at William Head just before the steamer went out to destruction. Most of the passengers were railroad laborers bound for a Canadian Northern construction camp.

Indian Only Witness. An Indian was the only eye witness to the disaster. Henry Charles, an Indian of Rocky Point, was gathering wood on Beecher at 5:30 o'clock in the afternoon yesterday and saw the steamer go down. A heavy gale was blowing. When the Sechoit was three miles off Beecher Head the gale struck her and she leaped over and swung around as though she intended to run across the strait at Port Crescent, on the American side. The tiny craft had hardly turned broadside to the wind when she righted, then went over and lay on her side. The Indian watched the steamer ten minutes and at the end of that time the vessel was swallowed up by the sea leaving not a trace on the surface. The Indian ran as fast as he could to Rocky Point and notified a stake driver, who telephoned the news to Williams Head quarantine station, whence a launch was dispatched to Victoria.

Beecher Head is west of Beecher Bay in the strait of Fuca, 35 miles from Victoria.

PARTIAL LIST ANNOUNCED OF NEW MEXICAN CABINET INCLUDES U.S. AMBASSADOR

Thought That New Cabinet Will Immediately Inaugurate Reforms

SEMI-OFFICIAL

MEXICO CITY, March 25.—Although no official announcement has been made, it is said that five of the new members of President Diaz's cabinet have been selected, and it is almost certain that Jose Yves Limantour