

TWENTY PEOPLE HURLED TO DEATH WHILE SPEEDING SEVENTY MILES AN HOUR

More Than One Hundred Others Injured and Some Are Likely to Die

Three Cars of Motor Train of New York Suburban Express Thrown from Rails While Rounding a Curve—Many of the Victims Were Terribly Mangled—Cause of Disaster Unknown, But Terrible Speed Likely Caused It.

New York, Feb. 17.—Twenty dead, two fatally hurt and 145 others more or less seriously injured, is the result of the wreck of an electric express train on the New York Central railroad at 20th street and Webster avenue, last night. Of the large number of injured, fifty are, according to hospital and police reports, seriously hurt and the death list may be increased within the next 24 hours.

Most of the others are suffering from lacerations or shock, and will recover. Following is a complete and revised list of the dead and injured:

Dead.

Mrs. Florence Brady, Golden Bridge (N. Y.), died in Lincoln Hospital.

Miss Lillian Ewell, stenographer, Hawthorne (N. Y.).

Myron T. Evans, White Plains (N. Y.).

Mrs. Katherine K. Farrand, Pleasantville (N. Y.).

Miss Jessie M. Jubin, teacher, White Plains.

Mrs. Mary K. Inch, Chappaqua (N. Y.).

Clara L. Hudson, 1776 Colfax avenue west, Minneapolis (Minn.).

Mrs. Annie H. McLean, widow, aged 60 years, sister-in-law of Superintendent Lyons, of the Bloomingdale Insane Asylum.

Miss Annie Moorehead, Briar Cliff Manor (N. Y.), also reported to have formerly been a resident of Pittsburgh (Pa.).

E. L. Page, White Plains (N. Y.).

Cornelius Kelly, North Salem (N. Y.).

Robert J. Roberg, White Plains (N. Y.), employe of W. & J. Sloane, New York.

Julia W. Storm, Bedford Station (N. Y.).

Mrs. Isaac L. Webster, White Plains (N. Y.).

Miss Bessie Set, Pleasantville (N. Y.).

Miss Annie Sivoni, servant, White Plains (N. Y.).

Elsie D. Warren, 240 West End avenue, New York.

Total, 20.

Mary Beals, aged 19 years, New York city, identified by her mother.

Mrs. Dorothy W. Perrin, aged 30 years, New York city, identified by husband, Henry O. Perrin.

Mrs. E. F. Newcombe, aged 60 years, Pike, Wyoming County (N. Y.), identified by a cousin, Charles Bond, of White Plains (N. Y.).

Seriously Injured.

Ira J. Dutton, White Plains (N. Y.), both arms broken; will recover.

Emily Fendrick, White Plains (N. Y.), seriously.

Miss Belle Fowler, Pleasantville (N. Y.), legs broken; probably fatal.

Sarah Merritt, Pleasantville (N. Y.), arms and legs fractured; dangerous.

Margaret Mahoney, Purdy Station (N. Y.), legs broken.

Ernest Moll, Mount Kisco (N. Y.), leg broken.

James A. McNeill, New York city, right hand fractured and other injuries.

Annie O'Shea, White Plains, lacerated wound in back.

Mabel Smith, aged thirteen, Oneonta (N. Y.), fractured skull; probably fatal.

Elsie Sniffen, Englewood (N. J.), skull fractured; probably fatal.

Josephine Sharp, Briarcliff Manor (N. Y.), scalp wound.

Charlotte Young, Pleasantville, right arm broken.

Unknown girl, unconscious in Fordham Hospital, skull fractured.

In addition to these the New York Central railroad has a list of 125 names of persons said to have been injured but the injuries were so slight as to be of little consequence and most of the persons went at once to their homes.

This was a day of investigation and inquiry by representatives of the district attorney's office, the coroner and the police. When daybreak came the police lists of dead had increased to 18, an hour after that there were two more deaths reported from the hospitals and tonight it is believed, two will be added.

The cause of the wreck is still a matter of speculation. All night Inspector Flood, of the police department, Coroner Schwanncke and Assistant District Attorney Smyth, together with other members of the district attorney's force looked over the scene and sought to determine the cause of the derailment of the train. The result of their investigation will become known when the inquest is held by the coroner tomorrow. The wreckage was completely cleared away today. All four of the tracks of the New York Central, through the rocky cut where the train left the rails and several of the cars went to pieces have been cleared. The track on which the Brewster train was running and which was ripped up in the accident has been restored, the third rail replaced and traffic resumed, practically under normal conditions.

A Gruesome Sight.

At the Webster avenue police station, late today, lay eleven mangled bodies, three of them unidentified. One man was so badly crushed that identification seemed impossible, except through the clothing. All day there was a stream of people pass-

ing through this temporary morgue, many leaving in tears after having found some friend or relative in the gruesome row. Tonight the line of people seeking to identify the remaining bodies continued.

With the clearing of the wreckage interest turned to what the authorities might do. Perhaps the most significant statement of the day was the one made to the Associated Press by Coroner Schwanncke. He had secured statements from Motorman Rogers, of the wrecked train. In this, according to the coroner, the motorman had stated that he was running on schedule time when the accident occurred, and admitted that the speed of his train was 70 miles an hour. Rogers, said the coroner, declared that he did not know anything was wrong until an eighth of a mile beyond the place of derailment. Then, said the coroner, it was another eighth of a mile before the motors came to a standstill. Rogers declared the motors did not leave the tracks.

The train consisted of a double-headed motor coupled into one engine, with one motorman, driving five coaches. The first was a smoker, the second is described as a power car, though it is commonly designated as a combination baggage and passenger coach. The third, fourth and fifth were ordinary passenger coaches.

Coroner's Statement.

Coroner Schwanncke, in an interview, said: "I am skeptical as to the statement that the motors did not leave the rails because the ties show that the motors and first car were off the track an eighth of a mile from where they stopped. In examining the ties this morning, I discovered the marks of wheels which showed that the tracks had been jammed. The smoker was on the ties, not on the tracks as has been stated. The train broke in two about an eighth of a mile above the Woodlawn road bridge. The rear portion apparently jumped the tracks to the east, breaking the third rail. Consequently the motors lost control of the train and the air brakes set automatically."

"I have an idea that one of the motors left the rails first. I have a part of a rail which indicates that it is so. It appears to me that a spreading of the rails caused the disaster. I think that one of the motors hit a section of the track with force enough to cause it to jump off. The engine followed the cars and was following completely off the track, breaking the coupling. If the train had held together there would not have been a disaster. When the rear car broke away, they ran wild for a distance and finally returned over."

The coroner declared he would present the section of the rail to the jury, which will begin the inquest tomorrow. This piece of iron, he declared, he had ordered taken from the scene and he was about to carry it away. He says it will show indications which tend to support his theory that the rails were out of alignment.

Train Ran at Terrific Speed.

The coroner then went on to detail some of the evidence which will be presented tomorrow. He said that he had secured statements from some of the passengers that the train was running at a speed which frightened them, that several declared they were so alarmed that they clutched their seats in the third car and went to the rear car believing there was less danger there.

Assistant Attorneys Smith and Manley were with Coroner Schwanncke most of the night. From the district attorney's office came statements today bearing out in part the theory of the coroner. The New York Central officials also issued a statement.

There were many exaggerated stories of the wreck in circulation last night and today. One was to the effect that many of those killed had been electrocuted by the third rail. This was absolutely denied by the coroner as well as by the police, who declare that none of the bodies was burned.

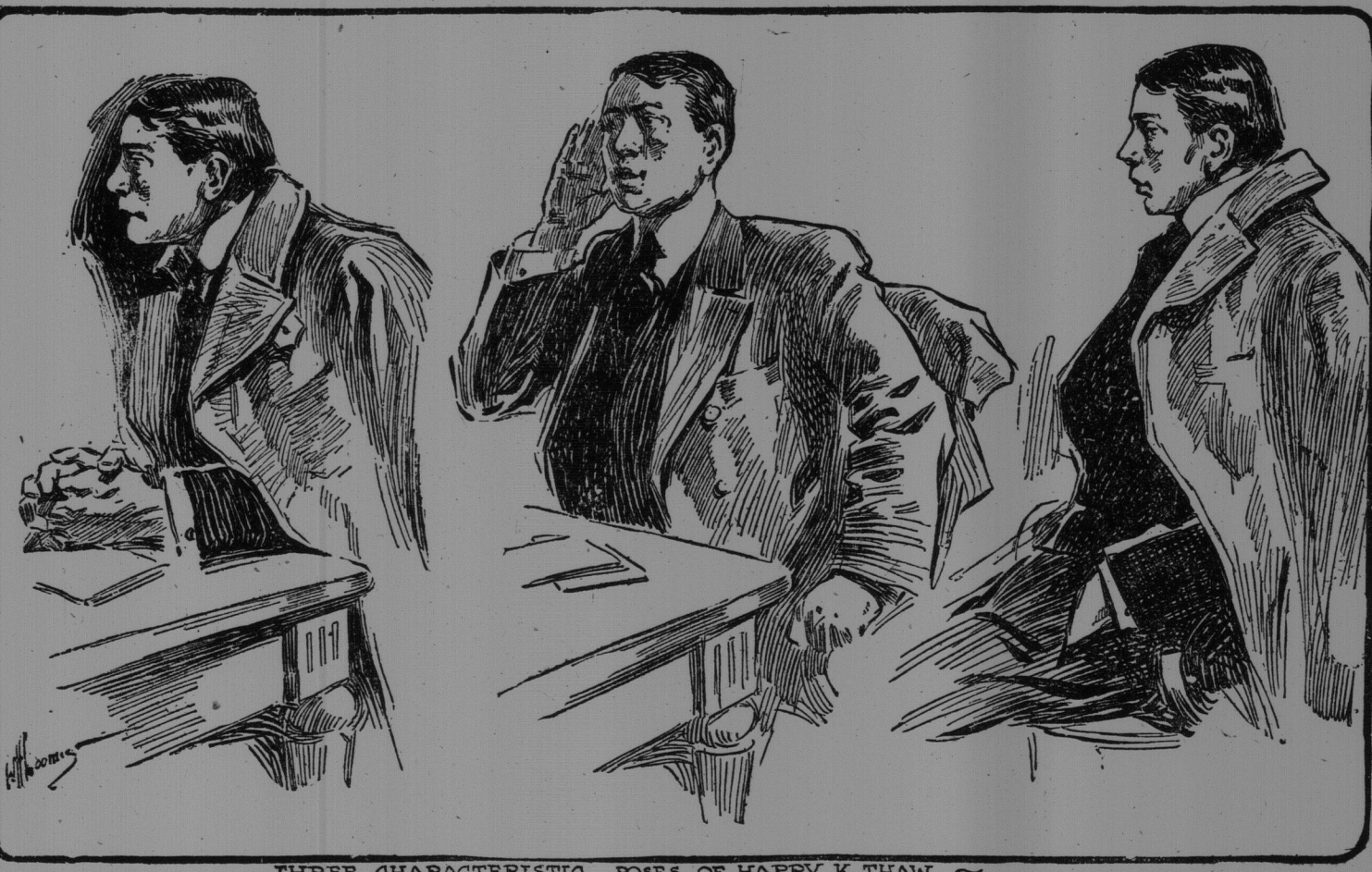
When the wreck occurred the three rear coaches, completely filled with passengers, were thrown on their right sides just above a sharp curve at Woodlawn road bridge. The shock was terrific. People were hurled violently from their seats and the most of those who were killed were pitched through the windows as the train slid on their sides. The third rail fell for a time, but finally broke with a flash and a roar and a great deal of dust and smoke. Between the wreck of the official "rent" rail and the main track the bodies were wedged. They were held as the train passed along and in this way were terribly mangled.

Couplings Broke.

To explain the coroner's theory as to the cause of the wreck it may be said that his office is of the opinion that one of the motors struck a rail which was out of alignment, that the second motor and the smoker struck it, their rear trucks leaving the track, but when the third coach broke and fell the couplings broke and they were thrown aside. The coroner believes the motors and the baggage car ran an eighth of a mile before being stopped.

Assistant District Attorney Nathan Z. Smith, who, with two other assistants, continued his inquiries into the wreck today with a view to determining whether the circumstances warranted criminal prosecution. Mr. Smith and his associates worked in conjunction with Coroner Schwanncke and police Inspector Flood and interviewed a number of the officials and employes of the New York Central, including Ira A. McCormick, superintendent of motive power. Mr. Smith thought that he made his inquiries particularly on the speed of the train, whether a tire had been lost from one of the motors and as to the condition of the rails. He said he found that one of the outer rails on the curve had been torn up and that the heads of the spikes which held the rail to the ties had been cut off, but there was nothing to indicate by what agency. He said pieces of a broken wheel and the first motor were found at a point far beyond where the rail had been ripped up. Whether the rail or the wheel was the first to give way he had no means of knowing, but it appeared that the wheel had broken after it had passed over the displaced rail.

Thaw in Characteristic Trial Attitudes



THREE CHARACTERISTIC POSES OF HARRY K. THAW.

COURT OF APPEAL FOR NEW BRUNSWICK

Attorney General Pugsley Introduces Bill to Amend the Judicature Act

Will Be Composed of Three Judges, Two of Whom Will Be Taken from the Supreme Court, Leaving That Body Four Members—Means Another Appointment to the Bench—Many Important Measures Introduced.

Fredericton, N. B., Feb. 15.—The house met at 3 o'clock. Hon. Mr. Tweedie laid on the table a return of the bonded debt of Sussex.

Hon. Mr. LaBille presented the reply of the lieutenant governor to the address.

Hon. Mr. Tweedie gave notice of a resolution to go into committee of supply.

Hon. Mr. Tweedie introduced a bill to amend the towns' incorporation act.

In reply to Mr. Hazen the Hon. Mr. Tweedie said the auditor general's report would be laid on the table in a few days.

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DOYLE AND CREW EXONERATED

Coroner's Jury Clears Trainmen from Causing Beaver Brook Disaster

SYSTEM AT FAULT

Declares That Management of Intercolonial Do Not Give Sufficient Protection to Working Trains—Interesting Evidence at Saturday's Session.

Newcastle, N. B., Feb. 15.—At the inquest this morning, Superintendent Price blamed Mr. Doyle for accepting Mr. Henderson's order and then for not following it after acceptance.

Mr. Doyle, Cameron, Henderson and Mallory were suspended Saturday. Doctor Desmond testified that the three patients are very seriously injured, and would never recover their previous strength.

Driver Cameron testified that verbal instructions were given by dispatchers to cross-examine witnesses.

Conductor Doyle was recalled and corroborated Cameron's previous evidence concerning verbal instructions received from Dispatcher Henderson in the presence of Foreman Condon to the effect that Doyle and Cameron were free to come to Beaver Brook at 12 o'clock for water and orders.

William Irving, conductor of No. 38 regular freight, read his order that day: "No. 38 will cross Sears at Busby, look out for Doyle working on main line between Busby and Beaver Brook and follow him to Beaver Brook to cross and run to Newcastle ahead of time."

Mr. Hazen contended that if the facts were as stated opportunity for a secret ballot had been denied the voters. He directed particular attention to the envelope being one without a flap, although the law requires a flap.

HAS 27 STEPCHILDREN

Bride of 22 Acquires These and 42 Step-Grandchildren.

Although only 22 years old, Mrs. R. Kimbel, who, until a few days ago was Miss Elizabeth Bischoff, has a family of twenty-seven children and forty-two grandchildren. She acquired this family by her marriage to Capt. R. Kimbel at Kitter (Wis.).

The young bride, who has been famed for her beauty among many Mississippi river men, has turned away many young wooers who came from far and near after hearing tales of her beauty, to tell her of their love and to offer heart and hand.

While the young river men could not do the bidding of the fishing fleet, Capt. Kimbel, though handicapped by nearly 70 years, led her to the altar.

He had three wives before he won Miss Bischoff, so it seems he knew how to woo a widow. His family accumulated, as he married widows with children.

In marrying Capt. Kimbel, Miss Bischoff became the wife of one of the wealthiest river men. In his three-score years and ten the captain has lived through many adventures, the telling of which would fill a young woman's heart with pride.

As a fisherman's daughter, the bride has always been a child of the river. Hunting and fishing, which she did as well as many a man, delighted her. She spent most of her life out of doors, braving wind and storm—New York World.

I. C. R. DRIVER INJURED AT MONCTON ROUNDOUSE

Moncton, N. B., Feb. 15.—Driver James Stratton was severely injured this morning in the I. C. R. roundhouse. A large lump of coal rolled from the tender and inflicted a bad wound on his head. He was assisted to his home on St. George street and medical aid summoned. Driver Stratton has been laid up for the last three weeks with a sprained shoulder and this was his first time out of the house for a week or two longer.

CASTORIA

For Infants and Children. The Kind You Have Always Bought.

Bears the Signature of Dr. J. C. Fitch.

"Clarence, dear, you are very late; it is long after midnight." Well, if that isn't just like a woman. Before we were married you didn't seem to care how late I got home.

Leave of absence was granted the following members of the legislature, most of them on account of illness: Messrs. Maxwell, Carpenter, Barnes, Young, Purdy, Lantana, Morrissey, Lowell, Martin, Clair, Johnson, Burgess, Hill, Allen, Ruddick, Campbell and Burden.

The house adjourned at 4.30 p. m.

MR. HAZEN'S CHARGES

Presents Affidavits Alleging Improper Acts in Recent Restigouche Election.

In his speech in the legislature Thursday, J. D. Hazen, M. P. P., read two affidavits in support of his charge that in the recent provincial election in Restigouche James Reid, M. P., and the deputy returning officer, Dennis A. Arseneau, a lumber dealer in the employ of the local government, prevented a secret ballot in Balmoral. One of the affidavits was from James E. Stewart, the defeated candidate, and the other from Thomas Savoy, of Balmoral, his agent at the poll in that district.

The affidavits charge that Arseneau, except in a few cases, held the voting envelope in his hand so that the opening in one end of it would be pressed open and the voters would put their ballots into the envelope at the box while going behind the screen so that voters to whom had been handed ballots by either agent or deputy could be watched to deposit the ballots.

Also that James Reid did, while acting as agent for William Currie, meet voters as they entered and did hand them ballots upon which was printed the name of Currie, and in all cases where the voters did not go behind the screen but voted as described, Reid was enabled to watch the deposit or other disposal of the ballots so handed by him.

The affidavit of Mr. Stewart shows the result of the vote in Balmoral as Currie 165, Stewart 66, and he says that fully two-thirds of the votes were polled without the voters going behind the screen and he believes a large number were unduly influenced.

Hon. Mr. Sweeney introduced a bill to amend the general mining act. He explained that it provided that where five or more male persons in the age of 25 years and upward bona fide engaged in mining in the province of New Brunswick, the surveyor-general may cause crown lands in the vicinity of such coal mines to be surveyed off into lots containing not more than ten acres each and may receive applications from each of such applicants for one of such lots and on compliance with the conditions of the act, the creation of a dwelling house not less than 16x20 feet in size and continuous residence on such lot for three years and also being continuously employed for that length of time in one or more coal mines in the vicinity, the surveyor-general may issue a grant to such applicant.

The royalties on coal in Queens and Sunbury are fixed at ten cents on every ton of 2,240 pounds whether on granted or ungranted land.

Hon. Mr. Sweeney presented the petition of the council of the city of Moncton in favor of their bill to enable them to grant a bonus to the company and to the exhibition association, also the petition of Moncton in favor of their bill to authorize and issue debentures.

Hon. Mr. Sweeney introduced a bill to amend the consolidated act relating to the twelfth section of the chapter relating to the fences so that where a party refuses to pay his share of a line fence the person employed to view the fence and make repairs can recover double the cost.

Hon. Mr. Sweeney laid on the table a report of the crown land department for the past year.

Hon. Mr. LaBille introduced a bill to abolish the tolls on the Hartland bridge.

Mr. Hazen gave notice of inquiry with regard to correspondence with the dominion government concerning the judicature act.

Mr. King presented the petition of the N. B. Telephone Company in favor of a bill to amend their act.

Mr. Flemming presented notices of inquiry with regard to the Hartland bridge, the Emerson-Paterson case, and the highway act in Carleton county and the cheese and butter factories in Carleton county.

Hon. Mr. Tweedie presented the report of the committee to name the standing committee of the house.

Hon. Mr. Tweedie said at the meeting of the union of municipalities a request was made that they should be furnished with a copy of all bills and I have directed the clerk to send copies.

Hon. Mr. Tweedie said Mr. Hazen yesterday read certain declarations in regard to alleged improper conduct at the recent election in Restigouche county. I wish to have them filed with the clerk so that I may inquire into the matter.

Mr. Hazen—I will have them filed at once.

Mr. Speaker—I would like to give notice to parties that they should print a sufficient number of copies of their bills to meet the requirements of the legislature, and also that members who are absent without a proper excuse are liable to be docked of their pay.

Leave of absence was granted the following members of the legislature, most of them on account of illness: Messrs. Maxwell, Carpenter, Barnes, Young, Purdy, Lantana, Morrissey, Lowell, Martin, Clair, Johnson, Burgess, Hill, Allen, Ruddick, Campbell and Burden.

The house adjourned at 4.30 p. m.

VALUABLE FORMULA

A noted authority on diseases of the throat and lungs, who established a camp for consumptives in the pine woods of Maine, and whose remarkable cures there have attracted great attention from the medical world, says that his entire treatment consisted of Pure Virgin Oil of the White Pine Trees mixed with Glycerine and Glycine, in the following proportions:

Virgin Oil of Pine (Pure), 1 oz.
Glycerine, 2 oz.
Good Whisky, 8 oz.

Used in teaspoonful doses every four hours.

It is claimed that the above mixture will heal and strengthen the lungs, break up a cold in twenty-four hours, and cure any cough that is curable.

The ingredients can be secured from any good prescription drugstore at small cost and can be easily mixed in your own home.

Inquiry as to the prescription department of the leading drugstore, may elicit the information that Virgin Oil of Pine (Pure) is put up only in half-ounce tins for dispensing. Each tin is in a glass bottle sealed in a round wooden case, with engraved wrapper, with the name—Virgin Oil of Pine (Pure), guaranteed under the Food and Drugs Act of June 30th, 1906, serial number 45, prepared only by Leach Chemical Co., Windsor, Ontario—plainly printed.

Only the cheaper Oils are sold in bulk, but these produce nausea, and never effect the desired results.

practice. He did not issue orders to Warman Jan. 28. The railway system leaves dispatchers, under general rules, much discretion issuing orders. By custom working trains are also allowed much freedom but are held responsible for results.

Matthew McCarron, dispatcher, sworn: He disagreed with Superintendent Price as to Doyle's duty under the orders. Witness followed Henderson as dispatcher the morning of the 5th inst. He had ordered No. 28 to run ahead of time and warned her to look out for Doyle. Thirty-eight then at Red Pine could not reach Busby before 12.

The court then went to William Condon's house for his evidence. Condon, sworn, said he as foreman of the crew of the working train told Doyle and Cameron he wanted to work between Beaver Brook and Busby at a point to the east of Busby until 12 and after that west of Busby. To Cameron's question if his orders authorized him to go to Beaver Brook at 12 for water, Henderson, while handing the order to Cameron said, "Yes, certainly, and report for orders." This was in the presence of Doyle and himself.

McCarron, recalled, said Henderson did not notify him of verbal instructions to Doyle. He did not know whether conductors, under such orders as were given, generally brought trains to points where they can get further orders, there being no trains in sight. It is customary to give them time to reach such points. He did not consider Doyle had the right to go to either point without proper signals. His duty was to remain at the working point till 12, then signal himself in, and he did so slowly follow a man with a red flag Doyle on the main line till about 13 o'clock. On account of this and to protect himself he had ordered No. 38 to look out for Doyle. When he gave orders to Sears he thought Sears would have time to get to Busby before 12. He interpreted Doyle's order to mean that Doyle should remain at the working point till 12 he would not have let Sears pass Beaver Brook. He would not have regarded verbal instructions had he known of them for such orders are no good. The system allows no movement on verbal orders placed in evidence. Under the verbal instructions received from Dispatcher Henderson in the presence of Foreman Condon to the effect that Doyle and Cameron were free to come to Beaver Brook at 12 o'clock for water and orders.

William Irving, conductor of No. 38 regular freight, read his order that day: "No. 38 will cross Sears at Busby, look out for Doyle working on main line between Busby and Beaver Brook and follow him to Beaver Brook to cross and run to Newcastle ahead of time."

Chief Dispatcher MacNutt, the next witness, produced in court copies of all the orders placed in evidence. He said that his system dispatchers had to use their own judgment issuing orders to special and working trains. Sears and Irving both being ordered to look out for Doyle was a double safeguard to the latter. If Irving, authorized to run ahead of time, had reached Busby before 12 o'clock, he could have run Doyle into Beaver Brook. Yet Doyle was obliged to obey no orders but his own. One of them would have to be his orders.

Warman will run special Newcastle to Beaver Brook regardless of all white signals and work between Beaver Brook and Busby till 12 o'clock regardless of white signals. When No. 38 and east bound specials come in sight run to Beaver Brook to cross, west bound specials come in sight run to Busby to cross. No. 34 will run two hours fifty minutes late Bathurst to Newcastle."

Warman's orders permitted him to be at either Beaver Brook or Busby at 12 o'clock but he properly went to the former as water and orders could be got there.

Conductor Beavard gave evidence that on Jan. 28 having a collision he had disobeyed orders and remained at Beaver Brook, allowing the express to cross him there instead of at Busby. He thus obstructed Warman's train about one mile beyond Beaver Brook. He never knew any such danger before. He thought Warman might not be able to start in time to pass the express at Busby but that all three might come together on the main line. Warman returned to Beaver Brook, had forward proceeded beyond Beaver Brook, as Sears did the latter, the same accident might have occurred.

Adjourned to hear one more witness, Henderson, Saturday.

Newcastle, N. B., Feb. 17.—Dispatcher Fred S. Henderson took the stand Saturday morning in the Beaver Brook wreck inquest. He gave the orders to the working train the morning of the accident and considered he gave the correct and proper orders. Once before, in Newcastle, he had issued