

26,591 3/4
Columns of Advertisements Printed Last Year.
This was a gain over 1500 of..... 1,300 1/2
Total Number, 911,569. Gain, 36,611.



"Circulation Books Open to All."

"Circulation Books Open to All."

NEW YORK, WEDNESDAY, JANUARY 8, 1902.

PRICE ONE CENT.

PRICE ONE CENT.

19 KILLED, 40 HURT IN TUNNEL WRECK; ENGINEER DID NOT HEED SIGNALS.

HANLON DENIES HE'LL MANAGE THE GIANTS.

President Freedman Says Brooklyn Manager Accepted New York Club's Terms Last Year.

A question of importance to New Yorkers at present, especially to those interested in the success of baseball here, is whether or not Edward Hanlon, reputed to be the best baseball manager in this country, will take hold of the Giants next season...

MARCELLUS HARTLEY DIES AS HE STOOPS FOR GLASSES

Wealthy Septuagenarian Drops Dead at a Meeting of the American Society Company's Executive Committee.

Marcellus Hartley, president of the Remington Arms Company, at No. 315 Broadway, died suddenly this afternoon while at a meeting of the Executive Committee of the American Society Company, at No. 109 Broadway...

MEMBERS OF QUEER SECTS COME TO STRANGE DEATHS.

Women Converts to the Holy Ghost and Us and Christian Science Die Under Unusual Circumstances.

Strange religious beliefs are held responsible for the deaths of two Brooklyn women, reported to-day. Friends of Miss Mary Daniels, formerly of No. 21 Strong place, charge that her baptism in New York Bay last November by the Holy Ghost and Us missionaries brought on an illness that has caused her death in Edison, Me., the headquarters of the sect...

SNOW-COVERED NEW YORK HAS PROMISE OF BLIZZARD.

Four Persons Win Magnums of Champagne for Driving the First Sleighs of the Winter to the Casino.

The first real snow storm of 1902 is here. More than an inch of snow had fallen at 3 o'clock and more was in sight. It is promised that the storm will continue to-night and to-morrow. Shrouded in white the city this afternoon looked the purest it has for months. The snow was wet and heavy, and before dusk the trees in the parks were transformed. Unless the temperature moderates materially to-night or to-morrow, Forecaster Emery says, a blizzard may be expected in the city. The snow began falling yesterday, but not until this morning did it get to work in earnest. Then the display was one of the prettiest in years. The great size of the flakes was especially noticeable. Up to noon Dr. Woodbury, the new Street-Cleaning Commissioner, was not perturbed, but the persistence of the storm led him to call up the Weather Bureau and get the forecast. It did not reassure him and he at once began arranging to put the snow into the river if the blizzard should really develop. The forecast reads: "Snow Wednesday, with higher winds. To-morrow snow or rain. The blizzard is the precursor of the one

WEATHER FORECAST. Forecast for the thirty-six hours ending at 8 P. M. Thursday, for New York City and vicinity: Light snow to-night. Thursday light snow or rain; light to fresh easterly winds. FOUR SLEIGHS WIN MAGNUMS. When the snow began to fall in earnest this morning many of the habitual drivers in Central Park began preparations to race for the magnitude of champagne offered each year by Manager Dorval of the Casino, to the first sleighers to arrive. One of the conditions of the race is that to win the prize the snow must remain so that the ride could be duplicated the next day.

Stop the Cough and Works Off the Cold. Laxative Bromo-Quinine Tablets cure a cold in one day. No. 100 St. Price 5 cents.

VERY LATEST NEWS IN BRIEFEST FORM.

PRESIDENT CONGRATULATES MONTAGUE LOSSIER.

Montague Lossier received the following telegram from Mr. Loeb, President Roosevelt's assistant private secretary, this afternoon: "Have informed the President of your election and he desires me to send you his congratulations."

A telegram from Gov. Odell was also received as follows: "Accept my earnest congratulations on your election and best wishes for the future."

NEARLY CARRIED OFF BY THE CYMRIC.

John Lee, the agent of the White Star line, came very nearly being an involuntary passenger on the steamship Cymric this afternoon. The gangplanks had all been cast off and the steamer was moving out when Mr. Lee appeared at the ship's rail. A rope ladder was procured, and Mr. Lee slid down to the pier just in time.

ONE KILLED, THREE INJURED IN FREIGHT WRECK.

SALT LAKE CITY, Jan. 8.—Freight train No. 15, on the Rio Grande Western road, and a work train collided near Roy Station in the thick fog to-day. Frank Cowell was killed and James Wollwies, J. C. McNickel and J. C. Fraser injured.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Johnny McCarthy 1, Reseda 2, Anderson 3.

EXPLOSION KILLS THREE MEN.

CONNELLSVILLE, Pa., Jan. 8.—The premature explosion of a dynamite blast in a quarry near here to-day killed three workmen.

TRIED TO FLY IN CHURCH.

KINGSTON, Ont., Jan. 8.—At a meeting of Free Methodists at Verona one of the brethren declared that he could fly and proceeded to demonstrate his power. He launched into space and his head came in contact with a large coal-oil lamp. The lamp fell to the floor and the oil ignited. At one time the man and three women were on fire, and five out of the crowd were seriously burned.

ALMOST CRAZED BY THE WRECK.

Edward H. Mars, brother of Charles Mars, who was killed in the wreck, acted like an insane man at the East Fifty-first street station this afternoon. He rushed hither and thither and cried out: "I'll kill the engineer! He killed my brother!"

BURIED BENEATH TONS OF COAL.

WATERTOWN, N. Y., Jan. 8.—Ernest Dunbar, a young man, aged twenty-three years, employed at Madison Barracks Sackett's Harbor, was killed to-day by being buried under tons of coal precipitated upon him by the collapse of a partition.

DEAD AND INJURED IN TUNNEL WRECK.

THE DEAD. BROOKS, WILLIAM, Mount Vernon, employed in Grand Central Station. CROSBY, H. FRANKLIN, No. 38 Trinity street, New Rochelle. DEMON, H. G., No. 108 Manhattan avenue, New Rochelle, assistant general manager of the American Bridge Company, No. 100 Broadway, New York. FISHER, WILLIAM, twenty-five years old, New Rochelle. FORBES, WILLIAM, twenty-five years old, New Rochelle. FORGARDO, THEODORE, thirty-eight years old, New Rochelle. FOSKETT, B. D. C., forty years old, No. 9 Field avenue, New Rochelle. HINSDALE, D. C., thirty-five years old, New Rochelle. HOWARD, Mrs. A. F., No. 146 Morris street, New Rochelle. HOWARD, WILLIAM, forty-eight years old, New Rochelle; Secretary of the New Rochelle Beef Company. LEES, WILLIAM, sixty-three years old, Woodland avenue, New Rochelle; general manager B. Altman & Co., New York. MARS, CHARLES B., New Rochelle, Chief Clerk at Custom House, New York. MILLS, A. EDWARD HUNT, New Rochelle; employed at No. 100 Broadway, New York. POTTER, GEORGE, 47 Maiden Lane, New Rochelle. MEYROWITZ, OSCAR W., optician and jeweller at No. 24 East Twenty-third street, and Secretary of the New Rochelle Yacht Club. PERRIN, A. M., thirty-nine years old, New Rochelle; secretary of the National Paper Bag Co. at No. 1 Broadway. THOMAS, H. G., No. 100 St. Nicholas avenue, New York.

Greatest Disaster in New York Central Yards Due to Wisker Not Stopping White Plains Local When Signalled.

Passengers Trapped Under Ponderous Engine and Scalded to Death by Steam from Bursting Pipes—Investigation Begun by District-Attorney.

Engineer Wisker, of a White Plains local, this morning disregarded danger signals at the south end of the New York Central tunnel. His train crashed into a South Norwalk local.

Sixteen persons were killed outright, three more died of their injuries, either in the hospitals or on their way there.

From forty to fifty of the passengers are now suffering from injuries in the various hospitals or in private houses near the scene of the collision.

The engine ploughed its way clear through the rear coach of the forward train and telescoped the second coach from the rear.

The passengers in the rear coach, mostly from New Rochelle, were either all killed, some of them being roasted by steam, or badly injured. Those in the two cars beyond were more or less injured.

In the forward coaches a fire started. The passengers frightened past understanding, streamed into the tunnel and stood calling for help.

A man turned in an alarm of fire. The engines came, and behind them the police, and then the surgeons with their ambulances.

Down the sides of the tunnel the firemen let ladders and streams of hose. The fire was extinguished and the work of rescue begun. It was sickeningly slow.

The engineer and fireman of the rear train and the signal man at Fifty-ninth street were arrested.

Engineer Wisker was held without bail. The fireman was held in \$5,000 bail. Signalman Flynn was discharged.

The evidence before the Coroner tended to show that the signals were properly set, that a brakeman from the forward train went back and put torpedoes on the track, and that although these exploded the engineer of the White Plains train failed to pay any attention to them.

TRAPPED UNDER ENGINE AND ROASTED BY STEAM.

The South Norwalk local, of five cars, leaving Norwalk at 6:25 o'clock, stopped at Rowayton, Bergen, Greenvale, Stamford, Sound Beach, Riverside, Cox, Col., Greenwich, Port Chester and New Rochelle.

The rear car was not unlocked until New Rochelle was reached, and the thirty-five passengers in it were most of them from that place. There were about 400 passengers on the train.

A minute or two late the Norwalk train emerged from the tunnel about 8:19 and stopped in answer to a block signal to let another train be switched. The rear cars were still in the tunnel.

Within a minute the White Plains local, due at 8:17, crashed with terrific force into the Norwalk train. The engine ploughed its way half through the rear car.

There was a terrific crash, heard for blocks around. Great volumes of steam poured from the tunnel air holes. Cries of the injured of persons trapped under the ponderous engine and being slowly roasted to death spread panic in the neighborhood.

Mills Miller, employed by Edward Elliott, dealer in coal and wood, at No. 440 Park avenue, near where the accident happened, heard the crash and sent in a fire alarm. The men of Engine Company No. 8 and Hook and Ladder Companies 2 and 4, were soon on the scene. They lowered ladders into the tunnel and soon the work of breaking into the cars through their roofs began. The air holes resembled volcanoes, clouds of steam arose and made it almost impossible for the firemen to work, but they stuck to it bravely. One Hour Before First Rescue. The accident happened at 8:20 o'clock. The first of the injured was taken out at 9:15. This was a man who has not been identified. He died while he was being pulled from the rear car. The method necessary to get him out shows better than anything else the frightful nature of the wreck. Trapped Under Engine. The rear car was such a mass of debris, so inextricably battered and heaped upon itself, with the iron engine jammed into the heap, that it was found impossible to get at those imprisoned inside.

There were at least a dozen persons injured and still conscious who were pleading to be helped or to be killed, and the firemen and policemen went at the work of rescue with desperation. They at first tried chopping, but they soon saw that this would do no good. It would take too long. Near a window there was an unconscious man. He was still alive, and it was seen that if he could be removed others behind him might be taken out with some celerity. Had to Use Levers. The firemen fastened a rope around his body and tried to drag him free from the splintered mass that held him. They tried as carefully and as tenderly as they could, but it was no use, and he died right there while they were doing their best to get him out. Being dead there was nothing left but to get the body out, so that those who were still alive might be saved. The rope was fastened around a pole on the surface of the street and willing hands took hold of it. A great crowd had gathered and peered

(Continued on Second Page.)