

# THOUSANDS PETITION FOR A SAFE TUNNEL. AFTER GRIPPE

## GEN. SICKLES DENOUNCES TUNNEL.

The New York, New Haven and Hartford Railroad want us people along its line to continue riding on its trains and travelling through its hell-hole tunnel. They tell us we must and shall continue to ride on their line at the peril of our lives, and compel us to take out an accident insurance policy every time we board one of their cars. I am in favor of this Board granting the New York and Portchester Railroad its franchise.—**Gen. DANIEL E. SICKLES Before the State Railroad Commission To-Day.**



GEN DANIEL E. SICKLES.

## STRONG DEMANDS FOR A NEW ROAD.

### COMMISSION URGED TO GIVE FRANCHISE.

Gen. Sickles and Others Attack New Haven Road and Its Tunnel Horrors.

Public indignation over the dangers of the New York Central tunnel added to the interest taken to-day in the meeting of the State Railroad Commission. The Commission met at the Fifth Avenue Hotel for the purpose of hearing the summing up by both sides on the application of the New York and Portchester Electric road for permission to operate a line between the Harlem River at One Hundred and Thirty-second street and Portchester.

## RAILWAY COMMISSION AN INERT AND USELESS BODY.

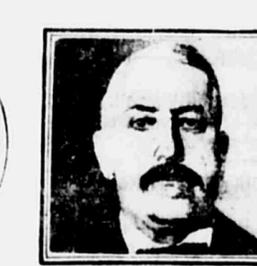
Members Have Done Nothing in Connection with the Tunnel Horror—Junketing Trips Occupy the Members' Time to a Great Extent.



Mark M. Bann.



Colonel Ashley N. Cole.



Geo. W. Dunn.

**Special to The Evening World.**  
ALBANY, Jan. 21.—Procrastination seems to be the policy of the State Railroad Commission, "the most worthless of all State bodies," as Mr. Roosevelt then Governor, once called it. An indication of either the incapacity or negligence of the Commission, not a single step of any sort has been taken in connection with the Park avenue railway horror. As a matter of fact, the memory of man does not reach far enough to recall anything the State Railroad Commission ever did of benefit to the people.

make any, are treated with little or no consideration. Different with the Railways. It is only when a railway desires favors that the Commission shows any interest as it does now, for instance, in the Portchester franchise matter. Its promise to heed a fine matter before it is finally disposed of.

will not be prohibited come from the members' list in 1901. The railway Commission presumably forgot it as soon as convenient for it made no effort to prevent it. It did not even call the attention of that powerful organ, the New York Herald, to the situation of the Commission. It has a very bad reputation of the railway Commission, and it is not surprising that it should be so.

E. J. Kohler then arose and said that the New York, New Haven and Hartford road would simply ask that the application for a franchise be denied. Then Gen. Daniel E. Sickles asked to be heard. Col. Cole suggested that the same seated while speaking, but the general soldier said he was willing to stand. The general said he was a resident of New Rochelle, and desired to ask the commission to grant the proposed road a franchise.

## USE STEAM AND PAY PENALTY OF \$5,000

Plan by Which Some of the Dangers Now Encountered May Be Avoided.

The New York Central officials urge against the World's plan to make the tunnel safe that it would congest traffic.

## HURT IN MACHINERY.

Jersey City Man Meets with Serious Accident in Steel Works.

Edward A. Burns, twenty-seven years old, of Westervest street, Jersey City, employed in the West Bergen Steel Works, fell on some of the machinery last night. His head was caught and hit with a piece of iron with such force as to fracture the skull.

## RUSH TO CORONATION.

Steamship Companies Have Hard Work to Accommodate Crowds.

The steamship companies are having their hands full in accommodating travelers who want to land in Europe by March 1.

## DIVERT FREIGHT TRAFFIC AND MAKE TUNNEL SAFER.

Plan by Which Some of the Dangers Now Encountered May Be Avoided.

The Evening World suggests that any such congestion could be immensely relieved by taking out of the tunnel the milk trains, baggage cars and various kinds of light freight which now pass through it.

## DIED IN HIS CHAIR.

Shea Suddenly Succumbs in Place Where He Was Employed.

Wilford Shea, No. 38 West Thirty-second street, employed by the Fruit Auction Company, No. 12 Jay street, died while sitting in a chair in the auction room.

## WRECK VICTIMS WILLS ARE FILED.

Seven of the fifteen prominent New Rochelle residents killed in the tunnel wreck left wills, and these documents have been filed in the County Surrogate's Court for probate.

## BIG DAMAGE SUITS ALREADY PLANNED.

Victim. Heirs to Sue For: Alfred M. Perrin, \$150,000; Oscar Meyrowitz, 100,000; Ernest Walton, 100,000; H. G. Olmon, 100,000.

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## MUST COERCE THE CENTRAL.

Single Block Tunnel Objected To Only Because of "Dead Trains."

## STATEMENT OF ENGINEER.

Says Company Believes Present System Safe and Will Not Change It Unless Compelled To.

One of the engineers in the Chief Engineer's Department of the New York Central Railroad said this morning: "The World's plan has been considered by the Board of Experts and Engineers, and the only serious objection that has been raised thus far is the question of handling dead trains."

"If it was only a question of operating trains in the regular traffic there would be no trouble in putting the plan into effect.

"Dead trains are the cars and engines that have to be brought down from Mott Haven to make up our regular trains. They have to pass through the tunnel and so are an important factor."

"Could not these trains be brought down at times other than the rush hours?"

"Not very well, with the limited yard and track facilities."

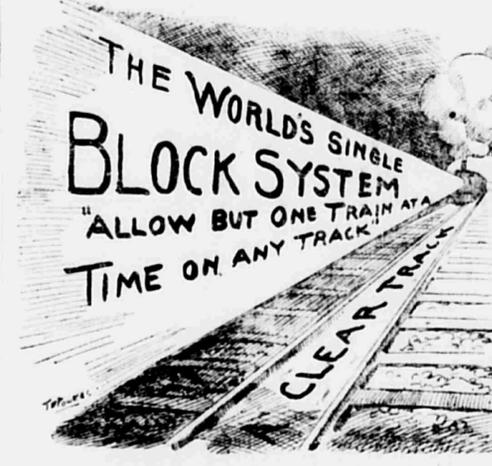
"Could not some arrangement be made by which The World plan could be used?"

"Correction," he replied significantly. "If the New York Central had to adopt this plan it would no doubt find means to arrange its schedule without serious discomfort. The trouble is that the New York Central road believes the tunnel perfectly safe and will only adopt another system when compelled to."

Thousands of Petitions. The thousands of signatures to The World's petition, asking the State Railroad Commissioners to compel the New York Central to adopt the single-block system in the Park avenue tunnel, that are coming into the office of The World show that the danger of the present system is fully appreciated by citizens everywhere.

The petition is being signed by residents of Greater New York who live in Brooklyn as well as those who live in Manhattan. From the towns along the line of the Central and New York, New Haven & Hartford railroads petitions are coming in bundles, and from towns away up the State other hundreds are pouring in.

## A NEW HEAD LIGHT FOR THE TUNNEL.



**THE WORLD'S SINGLE BLOCK SYSTEM "ALLOW BUT ONE TRAIN AT A TIME ON ANY TRACK."**

When the coroner resumes his inquiry into the deaths of the victims next Friday President Newman, of the New York District Attorney, says that he hopes by examining Mr. Newman to fix the responsibility for the system that resulted in the fatal crash.

Ready to Fix Responsibility. When the coroner resumes his inquiry into the deaths of the victims next Friday President Newman, of the New York District Attorney, says that he hopes by examining Mr. Newman to fix the responsibility for the system that resulted in the fatal crash.

False Claim of "A Train A Minute" in the Tunnel. An inspection and consolidation of the official time-tables issued by the railroads that use the tunnel fail to substantiate their claim. Below is given a complete list of the trains on the three roads which arrive at the Grand Central Station during the morning rush hours—from 5:55 o'clock to 10 o'clock—as shown by these official time-tables.

The times at which trains reach the Grand Central Station are shown by this table:

New York, New Haven and Hartford	5:55	New York Central	8:15
Harlem	5:56	Harlem	8:16
New York, New Haven & Hartford	5:57	New York, New Haven & Hartford	8:17
Harlem	5:58	Harlem	8:18
New York, New Haven and Hartford	5:59	New York Central	8:19
Harlem	6:00	Harlem	8:20
New York, New Haven & Hartford	6:01	New York, New Haven & Hartford	8:21
Harlem	6:02	Harlem	8:22
New York, New Haven and Hartford	6:03	New York Central	8:23
Harlem	6:04	Harlem	8:24
New York, New Haven and Hartford	6:05	New York, New Haven & Hartford	8:25
Harlem	6:06	Harlem	8:26
New York, New Haven and Hartford	6:07	New York Central	8:27
Harlem	6:08	Harlem	8:28
New York, New Haven & Hartford	6:09	New York, New Haven & Hartford	8:29
Harlem	6:10	Harlem	8:30
New York, New Haven and Hartford	6:11	New York Central	8:31
Harlem	6:12	Harlem	8:32
New York, New Haven & Hartford	6:13	New York, New Haven & Hartford	8:33
Harlem	6:14	Harlem	8:34
New York, New Haven and Hartford	6:15	New York Central	8:35
Harlem	6:16	Harlem	8:36
New York, New Haven & Hartford	6:17	New York, New Haven & Hartford	8:37
Harlem	6:18	Harlem	8:38
New York, New Haven and Hartford	6:19	New York Central	8:39
Harlem	6:20	Harlem	8:40
New York, New Haven & Hartford	6:21	New York, New Haven & Hartford	8:41
Harlem	6:22	Harlem	8:42
New York, New Haven and Hartford	6:23	New York Central	8:43
Harlem	6:24	Harlem	8:44
New York, New Haven & Hartford	6:25	New York, New Haven & Hartford	8:45
Harlem	6:26	Harlem	8:46
New York, New Haven and Hartford	6:27	New York Central	8:47
Harlem	6:28	Harlem	8:48
New York, New Haven & Hartford	6:29	New York, New Haven & Hartford	8:49
Harlem	6:30	Harlem	8:50
New York, New Haven and Hartford	6:31	New York Central	8:51
Harlem	6:32	Harlem	8:52
New York, New Haven & Hartford	6:33	New York, New Haven & Hartford	8:53
Harlem	6:34	Harlem	8:54
New York, New Haven and Hartford	6:35	New York Central	8:55
Harlem	6:36	Harlem	8:56
New York, New Haven & Hartford	6:37	New York, New Haven & Hartford	8:57
Harlem	6:38	Harlem	8:58
New York, New Haven and Hartford	6:39	New York Central	8:59
Harlem	6:40	Harlem	9:00

## RACE TRACK MAN DYING.

John C. Carr, Once Worth Half a Million, Practically Bankrupt.

John C. Carr, one of the "Big Four" that managed the old Guttenburg race track, is said to be dying at the Morris Plains Insane Asylum.

## GUNS FOR VIRGINIA GIRLS.

Movement is Started for Protection Against Negroes.

## Vinol Will Restore Strength and Appetite Quickly.

Take It To Prevent The Grippe.

The grippe is a disease which seems to become more prevalent every year. It becomes almost a habit. Those who have had it once can scarcely get through the following winter without having it again, sometimes twice.

Remember that Vinol is strengthening, flesh-creating and an arrestor of all wasting diseases.

Our good opinion of Vinol increases every day. Our faith in it is unbounded. To prove to you that we believe all we say we will gladly refund its cost if you do not find that it is everything that we claim it to be.

**Riker's Drug Store**  
6th AVE. and 22d ST.

## Scrofula THE OFFSPRING OF HEREDITARY BLOOD TAINT.

Scrofula is but a modified form of Blood Poison and Consumption. The parent who is tainted by either will see in the child the same disease manifesting itself in the form of swollen glands of the neck and throat, catarrh, weak eyes, offensive sores and abscesses of various kinds.

## SSS

SSS makes new and pure blood to nourish and strengthen the body. It is a positive and safe cure for Scrofula. It overcomes all forms of blood poison, whether inherited or acquired, and not only cleanses the blood, but effectively cleanses the blood.

## The 1902 World Almanac

Is the Best Book of Its Kind Published in This or Any Other Country. The receipts and expenditures of the United States Post-Office Department are given in the World Almanac for the past thirty-six years. This table shows colossal sums taken in and expended in the conduct of a colossal business. For all post-office statistics see

## The 1902 World Almanac

The electrical progress of 1901 has been phenomenal. No language is too extravagant to describe the latest development of sending messages through the air. This progress of 1901 forms an interesting chapter in The World Almanac. See commencement on page 189.

1,000 Topics Treated in the 1902 World Almanac. 400 pages. 25c. all newsstands. 50c. by mail.