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EVENING EDITION

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NIGHT EDITION

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SHOWER OF FIERY OIL POURS OVER CROWD; 15 DEAD.

Tank Cars on an Erie Train Collide, Then There Is a Fire, After Which One of the Cars Explodes and Scatters Death Into a Crowd of Young People Watching the Spectacle.

Many Victims Run Blazing from Scene —Rescuers Kept Back by the Intense Heat and Fear of Further Explosions —Great Crowd Watches Progress of Horror.

(Special to The Evening World.)

OLEAN, N. Y., March 10.—With the force of grape shot fired from an enormous cannon, a mass of twisted iron, followed by a shower of blazing oil, was scattered by an exploding tank car through a crowd of one hundred persons here last night, killing sixteen, seriously injuring four and inflicting minor injuries upon more than thirty others. Nearly all of the victims were boys, sacrificed to a boyish desire to be as near as possible to a splendid fire spectacle.

For more than an hour after the accident the bodies of the dead lay where they had fallen, distinctly outlined in the blinding white light to the thousands who stood upon the hillsides surrounding the scene. The heat was so intense that the fire was allowed to burn itself out before rescuers could begin the work of recovering the dead.

Seldom has an accident of such extent had a more picturesque setting. It was as though nature had arranged a place for the audience. Hills and rolling ground surround the spot, which is on the Erie Railroad tracks about a quarter of a mile from the Olean Station and close to the bridge over Olean Creek. The track runs on a high embankment for a mile at this point, and the low ground on each side is covered with water.

TWO PARTS OF TRAIN COLLIDE.

An extra freight train on the Erie broke in two shortly before 8 o'clock last night between Hinsdale and West Olean. When the engineer with the first section of the train stopped here to take water the rear section plunged into it.

It happened that the first four cars on this rear section were of the familiar tank variety loaded with oil.

The car that struck the freight train was full of kerosene, which caught fire. The other three cars were full of gasoline.

The fire lit up the country for miles around, and all of Olean went out to see it, crowding the hillsides and the high ground. The engineer of the freight train hurried the first section away from the blaze, and the track that had been occupied by this part of the train was pre-empted by about five hundred venturesome men and boys from the town, who approached as near as the heat would allow them to the fire.

FROM OTHER TOWNS TO VIEW THE BLAZE.

After about an hour the second car took fire. There was a small explosion, but no damage was done to the spectators. The sight was then a magnificent one. Flames waved high in the air like fiery banners. The sky reflected the light for miles and miles. Farmers came from the country round about and people from towns up and down the Erie Road hurried to Olean.

But even the most magnificent spectacle gets monotonous and after three hours many of those who had gone to see the fire had departed for their homes. Especially was this true along the railroad track, for only about one hundred venturesome spirits remained there to see the third car catch fire. Away out on the bluffs could be seen black masses of people.

The third car caught fire at 11 o'clock. At first the turret blew off and a round sheet of flame shot into the air 100 feet. Intense heat was generated and the crowd on the railroad track fell back slowly. To this is due the fact that more were not killed.

LIKE A GREAT FIERY CANNON.

As the crowd on the railroad track retreated with averted faces the end of the third car nearest them blew out with a report that shook all the houses in Olean and aroused the surrounding country. This car acted like a great cannon, the end and the debris of the other cars corresponding to missiles fired from its muzzle.

The sheet of fire that followed the explosion swept up the track for 600 feet, wrapping the crowd in fire.

Those who were close to the car when it exploded were literally blown to pieces, and as they fell the fierce flame swept over them and almost incinerated their bodies. Those furthest away ran hither and thither along the tracks with their clothes ablaze. Many rolled down the embankment and into the water alongside the tracks on the low ground. Others writhed on the ballast endeavoring to smother the flames.

The accident was plainly visible to every one watching the fire from the hills. To them the flame that shot from the tank car was like a shaft of light out of a blast furnace, bringing into sickening relief the whole horror of the situation.

Those in Olean who had gone back to their homes were alarmed by the explosion and hurried to the scene. But none could cross the bridge over Olean Creek. The fourth tank car had caught fire; the heat was terrific, and in addition there was danger of another explosion.

PARENTS IN VAIN TRY TO REACH THEIR BOYS.

Mothers and fathers who knew that their boys had been on the railroad track near the blazing cars made frantic efforts to cross the bridge, that they might search among the bodies so plainly in sight along the tracks. They were restrained by policemen, who would allow none near the wreck until danger of another explosion had passed.

It was after midnight before volunteers with stretchers dared venture into the danger zone. As they approached the blaze the strong white light

(Continued on Second Page.)

SIX DIE ON PEST-RIDDEN STEAMSHIP.

Karamania, of the Anchor Line, Arrives from Naples and Reports Disease Which Resembles Cholera.

DR. DOTY DETAINS STEAMER.

Holds Crew and Passengers Until He Finds Out Whether the Ship Is Infected with Asiatic Scourge.

The Anchor liner Karamania, which arrived to-day from Naples reported six deaths on board from a disease which Health Officer Doty declared this afternoon resembled cholera.

"All of the symptoms," said Mr. Daty, "are so similar to those of cholera that I propose to keep the vessel, crew and passengers as if it were certain.

The passengers, 733 in number, will be transferred to Hoffman Island and will be detained there until I am sure they are free from infection."

When the vessel reached Quarantine it was reported that the deaths were probably due to the existence of noxious gases in one of the compartments.

Symptoms in each case were similar—cramps, nausea and collapse. Six in all died—four passengers and two of the crew.

While the Karamania was steaming from Marseilles for Palermo on Feb. 8 with 733 steerage passengers four of the crew were suddenly taken ill with nausea and spasms.

Two Died Immediately.

Two died almost immediately. One rushed to the fresh air and recovered. The other fell in trying to reach the deck and he was sent ashore to a hospital in Palermo, where the doctors said the men had been poisoned.

On Feb. 21, two days after sailing from Naples, another sailor stepped into the room where the others were taken ill and was found in a stupor. On recovering his senses in the ship's hospital he said he had suffered from nausea.

Those who ran in to rescue this man were also affected, but recovered on reaching fresh air. The compartment where the gases were supposed to lurk was then stripped, fumigated and cleansed as thoroughly as possible, although none of the crew would venture in. They would run to the door, throw in the disinfectants, and then dart back again. The compartment was closed and sealed.

A passenger was found ill in his bunk on Feb. 27, and he was sent to the ship's hospital, where it was said he was suffering from gas poisoning.

On March 1 two other passengers, whose bunks were near that of the first one, were stricken suddenly and died within a few hours. They had cramps in the stomach, nausea and then quick collapse.

Two More Passengers Die.

The passenger who had been taken to the hospital on March 1 died March 2, and the same day a fourth passenger was found dead in his bunk, showing signs of having suffered intense pain before dying.

All of the passengers had occupied bunks in a part of the ship over the compartment which had been stripped and closed and in which it was believed poison-charged cargo had been stored. The manifest of the ship does not show what disposition was made of the cargo taken from the death chamber.

All of the dead were buried at sea as soon as they died. The passengers were steerage listed. The ship is being held at Quarantine until she can be thoroughly inspected.

TREPANI IN COURT ON WRIT.

Accused Undertaker Taken There in Demand that Bail Be Fixed.

Joseph Trepani, the Harlem undertaker who is accused of conspiracy in the wholesale life insurance frauds recently unearthed by Assistant District-Attorney Paul Krotel, was taken before Supreme Court Justice O'Gorman this afternoon, on a writ of habeas corpus, sworn out by Charles G. F. Wahle. He has been in the Tombs a month, and Wahle demanded that bail be fixed. He is now held on four charges, with an aggregate of $18,500 bail.

He is charged with a part in the fraudulent claims of insurance in two policies on the life of Trumburollo, and one each on Pasco and Annie M. Rosa.

TWO POLICEMEN ACCUSED.

Nesbit and Burke Charged with Tipping Off a Raid.

Charges of neglect of duty and conduct unbecoming an officer were preferred at Police Headquarters to-day against Policemen John J. Nesbit and Joseph E. Burke, formerly on duty at the Union Market Station.

The charges are made through the District-Attorney's office, who accuse the two men of tipping off a Hester street disorderly house that the old Committee of Fifteen purposed to raid.

Many a Dainty Dish

is served in the dining-cars of the Pennsylvania Railroad. They are attached to Western and Southern trains. *,*

$5,000 PUT UP FOR BOB BY MRS. FITZ

Pugilist's Wife Is Confident He Can Make Weight and Whip Jack O'Brien, and Posts Forfeit for a Battle.

AL SMITH STAKEHOLDER.

Ex-Champion Says He Can Get to 158 Pounds and Is Evidently Anxious to Meet the Philadelphia Challenger.

Bob Fitzsimmons's wife, who as Rose Julian was once known as the peer of all feminine athletes, deposited a certified check for $5,000 this afternoon with Al Smith as an evidence of confidence that her husband would whip "Philadelphia Jack" O'Brien in a battle for the middle-weight championship of the world.

This is unique in the annals of pugilism. It is the first time that a check signed by a woman has been the guarantee of good faith in a coming prize-fight. Mrs. Fitzsimmons has advised her husband before. She was at the Carson City ringside when he knocked out Jim Corbett and kept advising him to stop punching Corbett's jaw and to play for the body. Fitz looked over at her, smiled and nodded his head, and within the next ten minutes had landed the famous solar plexus punch that made him champion of the world.

There is no doubt that Fitzsimmons is anxious to fight somebody. He publicly challenged Ryan. Ryan sidestepped and is going to be an instructor for an athletic club and retire from the ring. Then "Philadelphia Jack" O'Brien, who is a game, clever middleweight, made the proposition to Fitz.

Fitz Means Business.

He insisted upon the middle-weight limit, 158 pounds, which weight very few people think Fitz can make. But the posting of the forfeit this afternoon shows that Fitz means business, that he is confident of getting down to 158 pounds and that he will fight O'rBien or lose his wife's $5,000.

O'Brien and Fitz met yesterday at Pittsburg and articles of agreement were drawn up. They contain the usual details, five ounce gloves, bandages allowed and date for bids. The important clauses specify that the contest shall take place in California, and that each man shall deposit $5,000 as a guarantee of good faith.

Puts Up Wife's Check.

Fitzsimmons and his wife met Al Smith at the Bartholdi Hotel at 1.30 this afternoon and, surrounded by a big crowd, Fitzsimmons announced his intention of depositing his wife's check, which is to be in the nature of a side bet and forfeited if he does not make his weight. Smith accepted the check and signed the following receipt:

New York City, March 10, 1903.

I, Al Smith, the final stakeholder for a glove contest between Robert Fitzsimmons and Jack O'Brien for the middle-weight championship of the world, at 158 pounds half an hour before they enter the ring, do hereby acknowledge the receipt of $5,000 (five thousand dollars) from Mrs. Rosalie Fitzsimmons in the shape of a certified check on the American Exchange National Bank, to be put up as a side bet for Robert Fitzsimmons for the said contest. AL SMITH.

The following telegram was sent to the Pittsburg Dispatch:

Please notify O'Brien that Fitz has deposited $5,000 in my hands as his side bet for a boxing contest for the middle-weight championship of the world, both to weigh in half an hour before the contest. AL SMITH.

PROBING INSURANCE FRAUDS

Grand Jury Gets to Work and Many Indictments May Follow.

The Grand Jury began to-day its examination into the big insurance frauds alleged to have been perpetrated on different companies in this city by a gang of Italians. Assistant District-Attorney Paul Krotel has had charge of the investigation and has exhumed several bodies that were buried in the names of other persons upon whom the gang had secured insurance.

As the result of the Grand Jury's investigations at least a dozen indictments will be handed in to Judge Cowing in General Sessions to-morrow by Foreman William G. Rockefeller.

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 8 P. M. Wednesday for New York City and vicinity: Rain late to-night and Wednesday; fresh easterly winds.

The Route Westward.

Pennsylvania Railroad follows the straight-away trails of the red men over the Alleghenies and across the prairies. Many convenient trains. *,*

MRS. BOB FITZSIMMONS, WHO BACKS HER HUSBAND FOR $5,000.

ETHIOPIA, OF THE ANCHOR LINE, IS 5 DAYS OVERDUE.

Much Alarm Is Felt for Safety of the Steamer Which Sailed for this Port from Glasgow on Feb. 21.

Some anxiety is felt for the safety of the Anchor line steamer Ethiopia, which sailed for this port from Glasgow on Feb. 21 and Moville Feb. 22.

She is now five days overdue.

The Ethiopia has a number of passengers on board and has not been reported since she passed Innishtrahull, Ireland, Feb. 22.

A cable despatch from Glasgow to-day says there is much apprehension for the steamer there.

The Ethiopia is under command of Capt. Lumsdane.

The officials at the offices of the Anchor line, No. 19 Broadway, profess that they are not alarmed for the safety of the Ethiopia. She was expected here on Sunday, they say, and are looking for her hourly now.

Capt. Lumsden is regarded as one of the most careful captains on the sea. The weather has been very rough on the North Atlantic and the officials think he is bringing his boat along cautiously. He has plenty of coal and the boat is in excellent condition.

CARROLL QUITS TICER SACHEMS.

Former Deputy Leader of Tammany Sends in His Resignation and Will Retire from the Board.

VAN WYCK MAY QUIT.

John F. Carroll sent his resignation as a Sachem of the Tammany Society to Supreme Court Justice O'Gorman, Grand Sachem, to-day. It will go into effect at the meeting of the Board of Sachems in April, and rumor has it that former Mayor Van Wyck will also resign from the Tammany Society at the same time.

Mr. Carroll is a millionaire with heavy business interests and is probably out of politics for good. He resigned as Tammany leader of the Twenty-ninth Assembly District a short time ago and after next month his interest in the Tammany organization will be small.

With Carroll and Van Wyck out, the influence of Charles Murphy, the leader of Tammany Hall, will be supreme. Opposition to his appointment as leader came from the Carroll faction. It is believed that Maurice Blumenthal, recently appointed Deputy Attorney-General at the request of Leader Murphy, will become a Tammany sachem, succeeding Mr. Carroll.

GIRL FATALLY BURNED WITH MATCHES; BOY MAY LIVE.

Rose Honeymeter, five years of age, and her brother Willie, two, while playing with matches this afternoon in their home at No. 116 East Eighty-eighth street, set fire to themselves, and the girl is dying in the Presbyterian Hospital.

The boy, it is believed, will recover.

These Honeymeters are cousins of the father and daughter who committed suicide about two months ago.

LATE RESULTS AT NEW ORLEANS.

Fourth Race—Love 1, Barkelmore 2, Floyd K. 3.
Fifth Race—Tom Collins 1, Musical Slipper 2, Velasquez 3.
Sixth Race—Denny Duffy 1, Ruby Ray 2, Lofter 3.

$200 VERDICT FOR CHILD BITTEN BY DOG.

A verdict of $200 was awarded to six-year-old Susanna Hartog, of No. 2 Riverview Terrace, this afternoon for being bitten in the face by John Hyslop's Newfoundland dog, Jeff.

FIGHT BEGAN BY CITY TO END GAS TRUST ROBBERY.

Commissioner Monroe Asks for an Appropriation to Enable Him to Make Proper Tests, and President Fornes and Corporation Counsel Rives Plan Legislation to Prevent Excessive Charges.

Members of the Board of Aldermen, Whose Constituents Are so Sorely Oppressed, Expected to Act Quickly in Granting Funds and Passing Ordinances that Will Aid in Putting an End to Extortion.

Through the efforts of The Evening World the end of extortion on the part of the Gas Trust is in sight.

Robert Grier Monroe, Commissioner of Water Supply, Gas and Electricity; Charles V. Fornes, President of the Board of Aldermen, and Corporation Counsel Rives are each to-day interested in plans to end poor gas and gas robbery and these plans will be rushed through with whatever degree of haste allowed by the necessity of making them binding.

Mr. Monroe has asked the Board of Aldermen for an appropriation of $51,000 to enable him to make frequent and thorough tests of the quality of gas supplied by the Trust. Mr. Fornes and Mr. Rives, in a conference this afternoon, outlined a scheme by which the gas supply of the city will be distributed under the supervision of proper officers of the city government and for the establishment of a bureau for the investigation of claims of overcharges.

CITY OFFICIALS NOW AROUSED.

There have been spasmodic attempts made to curb the greed of the gas monoply, but not until The Evening World persistently and clearly showed the extent of the extortion practiced did the officials of the city become aroused. The thousands of letters received by this newspaper from people who have been robbed constitute a volume of evidence that is unanswerable.

The good results of The Evening World's crusade are already apparent. Gas bills have been reduced all over the city since this newspaper took hold of the question, but it is not enough that bills be reduced. The quality of gas must be improved and the interests of gas consumers must be safeguarded. To these objects the officials of the city who have taken the matter in hand are pledged.

The increased appropriation asked for by Mr. Monroe will give him opportunity to take hold of the work of inspecting the gas supply in a manner that will produce results. Backed up by the laws which will be put through under the guidance of Mr. Fornes and Mr. Rives the gas monopoly will have to knuckle down to him. Heretofore, because of his lack of facilities and money he has been compelled to knuckle down more or less to the gas monopoly and the laws have been so framed as to hamper rather than assist him.

ALDERMEN MAY SOON ACT.

His request for an increased appropriation was listened to attentively by the Board of Aldermen, for the constituents of every Alderman are vitally interested in the gas question. It was referred to the Committee on Finance, which will make speedy investigation and report.

The Gas Trust has had a hand in framing legislation in its interest for so many years that the work of reform must be done with great care. Nevertheless there is reason for belief that the relief sought for by the city of New York can be obtained through the city government and the Legislature before the close of the present session of the law-making body at Albany.

COMMISSIONER MONROE'S LETTER ON GAS HOLD-UP.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
City of New York, 13-21 Park Row.

New York, March 9, 1903.

Honorable, The Board of Aldermen.

Gentlemen: Section 519 of the Greater New York Charter, as amended in the year 1901, makes it the duty of the Commissioner of this department to "cause inspections to be made of electric lights furnished to the city and of electric meters and of electric wiring as such tests may be provided for by the proper appropriation," also to "cause tests to be made of all meters in use in said city for measuring or ascertaining the quantity of electricity furnished by any corporation or person in said city within one year after this act shall take effect."

Section 522 of that Charter, as so amended, requires that "the illuminating gas of any company shall be inspected at least twice a year and may be inspected as frequently as the Commissioner may think best, but not oftener than once a week."

The inspections thus provided for are to ascertain the illuminating power and the quality of the gas furnished by every gas company.

INADEQUATE FACILITIES NOW.

The only means at the disposal of this department at the present time for carrying out the mandatory provisions of these two sections consist of photometric stations in the Borough of Manhattan, where the illuminating power