

FAMINE AND RIOT ON RED STAR LINER.

Steamer Southwark Comes Into Port Seven Days Overdue, with Food Supply Exhausted and More than 1,000 Passengers Who Have Been Living on Potatoes and Carrots

FAMISHED PEOPLE IN STEERAGE LOOT PANTRY.

Short Rations on Ship for Several Days and Irate Passengers Say Their Lives Were Imperilled Besides, the Vessel Being Sent on Voyage in an Unseaworthy Condition.

The Red Star line steamship Southwark, seven days overdue from Antwerp, reached her dock to-day with a disgusted lot of passengers. They were as angry as were the passengers of the overdue St. Louis, of the American line, which is sailed with the Red Star, when that big ship came in six days behind time.

Because of the delay due to the breakdown of the ship's machinery, said to be caused by its unseaworthiness when it sailed, there was a bread famine aboard ship during the last nine days of the voyage. The second day of the famine saw a riot in which many of the steerage passengers entered the second cabin pantry and looted it.

Chief Steward P. Orchardson admitted to an Evening World reporter that the rations gave out. He said it was true that he had had no bread for the steerage in nine days, significantly remarking:

"But it will be shown on investigation that it was not my fault. I wanted to stock the ship with sufficient rations."

A more plausible explanation, however, was given by a passenger who is an officer of another steamship line. When he left the Southwark to-day he said to an Evening World reporter:

"The ship, like the St. Louis, was put to sea in an unfit condition. Instead of trying to cross the Atlantic she should have been laid up in the yards for extensive repairs, including a new set of engines."

Machinery Out of Order.

"As a steamship officer, I know what was the matter. The machinery was not fit to undertake the voyage."

When word reached that the Southwark had arrived off Sandy Hook and would dock this morning, the relatives and friends of the belated passengers flocked to the pier.

No first-class passengers were carried. In the second cabin of the Southwark were sixty-five passengers, and the steerage carried 1,000. Under the misapprehension that the steerage passengers would be discharged from the ship at the dock, two or three thousand friends and relatives of the immigrants swarmed over the pier, but they had to be satisfied with the signalling they could do with handkerchiefs.

Among the second cabin passengers the greatest dissatisfaction was expressed when they landed. They said the officers of the ship would give them no information. Many of them believed the story of bad weather as a deterrent to progress, but when no better progress was made in good weather they knew something was wrong with the ship. But the officers would give no information, and the gravest rumors spread throughout the ship's company.

Prayers Were Popular.

While there were no hysterical scenes it is said that amusements of all kinds were abandoned and that religious services became a daily feature. The passengers walked the decks in silence or communed with one another in small groups. But there was no leader to call a mass-meeting like the one of protest of the St. Louis passengers.

But in the steerage a more serious state of affairs existed. During most of the voyage the steerage put up with the delay without much complaint, but four days ago the stewards cut down their rations. Since last Friday the steerage had been fed on nothing except baked potatoes and carrots, according to many of the passengers.

"We have had nothing to eat except potatoes and carrots," said Adolph Wertz, one of the steerage passengers, "and that has been our only food during Saturday, Sunday, yesterday and this morning. Sunday we complained, and a few of us got a little bread from the officers."

A score of the steerage passengers walked on Capt. John Dann, commander of the ship, and the officers, and treated the second-cabin passengers, a different position was given to each passenger for the delay.

Capt. Dann, the master, after being prompted by the marine superintendent of the company on docking, said that the heavy head winds "had blown and he would say. The ship's log was blank on every page."

The Pen of the Critic

On the 23rd of March, the Pen of the Critic, a small boat with the equipment of the Pen- and-Ink Club, left New York for Chicago and St. Louis, Mo.

HUNDREDS OF NEW CITIZENS WHO CAME TO PORT TO-DAY ON THE RED STAR LINER SOUTHWARK, SEVEN DAYS LATE, AND HALF STARVED ON ACCOUNT OF FAMINE ON THE SHIP.



FAIR DIED FIRST, TWO MEN SWEAR

Lucien Mas and Alfred J. Morenne, Who Saw Auto Accident, Declare the Wife Survived Her Husband.

HELP CONTEST FOR FORTUNE

The testimony of the two witnesses brought to this country in the effort of the relatives of Mrs. Charles Fair to prove that she died after her husband in the automobile accident in France last fall was taken before Referee Keener this afternoon.

This is the first formal step in the fight for the millions of Fair. If he died first his fortune went to his wife. If she died first it went to Mrs. Hermann Oelrichs and Mrs. W. K. Vanderbilt, Jr., sisters of Fair. The relatives of Mrs. Fair have already settled for a large sum, but they now set up the claim that they can prove absolutely that Mrs. Fair died last, and that therefore the whole estate belongs to them.

William E. Smith, brother of the dead woman, and his wife and Abraham Nelson, Mrs. Fair's half-brother, were present during the hearing. Lucien Mas and Alfred J. Morenne were the two witnesses.

Mas was first heard. He said that he and Morenne were bicycling toward Pacy on the day the accident took place. They saw the automobile leave the road and strike the tree.

They both ran to where the three occupants, Mr. and Mrs. Fair and their chauffeur, lay. Mas said he first looked at Fair and was assured that he was quite lifeless. Then he ran to Mrs. Fair, who was half leaning against the tree. There was an expression of pain on her face and she was moaning.

He tried to ease her. "I tried to ease her," he went on in French, "and took her in my arms to lay her down, when she expired."

The witness was cross-examined by Col. Jay and Robert Chandler for Mrs. Oelrichs and Mrs. Vanderbilt.

Mas changed his story further. Mr. Mas said that when Mrs. Fair died faintly when he left her and that her features were moving.

On cross-examination, Mr. Chandler asked Mrs. Mas if she had seen the accident. She said she was in the theatrical business and managed road companies. Mr. Chandler asked especially about Mas's friends and acquaintances and learned that one man named Emil Boyer was often with Mas in several cafes since the accident. Boyer helped organize and finance the company.

"Have you not told certain persons," asked Mr. Chandler, "that your companion on Aug. 14 last, at Pacy, was a woman, and that you had a rendezvous with her long ago and didn't want your wife to find it out?"

Mas wanted protection. Mas hesitated, blushed and then refused to answer. He said he solicited the protection of the United States Government.

"I love and cherish my companion of that day, and shall say nothing of that one," he said.

Q. When and where did you see Mr. Morenne before you started from Trouville this morning? A. We met on appointment the evening before. Named a meeting place to meet and ride back to Paris.

Q. Did you stop at Trouville at the same hotel as Morenne? A. I refuse to answer. A. I refuse to answer. A. I refuse to answer.

Q. Did your friend take a lady companion? A. I refuse to answer.

Q. Were you suffering from any physical disability that prevented you from riding more than ten minutes without dismounting? A. No.

Q. Was your friend? A. He was not my friend. A. I refuse to answer.

Q. Did you tell a gentleman in Paris that you were riding more than ten minutes without dismounting? A. Never.

THROAT CUT AND CAST INTO BAY

The Body of James Bailey, Who Disappeared on Feb. 26 Last, Is Found To-Day in the Erie Basin.

HIS BODY BADLY GASHED.

When James Bailey, the mate of the George W. Davis, a barge that plies between New York and Syracuse, disappeared on Feb. 26 last, persons wondered what could have befallen him, for he was known to be careful and upright and not given to fooling around like other boating men.

"He'll turn up all right," said the police who watch the Erie Basin. "They always come aboard when they're broke."

But Bailey didn't come back and there began to be whispers of a tragedy. It was learned that on the night before he was missed Bailey had been with a companion in a neighboring saloon, where he had taken two drinks of sarsaparilla.

After leaving the saloon he was seen to go back to his boat. It was known that he had let his crew go after his cargo had been unloaded. Capt. Newcomb, of a canal-boat moored near by, saw him go down into his cabin just before dusk. He did not see him moving about afterward.

About midnight Capt. Newcomb knocked on the cabin door of the George W. Davis, but, getting no response, concluded that Bailey was asleep, and went his way. An hour later he saw two men go into the cabin of the Davis.

Tragedy of the Cabin.

When dawn broke he went down to the surface again and saw a trail of blood leading from the cabin to the bulwarks. He found the door to the cabin fastened. He summoned the police.

When the door was broken open it was found that all the furniture in the cabin was piled about as if it had been tossed during a struggle. The police also found a coat that had belonged to Bailey torn and covered with blood. In one corner of the room they found a knife on which there were bloodstains. One of the windows of the cabin was broken and smeared with blood. Under the window there was a pool of blood.

Police Capt. Summers, of the Hamilton Avenue Station, made a few hasty inquiries and finally dropped the case.

Body Found To-Day.

To-day the body of Bailey floated to the surface in the Erie Basin. The throat had been cut from ear to ear. The body was wounded in many places. It was clear that the man had been done to death.

When the body was found to-day the police said suicide, declaring that Bailey had first cut his throat and then crawled through the window of the cabin to the side of the boat and thrown himself over.

The police made no attempt to account for the disappearance of the furniture, the bloody coat and knife and the broken window in the cabin. They stated by their theory that the man after gashing himself in a dozen places had thrust his throats from ear to ear, though bleeding to death, crawled to the side of the boat and dropped into the Erie Basin.

MRS. F. FOSTER BEATEN AT LAST.

Trainer Barrett Barred from the Benning's Race Track as a Result of the Charge that He Offered \$300 to Have True Blue Pulled.

BENNING'S RACE TRACK, WASHINGTON, D. C., April 7.—

The privileges of the race track have been denied Trainer William Barrett and his case referred to the Jockey Club, as a result of the Stewards' investigation of the charge of Jockey J. Jones that Barrett had offered him \$300 to pull True Blue in favor of Meistersinger, which Barrett trains.

(Special to The Evening World.)

BENNING'S RACE TRACK, WASHINGTON, D. C., April 7.—Racers have abandoned all hope of a stretch of racing on a fast track. Rain was falling again this morning. The fine start of yesterday was changed into one of slippery mud. It rains about every four days in this part of the country. The track dries slowly and just as the talent are congratulating themselves that there will be a stretch of racing on a fast track down comes the rain again and they are forced to hunt for the mudlarks.

There is at least one sore bookmaker in town. He was around last night laying 2 to 1 against Mrs. Frank Foster, figuring that on a fast track both Ilyria and Shrine had a chance to beat her. The price was grabbed up and he took in about \$1,000. This morning the aspect of the race was entirely changed. Not only is Mrs. Frank Foster a famous mudlark, but Shrine and Ilyria are not good of the going, and are not nearly so fond as on a dry track. The rain made Mrs. Frank Foster an odds on favorite.

The attendance this afternoon was hurt by the rain and there were few outside of the regulars on hand to do battle with the layers.

There were quite a number of scratches in the various events, but the fields were of good size nevertheless, and there was good betting on every race.

The investigation into the matter of

HURRIEDLY WED IN THE CITY HALL

Leroy Trasher, Who Says Quitman, Ga., Is His Home, Is Married to Meta Lickerman, of New York.

LITTLE "TIM" TIED KNOT.

Alderman "Tim" Sullivan was hurriedly called upon to-day to perform a marriage at the City Hall. They were a handsome young woman with bewitching blue eyes and a tall, well-dressed, dignified young man. She was beamingly but modestly attired.

The couple drove in a cab to the Chambers street side of the Park. The young man accosted Janitor "Marty" Presser.

"We are in a hurry to get married," said the young man, "and desire the services of an Alderman."

Alderman "Tim" Sullivan, who happened to be at hand, volunteered to tie the knot.

The young man described himself as Leroy Trasher, twenty-one years old. He is a resident of Quitman, Ga., but his New York address is No. 56 West Sixty-third street. The bride was Meta Lickerman, twenty-one years old, and also residing at No. 54 West Sixty-third street.

Alderman Sullivan did not claim his right to "kiss the bride." They thanked him profusely and drove away.

An Evening World reporter this afternoon went to the address given by the couple and found it was a vacant lot.

PENNELL KILLED BURDICK, HE SAYS.

District-Attorney Coatsworth Satisfied that Developments Have Shown that the Defaulter Who Plunged to Death in His Auto Was the Murderer of the Buffalo Manufacturer.

Defalcation Leads to the Discovery To-Day that He Had Taken Advantage of His Excellent Connections to Rob Investors in East Through Fraudulent Mortgage Schemes.

(Special to The Evening World.)

BUFFALO, N. Y., April 7.—District-Attorney Coatsworth has determined to reopen the inquiry into the Burdick murder mystery at the inquest into the death of Arthur R. Pennell, which is to be begun before Police Justice Murphy next Friday morning. At noon to-day he stated that the information concerning Pennell's extensive stealings from the estates of his Eastern friends and relatives had been received by him a week ago, but that he had not been made familiar with the details of the swindles until he read them in yesterday's Evening World.

"I believe it is all true," said Mr. Coatsworth. "As a matter of fact, the story of Pennell's crooked financial dealings would have come out officially if the Pennell inquest had been held immediately following the Burdick inquest."

Knew of It a Week Ago.

"The story of Pennell's defalcations was told to me a week ago. Yesterday it came to me from another source, and from a source that was equally as sure as mine from which The Evening World got its information. I had intended to look into it officially when the time came."

"The story told to me was to the effect that, taking advantage of his excellent connections in the East through his own family and that of his wife, he induced certain people of wealth in Maine and other parts of the East to permit him to make large investments in mortgages and other securities. Instead of making those investments he spent the money, keeping a careful record of the dates when the payments would fall due, so that he could make the interest payments himself and thus avoid suspicion that he was misappropriating the funds entrusted to him."

"In view of these developments it is my intention to subpoena J. Frederick Pennell, administrator of the Pennell estate, and brother of the dead man; Thomas Penney, attorney for the estate, and Wallace Thayer, who was Pennell's confidential friend and legal adviser for years prior to Pennell's death, and examine them at the Pennell inquest."

"I intend at the Pennell inquest to virtually reopen the Burdick inquest. During that inquiry I shall endeavor, with the consent of the Court, to bring out as much information as possible tending to clear up the Burdick mystery. I believe that the evidence brought out on the Pennell inquest will be of value as bearing on the murder of Burdick."

"If the Court permits me I shall place Mr. Pennell, the administrator, on the stand and demand of him that he produce the dead man's papers. I shall examine Mr. Pennell with the idea in mind of securing any information he may possess bearing on the Burdick case."

Mr. Thayer, who was Mr. Pennell's attorney prior to his death, may be privileged under the law to withhold information. It will rest with him as to whether he will consent to divulge what he may know. He undoubtedly ought to be in possession of considerable information.

"Then you do not consider that the Burdick case was closed with the Burdick inquest?" Mr. Coatsworth was asked.

"By no means," was the reply.

"I have never considered the Burdick case as being closed."

Says Pennell Was Slayed.

"Do you consider that the revelations just made concerning Pennell's extensive swindles substantiates the verdict in the Burdick case, pointing to Pennell as the murderer?"

"Yes. It is impossible to arrive at any other conclusion. I do not consider that the defalcation has any direct bearing on the murder or connects Pennell in any direct way with the crime. It could hardly be considered as a motive. I do not intend to talk for publication on the workings of my mind in arriving at the conclusion that the revelations point clearly to Pennell as the murderer."

"The fact has always been a deal of talk to the effect that Pennell did not have the nerve to commit the murder. The extensive swindles which he is said to have carried on for years show that the man was of larger calibre than he had been given credit for being. It requires a lot of intelligence, thought and courage to perpetrate such extensive swindles and carry them on successfully for years."

His Dual Life.

"It isn't every man who can live a double life as Pennell did and keep his true character concealed from his most intimate friends for so long. Stevenson's creation of Dr. Jekyll and Mr. Hyde was hardly more improbable. Pennell always conducted himself as a gentleman. He moved in good society, had his friends in society, and in business maintained a good front and never in any way by public act or deed justified the suspicion that he was not a man of honor. If Pennell had nerve enough to do that he had nerve enough to commit grave crimes."

Mr. Coatsworth said that it probably would not be possible at the Pennell inquest to bring out the story of Pennell's defalcations.

"It could hardly be claimed that they have any material bearing on the case," said Mr. Coatsworth.

CLAUDE WINS DERBY RACE

MEMPHIS, Tenn., April 7.—The Tennessee Derby at a mile and an eighth was won by Claude, who was at 3 to 1 in the betting. Farmer Jim, an added starter, finished second, 6 to 1 place. Rightful, the favorite, was third and Senator Morrison fourth. Time—1:58 1/2.

CLAUDE WINS DERBY RACE

MEMPHIS, Tenn., April 7.—The Tennessee Derby at a mile and an eighth was won by Claude, who was at 3 to 1 in the betting. Farmer Jim, an added starter, finished second, 6 to 1 place. Rightful, the favorite, was third and Senator Morrison fourth. Time—1:58 1/2.

CLAUDE WINS DERBY RACE

MEMPHIS, Tenn., April 7.—The Tennessee Derby at a mile and an eighth was won by Claude, who was at 3 to 1 in the betting. Farmer Jim, an added starter, finished second, 6 to 1 place. Rightful, the favorite, was third and Senator Morrison fourth. Time—1:58 1/2.

CLAUDE WINS DERBY RACE

MEMPHIS, Tenn., April 7.—The Tennessee Derby at a mile and an eighth was won by Claude, who was at 3 to 1 in the betting. Farmer Jim, an added starter, finished second, 6 to 1 place. Rightful, the favorite, was third and Senator Morrison fourth. Time—1:58 1/2.

DR. FLOWER'S LAWYER GETS OUT ON BAIL

Five Thousand Dollars in Cash Is Put Up for the Release of Edward A. Mills.

Edward A. Mills, law partner of Dr. R. C. Flower's son, who was arrested last week in Hahn's restaurant while passing to Detective Sergeant Brindley \$1,750 in return for the indictments against Dr. Flower, was released from the Tombs this afternoon on cash bail. Five thousand dollars was deposited with the City Chamberlain and the Tombs Warden on the receipt of the certificate to this effect let the man go.

Mills is charged with attempted bribery. His plan was to have Brindley give the money to Assistant District Attorney Garvan as the latter's reward for giving up the indictments. Garvan was also present at the restaurant conference and saw to it that the trap set for the briber was complete.

ODELL SIGNS THE CANAL BILL

Protests of No Avail with the Governor and New \$101,000,000 Waterway Measure Is a Law.

(Special to The Evening World.)

ALBANY, April 7.—Gov. Odell to-day signed the \$101,000,000 Canal Improvement bill.

The Governor had received protests, both verbal and written, against the enactment of the new waterway law, the last and among the most notable being from the New York State Tax and Transportation Reform Association. He had, however, announced his determination of putting the bill through and stuck to his purpose.

STEWART "ST. JOHNS" FORMERLY OF SANDY HOOK SEEN

May be captured by the day for Sunday school or other special occasions parties after June 1. The largest, safest and best excursions boat in New York Harbor. For rates, etc., apply to C. M. Hart, 100 West 42nd Street, New York, N. Y.

BIG THREE FOR N. S. COMBINE.

Hill and Morgan Reported to Have Agreed on a Reorganization of Northern Securities.

There was a report current on Wall Street to-day that the Hill-Morgan party has its plans perfected for a complete re-adjustment and reorganization of the Northern Securities financial scheme in the event of an adverse decision on the merger case.

This report is accompanied by the further statement that intimations have been received that the falling of the Court will be against the validity of the merger as consummated under the Northern Securities holding company plan.

The new arrangement, it is believed, contemplates a transfer of the control of Northern Pacific, Burlington and Great Northern from the Securities Company to three trustees in whose hands the stock will be registered.

This, it is held, will meet the legal requirements and will not be open to the charge of being an evasion of the State and Federal statutes prohibiting one road from buying the control of a competing line.

Through Trains to the West.

Eight daily, via Pennsylvania Railroad, connecting for all points as far as the Pacific coast through time tables.

STEEL EARNINGS SHOW A DECREASE

Directors Report \$2,059,321 Loss for Quarter, Due to Congestion of Railroad Traffic.

The net earnings of the United States Steel Corporation for the first quarter of the calendar year were \$24,652,125, a decrease of \$3,969,321 as compared with last year.

This was announced in the report of the directors at the meeting of the directors this afternoon, the loss being ascribed to the congested condition of railroad traffic.

The unfilled orders on the books on April 1, it was declared, amounted to \$5,419,731.

The regular dividends, 12-1/2 cent on the preferred stock and 1 per cent on the common were declared.

After paying the dividends there was left undivided profits for the quarter of \$2,878,345.

Shot, Perhaps Accidentally.

While skykarking with friends near Horriam's woods, Woodhaven, Frank Thibault, a laborer, who lives in Melrose avenue, Brooklyn, was shot and killed. It is thought accidentally. Four of the dead man's companions were held pending an investigation.

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 5 P. M. Wednesday for New York City and vicinity: Clearing this afternoon; Wednesday fair and cooler; fresh to brisk south to west winds.

Discontinuance of Florida Limited Train Service.

The New York and Florida Special, Southern's big limited and the Argosy, Florida's big limited, will be discontinued after April 8.

Through Train Service to Atlantic City.

Leave New York 11:30 A. M., via Pennsylvania Railroad, 5:30 A. M., 2:30 P. M., 7:30 P. M. Sunday. Returning leave Atlantic City 11:30 A. M., 5:30 P. M., 11:30 P. M. Sunday. Pullman parlor cars and vestibule coaches daily. Dining-car Sunday. Fast schedule.