

GEO. GOULD BADLY HURT

Jumped from Carriage Behind Unmanageable Horses in Pueblo and Rolled a Hundred Feet Down Hill, Sustaining Bad Cuts and Bruises.

QUICK CHANGE IN HIS PLANS. Injuries Not Considered Serious, but Required Surgical Attention, and He Is Now Hurrying Back to New York in Private Car.

(Special to The Evening World.)
DENVER, April 8.—George Gould was seriously injured at Pueblo Saturday in a runaway, and is now on his way to New York for medical attention.
The entire affair has been kept quiet, and it is very difficult to get accurate information regarding Mr. Gould's injuries, which while not expected to result seriously, are sufficient to cause alarm and necessitate an entire change in his plans.
Mr. Gould has been making an inspection of the Rio Grande system and the Colorado Fuel and Iron Company's plant. In company with General Manager Kebley, of the latter company, and Edward Butler he started on a drive around the city after dinner.
The horses, belonging to Mr. Kebley, had not been driven for several days and were almost unmanageable from the start. Just as they struck the top of the hill leading to the railroad bridge from the bluff, the carriage was swaying from side to side and the party was in danger of being hurled to the track 200 feet below, where trains were passing.
Mr. Gould shouted to the driver to turn the animals from the bluff, but the horses refused to obey the lines. Mr. Kebley and Mr. Butler started to climb over the front to the drivers' seat. Mr. Gould stood ready to jump and just as the vehicle seemed about to take the awful plunge he leaped out to the right and rolled for at least 100 feet down hill, turning a series of somersaults and landing against a pile of rubbish.
He was stunned for several minutes before Mr. Kebley and Mr. Butler ran to his assistance and helped him to his private car at the depot.
A physician was hastily summoned and dressed several bad cuts and bruises. No bones were broken.
Mr. Gould hurriedly ordered his car sent East and requested everybody connected with the affair to suppress all information at any cost.
According to attaches of the Pueblo depot Gould has had cuts on his face and head and a badly sprained neck, as well as lacerations on his wrist and knees.

PASSENGER TRAINS IN COLLISION.

New York Central Crashes Into the Ontario Western Limited Up the State.

OSWEGO, N. Y., April 8.—The New York limited train on the New York, Ontario and Western Railroad was in collision with a New York Central train for Oswego at Fulton today. Both locomotives were badly damaged and half a dozen passengers were injured but none fatally.
The General Manager of the New York, Ontario and Western Railroad at his office, No. 55 Beaver street, this city, had this to say of the accident:
"None of the passengers was injured. H. A. Allen, the conductor of our train, was the only one hurt. One of his arms was injured. Only the pilots of the engines were smashed. They proceeded on their way, drawing their trains, very soon after the collision. Traffic was not interrupted and investigation will be held immediately to fix the responsibility for the crash."

WEATHER FORECAST

Forecast for the thirty-six hours ending at 8 P. M. Thursday for New York City and vicinity: Cloudy to-night, probably rain; Thursday fair; fresh easterly winds, shifting to-night to westerly.

GROWING EASTER PLANTS FREE.

At the Guarantee Clothing Co., Upper corner 127th St. & 84 Ave., always getting closer to the home and hearts of the public. The Guarantee Clothing Co. is celebrating their 14th anniversary by holding one of the greatest sales of seeds and home plants in the annals of the business. Never in the history of the high quality of merchandise placed on sale at such low prices. And, in spite of the low prices, they liberally present every customer with a growing Easter plant in a decorative box absolutely free.

PROVISIONS OF TWO PLATOON FIREMEN'S BILL.

450 new firemen at \$500 a year. Added cost to the city, \$364,000. Each man on duty twelve hours a day.

FIREMEN WIN PLATOON FIGHT.

Bill Which Will Enable Members of Department to Get Acquainted with Their Families Reported Out of Committee.

PASSAGE SEEMS CERTAIN. Mayor Low, It is Believed, Will Approve the Measure Despite the Objections of Commissioner Sturges—Boodle Talk Silenced.

ALBANY, April 8.—The Two-Platoon bill for the New York Fire Department was reported out of the Senate Committee this afternoon, and its passage by the Senate is practically assured. As it has already been passed by the Assembly in all likelihood it will be before Mayor Low within a few days for his approval or disapproval.
The bill has been persistently opposed by Fire Commissioner Sturges, of New York City, but the firemen who have the interest of the bill in charge at Albany think that the Mayor will be favorable to the measure after the public hearing.
P. J. Daly, chairman of this committee, was elated at the action of the Cities Committee in reporting the bill favorably, although he had expected it. The cry raised by the enemies of the measure that "Boodle" was being used to force the bill through died out because there were no facts to substantiate the suspicion.
The bill provides for the employment of 450 new firemen at \$500 a year in order that the men in the Department be divided into two platoons. Each to do twelve hours' duty a day. This will enable the men to get two meals a day and become acquainted with their families. Under the present regime they are on duty practically three shifts a day.
The fight made by The Evening World since last summer in behalf of better firemen and shorter hours for the firemen is recognized by the friends of this bill as having been one of the most potent factors in the success which it has attained.

ELEVEN KILLED IN A TORNADO.

Twenty-five Other Persons Were Injured in a Furious Gale Which Levelled Buildings in an Alabama Town.

HANCEVILLE, Ala., April 8.—Eleven persons were killed and twenty-five injured in a tornado at Hopewell Settlement, near here, today.
Henry McCoy, a prominent farmer, and his three children are among the dead, as are also a farmer named John Griffin, his wife and son, and a family of three children.
Buildings were tossed about like paper boxes and several structures were blown a hundred yards or more.
The body of McCoy was blown 200 yards and landed in a sand pit.
It is possible that the death list may be larger, as many of the victims were blown some distance, and others may be found.

SCHWARZ WATCHMAN IS KILLED BY GAS.

Guard at Steel President's New Mansion in Riverside Drive is Found Dead at Post.

Thomas Parker, fifty-three years old, a watchman employed at the two and a half million-dollar residence being built at Seventy-third street and Riverside Drive by Charles M. Schwarz, President of the Steel Trust, was found dead today in the engine room.
Parker's body was claimed by the son and daughter of the watchman later in the day. It was then removed to the family home at No. 14 West One Hundred and First street.

THIEVES GET \$5,000 LOOT.

They Plunder a Lisleward Street Store During the Night.
Goods valued at \$5,000 were stolen from the offices of Klatsko & Miskand, at No. 11 Lisleward street, some time during last night. Some of them have been recovered. One man is under arrest, but he is not charged specifically with the crime.
The men engaged the second floor of the office building at No. 314 Canal street yesterday. This building in Canal street is the seat of No. 11 Lisleward street. They are supposed to have stolen the goods.
The well-dressed railroad. The police station at the Police Court Building is a carefully guarded place that of the most famous men of the city.

BATTLE FOR MILLIONS.

The Ownership of a Great Fortune Depends on Whether Charles L. Fair or His Wife Died Last.

HER RELATIVES CONTEST.

French Witnesses Support Their Claim, but Fair's Sisters, Mrs. W. K. Vanderbilt, Jr., and Mrs. Oelrichs, Resist It.

Counsel for Mrs. W. K. Vanderbilt, Jr., and Mrs. Hermann Oelrichs, sisters of Charles L. Fair, continued their efforts today to save their clients the \$10,000,000 fortune of Charles L. Fair and his wife, who were killed in an automobile accident between Trouville and Paris last August. Relatives of Mrs. Fair are trying to get the whole fortune left by Charles L. Fair, on the ground that his wife, their relative, survived him a few seconds in the accident in which they both were killed, and therefore inherited her husband's property. A previous compromise, by which they surrendered their rights in consideration of \$125,000 paid them by the heirs of Charles L. Fair, they seek to have set aside, on the ground that it was made under a misapprehension.

Lucien Mas and Alfred de Moranne, two Frenchmen, who say they saw the fatal accident, are being examined before the court by Justice Keener at No. 100 Broadway, so they may not be detained here during the months which intervene before the trial of the case. Both witnesses declare positively that Mrs. Fair was living after her husband had ceased to breathe. Counsel for Mrs. Oelrichs and Mrs. Vanderbilt are attempting to prove the witnesses untrustworthy.
Witness on the Grill.
In continuing the cross-examination of Mas today Mr. Candier, of Jay & Candier, for the defendants, questioned him regarding the affidavits he made to United States Consul Gowdy at Paris. Mas said he stood by all his statements in it. He added that Mr. Picard, now associated with Jay & Candier, had approached him in Paris, representing himself as secretary to Edward Kelly, lawyer to the United States Ambassador in London. "I saw he was behind a veil and acted accordingly. He wanted me to commit myself and I would not."
"Did you refuse to tell Mr. Picard Mr. de Moranne's address?" asked Mr. Candier.
"Yes."
"Why?"
"Because he was not at that time willing at any price to be concerned in the matter."
"Why?"
"Because it would put him in a degraded light."
"What was the degradation?"
"My refusal to tell a hostile newspaper the fact that it took just about two seconds for the drawing of it."
"Why do you refuse?"
"In honor to my friend."
After much questioning Mas was induced to explain:
"He did not want his wife to know about his whereabouts at Trouville at the time."
Mr. Mas was questioned at length on his doings at Trouville and on the road to Paris, in the attempt to discredit his testimony and test his memory. He contradicted himself once on an important point.
Counsel Attended by Valet.
Col. Jay, the defendants' senior counsel, inaugurated a new idea for lawyers in conducting cases in court. He was accompanied by his valet, who served as his interpreter and wearing apparel.
In regard to the diagram Mas drew for Mr. Picard, Mr. Candier pinned him to the fact that it took just about two seconds for the drawing of it.
"Will you draw the diagram for us now and let us time you?" asked Mr. Candier.
"Yes," said Mas, to Mr. Candier's evident surprise.
Pencil and paper were produced. Watches came out. As Mas picked up the pencil, Col. Jay whispered to Candier:
A Lightning Artist.
"I withdraw," the latter cried, and reached for the paper. Mas had already made the diagram. Two seconds had given him plenty of time. Mr. Candier showed plainly that he was chagrined at his failure to trap Mas.
Mr. Candier then tried to pin Mas to the special minute he left Paris for Paris. Mas said he was not sure.
Mr. Beckman, for the plaintiffs, asked for a cessation of "brutal cross-examination" and brought from Mr. Candier this answer:
"It is the most vital point in this case. We will show that these men were not at the scene of the accident, never saw it and knew nothing of it."
Mas declared he had not revisited the scene of the accident nor had he ever been at the spot but once before, three or four years previous.
"When did you first meet Mr. Beckman?"
"In Paris, after my first affidavit to Mr. Gowdy."
"What compensation has been offered you to testify?"
"We Frenchmen do not testify for money, but from the heart," said Mas.

TWO OF THE CLAIMANTS OF THE FAIR MILLIONS AND THE WITNESSES BROUGHT FROM FRANCE.



STRIKERS TIE UP 100 BUILDINGS.

Brotherhood of Carpenters All Out, Regardless of Agreements, in War to Destroy the Amalgamated Society.

The strike of the United Brotherhood of Carpenters and Joiners is on in full force today, with the result that nearly every building in the course of construction in the city is tied up.
Within a few days, unless the fight is settled, between fifty and sixty thousand men of the allied building trades will be out of employment.
The strike is unique in the history of labor troubles in this or any other city. There is no question of an increase of wages involved, nor any matter of difference between employer and employee. It is a deliberate effort on the part of the United Brotherhood, with a membership of nine or ten thousand men, to force to the wall the Amalgamated Society of Carpenters.
Both are allied with the American Federation of Labor. The Amalgamated is only a local union, although its real headquarters are in Manchester England. However, it belongs to that powerful organization, the Board of Building Trades, while the United Brotherhood does not.
The Warfare of Unions.
Following the increase of wages granted to all carpenters, irrespective of affiliations, by the builders last September, both unions came into conference two months later at the convention of the Board of Building Trades in New Orleans. There an agreement was reached that each side should appoint a committee of five for the purpose of arbitrating their differences, and if that committee could not agree its ten members were to unite on the choice of an eleventh. The odd member was never appointed.
The George A. Fuller Construction Company, which has also large buildings now in course of construction, is the most vitally affected. Among the hundred big buildings now being erected in this city which will be affected are the new Custom-House and the new Stock Exchange.

CORONERS' BILL HAS BEEN KILLED.

While Boodle Talk is Going on Measure is Buried in Assembly Cities Committee.

(Special to The Evening World.)
ALBANY, April 8.—Senator Elsborg's bill abolishing the office of Coroner in New York was killed in the Assembly today.
By a vote of 61 to 45 this measure, which passed the Senate, was recommended to the Cities Committee. The reports have been that a boodle fund of \$35,000 to \$50,000 was available to defeat it.
PLATT'S MAN NAMED.
Odell Renominates Frank Baker Railroad Commissioner.
(Special to The Evening World.)
ALBANY, April 8.—Gov. Odell sent to the Senate today the renomination of Frank M. Baker, of Oswego, as a State Railroad Commissioner. Baker is a Flat man and the "Baby Boss" had demanded his reappointment. Senators Brackett and Elsborg both object to Baker's confirmation.

PROTESTS AGAINST THE GRAB BILLS.

Assistant Corporation Counsel Heads Delegation Opposing Favors to Metropolitan.

(Special to The Evening World.)
ALBANY, April 8.—Ex-Senator John Ford, Julius H. Seymour, I. Aspinwall, and Frederick Hamen are here to oppose the Metropolitan grab bills at today's hearing before the Senate Railroad Committee.
Assistant Corporation Counsel Whitman, with authority to speak for the Mayor, also will denounce the bills. Despite their opposition the indications are that the measures will be passed.
The delegation will make the bill introduced by Senator Wilcox the centre of attack because it embodies the objectionable features of the entire grab group.
In effect it is identical with the notorious Goodsell bill, which was exposed several weeks ago, and which revives old contentions and repeats the present provisions of the law, checking the incorporation of "paper" railway companies and obstructing the path of speculative corporation promoters and sappers of public treasuries.

GAS COMPANY "FIXED" BOOKS

Light from an open window falling upon a ledger produced in the Seventh District Court today by the New Amsterdam Gas Company showed the use of acid in making an erasure in the account of Mrs. Walter E. Cansdell, of No. 337 East Thirtieth street, who had sued the company for \$180 for damages from Sept. 14 until Oct. 4, 1902, when her gas had been turned off because she refused to pay a bill of 70 cents contracted by a former tenant of the premises. Judge Joseph gave an immediate decision in favor of the complainant, with interest for the amount.

LATE RESULTS AT BENNING.

Fifth Race—Locket 1, Springbrook 2, Zirl 3.
Sixth Race—Bon Mot 1, Lord Badge 2, C. Mus 3.

CRASH AND PANIC IN THE UPPER BAY

Alleghany, of the Hamburg-American Line, Struck by the British Tramp Steamer Joseph Merriweather in the Upper Bay, Run on the Beach off Liberty Island, but Floated a Short Time Afterward.

SIX SCARED WOMEN PASSENGERS LANDED BY BOAT AT BATTERY.

Sharp Prow of the Tramp Cut Through the Steel Side of the Steamship, Making a Tremendous Hole Below the Water-Line—Two Persons Slightly Injured.

There was a panic among the women passengers of the steamship Alleghany, of the Hamburg-American line, in the upper bay this afternoon, when she came in collision with the British tramp steamer Joseph Merriweather.

The Alleghany was bound in from West Indian ports and the Merriweather was bound for Baltimore and Cork, Ireland. A great hole was torn in the starboard side of the Alleghany, but she did not sink entirely, and was run under her own steam to the flats off Liberty Island, where she was beached.

There were six women among the thirty-four passengers on the Alleghany, and when she was struck they became panic stricken. It was with difficulty that the men passengers and some of the officers restrained the women from jumping into the water. So unmanageable did they become that Capt. Haas lowered one of the large lifeboats, bundled them into it and ordered that they be rowed to the Battery.

COLLISION DUE TO FOG.

The collision was due to the fog and to a misunderstanding of signals. The Alleghany left Port Limon on March 30 with a cargo of fruit. She came inside early to-day and cleared from Quarantine about 9 o'clock. Capt. Haas intended to bring her up to her dock, but found that the thickness of the weather interfered with navigation.

After picking his way up the bay until off Robb's Reef, Capt. Haas determined to anchor. He made way slowly to the anchorage ground between Liberty Island and Robb's Reef, and was about to order the anchor let go, when the Merriweather appeared, bound down the bay at half speed.

DIDN'T CHANGE HER COURSE.

The vessels were close together and Capt. Haas is said to have sounded two whistles, indicating that the Merriweather was to pass astern. The tramp is said to have responded with two whistles, but to have failed to change her course. The Alleghany was not moving and before she could get under way the Merriweather struck her on the starboard side.

The sharp prow of the tramp cut through the steel side of the Alleghany, making a tremendous hole and listing the wounded vessel so that those on the deck could scarcely keep their feet. The Merriweather backed away and the Alleghany righted. At the same time water began to pour into the hole in her side, which extended below the water-line.

NEW YORK WOMEN IN DANGER.

Mrs. E. Stanwood Allen, of Larchmont Manor; Mrs. Herman Katherinus and Mrs. E. E. Hankinson, of New York; Mrs. Octavio Veach and maid, of Costa Rica, and Mrs. George W. Clark, of Pittsfield, Mass., were the women passengers.

Capt. Haas told the men passengers that there was no immediate danger and ran the ship to shoal water, where she grounded. A Merritt-Chapman wrecking tug went alongside and took off the passengers, while other tugs were sent out with lighters for the freight and mails.

PASSENGER'S STORY OF COLLISION.

George F. Hall, President of the George F. Hall Company, of No. 211 Centre street, this city, was one of the passengers. He was on deck when the collision occurred.
"We were all more or less annoyed at being held up by the fog within sight of home," said Mr. Hall, "and most of us were on deck gazing longingly in the direction we knew New York to be. All at once the tramp steamer showed up in the fog. It was almost on top of us."
"I heard our boat give two blasts of the whistle and some sort of a response from the tramp, but the fog was so thick that the sound was rather smothered. Then came the crash before we could realize what had happened."

When the masts and part of the cargo of the Alleghany had been removed she floated. She was then towed to Red Hook Point, Brooklyn, for repairs. The Merriweather anchored off Liberty Island and experts were sent for to make an examination of her bow.

TWO SLIGHTLY INJURED.

After all the passengers had been transferred to shore it was discovered that Customs Inspector Blackmar, who had boarded the Alleghany at Quarantine, had sprained his ankle and that the son of Octavio Veach had a scratch on his leg. These were the only injured. Two women in the second cabin, Rita Aragon and Amelia Gomez, fainted in the excitement. They were taken off in the lifeboat with the others.

Miss Sarah Harris, one of the Immigration Bureau inspectors, was on the Alleghany in the second cabin when the collision happened. She was in the lifeboat with the other women. According to Miss Harris the women were badly crowded and a boat from the Merriweather took some of the women aboard and landed them at the Battery.

(Continued on Tenth Page.)

See Washington Post and Times Herald, April 22, 1903.

To Cure a Cold in One Day. Take Lavette from Quinine Tablets. All druggists refund the money if it fails to cure. New York, N. Y.