

# NOTICE

WEATHER—Fair, moderating; Friday light rain.

## FINAL RESULTS EDITION

PRICE ONE CENT.

# 5-CENT FARE TO CONEY ISLAND

## The



"Circulation Books Open to All"

NEW YORK, THURSDAY, JANUARY 10, 1907.

## World.

"Circulation Books Open to All"

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## FINAL RESULTS EDITION

PRICE ONE CENT.

The Court of Appeals decision in favor of a ten-cent fare to Coney Island leaves no redress but an act of the Legislature. A bill providing for a five-cent fare has been introduced by Assemblyman Robert F. Wagner at the suggestion of the EVENING WORLD. See Page 5.

### FISTIC BOUT TRIED IN CONGRESS WHEN LIE IS PASSED

#### Gaines of Tennessee Rushes At Mahon of Pennsylvania, Who Accused Him of Untruth, and Uproar In the House Follows.

### GRABBED AND HELD IN SEAT WHILE CHARGE IS REPEATED.

#### Chairman Smashes His Gavel Trying to Restore Order While Members Get Between Disputants—Row Over Bill Docking Absentee Congressmen.

WASHINGTON, Jan. 10.—Congressman Gaines, of Tennessee, attempted to assault Mr. Mahon, of Pennsylvania, on the floor of the House this afternoon.

Mahon had declared that a statement Gaines had made was not true, and Gaines had to be forced into his seat and held there, while Congress was in an uproar.

Mr. Gaines was making a speech on his so-called docking bill, to dock the salary of members for absence from the floor when he made the charge that Mr. Mahon was absent from the floor ninety-five per cent. of the time.

Mr. Mahon as soon as he could be recognized stated that any man who made that statement was speaking an untruth.

Mr. Gaines rushed down the aisle toward Mr. Mahon and was grabbed in front of the speaker's desk by Mr. James, of Kentucky, and others, who willed him back into his seat and held him there while he struggled to get free.

Exclaiming in confusion, the chairman of the committee of the whole, Mr. Mann, pounding his gavel so hard that the head flew off onto the floor.

It still order was restored Mr. Mahon continued his charge that the representation of Mr. Gaines was absolutely untrue.

### 3,331 FIRES IN THREE BOROUGHES LAST YEAR.

Fire Marshal Seery's report to Commissioner Lantry shows that there were 3,331 fires in Manhattan, Bronx and Richmond during 1906, an increase of 241 over 1905. These fires are divided by boroughs as follows: Manhattan, 7,318; Bronx, 75; and Richmond, 202. The increase for 1906 over 1905 was 2,422.

The attorney of Commissioner Lantry's office were surprised today to find a handsome young woman in charge of the switchboard in place of the detached fireman formerly in charge.

### All Records of All Newspapers Beaten 1,397,245

#### Separate Advertisements Printed in The World During 1906—262,286 More Than During 1905—468,602 More Than During the Year 1904.

ATTESTED BY CERTIFIED PUBLIC ACCOUNTANTS.

BARROW, WADE, GUTHRIE & Co. Certified Public Accountants. New York, December 31, 1906. We hereby certify that we have made an examination of the books of the New York World containing the records of the classified advertisements printed in the New York World and New York Herald (morning and Sunday editions) for the twelve months ending 31st December, 1906; that we have investigated the system of keeping these records and have tested these by actual count for different periods, and we are of the opinion that the number of advertisements as specified below represent an accurate comparison of the number of advertisements in these newspapers during the year 1906:

The World..... 1,397,245  
The Herald..... 1,165,896  
Showing The World excess over the Herald of..... 231,349

Comparison is made with the New York Herald because no other newspaper in this country or Europe is within speaking distance of The World as a "Want" Medium.

### THAW'S TITLED SISTER COMING FOR HIS TRIAL

#### Countess of Yarmouth to Be with Brother in Crisis of His Career.

#### ALWAYS HER FAVORITE.

#### Despite Humiliation, Her Sisterly Love Has Not Failed—Never Met His Wife.

Just two years ago, lacking eighteen days, the Countess of Yarmouth, Harry Thaw's sister, visited the Criminal Courts Building and attended a session of the Court of Special Sessions. Her mission was one of curiosity. On the second anniversary of that visit she will be seated by the side of her brother in a room in the Criminal Courts Building listening to testimony in his trial for murder. She sailed from Europe yesterday on the Kaiserin Augusta Victoria in order to reach New York in time for the trial.

Reports from abroad say the Countess is plunged into the deepest grief over the recent crime. Harry Thaw committed on Madison Square Roof Garden last June. Of all the Thaw family he was her favorite. It was through him she met the Earl of Yarmouth, and it was he who arranged the marriage. The Countess of Yarmouth was delayed for nearly an hour while the titled bridegroom handled over the terms of the marriage settlement. Her experiences with Harry Thaw have been bitter and humiliating, but her sisterly love has never failed, and she could not resist the desire to be present and comfort him during the crisis of his tumultuous career.

#### Will Meet Thaw's Wife.

Aside from the meeting of the Countess and her brother there will be another meeting of no less interest when she reaches New York. She will see and greet for the first time in nearly three years the wife of her brother. The cause of the killing of Stanford White, the Countess will stay at the Lorraine where Mrs. Thaw, her mother, Mrs. George Carnegie, her sister and the younger Mrs. Thaw have apartments.

Mrs. William Thaw may not attend the trial. Thaw's wife and sisters will represent the feminine end of the party and will be escorted to court by Joseph Thaw, half brother of the prisoner, and perhaps, by Mr. Carnegie.

### HOWARD GOULDS ARE NAMED IN SUIT.

(Special to The Evening World.) MINEOLA, N. Y., Jan. 10.—A summons and complaint was filed in the Nassau County Clerk's office to-day against Howard Gould and his wife, and the young Pittsford millionaire by Charles W. Copp, of Lawrence, L. I., for materials furnished in building the handsome stables and kennels at Castle Gould, Castle Point, L. I.

The complainant alleges that the building entered into an agreement with the plaintiff to furnish the material, which he did, with the knowledge of the Goulds. He says that in August, 1906, he filed a notice of lien in the County Clerk's office, and a copy was served on the Goulds.

A very bad actor was the Earl, but he struggled along until he met Harry Thaw. The young Pittsford millionaire was immensely taken with the nobleman and the plan of the marriage was selected. It occurred to Thaw to promote a marriage and with that end in view he introduced the Earl to Alice Thaw, a beautiful girl, had not some in mind for society. She was noted in Pittsford for her philanthropic work and her devotion to duty. The Earl was an ardent wooer and finally against the pronounced and vociferous objections of the elder Thaw brothers, Benjamin and Edward, the engagement was announced by Mrs. Thaw.

On the preparations were made for the wedding. The family of the Earl sent a special solicitor from England to arrange the marriage settlement. The nobleman named James. Harry Thaw was the wife and front of the preparations were all carried to him that the Earl was a little too particular about how much money he was going to get. He expressed dissatisfaction with the arrangement by which he was to get an income from one of three tracts into which Miss Thaw's astute brothers had divided her \$500,000 estate.

On the 27th of July, 1906, April 27, 1907, found Harry Thaw unruly. Shortly before the time for his sister to go to court he was ordered to go to the jail. He was commiserated her baroque and went for a ride. At the last minute he positively refused to give the bride away, and did not appear at the wedding.

Justice Fitzgerald, after a consultation with District Attorney Jerome to commiserated her baroque and went for a ride. At the last minute he positively refused to give the bride away, and did not appear at the wedding.

### BAN ON HARRIMAN IF HE ATTEMPTS A DISAPPEARANCE

#### Federal Men Also Watching Others Affected by Railway Inquiry.

#### NAME FRICK AND ROGERS

#### Reported Flitting of Banker Stillman, a Prospective Witness, Starts Action.

CHICAGO, Jan. 10.—Attorneys for the Government, who are conducting the investigation into the management of the Harriman lines, announced to-day that they had determined to take steps to prevent E. H. Harriman, Henry C. Frick and H. H. Rogers from leaving the jurisdiction of the commission. In order to prevent this, steps will be taken to cause the issuance of writs of ne exeat directed against the men named, and they will be compelled to remain within the jurisdiction of the Commission until they have testified before the Board.

United States District Attorney Stinson, who has direction of the proceedings taken here in behalf of the Interstate Commerce Commission, would not say to-day whether or not the writs or warrants he issued to prevent E. H. Harriman, Henry C. Frick, H. H. Rogers, and possibly William Rockefeller, from leaving the country, have been issued.

"That spot cannot be officially announced," he said, "until the warrants are served and become a matter of public record."

Warrants may be issued by either a Judge of the United States District Court or a United States Commissioner. The person against whom the warrants are issued must then appear either in court or before the commissioner and give such bail as may be fixed by the judicial officer having jurisdiction.

James Stillman, who had been mentioned during the Interstate Commerce Commission sessions in this city and who was expected to be a witness, sailed for Europe on Tuesday, on account of ill health. It was announced that James H. Harriman and Frick were each shown the despatch from Chicago announcing that counsel for the Government had asked for writs of ne exeat to prevent them from leaving the country, and they each in turn professed to be absent from the city and they had no thought of leaving the United States at this time even for a short period.

### HARRIMAN INQUIRY OFF FOR FORTNIGHT

CHICAGO, Jan. 10.—James H. Hilland, traffic manager of the Chicago, Milwaukee and St. Paul, was the first witness summoned to-day at the Harriman lines inquiry. He said that the Union Pacific and Southern Pacific were formerly competitors for Pacific coast business.

Mr. Hilland was asked if competition between railroads would still exist if all the railroads in the country were brought under one management. He answered that it is all probability the case in such a case would resolve itself into a question of personal rivalry between the separate managements of the railroads. On the whole he considered the edge would be taken off the competition.

Mr. Hilland stated that since the consolidation of the Union Pacific and Southern Pacific his road had experienced greater difficulty in handling certain classes of freight. On cross-examination he was asked by John G. Milburn, attorney for Mr. Harriman, if the consolidation of the lines had increased the difficulty. He replied very emphatically: "If you does it work against your line?"

The greater part of the business I have expressed goes by the Southern Pacific, and is, I presume, deflected in that direction in order to make a longer haul, that would be the case if it went by the Union Pacific. Director of Maintenance and Operation on the Southern Pacific-Union Pacific system, followed Mr. Attorney Kellogg asked Mr. Hilland a long series of questions regarding his line, the substance of the answers being that the witness is in charge of operation on all lines of the system except the lines in Texas. Concerning these lines he had said frequently that when asked by Mr. Harriman and President Lovett of the Texas Road.

When making one director in charge of operation on all the Harriman lines, except the Texas road, Mr. Hilland presumed Mr. Harriman. He had received his appointment from that source.

Testimony by other witnesses tending to show that the Union and Southern Pacific were competing lines along the Federal Grand Jury yesterday returned two indictments against the Santa Fe Railroad Company, charging rebating.

# FLOATING HULK IS FOUND IN PATH OF MISSING PONCE

## LATEST NEWS.

#### HEARING ON APPLICATION FOR SPECIAL PANEL IN THE CASE OF JUSTICE FITZGERALD

Justice Fitzgerald late this afternoon signed an order calling for a special panel of 260 talesmen for a special jury to appear in court Monday, Jan. 21.

#### STRUCK BY TRUCK AS HE FALLS FROM CAR

While a Sixth avenue car was rounding the curve at West Broadway and Fourth street this afternoon Joseph Bekler, fourteen years old, of No. 317 Cooper street, Brooklyn, who was standing on the platform of the car, was thrown to the street, and before he could rise he was struck by a truck belonging to the Empire Shipping Company, of No. 509 Broome street. Bekler was taken to St. Vincent's Hospital suffering from internal injuries.

#### COLLISION WITH ELECTRIC CAR

A twenty-one years old, of No. 396 Seventh street, driving a truck this afternoon collided with a Second avenue car. He was thrown to the ground and injured internally. He was taken to Flower Hospital.

#### LATE NEW ORLEANS RESULTS

Fourth—St. Valentine 7-2, Alencon 7-5 place, John L. Ingalls

## MAN DASHED TO DEATH AS HE CLUNG TO CLOSED THIRD AVENUE "L" GATE

#### Another Dying in Hospital, Both Tried to Get on Moving Train, Struck Against Pillar and Fell to the Track.

William F. Newman, of No. 3278 Perry avenue, the Bronx, was killed to-day by a southbound train of the Third Avenue Elevated at the One Hundred and Sixty-first street station of the road. Carl Wehn, of No. 2427 Jerome avenue, who was with him at the time, is in Lebanon Hospital dying from internal injuries.

The tragedy was due to the action of a guard, whose number is unknown, of car No. 406, the second of the train. Newman and Wehn made a run for the car as it was pulling out of the station, and, according to passengers, the guard refused to open the gate to which they clung. A pillar caught them and swept them from their hold. The bodies of the two men dropped between the platform and the tracks, while the train rolled on.

Frank Harper, a passenger on the train, shouted to the guard who had caught the train to stop, but his demands had no effect. He got out at the next station, and came back and told the police of the guard's action. Capt. Brennan, of the Tremont Avenue Station, sent Detective Adams to arrest the man.

Newman's body was almost decapitated, and Wehn was unconscious when lifted from the tracks. According to Harper's story the platform of the car from which the two men were swept was crowded with passengers as they made their jump for it.

Harper said every one on the car lost his nerve at the catastrophe and stood as if paralyzed. Somebody pulled the bell to signal the motorman to stop, but the train hands had passed the signal through the cars to pay no attention to the bell.

Newman was forty-six years of age and married. He conducted a beeswax manufacturing concern. His friend Wehn is forty-five, and is an importer of garden seeds.

Colleen Robinson, who was below the station when the accident occurred, had to threaten one of the road's employees before he was allowed on the platform.

The conductor, William Brown, of

### Caracas Reports Dismasted Wreck of a Smaller Vessel Only Forty Miles from Where Porto Rico Liner Was Last Seen Dec. 28.

### FEARS NOW FELT FOR THE MARACAS LONG OVERDUE

#### One Theory is That She and Ponce Were in Collision and Both Sunk—Latter Carried 59 Persons, and the Former at Least 52.

The Red D line steamer Caracas, which has arrived in Porto Rico, reports having sighted a dismasted derelict within forty miles of the place where the missing Porto Rico steamer Ponce was last sighted by the Shenandoah. This derelict lies either in or close to the path which the Ponce must have been pursuing when seen by the Shenandoah's captain on Dec. 28.

Information of the location of the derelict was received by Capt. Hunt at the United States Hydrographic Office in this city to-day in a message from Gov. Beekman Winthrop, of Porto Rico. The message read as follows:

"Steamer Caracas, Red D Line, reports a dismasted derelict about 150 feet long, two or three feet above water, in route of vessels between New York and Porto Rico, passed on Jan. 7 in latitude 28-27, longitude 70-01. BEEKMAN WINTHROP."

Capt. Hunt said he did not believe the derelict could be that of the Ponce, as the wreck is reported by the Caracas as only 160 feet long, while the Ponce is 217 feet long.

May Have Sunk Ponce. A significant feature of this report is, however, the proximity of the derelict to the point where the Ponce was sighted on Dec. 28. The Ponce was then passing at her usual speed. She was in latitude 27-45 and longitude 69-54.

The derelict sighted by the Caracas was about forty miles further north and about ten miles further west. There now seems no hope for the Ponce and little for the Caracas, of the Ponce company.

The belief is now entertained that the Caracas and Ponce met in collision and went to the bottom together, the Ponce carrying down a crew of fifty-two and seven passengers and the Caracas a crew of forty and as least twelve passengers—the exact number has not been reported from Porto Rico, Trinidad. The little steamship put out from that harbor on Dec. 5 and has not been spoken by any craft since.

The theory advanced several days ago and the Caracas crew of forty and as least twelve passengers—the exact number has not been reported from Porto Rico, Trinidad. The little steamship put out from that harbor on Dec. 5 and has not been spoken by any craft since.

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Sunday World Wants Work Monday Morning Wonders.