

The Story of a Great Play **Love—Hypnotism—Telepathy—Crime—Melodramatic Thrills in the Romance** Begins in To-Day's Evening World

The Witching Hour

By the Great American Playwright, Augustus Thomas.

The Opening Chapter of This Story in To-Day's Evening World



WEATHER—Rain or snow to-night and Tuesday.

FINAL RESULTS EDITION

PRICE ONE CENT.

The EVENING EDITION World.

"Circulation Books Open to All."

NEW YORK, MONDAY, FEBRUARY 15, 1909.

PRICE ONE CENT.

150 GIRLS RUSH DOWN 10-STORY FIRE ESCAPE

Explosion of Gas Causes Panic in Workroom Among 350 Women.

FLAME NOT DANGEROUS.

Alarm Calls Much Apparatus to Fight Fire Extinguished by Turn of Tap.

An open jet, the flow of gas from which became ignited, was responsible for a fire scare in the workrooms of Ben Levy & Son, makers of women's suits and cloaks, at Nos. 21 and 23 East Twelfth street, this morning, and in the scramble that ensued 150 young women employed there made the perilous descent from the tenth floor of the building to the street below by way of the fire escape on the outside of the building.

More than 50 operatives are employed by the firm, and the workrooms extend over the entire tenth floor of the Twelfth street building, covering also the top floor of No. 88 University place, which forms an "L."

A presser who was using an iron connected with a gas jet by a long tube accidentally snatched the tube from the jet. A lighted burner directly over the jet the presser had been using ignited the flow of gas and the flame burst from the open jet with a roar.

One of the frightened girls screamed, "Fire!" and instantly there was a scramble for the fire escape. One of the first to reach the sidewalk told a passerby that the entire tenth floor was on fire, and although No. 72 engine house immediately adjoins the building from which the girls fled, the stranger ran to Thirteenth street and University place and turned in an alarm, which resulted in bringing Chief Croker, four engines, two trucks and a fire patrol wagon to the scene, when all that was necessary to check the flame was some one with presence of mind to turn off the stopcock of the blazing gas jet.

Meanwhile the firemen from Engine Company No. 72, seeing that there was no danger, busied themselves in pacifying the other tenants of the building and assuring them that there was neither fire nor danger.

HITCHCOCK, THE ACTOR, SAYS HE IS A BANKRUPT

Owes \$28,294 and Has but \$16 With Which to Settle Up.

Raymond Hitchcock, the actor, of No. 41 West Forty-second street, in a voluntary petition filed to-day, gives his liabilities as \$28,294, unsecured, with no assets save \$16 on deposit in the Mutual City.

Hitchcock says he owes the Johnson Service Company of Milwaukee, Wis., \$4,000 as a judgment on a note given for an automobile, which was returned as unsatisfactory; Herman Fromme, of Cranford, N. J., \$6,000 on notes given for legal services; Thomas Mott Osborne, of Auburn, N. Y., \$10,000, money loaned; Dr. Max Lautermann, Montreal, Can., \$1,500 for attendance at the trial of the People vs. Hitchcock; Carl Fischer-Hansen, No. 9 West Forty-seventh street, \$2,000 on a note given for legal services; Flora Zabelle Hitchcock, No. 251 West Forty-second street, \$2,000 for money loaned; and the Johnson Service Company, of Milwaukee, \$24 for automobile parts and storage.

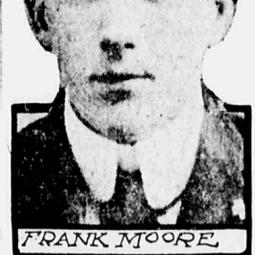
THREE FIREMEN INJURED AT BLAZE IN WILLIAMSBURG.



GEO. WALSH.



CHAS. HILDEBRANDT.



FRANK MOORE.

ROOSEVELT TO VISIT THE POPE AND ITALY'S KING

President to Stop in Rome and View Earthquake Ruins on Way to Africa.

ROME, Feb. 15.—The announcement that Theodore Roosevelt will stop at Naples on his way to East Africa and will remain in Italy eleven days has been received here with great satisfaction. Although it is reported that Mr. Roosevelt will travel as quietly as possible, it is expected that he will visit Rome, both the King and the Pope having expressed the desire to meet him.

Arrangements also are being made for Mr. Roosevelt to visit the earthquake zone.

TAMPA RESULTS.

TAMPA, Fla., Feb. 15.—The results to-day were:

FIRST RACE—Three-year-olds and upward, selling five furlongs—Arthur Stillwell, 114 (Dale), 7.1, 2-2 and out, won; Tres Joll, 102 (Griffin), 5.5, 2-2, second; Herida, 107 (Smith), 6-1, 2-1, third. Time, 1:18. Brown Jug, Rose Arkie, Alvera, Mace, Botocet and Odd Trick also ran.

SECOND RACE—Three-year-olds and upward, selling five furlongs—Arslip, 109 (C. Burns), 3 to 5 and out, won; Relnetto, 90 (Bannon), 2 to 1, 3 to 4 and out, second; Alamo, 119 (Pickens), 4 to 1, 3 to 2 and 1 to 1, third. Time, 1:16. Velce, Canada, St. Magnet and Northville also ran.

CHIEF GRAHAM DIED AT FIRE TO SAVE OTHERS

Rushed in to Warn Firemen, Caught With Four Others Under Falling Wall.

ANOTHER MAN DYING.

Victims of Williamsburg Oil Blaze Dragged by Comrades From Under Debris.

Michael Graham, Battalion Chief of the Fire Department, who lost his life trying to save a company of his men who were imperiled by a tottering wall, died at 10 o'clock to-day in the Eastern District Hospital. His two sisters and his brother, and Fathers McGronen and Handel, fire chaplains, and Father Farrell, of the Church of St. Peter and St. Paul, were with him at the end.

Just before his life passed, the Chief opened his eyes and said to Father McGronen: "It's all right, Father. It's all right." Deputy Chief Lally and Battalion Chief Burns, investigating the manner of Chief Graham's death, found that when the walls of the Pratt Oil Works building at North Twelfth street and the East River, which caught fire in the early morning, began to buckle Chief Graham sent a man in to tell the men of Hook and Ladder Company No. 58 to get out. The messenger did not return, the men did not come out, Chief Graham went in himself, and the wall fell just as he was within reach of the men. His back was broken and both his legs were crushed.

Heard the Walls Crack.

Charles Hildebrand, one of the men of Company No. 58, said that he saw Chief Graham's face appear through the smoke, heard him cry: "Get out of here, you men and hurry," and then heard the wall crack.

Hildebrand said that he owed his own life to the instinct which led him to jump toward the falling wall instead of away from it. He pulled his helmet down over his ears and the falling bricks and plaster buried him to the hips. He thought his leg was broken, but succeeded in moving it. Then he remembered the fireman who was buried under the debris of the Pearl street fire four years ago and was rescued twenty-four hours later and made up his mind that he had a chance for life. He was unconscious when he was rescued.

All the men were caught under a falling wall, which collapsed without warning. For a time they were buried under tons of brick and mortar and burning timbers, and they would have been roasted alive had not their companions deserted their hose and gone to their rescue. The men worked as they have unconscious men were drawn forth and hurried to the hospital. The firemen, many of them with hands blistered and burned, returned to the hose, which had been left to curl and snake and spurt water at will.

When the fire started the wind was from the northeast, and the flames began leaping in the direction of several manufacturing concerns and tenement-houses in the neighborhood. Rain was falling, and the smoke came down like a blanket over the firemen. So dense was the smoke that the men could come close to the burning building only in relays.

Big Tanks Threatened.

Then as the fire gathered the wind shifted due east, and the flames were fanned out over the river. The big Standard Oil tanks, containing millions of gallons of oil, and which extend over a radius of a mile and a quarter, were ordered drained. The oil was sent into subterranean pipes leading to the company's tanks in Ellisville and Long Island City.

The tanks of the Brooklyn Gas Company were also dangerously near, and they were ordered drained. The gas was quickly sent through buried pipes to other parts of the city.

WIFE'S CHOICE OF SECOND HUSBAND PLEASES FROHMAN

Miss Illington Couldn't Secure Better One Than Bowes, Manager Says.

SHE LONGS FOR A HOME.

"Dan Is Thirty Years Older Than I, and That Is a Lot," She Says.

Daniel Frohman announced to-day that if his wife, Margaret Illington, saw fit to marry Edward Bowes, of California, he would approve her choice most enthusiastically.

"Mr. Bowes," he said, "is young, he has thrived in the things of the world, he is altogether attractive. If Mrs. Frohman longs for a domestic life I could not counsel her better than to approve of her marriage with Mr. Bowes.

"Whatever satisfies Mrs. Frohman," said the theatrical manager to an Evening World reporter, "also satisfies me. Our one common ambition of all these years—the one passion of my life—was to promote her success on the stage. It was the common purpose of our lives. When illness finally intervened and I realized that her success on the stage was endangered, that ambition came to an end.

"Do you know Mr. Bowes?" asked the reporter.

"Very well, indeed," replied Mr. Frohman. "He is a splendid fellow and a very dear friend of mine. He has lived here under my own roof. Yes, he first met Mrs. Frohman here.

"If she decides to marry again she couldn't secure a better husband. Certainly, if she makes up her mind to settle down to a domestic life in preference to a stage career of great distinction, the selection of Mr. Bowes will be an excellent one.

"I shall aid Mrs. Frohman in every way in my power to secure her divorce, and I hope that the process may be made as little irksome to her as may be. We understand each other perfectly in the matter, and I would be very sorry to have our understanding interpreted in such a way as to be embarrassing to her."

Wanted No Stage Career.

In San Francisco Miss Illington explained her side of her mutual agreement to disagree with Mr. Frohman in much the same philosophic spirit, except that she seemed to be a little less generous than her husband in refraining from criticism of their home life. Indeed, she said there was no home life.

"Mr. Frohman," she said, "drove me on and on to satisfy his ambition for my stage success. All I want, all I ever wanted, was a quiet, happy home life. I didn't really want a stage career. Once I learned this I wanted to stop. But Mr. Frohman would not let me stop. He kept driving me on and on. The work in itself would not have been so hard. Many women have done more and have not broken down. But this was all done against my will and I could not stand it.

"I want a home and friends and some kiddies. I don't want to spend my life in grease paint and the glare of the footlights. The learning that I really wanted was a long lesson and a warning one. But I know now. And knowing, how could I go on living with the man who was responsible for helping me make that mistake."

Mrs. Frohman was quite emphatic in her denials that she intended ever to return to the stage. She admitted that while she had not finally agreed with Mr. Bowes as to the time and place of their marriage her ideals would be best met by becoming his wife after her divorce from Mr. Frohman.

"Dan is thirty years older than I," said Miss Illington. "And when you are young and want a home that is an awful lot. And we lived with his three unmarried sisters.

"Think of what life was with those three maiden ladies, for a healthy, active, normal woman of my age. Oh, how I used to envy them when I had to go out to the theatre and they could stay at home and sit by the fire and darn stockings and do other housework. That was what I wanted and what Mr. Frohman would not let me have. So

(Continued on Second Page.)

Fine New Turkish Baths

Now open at the New Pulitzer Building, Only first-class downtown establishment. Modern in every respect. Electric and Turkish baths. Also barber shop open day and night.

Gas bills cashed immediately. London Realty Co., 1205 1/2' way, nr. 52d st.,

Actress Who Seeks a Divorce From Manager to Wed Californian



MARGARET ILLINGTON.

WOMAN ESCAPES FROM COURT PEN, AS HARRIS DID

Negress Pays Another's Fine and Walks From Jefferson Market Prison.

It developed this afternoon that another prisoner, a woman this time, has escaped from the prison of the Jefferson Market Police Court. This escape occurred last Friday night in much the same manner that was employed when Benny Harris, one of the best known members of the younger pickpocket set, got away last December.

The first clue to the story, so far as the newspapers were concerned, was given unwittingly this afternoon by Sergeant Walsh, of the Court Squad. Walsh came into the prison pen, and not seeing two reporters, he called out to the undertakers, Meehan, Sheehan and Tucker.

"Say, Capt. Kane, of the West Twentieth street station, has just telephoned to ask if any report has been made to Headquarters regarding the negro woman that beat it out of here."

Then he saw the reporters and uttered something that sounded like "Oh, Lord!" Walsh and the keepers refused to answer any questions and hurried into the room of Head Keeper Dermott. When they came out they had become suddenly dumb. Walsh said he couldn't talk because all telephone communications touching on police business were regarded as confidential. McDermodt admitted that a negro had got away from a court pen, but he insisted that it was not the pen of his court.

At the West Twentieth street station the desk man declared there was no record of any such case on the blotter, and he made a secret investigation, inside the department, was started from the West Twentieth street precinct, the missing negro had just been locked up originally in Capt. Kane's station-house.

It was impossible to secure the name of the escaping prisoner or of the woman whose substitute she became.

HOUSE PASSES THE BILL HELPING KNOX TO CABINET

Measure Had Previously Been Rejected, but Rules Committee Found New Way.

WASHINGTON, Feb. 15.—The House at 4:40 P. M. to-day passed the bill removing the constitutional bar to Senator Knox assuming the office of Secretary of State. The bill had been previously rejected under the two-thirds rule. The majority on passage under special rule was 173 to 117.

When the bill was first brought up in the House this afternoon Representative Mann, Republican, of Illinois, opposed the passage of the bill on the ground that Mr. Knox's appointment to that position would be unconstitutional whether the bill was passed or not. He said he did not intend to be a party to a conspiracy to violate the Constitution.

As the result of a viva voce vote on the bill, speaker Cannon declared that it had been carried, but Mr. Rucker rallied the opponents of the measure and forced a roll-call.

By a vote of 129 to 123, in which all party lines were broken, the bill was rejected, the necessary two-thirds required to suspend the rules not being forthcoming.

Twenty-six Republicans voted against the bill and 31 Democrats for it as follows:

Republicans against: Reed, Minnesota; Birdsell, Iowa; Cadenhead, Kansas; Cary, Wisconsin; Caulfield, Missouri; Chaney, Indiana; Cook, Colorado; Denby, Michigan; Fuller, Illinois; Gilham, Indiana; Hayes, California; Kuesterman, Wisconsin; Lindberg, Minnesota; McCall, Massachusetts; McCreary, Pennsylvania; Mann, Illinois; Marshall, North Dakota; Miller, Kansas; Murdock, Kansas; Nelson, Wisconsin; New, Minnesota; Prince, Illinois; Roberts, Massachusetts; Stafford, Wisconsin; Waldo, New York; Wheeler, Pennsylvania.

Democrats for: Adair, Indiana; Bartlett, Nevada; Broussard, Louisiana; Clayton, Alabama; Craig, Alabama; Crawford, North Carolina; De Armond, Missouri; Fitzgerald, New York; Goldfogie, New York; Hackney, Missouri; Hock, Kansas; Nelson, Wisconsin; New, Minnesota; Prince, Illinois; Roberts, Massachusetts; Stafford, Wisconsin; Waldo, New York; Wheeler, Pennsylvania.

Immediately after this result was announced the committee on rules held a session, with a view to bringing in a rule whereby the bill could be passed by a majority vote.

After being in session a few moments the committee reported a rule to take up the bill late to-day and dispose of it.

PASSENGERS TELL OF ESCAPE FROM DEATH IN WRECK OF FLYER

Eighteen-Hour Pennsylvania Train From Chicago Bumped 700 Feet Over Ties Before It Could Be Stopped.

WOMEN REFUSED TO QUIT CARS BEFORE THEY DRESSED.

All on Board Loud in Praise of Work of Crew in Transferring Them to Train Which Brought Them on to New York.

The passengers of the Pennsylvania eighteen-hour train from Chicago which was derailed at Newton Hamilton, Pennsylvania, before day-break this morning reached Jersey City this afternoon at half past 3 o'clock. They had all been very near to death, and were rejoicing over their escape. The only man hurt in the wreck was the baggageman, H. H. Mings, of Jersey City. He is in the Railroad Hospital at Altoona, Pa.

The principal sensation of the passengers seems to have been startled surprise when they learned how easily they had escaped. Headed by James Michaelstetter, of the Wisconsin Union Zinc Company, and his assistants, Civil Engineers Arthur Fritsch and C. S. Gray, a committee of the passengers began getting up a fund for the families of the engineer and fireman who were reported killed.

It was learned that neither had been seriously hurt. The passengers did not let this make any difference, but divided \$50 which had already been collected, between the two men.

Women Couldn't Believe It.

Mr. Michaelstetter said that when he rolled out into the aisle after the shock his attention was engaged by the quarrels which started between a number of women passengers and their husbands. The men wanted to get the women folks out of the train and the women refused to stir from the cars until they were dressed, saying that they didn't believe that there had been a serious accident with so little damage.

There was a general meeting of the passengers alongside the wrecked train at which resolutions were passed thanking the train crew for their coolness and bravery. The Manhattan Limited coming along an hour after the accident took on the passengers of the special and delivered them at Jersey City. The Manhattan Limited, due at 11:30 o'clock this morning, was four hours late on account of the wreck.

Joseph Morton, of Huntington, L. I., was in the first car of the train.

"It was just a great, big bump," he said. "The first thing I knew I was piled up at the head of my berth and the train was standing still. As soon as I could get out I found the engine lying over the side of the tracks and a great big hole in the ground where the boulder which we had struck had been pushed into the ground. That was all there was of it, except our gratitude for being alive."

All Confusion Outside.

The Rev. Bernard Mackin, rector of St. Paul's Parish Church, at Burlington, Ia., is to sail on the Caronia Thursday, when he will go direct to Rome in the interests of the Catholic Church Extension Society of America. In discussing the wreck, Father Mackin said:

"I was reading my berth shortly before 5 o'clock when I felt a crash that threw me to the floor of the car. I was in the rear of the fourth car. There was a series of 'chugs' like those of an automobile before the train came to a full stop and these were accompanied by a series of jolts that gave us all a lively shaking up. As soon as I could recover my wits I left the coach and made my way through the train, and much to my relief, ascertained that no one had been killed or injured. All without, however, was confusion. Women

were screaming and their children crying, while men were running to see if any one had been killed.

"I believe I can truthfully say that we all owe our lives to the magnificent equipment of the train, which we at once dubbed as wreck proof. The coaches held together, despite the fact that the impact against the ten-ton boulder which we crashed into was sufficient to have shattered an ordinary coach to splinters.

"The crew was so splendidly trained that in no time they had restored order from chaos, and so impressed were we all by their fine work that we raised a purse of \$50, which was divided among them."

J. K. Joice, a lumber merchant, with offices in the First National Bank Building, Chicago, and his wife, were others seen by an Evening World reporter to tell of their experiences. Mr. Joice said that he had frequently been to Coney Island and there bumped the bumps, but that he had never had an experience along that line to equal that of this morning.

"We must have skidded along over the ties for 700 feet," Mr. Joice said, "before the train was brought to a stop. We were all badly shaken up, but in an incredibly short space of time order was restored and we were seated at a hastily prepared breakfast."

Crashed in a Fog.

There was a heavy fog over the Allegheny Mountains this morning and a misty rain was falling. The train, which left Chicago yesterday afternoon, had lost time steadily climbing the slope from Pittsburg to the crest of the

PASSENGERS TELL OF ESCAPE FROM DEATH IN WRECK OF FLYER

Eighteen-Hour Pennsylvania Train From Chicago Bumped 700 Feet Over Ties Before It Could Be Stopped.

WOMEN REFUSED TO QUIT CARS BEFORE THEY DRESSED.

All on Board Loud in Praise of Work of Crew in Transferring Them to Train Which Brought Them on to New York.

The passengers of the Pennsylvania eighteen-hour train from Chicago which was derailed at Newton Hamilton, Pennsylvania, before day-break this morning reached Jersey City this afternoon at half past 3 o'clock. They had all been very near to death, and were rejoicing over their escape. The only man hurt in the wreck was the baggageman, H. H. Mings, of Jersey City. He is in the Railroad Hospital at Altoona, Pa.

The principal sensation of the passengers seems to have been startled surprise when they learned how easily they had escaped. Headed by James Michaelstetter, of the Wisconsin Union Zinc Company, and his assistants, Civil Engineers Arthur Fritsch and C. S. Gray, a committee of the passengers began getting up a fund for the families of the engineer and fireman who were reported killed.

It was learned that neither had been seriously hurt. The passengers did not let this make any difference, but divided \$50 which had already been collected, between the two men.

Women Couldn't Believe It.

Mr. Michaelstetter said that when he rolled out into the aisle after the shock his attention was engaged by the quarrels which started between a number of women passengers and their husbands. The men wanted to get the women folks out of the train and the women refused to stir from the cars until they were dressed, saying that they didn't believe that there had been a serious accident with so little damage.

There was a general meeting of the passengers alongside the wrecked train at which resolutions were passed thanking the train crew for their coolness and bravery. The Manhattan Limited coming along an hour after the accident took on the passengers of the special and delivered them at Jersey City. The Manhattan Limited, due at 11:30 o'clock this morning, was four hours late on account of the wreck.

Joseph Morton, of Huntington, L. I., was in the first car of the train.

"It was just a great, big bump," he said. "The first thing I knew I was piled up at the head of my berth and the train was standing still. As soon as I could get out I found the engine lying over the side of the tracks and a great big hole in the ground where the boulder which we had struck had been pushed into the ground. That was all there was of it, except our gratitude for being alive."

All Confusion Outside.

The Rev. Bernard Mackin, rector of St. Paul's Parish Church, at Burlington, Ia., is to sail on the Caronia Thursday, when he will go direct to Rome in the interests of the Catholic Church Extension Society of America. In discussing the wreck, Father Mackin said:

"I was reading my berth shortly before 5 o'clock when I felt a crash that threw me to the floor of the car. I was in the rear of the fourth car. There was a series of 'chugs' like those of an automobile before the train came to a full stop and these were accompanied by a series of jolts that gave us all a lively shaking up. As soon as I could recover my wits I left the coach and made my way through the train, and much to my relief, ascertained that no one had been killed or injured. All without, however, was confusion. Women

were screaming and their children crying, while men were running to see if any one had been killed.

"I believe I can truthfully say that we all owe our lives to the magnificent equipment of the train, which we at once dubbed as wreck proof. The coaches held together, despite the fact that the impact against the ten-ton boulder which we crashed into was sufficient to have shattered an ordinary coach to splinters.

"The crew was so splendidly trained that in no time they had restored order from chaos, and so impressed were we all by their fine work that we raised a purse of \$50, which was divided among them."

J. K. Joice, a lumber merchant, with offices in the First National Bank Building, Chicago, and his wife, were others seen by an Evening World reporter to tell of their experiences. Mr. Joice said that he had frequently been to Coney Island and there bumped the bumps, but that he had never had an experience along that line to equal that of this morning.

"We must have skidded along over the ties for 700 feet," Mr. Joice said, "before the train was brought to a stop. We were all badly shaken up, but in an incredibly short space of time order was restored and we were seated at a hastily prepared breakfast."

Crashed in a Fog.

There was a heavy fog over the Allegheny Mountains this morning and a misty rain was falling. The train, which left Chicago yesterday afternoon, had lost time steadily climbing the slope from Pittsburg to the crest of the