

SECOND STORM TIES UP TRAFFIC; FIREMEN HELP CLEAR STREETS

WEATHER—Clearing to-night; Tuesday fair; colder.

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A COMPLETE NOVEL EACH WEEK IN THE EVENING WORLD

The Evening World. FINAL EDITION

"Circulation Books Open to All."

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PRICE ONE CENT.

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NEW YORK, MONDAY, FEBRUARY 16, 1914.

16 PAGES

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GORE, CHARGING CONSPIRACY, SAYS WOMAN MADE OUTCRY AFTER LEADING HIM TO ROOM

Blind Senator Says Mrs. Bond Made Advances to Him at Time She Charges Attack.

SHE TOOK HIS HANDS.

"What Does This Mean?" He Swears He Asked—Man Then Burst in on Them.

OKLAHOMA CITY, Okla., Feb. 14. United States Senator Thomas P. Gore took the witness stand today in the \$50,000 damage suit of Mrs. Minnie E. Bond, and gave his version of his meeting with her in the Winston Hotel in Washington last March, 1913, upon which Mrs. Bond based her charges that the Senator attempted to attack her.

Senator Gore testified that Mrs. Bond insisted upon meeting him in the hotel to discuss the appointment of her husband as an internal revenue collector, although he assured her that he would give her preference over any other caller and see her at once if she would call at his office. He said he finally agreed to the hotel conference and that when he called at the hotel he was met by Mrs. Bond, who conducted him to a room.

At their meeting, the Senator declared, they discussed the appointment, and he finally told Mrs. Bond he could do nothing for her husband. As he arose to go, he said, Mrs. Bond seized him and attempted to pull him toward her. He said he next became aware of the presence in the room of T. E. Robertson. He declared that neither Mrs. Bond nor Robertson made any suggestion at that time that the Senator had been guilty of any impropriety.

His sightless eyes fixed, his hands folded across the top of his cane, Senator Gore went through the ordeal of examination and cross-examination with grim determination.

All of his testimony was in line with his claim that the charges made by Mrs. Bond were part of a conspiracy to ruin him politically.

Senator Gore was led to the stand today by D. M. Frawley, income tax collector for Oklahoma, and examined by Judge C. B. Stuart of his counsel. He took the oath sitting down.

He remembered meeting Mrs. Bond at the Skirvin Hotel, Oklahoma City, in January, 1913, but not who introduced them. He told her that he was committed to an applicant for collector of internal revenue and could not give his endorsement to her husband.

"Was it ever suggested that she (Continued on Second Page.)

CALEDONIA TOSSED PASSENGERS ABOUT LIKE DICE IN A BOX

Liner Was Helpless in Mid-Ocean Two Hours in Trough of Great Sea.

SHAFT OUT OF ORDER.

Carmania Fails to Pick Up 51 Angry Passengers at Queenstown.

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QUEENSTOWN, Feb. 16.—Passengers who arrived here early this morning on the Anchor liner Caledonia, from New York, report a terrifying experience last Friday in mid-ocean during the prevalence of a gale attended by mountainous seas.

Some of the machinery connected with the shafts gave out and it became necessary to stop the engines in order to make repairs. The Caledonia dropped into the trough of the sea.

For two hours she rolled and plunged, utterly beyond control, sliding down the side of one mountainous wave, her port side ports would be submerged while the starboard ports were pointed toward the sky. Climbing the next wave, the position would be reversed.

EVERYTHING MOVABLE HAD TO BE LASHED DOWN.

All the passengers could do was catch hold of something and hang on. In the smoking room, the dining saloon and the lounges everything movable was hurled from one side of the ship to the other until stewards could make things fast. First one side of the bridge, then the other touched the surface of the sea.

The Caledonia came into Queenstown harbor in the darkness of the early morning with a heavy sea running and disembarked six passengers and 1,570 sacks of mail. The arrival of the Caledonia was a source of added irritation to fifty-one passengers who had tickets for New York on the Cunarder Carmania and will have to wait here until Feb. 19.

CARMANIA DECLINES TO ENTER HARBOR FOR PASSENGERS.

The Carmania arrived off Queenstown harbor from Liverpool at noon yesterday. There was a heavy sea running and she anchored two miles outside. A tender with passengers and 1,117 sacks of mail was waiting inside the port to make the transfer, but at the end of two hours and a half the captain of the Carmania sent a wireless message stating it was too rough to enter, and then he started for New York.

The abandoned passengers made life miserable for the Cunard agents, especially in view of the fact that the big White Star liner, Arabis, which arrived an hour ahead of the Carmania, steamed into the harbor, embarked passengers and mails and steamed out again bound for New York, passing the Carmania anchored out in the sea.

Snow-Men at Work Opening the Way for Traffic, And Fire Engine Fighting Storm on Way to Blaze

(Photographs Taken by an Evening World Staff Photographer.)



SCENE ON WEST ST.

JUMPS IN FRONT OF SUBWAY TRAIN AND IS KILLED

George W. Jameson, Office Manager for Rhoades & Co., Brokers, a Suicide.

George W. Jameson, office manager of the banking and brokerage house of Rhoades & Co., at No. 45 Wall street, jumped in front of a south-bound Broadway express in the subway station at One Hundred and Eighty-first street today. Two cars passed over him and he was instantly killed.

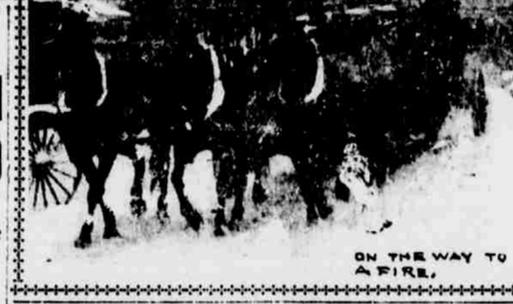
Friends and relatives were incredulous when told that he had committed suicide. They insisted that his death must have been the result of an accident, but the Interborough management has the statements of two witnesses—John Spano of No. 317 Garden street, Yonkers, and Edward Meyers of No. 360 Tenth street, Brooklyn, who say that Mr. Jameson waited until the train was a few feet away, and then deliberately leaped to the track.

Andrew Martin, the motor engineer of the train, tells the same story. Mr. Jameson was forty years old and unmarried. He lived with his mother at No. 343 West End avenue. So far as is known he did not leave any message explaining his act.

Tracy A. Johnson of the firm of Rhoades & Co. said that Mr. Jameson was a bond salesman in the financial district for several years up to six years ago, when he entered the banking house as office manager. "I cannot conceive why Mr. Jameson should kill himself," said Mr. Johnson. "His accounts with the firm were straight. He never showed any signs of mental trouble. We saw him last on Friday, when he was as cheerful as usual. He did not appear at the office on Saturday."

The mother of Mr. Jameson is an elderly woman and has been ill. A daughter who lives at No. 925 West End avenue said that the shock of her son's death had overwhelmed Mrs. Jameson and her life is despaired of.

Samuel Goldberg of the Amsterdam avenue tailoring firm that made Mr. Jameson's clothes told the Coroner this afternoon that his customer had been talking a great deal of late about business depression. Mr. Goldberg thought that Mr. Jameson had lost some money.



ON THE WAY TO A FIRE.

NAVAL OFFICER FIGHTS WHEN WIFE DANCES ONE-STEP

Lieut. - Commander Huff of Battleship Texas Punches Society Man of Newport News.

(Special to The Evening World.)

NEWPORT NEWS, Va., Feb. 16.—Angered because his wife danced the "one step" with J. P. Kelsicker, prominent society and clubman, during a Valentine dance at the Hotel Warwick, Saturday night, Lieut. Commander Charles P. Huff, U. S. N., yesterday attacked Mr. Kelsicker in the hotel lobby, severely punishing him. The case was aired in the Police Court today and resulted in a fine of \$12.75 being imposed upon Huff.

Mr. Kelsicker, who is chief of correspondence at the local shipbuilding company, is prominent in social circles in this city, Norfolk and Old Point. Lieut. Commander Huff is assigned to the battleship Texas here and a guest at the Hotel Warwick. He, with Mrs. Huff, was a guest at the dance given Saturday night. During the evening Mrs. Huff and Kelsicker danced the one step together. While on the floor they were approached by Huff, who told Mr. Kelsicker that he objected to the dance. The latter, thinking the lieutenant was joking, replied laughingly:

"Commander, your objection is overruled." "Oh, but it is not. Take Mrs. Huff to her seat." Lieut. Huff retired showing anger. Mrs. Kelsicker, seeing that no jest was meant, promptly shoved his

partner to her seat. Mrs. Huff apologized for her husband's conduct and the incident was apparently forgotten until yesterday morning. The clubman and naval officer met in the lobby while going to the dining-room. Witnesses say that without a word of warning Huff dealt Kelsicker a severe blow, felling him to the floor. He then is alleged to have struck him twice more. A warrant was served by friends of Kelsicker.

FOE OF THE ICE TRUST IS CALLED TO TRIAL

Sheridan Accused of Attempted Extortion—Evidence Obtained Through a Detectograph.

Joseph A. Sheridan, former President of the Independent Ice Dealers' Association, and former head of the Citizens' Protective League, was placed on trial today before Justice Davis in the Criminal Branch of the Supreme Court on an indictment charging attempted extortion.

Sheridan was arrested on complaint of the officers of the Knickerbocker Ice Company after a hearing before Chief Magistrate McAdoo at which testimony was given to show that Sheridan had demanded \$1,000 from the Knickerbocker Company by threatening to set the Legislature or the Attorney-General of the State or the District Attorney of the county after the Knickerbocker Company.

At the hearing before Chief Magistrate McAdoo, Charles Small, division superintendent of the company, in West Forty-sixth street, testified that Sheridan had proposed to him over the telephone to call off a mass meeting of Cooper Union, providing that he would pay the \$1,000.

A detective agency was employed to obtain evidence against Sheridan by use of detectographs. One of the machines was installed in the Knickerbocker's office in Flushing and the other one under a coat rack at the company's office, No. 114 West Forty-sixth street, Manhattan.

UNEMPLOYED MEN BESIEGE OFFICE OF THE MAYOR

Routed From City Hall Corridors When Threats of Violence Are Heard.

Two hundred young men, who claimed they had been driven by the police reserves from the city's employment agency at No. 27 Lafayette street, marched to the City Hall at noon today and laid their case before the Mayor. Before the arrival of the Mayor the young men thronged the corridors, discussed their grievances excitedly and for a time made themselves objectionable.

"Let's mob the Mayor's office!" declared one of the leaders, Lieut. Kennel, down at the other end of the corridor, heard the threat and got busy. Patrolman Fritz of the Mayor's personal staff, Acting City Hall Custodian Rooney, Sergeants-at-Arms Brehm and Horbacher and three men from the Traffic Squad formed a flying wedge and the men were forced down the steps to the City Hall Plaza.

"If you fellows want to see the Mayor," said Kennel, "you had better have a committee represent you."

William J. Doherty of No. 405 West Fifth street and Harry Kline, who said he lived at No. 214 West street, and admitted he was a member of the I. W. W., were picked as the representatives of the gathering. "We were peacefully waiting for work," said Doherty, "when the police reserves came around and hustled us out on the street. They clubbed and manhandled us shamefully."

Kline told a similar story. An entirely different version of the rumpus at the employment agency came from those in charge there. Between 8 o'clock this morning and noon, it was explained, between 500 and 800 men applied for work. Although every agency in the city was communicated with, not one vacancy was located. Meanwhile the unemployed, packed into the employment agency, began to fret and grumble. It is claimed by the agency men that there were ruffians among the work-seekers and that they began to break up the benches in the rear of the room and interfere with the telephone connections. The men were threatened with expulsion, but only grew worse, it is claimed. Finally it was decided that it would be necessary to send for the police.

Augustus Ragan said he would permit the men to return and make out their applications for work if they would behave themselves. Not ten minutes after the delegation of 200 had departed from the employment agency for the City Hall a call for 200 men was received from the Bridge Department.

Contractors withdrew nearly 500 of the horses promised to the Snow Removal Bureau. The men used their tasks slowly and ineffectively. Hundreds threw aside their shovels and deserted.

HUGE SNOW DRIFTS BLOCKADE STREETS; CITY IN FIRE PERIL

Firemen Will Aid Street Cleaners Near Firehouses, So Horses Can Draw Apparatus—Stalled Vehicles Jam All the Streets.

FIVE INCHES OF SNOW FALLS IN FEW HOURS

Street Cars Halt on West Side and Run at Infrequent Intervals in Other Parts of New York.

Five inches of snow falling today between dawn and the early afternoon completed in downtown New York the traffic paralysis which began with a ten-inch fall of sleet and snow Saturday. The narrow lanes between the piles of snow, shovelled from the sidewalks, became choked at a thousand places by stalled trucks and cabs.

By noon the confusion was such below Canal street that street crossings were closed by automobiles and wagons with interlocking wheels, and foot passengers had to walk half a block and buck the drifts to find a crossing place. Uptown conditions were but little better.

The fire peril of the city caused by the storm became so acute that Street Cleaning Commissioner Fetherston and Fire Commissioner Adamson decided that their two departments should co-operate to make it possible for fire apparatus to move with some freedom.

Street cleaners were directed to aid firemen in digging out hydrants covered by snowdrifts and by foolish sidewalk cleaners. Fire Department snowploughs were sent, fully equipped, to all fire houses, to be manned by firemen for the cleaning of streets which might be used by firemen in answering alarms. This unprecedented action was taken after Chief Kenlou reported to Mr. Adamson that many fire companies were so embarrassed that they could not possibly get two blocks from their stations.

The street cleaners, emergency men and contractors' gangs, the three thousand more shovellers hired by the street car companies, the husband employed by hotel, theatre and restaurant owners and by the Bridge Department, had cleared away only little patches of Saturday's snow when today's fell upon them. The new snow did more than increase their work; the stinging snow in faces of men and horses made effective shovelling and carting almost impossible.

GLYNN AUDITORS REPORT KENNEDY'S BOOKS STRAIGHT

But Assembly Graft Hunters Will Investigate Affairs of Suicide State Treasurer.

Of the two investigations ordered today into the accounts of State Treasurer John J. Kennedy, who committed suicide yesterday in Buffalo, one has already been completed. This is the one ordered by Gov. Glynn. The second one is to be made by the Assembly committee that has charge of the legislative graft inquiry.

Gov. Glynn's investigation was ordered after requests for it had been telegraphed to Albany by the dead treasurer's relatives. Similar requests were made by his deputies. It was made by accountants from the Comptroller's office, who reported that the books were in perfect condition.

The examination to-day went back only to last Monday, but at that time they were balanced by the same men—Samuel G. Jeffreys and C. H. Mul-

There were squads of men, driven by excited and sometimes profane foremen, at work on Broadway, Fifth avenue, Sixth avenue, Fifty-third, Forty-second, Thirty-fourth, Twenty-third, Fourteenth and Eighth streets. They had cleared only patches, mostly apart, by noon, and despite the shouted orders of the foremen seemed to do little more than pick at the surface of the frozen snow until the weather cleared just after noon.

The street car and railroad situation was better than on Saturday. All the railroads were moving. Western through trains were moving. Western hours to half a day late, including mail trains. Suburban trains from New Jersey were only a few minutes late; those from the New York Central lines late minutes to half an hour late and Long Island Central trains on time, with the steam trains doing nearly as well.

BROADWAY CARS NOT RUNNING IN UPTOWN SECTIONS.

The Broadway line of the New York Avenue Street Railway system, over which no cars have run up town since Saturday morning, was still completely disabled, with an uncertain prospect of resuming service. The other car lines all over the city were involved in the general confusion, were of no use to passengers.

A storm next half an hour of which confront street railway managers every week in the winter. Western cities and are not

(Continued on Fifth Page.)