

AMERICAN SHOT TO DEATH BY MEXICANS AFTER RAID

Showers probable to-night; Sunday clear and colder.

FINAL EDITION

The



World.

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MANY DIE AS SNOWSLIDE HITS TRAIN; TWO CARS ARE HURLED DOWN MOUNTAIN

PRO-RATING OF EXPENSES RULE OF ALL COMMITTEES, SAYS SERGEANT-AT-ARMS

Custom of Twenty Years, Declares Man Who Handled Thompson Hotel Bill.

STATE DOESN'T CHECK.

Comptroller Never Questions Items After Legislature Hands Over Money.

"Pro-rating expense bills among members of a committee has been a custom for twenty years to my knowledge," said Charles H. Hotaling, the veteran Sergeant at Arms of the Senate. "The bill of the Thompson Committee was handled in the same way that dozens of other committees have made out their bills in past years."

"The only exception that I can recall was in the case of the Armstrong Committee investigating the insurance companies. There it was arranged beforehand that each member of the committee should keep his own account and render individual bills to the State Comptroller."

"I cannot recall offhand all the committees I have served in which the pro-rating practice was followed, but so far as I know it has prevailed from time immemorial. In this Thompson Committee expenses there has been more economy and restraint practiced than customary. Not a bottle of wine has been charged by any member to the State, nor so far as I know has a bottle of wine been drunk by any of them. Even the New Year's Eve bill of the members who were in town was paid for out of their own pockets."

"However much the practice may be criticized, the fact remains that the expenses have not been extravagant, and there is not the slightest ground for hint or suspicion that any of the charges were improper or unwarranted."

Among the committees of the Legislature who pro-rated their expense accounts among the members in manner similar to that of the Thompson Committee, old timers recall the Houker Committee investigating highways that travelled through five States and contracted bills of considerable size. These were pro-rated among the members.

The Gas Investigating Committee, headed by Senator Stevens, that led to 80-cent gas rates in New York City had its bills pro-rated. So did many others.

The custom among legislative committees is for the chairman or the sergeant-at-arms to sign for a larger proportion of the expense bills, particularly restaurant checks. There are also separate items signed at various times by members of the committee. These are handed over to the chairman or the sergeant-at-arms in final accounting.

In former years the practice was to put down on the bills first the names of all the members and then lump all the items underneath. A number of years ago some Comptroller demanded that each individual member should be charged separately, and this led to the practice of allotting or pro-rating some part of the total sum to each.

The City of New York does not even go to that trouble. The expense bills of Mayor Mitchell and other city officials forming a party last summer visiting Gary, Ind., to investigate the school system there, did not

CONVENT GIRL'S ELOPEMENT WAS SPOILT BY POLICE

Marie Chastaine and Her Young Swain Seized on Father's Order.

Her sudden transfer from the sequestered life of Sacred Heart Convent into the gayeties of the outside world, followed by a dull period in the home of her aged grandmother, have produced an not unusual result in the life of comely Marie Chastaine, who is only fourteen, but looks at least four years older. She was arrested to-day in Richmond, Va., while trying to elope with Robert Gaynor, twenty-five, of Philadelphia, a young man whom her relatives here never even heard of.

"That doesn't seem possible," exclaimed Marie's aunt, Mrs. Henry Opitz, when reached by telephone to-day at her home, No. 101 Riverside Drive. "Why, it was only Tuesday that I saw Marie and her brother Lyle off on the steamer to visit their father at Hopewell, Va. Marie and her brother have been living with their grandmother, Mrs. Taylor, at No. 118 East Eighteenth Street, Brooklyn. Her grandmother has left that address now and I won't tell you where she has gone."

Mrs. Joseph Chastaine, Marie's mother, who died at Port Orange, Fla., about a year ago, was formerly an artist's model. Brooklyn neighbors say, and little Marie is understood to possess all the qualifications necessary to follow in her mother's footsteps. Her father has been working in Hopewell, near Petersburg, in the Du Pont plant, and it was he who caused the arrest of the young couple as they were trying to procure a marriage license in Richmond. Gaynor and little Marie had come over from Petersburg in an automobile, accompanied by Sallie Delany, twenty-one, of No. 97 North Elliott Place, Brooklyn, who recently got work at Hopewell.

Gaynor says he is a professional golf instructor and went South several months ago after leaving his position with the fashionable Equinox Club of Manchester, Vt. On the death of his father, William Gaynor, of Philadelphia, he says he was adopted by his aunt, Mrs. Isabelle Duffy, of Manayunk, Pa. He is held on a charge of abduction.

Lyle Chastaine, though only twenty-one, is a widower, his wife and baby having died of gas poisoning last summer, accidentally, it was reported at the time. His grandmother is said to have kept him liberally supplied with money, and the life Marie got a glimpse of in his company was not the sort she had known in the convent.

Sails to Enlist in Brother's Place. Sacrificing his own prospects in America that his brother, who has a wife and four children, need not face death with the British army, Charles E. Butler, of No. 227 Park Avenue, sailed to-day on the St. Paul to enlist. Butler's mother had written that presence of public opinion in Red Hill, Surrey, England, where the brother lives, made it necessary for one of the sons to enlist. Charles, the younger and unmarried, volunteered.

STREET MUSICIANS WIN RICH FRIEND THROUGH TINY GIRL

Mrs. G. H. Gould Makes Home for Belgian Refugees and Daughter.

ATTRACTED BY BEAUTY.

Former Antwerp Opera Orchestra Leader, Wife and Child Provided With Home.

The beauty of a six-year-old child and the warmth of a woman's heart, the two brought together by the strains of a violin and cello on a Broadway corner, have made life happy again for three victims of the war in Europe.

The child is Madeline de Rudder, whose eyes are blue and whose hair is like sunshine; the woman, Mrs. George H. Gould, whose husband is a retired merchant, of No. 26 West Sixty-ninth Street, and rich, and the others are Mr. and Mrs. Henri de Rudder, musicians.

Before the war began de Rudder was orchestra leader at the Antwerp Opera. But the German shells knocked the opera house to pieces, and the de Rudders, who the day before had money and a home, fled with the other refugees. After a while they landed in New York with no money, only the violin and the cello.

"Well," said Mr. de Rudder, "it seems to me, my dear, that as I can get no work, there is only one way out of it. All the evening up and down this busy Broadway go the people. We will play for them, and the little one shall invite them to give something. It is not the opera, but it is honest, and one must live."

That is how it came about that Mrs. Gould, passing Broadway and Sixtieth Street in one of her half-dozen automobiles, heard the music and saw the child pushing around a toy cart, into which a few New Yorkers were tossing a very few small coins.

Mrs. Gould got out and stroked the little girl's hair. That evening she had the whole de Rudder family to dinner, and heard their story. The next thing was the installation of the de Rudders in a modest little home at No. 763 Columbus Avenue. But Mrs. Gould still wasn't sure exactly how far to follow with her good intentions.

The de Rudders kept on giving their street corner concerts until late yesterday when two agents of the Children's Society arrested the three and took them to the West Forty-seventh Street Station. Mrs. Gould might never have heard about it had not she gone to the de Rudders' home with a big doll for the little girl. Then the facts came out.

Arraigned before Magistrate Groehl, de Rudder was telling his story when Agent Sierwood whisked him to the Court that Mrs. Gould had come to the rescue and would assure the Magistrate that the family should no longer want.

"I was struck by the child's beauty," explained Mrs. Gould. De Rudder was asked whether Mrs. Gould proposed to adopt the child. "She wants her," he said. "She will get me a job now in an orchestra. In a year I go back to Belgium to Professor Backau."

Mrs. Gould doesn't think the de Rudders will give up the little girl. "They idolize her," she explained. "She's a ray of sunshine to those poor people in their distress. I believe it was for this reason they would not accept my offer to take the child into my own home. They would be miserable without her."

For supplying diet in grippe or sore throat use Merrick's Malted Milk. Avoid substitutes.—Advt.

MUNITION SHIP TURNS BACK, HER CARGO ABLAZE

Freighter Sygna, Bound to Russia, Fights Mysterious Fire in Hold.

NO BOMB, SAYS CAPTAIN.

City Fireboat Helps Quell Flames Despite the Hampering Deck Load.

The Norwegian freighter Sygna, loaded with railroad supplies for the trans-Siberian Railroad, bound for Vladivostok, Russia, put back to port to-day on fire. The fire was extinguished as she lay off Quarantine. An immediate investigation was begun because of the frequent occurrence of fires on ships bound for the warring countries of Europe. There was nothing so far as the officers knew, more inflammable than wood on railroad car bodies, shipped knocked-down, in the No. 1 hold, in which the fire started.

The Sygna sailed from the Bush Terminal early yesterday morning. At a little before 4 o'clock this morning the freighter was sighted from Quarantine, her bridge signal lights flashing in the Morse code a message saying the first hold was on fire and asking that the charterers, Norton, Lilly and Company, and the Norwegian Consul be notified. The operator at Quarantine forwarded the messages and the fireboat William J. Gaynor was sent to aid the burning vessel. She was closely followed by Deputy Fire Chief Worth in the speedboat, Vixen.

The firemen found the crew of the Sygna forcing live steam into the forward hold through a hole which had been cut in the deck. The decks were so heavily loaded with railroad iron and coils of wire rope that it was not possible to open the hatch.

Chief Worth suggested that Capt. Meyers of the Sygna run his vessel aground in the mud off Tompkinsville so the fight could be carried on in shallow water. Capt. Meyers refused because he feared his cargo was so heavy he feared it would burst through the ship's sides if the weight rested on bottom. A working crane was sent down and the heavy material on the decks shifted so that the hatches could be opened and streams from the Gaynor thrown in. The fire was out by 10 o'clock.

Capt. Meyers said there was no explosion before the fire. The man on watch last evening saw a wisp of smoke coming up from the machinery piled over the hatches and when a hole was cut in the deck a heavy volume of smoke poured out. Capt. Meyers said he did not suspect an incendiary bomb and attributed the fire to a cigarette dropped by a careless stevedore.

The Sygna will return to her dock and the damaged hold will be cleaned out and carefully examined to learn if the vessel suffered any structural injury. According to the agents, the Sygna carried no munitions of war and only a few cases of fuel oil, packed in a hold remote from the fire.

ADMIRAL TOGO'S SON HERE.

Young Japanese Prefers the Flower Garden to the Battleship.

Hyo Togo, son of the famous Japanese Admiral, arrived here to-day on the steamship New York to visit some of his father's friends with some six years ago. The young Japanese has no record beyond him, nor is he looking forward to an army or navy career. He has been two years in England, studying landscape gardening and botany.

"Japan has outgrown the little garden that has become famous," he says. "The streets and the hills are not enough. I believe the Western idea will help us immensely, and I have been about the great gardens and schools of England in order to take the European idea of a garden home with me. I will sail from San Francisco on March 4."

Gen. Gabriel Gavry, commandant at Juarez, from headquarters gave

Child Refugee From Belgium Arouses Sympathy of Rich Woman



TEXAN UNDER FUSILADE OF 200 SHOTS BY BANDITS KILLED IN DASH FOR LIFE

Victim Unarmed, Is Shot in the Back as He, His Companion and Mexican Police Official Try to Escape—Thrilling Story Told.

YSLETA, Tex., Jan. 22.—Five Mexicans, members of a band of cattle and horse thieves, who have harassed the border for weeks, shot and killed Bert Akers, a young rancher of this place, yesterday afternoon, according to the story told of the tragedy to-day by Douglas Downs, Akers' companion, who survived a hail of 200 bullets, as he and Akers, riding one horse, sought frantically to escape. They were unarmed.

Juan Barryos, a Mexican secret service man, detailed to aid the young Americans in the search for six cows stolen from Mrs. J. D. Murphy, Akers' sister-in-law, was relieved of his weapons by the Mexicans, but not harmed. Akers was twenty-five years old and leaves a wife and three children. Downs is a cowboy, twenty years old, and a Wild West rider.

This new outrage coming after the Santa Ysabel massacre, has again aroused bitter feeling against the Mexicans along the border. Texas rangers spent last night lying out on the border, hoping that some of the Mexicans would come across the line. Reports from Juarez state that two of the Mexicans, Bernardo Duran, whose shots killed Akers, was arrested, with his brother, Frederico Duran.

Gen. Gabriel Gavry, commandant at Juarez, from headquarters gave

(Continued on Second Page.)

AVALANCHE IN THE ROCKIES SWEEPS DOWN ON EXPRESS OF GREAT NORTHERN ROAD

Cascade Limited, Running From Spokane to Seattle, Standing Still When Struck by Snowslide—Two Cars Torn Away.

HUNT DOWN DEEP GORGE FOR VICTIMS OF DISASTER

SEATTLE, Wash., Jan. 22.—The Cascade Limited of the Great Northern Railroad was struck by an avalanche of snow near Corea Station, 120 miles east of Seattle, at 7:15 o'clock this morning. The dining car and a day coach were torn from the rest of the train and hurled 300 feet to the bottom of a gorge. At least fourteen persons were killed.

The number of injured will exceed that of the dead. Relief trains with physicians and nurses have been rushed to the scene of the disaster. Because of the tearing down of telegraph wires by the snow, details of the accident came in very slowly.

MAN AND BRIDE DEAD IN GARAGE MYSTERY

Woman Found Sitting at Wheel in Auto While Husband Was Leaving Against Car.

BELLEFONT, Pa., Jan. 22.—William H. Noll and his bride of five days formerly Miss Miranda W. Mowery, were found dead in Noll's garage here to-day. The circumstances surrounding their death are mysterious.

Mrs. Noll was sitting in the front seat of an automobile, behind the steering wheel, and her husband was standing alongside the car leaning against the side door. Gas asphyxiation is supposed to be the cause of death.

The couple were married Monday night. They were last seen yesterday afternoon, and the supposition is that they were overcome by gas during the evening.

PLIGHT OF BELGIUM UPHELD BY THE POPE

Tells a Priest He Will Not Move for Peace Until Liberties Are Restored.

WASHINGTON, Jan. 22.—The British Embassy to-day issued this statement based on its despatches from London:

"A distinguished Belgian Jesuit, Father Benusse, lately received by the Holy Father, has given the following account of his audience to a Dutch chaplain in the Belgian army on his return.

"The Pope told me and told me to repeat it along the trenches to men and to officers, and even to the king himself, that he considers Belgium has the right to complete repatriation from Germany and that he will never consent to offer his good offices for re-establishment of peace unless Belgium has all her territories in Europe and Africa restored her with plenitude, her liberties and her international rights as they existed before and this without prejudice to her claim for an adequate indemnity to be fixed after a minute inquiry and inventory of all public monuments destroyed after requisitioning factories and private houses and restitution of all private property."

The Cascade Limited was en route from Spokane to Seattle. On the western slope of the Cascade range and near the summit it was halted because of a snowslide ahead. The train was at a standstill and members of the crew had gone ahead to clear away the obstruction when the trainmen saw the avalanche, growing in size and speed as it crashed down the mountainside, striking the train.

The dining car and a day coach were cut from the train and carried down the steep embankment. Several other cars were pushed from the rails, but did not go over the brink. From the ravine below came the cries of the injured, half buried in the snow.

It was seen that the dining car had taken fire and rescue parties were hastily organized and armed with hatchets and saws. The volunteers slid down the embankment and began knocking away at the overturned cars.

The first passenger in the day coach to be rescued was a small boy. He was seriously injured. After that the bodies of two passengers were brought from the car. Five employees of the dining car are dead, either having come to their end through the force of the fall down the embankment or because of the fire that started from the overturned range in the kitchen. Details as to the number of passengers in the day coach cannot be had, but it is believed that most of them met their death.

Corea, the scene of the disaster, was the stage of a similar catastrophe on Feb. 28, 1910. It is the second station down the Western slope from the famous Cascade tunnel. In the previous disaster two Great Northern trains which had been stalled at the Eastern end of the tunnel for two weeks by snowslides were struck by an avalanche at night and carried into a gulch, several hundred feet below.

In the previous disaster nearly all the passengers on the trains perished, many of the bodies not having been found for several weeks. In that instance the cars were submerged in the snow and many died from suffocation. As a result of that disaster the railroad began the construction of concrete snowsheds at a cost of several millions. The railroad engineers thought the snowsheds protected all the dangerous spots along the line.

ALLIED FLEET DESTROYED BULGAR MILITARY TRAIN

Paris Reports at Least One Italian Cruiser in the Raiding Squadron.

PARIS, Jan. 22.—A despatch from Milan to the Temps says that the squadron of the allies, which on Wednesday last bombarded Porto Lagos, the Bulgarian seaport on the Aegean near the Greek border, also shelled the military barracks and railway station at Debagarten and destroyed a military train.

The despatch adds that among the attacking vessels was the Italian cruiser Piemonte.

SAILING TO-DAY.
St. Paul, Liverpool 12 M.
Espagne, Bordeaux 3 P. M.