

# TWO ARE ACCUSED BY DENTIST IN POISON PLOT

Weather—Rain probable to-night; unsettled Thursday.

## FINAL EDITION

# The

# Evening

# World.

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"Circulation Books Open to All."

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PRICE ONE CENT.

Copyright, 1916, by The Press Publishing Co. (The New York World).

NEW YORK, WEDNESDAY, MARCH 29, 1916.

16 PAGES

PRICE ONE CENT.

# N.Y. CENTRAL WRECK DEAD 30; SLEEPY TOWERMAN IS BLAMED

## WAITE PAID OUT \$18,700, HE SAYS, TO AN EMBALMER TO AID IN FRAMING ALIBI

### Slayer of Bride's Parents Accuses Undertaker's Assistant as Accessory.

### DETECTIVES SEEK HIM.

### Murderer, Also Accused of Bigamy, Used Germs, Poison and Gas to End Two Lives.

District Attorney Swann issued an order to-day for the arrest of Eugene Oliver Kane, an embalmer, living at No. 427 West Fifty-seventh Street and employed by John S. Potter, manager of the Plowright burial establishment at Twenty-ninth Street and Lexington Avenue. The charge against Kane is based on assertions made by Dr. Arthur Warren Waite, self-confessed slayer of his father-in-law and mother-in-law, Mr. and Mrs. John E. Peck of Grand Rapids, Mich.

Kane is accused of being an accessory after the fact. Waite says he gave Kane a check for \$9,000 and \$2,800 in cash and Kane agreed to put arsenic in a sample of embalming fluid to be submitted to the District Attorney. The plot was that Kane was to swear that he used arsenic in embalming Mr. Peck's body so as to account for the arsenic Waite knew would be found there in the event of an autopsy. The use of arsenic in embalming fluid in New York is prohibited by law.

District Attorney Swann issued a statement this afternoon explaining how Waite accused Kane. He said: "I went to Bellevue Hospital at 10 o'clock this morning and found there counsel to Dr. Arthur Waite and Frank Waite, his brother. In their presence I had an interview with Dr. Waite, who expressed a willingness to make a full statement, but, under the advice of his counsel he refrained from speaking fully.

"In answer to my questions Waite said, in regard to his arrangements for purchasing testimony from Eugene O. Kane, that the matter was first suggested to him by John S. Potter, manager of Plowright's undertaking establishment at No. 144 Lexington Avenue, who prepared Mr. Peck's body for shipment to Grand Rapids.

"Waite said Potter called on him (Continued on Fourth Page.)

## Hercules a Piker!

A deep thinker once made himself famous in history by saying that with a suitable lever and fulcrum he could move the earth, which, according to the World Almanac, comprises 259,944,035,515 cubic miles of solids and water.

With Will as the power, Wisdom a lever and World Wants the fulcrum, nearly every obstacle in life can be brushed aside as promptly as it asserts itself.

32,386 WORLD ADS. LAST WEEK—

21,402 MORE THAN THE HERALD!

Will, Wisdom and World Wants Make for Peace, Preparedness and Prosperity!

## WANTS EDDIE FOY TO PAY \$15,000 FOR RAISING HIS CHILD

### Sister Sues Comedian, Declaring He Won't Provide for Daughter by First Wife.

It takes \$15,000 a year to rear a girl from infancy to womanhood and fit her for the proper station in life. This figure was set to-day by Mrs. Mary A. Doyle in a suit brought in the Supreme Court against her brother, Eddie Foy, comedian, known better as Eddie Foy, the comedian.

For several years Foy and his eleven children have been making a tour of the big vaudeville circuits. Mrs. Doyle, in her suit, says there is a twelfth Foy, Catherine Stanky Fitzgerald, now twenty, whom Mrs. Doyle has been caring for since the death of the first Mrs. Fitzgerald in 1890.

Foy admits that Catherine was his daughter but at the age of nine months the child was adopted by Mrs. Doyle, he alleges. He claims Mrs. Doyle did not ask pay for the child's maintenance, but the sister disputes this, asserting she never adopted Catherine and has always believed she would be repaid the funds spent on the child.

## LINER AND TRAWLER TORPEDOED AT ONCE

### Divers Find That Maloja Was Sunk by U-Boat and Did Not Hit a Mine.

The Peninsular Oriental liner Maloja, which sank off Dover Feb. 27 with the loss of about 150 lives, was torpedoed and did not strike a mine, a New York shipping firm learned to-day from reliable sources in London.

## ROOSEVELT KEEPS SECRETARY FROM WORKHOUSE CELL

### Stay Is Granted and Effort Will Be Made to Get McGrath a New Trial.

### FIGHT IN A SALOON.

### Ex-President Declares He Has "Undiminished Trust" in Aide, Despite Charge.

John W. McGrath, secretary to Col. Roosevelt and acting secretary of the Progressive National Committee, did not go to Blackwell's Island this morning. With his cousin, William Powers of No. 1620 Bedford Avenue, McGrath was yesterday sentenced in Brooklyn Special Sessions to thirty days on the island on a charge of assaulting Charles Light of No. 455 Eastern Parkway, on June 11 last.

Behind Mr. McGrath in his fight are Col. Roosevelt and George W. Perkins, whose private secretary Mr. McGrath was before accepting a similar position with the Colonel. Both have expressed themselves in the warmest terms as believing implicitly in the secretary. Col. Roosevelt said: "Personally I believe him absolutely. He has been associated with me nearly four years in the closest relations and I have felt I could not only have absolute confidence in his ability, but in his integrity. He will continue in my employ exactly as if this had not happened, with entirely undiminished trust and regard on my part."

Light and his wife claim that they were in a cafe at St. John's and Rogers Avenue on the night of June 11 and were there assaulted by McGrath and Powers.

## DUTCH STEAMSHIP, THE DUIVELAND, SUNK

### All Members of the Crew Reported by London to Have Been Saved.

LONDON, March 29.—Another Dutch steamship, the Duiveland, has been sunk. All the crew were saved. The Russian steamer Ottoman has also been sunk. The crew was saved.

There are no records of the recent movements of the Duiveland. She was 231 feet long, 1,297 tons gross, and was owned in Rotterdam.

## CARRANZA GIVES USE OF RAILROADS FOR U. S. TROOPS

### Supplies May Be Sent to Pershing's Men Over the Mexican Lines.

### VILLA HUNT NARROWS.

### Col. Dodd With "Flying Squadron" of Cavalry in Hot Pursuit.

WASHINGTON, March 29.—Gen. Carranza has decided to permit the United States Army to use the Mexican Northwestern Railway for transportation in the pursuit of the Villa bandits. The use of the railroad will so facilitate the movement of supplies that the work of the punitive expedition in Mexico will be greatly shortened.

The permission for the use of the railroad is not granted in a military sense and does not cover the movement of troops, for which the American army has not asked.

EL PASO, Tex., March 29.—Rigidly censored wireless messages from the field headquarters of the American punitive expedition at Colonia Duran, in Chihuahua, indicate that Francisco Villa's whereabouts is known to Brig. Gen. John J. Pershing, and that the two crack cavalry regiments of the American service—the Seventh and Tenth—under Col. George A. Dodd, have been told off to go after the bandit chieftain, as Lawton went after Geronimo in the same district—not to come back without him.

## NATIVES AID VILLA; HARD TASK FOR SCOUTS TO GET INFORMATION

### Col. Dodd's Detachment Has, Therefore, Suddenly Shifted from the eastern slopes of the Sierra Madre Mountains to the Pacific slope and is now operating out of Madera as a base in the Santa Catharina Canyon, the "Seven Hills" district, and Bahri-cora. Travelling "light," cutting himself almost entirely away from his lines of supplies and expecting to live on the country, while pushing his men and horses to the limit of endurance, the hard riding Dodd is driving on into the mountains in an effort to cut off Villa before he reaches the Guadalupe district, where it is recognized it will be almost impossible to round him up.

SAN ANTONIO, Tex., March 29.—Francisco Villa was moving toward Santa Catharina, in the Santa Maria Valley, four days ago, according to information obtained by Col. Dodd Sunday and forwarded to Gen. Pershing.

Gen. Pershing reported that the residents of the valley appeared friendly to Villa, adding that it was with great difficulty that the scouts with the American troops had learned anything from them regarding his movements.

Gen. Pershing was known to be with one of the advanced columns to-day, but at his own request the positions of his troops were not revealed. All detachments operating south and east of Nanihuipua were reported to be pushing forward at high speed.

## Big Jess at Home With Little Jess Nursing His Broken Right Hand



## ORGANIZED BASEBALL IS SUED FOR \$900,000

### Baltimore Federal League Club Takes Action Under Anti-Trust Law.

PHILADELPHIA, March 29.—The Baltimore Federal League Baseball Club to-day filed in the United States District Court here a suit against organized baseball for \$900,000 damages under the Sherman Anti-Trust Act and Clayton Anti-Trust Act.

The suit is directed against the National League, the American League and all the clubs within those organizations. August C. Horning, J. H. Johnson and John K. Tenney of the National Baseball Commission, James A. Gillette, Charles E. Wesselman and Harry Stinson, formerly of the Federal League, the Baltimore Federal League Club charges in the suit that the defendants formed a combination or conspiracy to injure or destroy the Baltimore Federal League Club and the Federal League in violation of the Federal anti-trust laws.

## CONGRESS BILL HITS AT GASOLINE PRICES

### Aims at Government Regulation to Keep Rates at a Reasonable Figure.

WASHINGTON, March 29.—Amendment to the Federal Trade Commission law is proposed in a bill introduced today in the House by Representative Steinhorn of Minnesota, aiming at government regulation to check the rising price of gasoline.

It requires certain dealers in petroleum, gasoline, kerosene and fuel oil to post prices, file them with the Commission, requires them to be just and reasonable and empowers that body to prescribe just and maximum prices. Federal courts would be given jurisdiction to fine violators of the law.

## DEAD AND INJURED IN TRIPLE ACCIDENT ON THE LAKE SHORE

### THE IDENTIFIED DEAD.

ASH, B. E., Cleveland, O.; train DINCA, GYORGY, Indianapolis, BENNOL, MALCINCA, No. 3136 Beech Street, Indiana Harbor, Ind.

BROWNLEE, BRUCE, address unknown, dead at Lorain. CIONCA, GYORGY, Indianapolis, Ind.

EASTON, WALTER B., 1209 Kirkwood Street, Philadelphia. FUCHTMAN, D., No. 92 Girard Street, Toronto, Ont.

HADDAY, W. C., JENNIE, Cleveland, O. HEARN, J. H., Gallipolis, O. HELTAT, ARPAD, Cleveland, O.; manager of Hungarian Theatrical Company.

LEE, BRUCE BROWN, address unknown. LEROY, EDWARD, Elliott Avenue, St. Louis, dead at Lorain. NELSON, CHARLES, Indianapolis, Ind.

OBBAH, RAISSIN, Indianapolis, Ind. THOMAS, R., Philadelphia, Pa. WASLYI, Rev. GUSLAR, Detroit, Mich.

THE IDENTIFIED INJURED. ANDREWS, T. H., Danville, Ill., hand and arm crushed. BADLEY, W. C., Pittsburgh, cut by glass.

BELL, C. B., Owosso, Mich., ankle sprained. BISHOP, S. H., Chicago, fireman, legs hurt. (Continued on Second Page.)

## 20TH CENTURY IN COLLISION, BUT ALL ON BOARD ARE SAFE; MORE THAN 40 ARE INJURED

### Two Sections of Eastbound Limited in Rear-End Collision—Twentieth Century, From New York, Plunges Into Wreckage Thrown on Its Track.

### DEAD ON WESTERN TRAINS; WRECK RAILROAD'S WORST.

CLEVELAND, March 29.—At least thirty persons were killed—the exact total may not be known until nightfall—and more than forty injured in the wreck at 3.15 o'clock this morning of three of the New York Central's crack passenger trains a mile west of Amherst, O., forty miles from this city. Twenty-five bodies have already been taken out and five more were known to be in the debris.

When the total of dead and injured is finally ascertained the wreck will surpass in its cost of life even the wreck of the Twentieth Century Limited at Mentor in 1904, when the famous train piled into a freight on its second trip on the New York-Chicago twenty hour run.

The Twentieth Century Limited, which left New York at 2.45 o'clock yesterday afternoon, plunged into the wreckage of a rear-end collision of two sections of an eastbound limited, mangling the bodies of those who had been killed and killing many who had not been dragged out of the smashed day coach at the end of the first section of the eastbound train.

Four of the seven cars of the Twentieth Century were derailed, but all remained upright. Several of the passengers were severely shaken, cut and bruised, but none was seriously injured.

One engine of the eastbound section, which composed train No. 86, known as the Pittsburgh-Baltimore-Buffalo Limited, was effective after the wreck, and took a car with the badly hurt to Elyria. The dead were taken to Amherst. A special train was sent out from Elyria about ten minutes after the accident with surgeons and a relief train with sleepers to bring the less seriously injured to Cleveland started from this city at 5 o'clock.

Engineer Herbert Rose of the second section of No. 86 stated this afternoon that his train was travelling fifty miles an hour when it struck the first section. He said the two block signals which he passed prior to the wreck were "clear."

A sleepy towerman is to blame for the wreck, according to A. S. Ingalls, General Superintendent of the New York Central. Supt. Ingalls said the towerman's wife gave birth to a child Sunday night and that the towerman had been without sleep most of the time since.

The Twentieth Century Limited was replaced on the rails and went on its way a little after 9 o'clock, five hours late.

### COLLISIONS OCCURRED IN THICK FOG.

The last report from the sections of No. 86 was at Vermilion, O. They passed that station six minutes apart, running at a high rate of speed, though there was a dense fog. From what can be learned, the engineer of the first section, which carried passengers moving between Chicago and Buffalo, slowed down to verify a signal a mile west of Amherst.

While he was looking at the signal it was thrown against him and he stopped. The rear end flagman was sent back to warn the second section, carrying passengers between Detroit and Pittsburgh.

In addition to the fog a heavy exhaust of steam from his locomotive hampered the vision of the engineer of the locomotive of the second section. He ran by the flagman, who had not had time to go back his full distance, and his engine rammed into the steel rear coach of the first section. With the car ahead, a club car, this coach crumpled up into a pile twenty-five feet high.

The coach was swung out across the westbound track, on which the Twentieth Century was due a few minutes later. In the shock and terror of the collision the coming of the westbound flyer was forgotten. Those who kept their heads at all fought frantically to get into the mass of wreckage to extricate the injured, who were screaming for help.

Barely two minutes later the Twentieth Century, running slow because of the fog and unusually heavy because two extra sleepers had been added