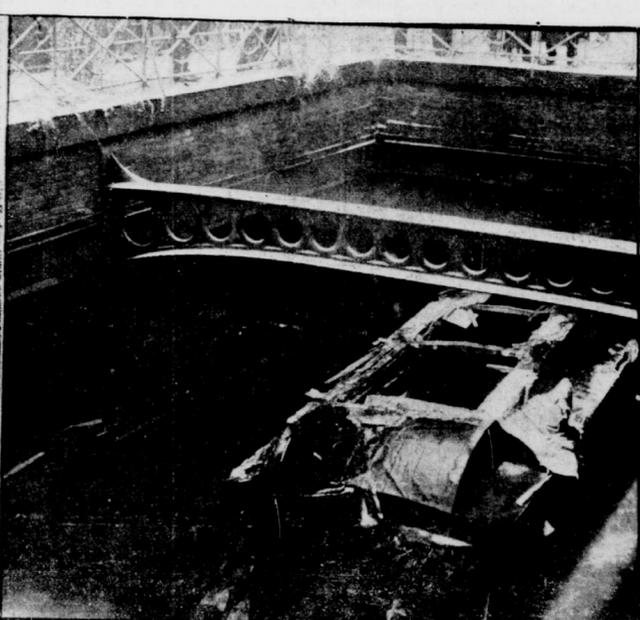




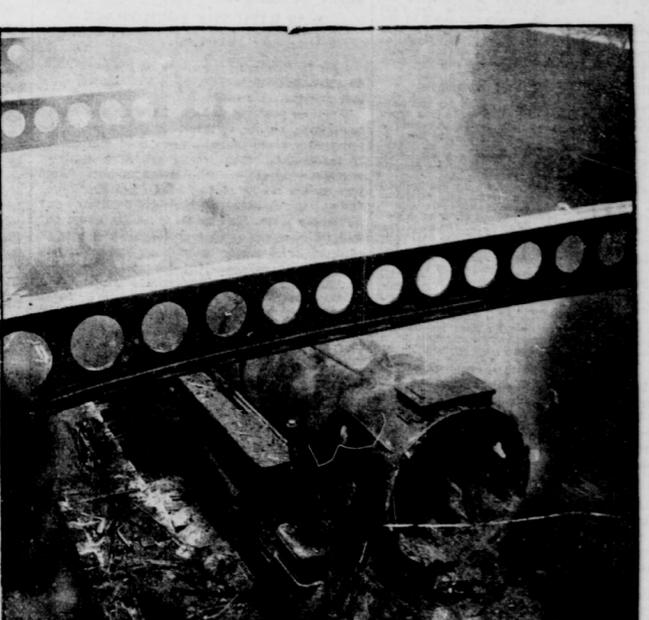
SCENES AT THE WRECK IN THE NEW YORK CENTRAL'S PARK-AVE. TUNNEL.



THE WRECKING TRAIN IN THE CUT AT FIFTY-FIFTH-ST.



THE TELESCOPED PASSENGER CAR.



THE WRECKED LOCOMOTIVE IN THE TUNNEL.

GOVERNMENT BIG LOSER

DEFAUDED OF MILLIONS BY UNDERVALUATIONS HERE.

EX-APPRAISER WAKEMAN TO ASSIST IN PROSECUTION OF JAPANESE SILK CASES.

An idea of the stupendous sums of money that the government has lost for some years by false invoices in the customs service was obtained yesterday. And it is thought that every one of these false invoices was wilfully made. It has been rumored from time to time that these frauds had cost the government a small fortune each year, but it did not become publicly known until yesterday that the government has been defrauded in this manner for some years of about \$1,550,000 a year. At least that is what the facts in hand indicate, and it is thought that a thorough examination of the subject may well be a serious matter. The prosecution of a case relating to the undervaluation of Japanese silks is about to be begun.

WAKEMAN TO AID PROSECUTION.

Wilbur F. Wakeman, ex-appraiser of the port, returned to this city yesterday from Washington. While in Washington he visited the White House at the President's invitation, and had a talk with Mr. Roosevelt about the prosecution of the Japanese silk fraud cases. Attorney General Knox was present. As a result of this conference Mr. Wakeman was asked to assist in prosecuting the cases. He said he would willingly give his services gratuitously. He will, therefore, take part in the prosecution. Mr. Wakeman was asked yesterday at his home here for details of the case to be prosecuted. He said he thought it would not be proper for him to talk on the subject for publication, as he was to assist the representatives of the government so far as he was able. When asked what the government had lost through certain frauds discovered in the customs service Mr. Wakeman said, with much emphasis: "In my judgment, the government has been defrauded of at least \$800,000 a year in connection with the importation of Japanese silks, and in connection with goods of similar character from the Continent, including silk handbags, etc. The government has been defrauded of nearly \$750,000 a year."

THE JAPANESE SILK FRAUDS.

It was learned that the frauds in the importation of Japanese silks extended over a period of at least ten years, and that the total sum defrauded in this manner was \$1,550,000. It is estimated that many millions of dollars in goods of similar character from the Continent.

W. Wickham Smith, an expert on customs laws, and S. Cristy Mead, assistant secretary of the Merchants' Association, left this city yesterday afternoon to go to Washington, where they will have a talk with Attorney General Knox.

Mr. Smith was seen by a Tribune reporter as he was about to start for Washington. When asked why he was going to Washington he said: "A few days ago the Merchants' Association received a communication from Attorney General Knox in reply to a communication laid before him by that association. He requested that Mr. Mead and I be requested to visit him in regard to an investigation of alleged irregularities in the importation of Japanese silks. I have received no word on the subject, but I am told that Mr. Mead is to be appointed a special agent in charge of the investigation of the case. The visit will be in regard to a specific case, and not to the investigation to learn the condition of the customs service at this port. Should I be requested to undertake such an investigation, I would decline. While acting as counsel for the Merchants' Association in certain matters, my position was called in alleged frauds in the importation of Japanese silks. At that time I was not a member of the association, and I am not in a position to undertake such an investigation."

THE FRAUDS WERE DISCOVERED.

The frauds in the importations of Japanese silks and duties of certain men in the customs service. There was a suspicion that their work was not honestly performed, and Mr. Wakeman was transferred. Invoices which had come to his notice were found to be false. For many cases where the invoices said one hundred pounds of silk, a greater quantity was found. Even the grade of the goods was often found to be higher than indicated by the invoice. Before his term of office as Appraiser Mr. Wakeman discovered evidence which connected with certain silk goods from the Continent, such as hat bands, etc. The case was referred to Collector Bidwell, who issued a ruling from the solicitor of the Treasury Department. The District Attorney Burdett is in this ruling, and the case was transferred to him. This case is one of those now to be prosecuted.

FLORIDA INFORMATION.

Wm. L. J. Farnsworth, 29 Broadway.—Adv.

CROKER PREPARES TO GO.

SHIPS LARGE QUANTITY OF HOUSEHOLD EFFECTS TO ENGLAND.

ABOUT SIXTY BOXES GO ON THE ZEELAND—BELIEF AMONG HIS FRIENDS THAT THE CHIEF WILL LEAVE HERE NEXT WEDNESDAY.

Tammany Democrats were greatly interested last night over the announcement that about sixty boxes of household effects belonging to Richard Croker were shipped yesterday to England on the Zealand, of the Red Star Line, which took the place of one of the regular American Line boats. What surprised the intimate friends of Mr. Croker was the early shipment of the goods and the extent and apparent variety of the contents. It was reported last night that the shipment of Mr. Croker's household effects yesterday portends his early departure for Wantage. The character of the shipment indicates in the minds of the faithful, who studiously watch every move of the Tammany chieftain, that he is going this time for a long stay. At the downtown express office where the boxes were piled two watchmen had been detailed to keep an eye on them, it was said, ever since Monday last. The boxes, according to gossip, were marked "silverware," "bric-a-brac," "glassware," and so forth, with the usual requests to handle them with care. It is said that this is the first time that Mr. Croker has ever shipped any household effects or objects of art from New-York to his country home in Wantage.

At the Democratic Club last night it was said that, while it was known that Mr. Croker had shipped a quantity of belongings to England, it was not known how soon he would start for the other side. It is his expressed intention to stay until after the next meeting of the executive committee of the Tammany general committee, which will probably be called for the last week of January. The early shipment of his belongings, however, makes many of his friends think that Tammany will be without its ruler after the American Line boat leaves her pier on Wednesday next.

MAYOR GENER SUSPENDED.

GENERAL WOOD TAKES ACTION IN REGARD TO PENDING CHARGES.

Havana, Jan. 8.—Pending an investigation which is now being carried on by Señor Nunez, the Civil Governor of Havana, General Wood has suspended Miguel Gener, the Mayor of Havana. Twenty-three out of twenty-eight councilmen of Havana have petitioned General Wood to remove Mayor Gener.

HENRY BELL LAIDLAW DIES.

HEAD OF BANKING FIRM SUCCEUMBS TO PNEUMONIA AT HIS HOME.

Henry Bell Laidlaw, a prominent banker, of No. 14 Wall-st., died last evening from pneumonia, at his home, No. 31 West Seventy-third-st., having been ill for about two weeks. Mr. Laidlaw was born in this city on December 25, 1838, and had always lived here. He married Miss Elizabeth C. Onderdonk, who, with eight children, survives him.

Mr. Laidlaw was City Chamberlain in 1884, and was also head of the banking firm of Laidlaw & Co., a director of the Bank of New-York and a vestryman of Trinity Church. The arrangements for the funeral have not been made.

BOSTON COMMON TREES ALL RIGHT.

CITY FORESTER DOOGUE RIDICULES SUGGESTIONS OF SAMUEL PARSONS, JR. FOR THEIR CARE.

Boston, Jan. 8.—City Forester William Doogue today made a reply to the report recently made by Samuel Parsons, Jr., of New-York, upon the condition of the elms on Boston Common, which he claimed, were "generally in bad health," due to unsanitary treatment and care.

Mr. Doogue asserts that the report is due to personal spite, occasioned by his refusal to adopt certain of Mr. Parsons's suggestions, which were neither practical nor judicious.

TROLLEY FOR CAIRO AND MOUNT SINAI.

Cleveland, Jan. 8 (Special).—If the Sultan of Turkey grants to them the concessions that are being sought after, the United States Construction Company, of Cleveland, will construct electric lines from Cairo, Egypt, to Mount Sinai, and along the coast of the Red Sea to Mecca, with a branch from Mount Sinai to Damascus. These lines are already projected, and the company's chief promoter in the Orient says that Palestine, by reason of the Zionist movement, is full of possibilities for connecting Jerusalem with surrounding towns. The Cleveland company will finance the lines, with the understanding that it shall do the constructing work.

LUXURIOUS TRAIN TO CALIFORNIA.

The "Overland Limited." Best of everything en route, via Chicago & North-Western, Union Pacific and Southern Pacific Railways. Offices, 461, 237 and 245 Broadway.—Adv.

FIFTEEN KILLED, THIRTY-SIX HURT

Locomotive Telescopes with Two Rear Cars in Park Avenue Tunnel—Scenes of Horror.

STEAM SCALDS VICTIMS BURIED IN THE WRECKAGE.

Fifteen persons were killed and thirty-six were injured seriously in the railway tunnel in Park-ave., near Fifty-sixth-st., yesterday morning when a Harlem local train dashed into the rear end of a New-Haven accommodation train. Both trains were filled with passengers in the rush of travel from suburban homes to the city, and were approaching the Grand Central Station, when the New-Haven train was stopped by a danger signal. The Harlem train ran past the signal and stopped only when its locomotive had wrecked two cars of the other train. The carnage was confined to the New-Haven train. Most of the persons killed and injured were in the rear car, which had been opened for passengers at New-Rochelle.

John M. Wisker, the engineer of the Harlem train, was arrested and sent to the Tombs to await the result of a coroner's inquest upon the bodies of those killed in the collision. He was in such a pitiable condition of nervousness that he was permitted only to say that he did not see one of the warning signals on account of the large amount of steam and smoke in the tunnel. His fireman, who was arrested with him and was released on bail, said he saw the signals.

District Attorney Jerome made a preliminary investigation and assigned an assistant to aid in the coroner's inquest. It was on Mr. Jerome's advice that Coroner Scholer decided to hold the accused engineer without bail. The District Attorney caused measurements and tests to be made at the scene of the collision, which may have important bearing upon the result of the investigation.

STORY OF THE COLLISION.

PASSENGERS HURLED TO DEATH OR TORTURE WITHOUT THE SLIGHTEST WARNING.

The worst accident in the history of the New-York Central's tunnel in Park-ave., was that which brought instant death to fourteen men and one woman, caused serious injuries to more than twice that number of people, and created panic among scores of other passengers on two trains, at 8:20 a. m. yesterday. It happened near the south end of the tunnel, at Fifty-sixth-st. An incoming New-Haven train was stopped there to permit the track to the receiving shed of the Grand Central Station to be cleared. It was on the easterly track of the two that pass through the middle section of the tunnel, and its locomotive and forward cars were in the open cut. While it waited, half in and half out of the tunnel, its two rear cars were telescoped by the locomotive of an incoming Harlem local train which had followed on the same track.

Apparently the accident was due to disregard of signals by J. M. Wisker, the engineer of the Harlem train, who is under arrest. He was suffering so much from shock and nervous prostration yesterday that his examination was prevented, and it was not known positively if he read the signals correctly in the darkness and smoke of the tunnel. Snow was falling down through the openings of the tunnel and shutting off the view ahead of his locomotive, and he probably did not see the rear end of the New-Haven train until he was close upon it. The investigation that was begun yesterday probably will determine if there would have been less likelihood of such an accident had the tunnel been free from the smoke of steam locomotives and properly lighted, and had the trains been run by electricity.

MORE APPALLING THAN THAT OF 1891.

Yesterday's accident was more frightful and appalling than the rear end collision that occurred in the tunnel at Eighty-sixth-st., on February 20, 1891, which caused the deaths of six persons and led to indictments of railway officials, who subsequently were acquitted. There were present in yesterday's disaster the horrors of temporary imprisonment in cars wrecked under ground, the sufferings of injured and helpless people exposed to escaping steam, and the danger that flames would create still more awful havoc. The collision occurred at a time when there was a rush of travel from suburban homes to the city, when many trains were approaching the Grand Central Station over three lines, and when there was some congestion of traffic on the tracks north of the station.

The two trains involved in the tunnel wreck were the South Norwalk local of the New-Haven line, due at Forty-second-st. at 8:17 a. m., and the White Plains local of the Harlem road, due there one minute earlier. The Harlem train passed over the bridge south of the Mott Haven Station three minutes before the New-Haven train and just behind the Croton local train of the Central road, which ran down through the middle tunnel and got into the Grand Central Station ahead of time. After passing over the

bridge at 8:00 a. m. the New-Haven train took the outside track and ran past the Harlem train on the stretch between One-hundred-and-twenty-fifth-st. and the north end of the tunnel. At Ninety-sixth-st. the New-Haven train passed from the outside track, No. 1, to the easterly middle track, No. 2, and ran into the tunnel at reduced speed. The Harlem train, running on track No. 2, passed Ninety-sixth-st. three minutes behind the New-Haven train.

At Eighty-sixth-st., where there is a signal station, the Harlem train had gained half a minute on the train ahead. At Seventy-second-st., where there are more signals, the pursuing train, half a minute behind, was nearly three minutes apart when the engineer of the New-Haven train obeyed the signal at Fifty-ninth-st. and brought his train to a stop at Fifty-sixth-st.

NO WARNING TO THE PASSENGERS.

There was no warning for the terrific collision that followed. Passengers in the New-Haven train were waiting impatiently for the train to proceed to the station. The cars were lighted, enabling passengers to read newspapers, but few were reading. Some were making ready to leave the train as soon as it entered the station. Suddenly there came a deafening crash, a grinding roar and a shock that extended through the train. The two rear cars of the train were reduced instantly wholly to splinters. Men and women in the cars were crushed, mangled and tossed about in the wreckage. Those who were not killed instantly were held fast in the confused heaps of broken seats and fragments of wood. The greatest havoc was created in the two rear cars.

The locomotive of the Harlem train ripped its way half through the last car of the New-Haven train and jammed the car into the next one almost half its length. The force of impact was so great that the entire New-Haven train was shoved forward nearly half a block before the wheels ceased to turn. Along both trains platforms of cars were splintered and the glass in the windows was smashed to fragments. All the lights of the two trains went out instantly. The roof of the last car of the New-Haven train was forced under the roof of the car ahead, while the sides and floors of both cars were broken into fragments. The locomotive that caused the damage was within a few feet of the second car when it came to a standstill.

Almost all of the people who were killed outright by the collision were in the last car, which had been opened at New-Rochelle. Most of those who escaped death in that car were injured seriously. Those who escaped injury in the second car were in the forward end. They witnessed appalling scenes before they were able to get out of the wrecked car. Behind them in the tangled masses of wood and iron were the crushed and bleeding bodies of the dead, some of whom were insensible and some who were suffering and helpless. Back in the wreckage was the locomotive, still panting like a thing of life, and from it shot out jets of steam. There were shrieks of agony, groans and sobs and pitiful cries for help. The escaping steam began to parboil the flesh of the victims nearest to the locomotive. All the light for that part of the

Continued on second page.

THE DEAD AND INJURED.

THE NAMES OF MANY WELL KNOWN PERSONS OF NEW-ROCHELLE IN THE LISTS.

THE DEAD.

CROSBY, Frank, twenty-one years old, the son of Horace Crosby, a well known civil engineer of New-Rochelle, was the only native of that city to meet his death in the ill-fated train. Mr. Crosby was a graduate from the New-Rochelle public schools and was only recently graduated from Cornell University. He was employed in the controller's office of the American Locomotive Company, and was on his way there when the accident occurred. His father lives in Trinity Place, New-Rochelle. He is one of the best known residents of that city, and is president of the New-Rochelle Public Library.

DIMON, H. G., was a consulting engineer employed by the American Bridge Company. He was a brother-in-law of District Attorney J. Addison Young, of Westchester County. With his wife and five small children Mr. Dimon lived at No. 103 Manhattan-avenue, Rochelle Park. Mr. Dimon was well known in engineering circles and ranked high as an expert in steel construction work.

FALGOUT, Theodore H., was a native of Spain. He was employed in this city as a boiler for the Milan Importing House of A. M. Capen & Co., No. 59 Pearl-st. Mr. Falgout married a few years ago a Miss Dupre, of New-Rochelle. They lived in a new house which they had built in Homestead Park, New-Rochelle, a year ago. Mr. Falgout was formerly the New-York correspondent of a number of Spanish newspapers, but gave this up in the Spanish-American War because he was in sympathy with the attitude of this country and did not want his friends and neighbors to construe his feelings as disloyal. He was an active member of the Roman Catholic Church and a member of Catholic societies. Four small children survive him.

FORBES, Walter, twenty-one years old, lived with his mother and sisters at Fifth-ave. and Lewey Place, New-Rochelle. His father is dead, and the family only recently moved to New-Rochelle from this city. Walter was a clerk at a law office at No. 91 Wall-st. He was on the way to the office when he was killed.

POSKETT, D. H. C., was a Custom House inspector, and with his wife lived at Mr. and Mrs. E. C. Hinsdale, at No. 9 Field-ave., New-Rochelle. Both he and Mr. Hinsdale were killed while riding to the city together. Besides a widow, several children survive.

HINSDALE, E. C., was an officer of the Morgan Trust Company. He was forty years old and lived at No. 9 Field-ave. in this city. He was a member of the firm of B. J. Allen & Co. in New-Rochelle. He was an active Christian Scientist and in one of the best known breeders of pet cats in the State, having captured numerous blue ribbons at exhibitions all over the country.

HOWARD, A. F., had lived in New-Rochelle only a few months. He was a manufacturer, with offices at No. 98 E. 4th-st., Washington, D. C., but sold his business a few months ago. Since that time he had been looking for a chance to invest his capital in some line of business in this city.

HOWARD, Mrs. A. F., wife of the last named, was a bride of only a few months. She was employed in the office of the Standard Oil Company.

LEYS, William, was forty-eight years old. He was born in Scotland and came to this country when a young man. He entered the employ of the firm of B. J. Allen & Co. in an inferior position, but was general manager of their establishments at a law office at No. 91 Wall-ave., New-Rochelle. Mr. Lays was well known in New-Rochelle, and was the owner of considerable property there. One of his sons is married and lives in Williamsburgh.

MARRS, Charles B., of No. 33 Lafayette-st., New-Rochelle, was a chief clerk in the import division of the New-York Custom House. A widow and family survive him.

MEYEROWITZ, Oscar W., was general manager for his brother, E. H. Meyerowitz, an optician of this city, and was well known as a yachtsman. He was secretary of the New-Rochelle Yacht Club, and for several years had taken an active part in yacht racing. Mr. Meyerowitz was born in Tibet, Russia, and was forty-seven years old. He came to this country thirty years ago, and had lived in New-Rochelle for many years. He occupied a handsome house at No. 6 Bunker Place. He was a member of the Reform Club. A widow survives him.

MILLS, Arthur E., twenty-two years old, lived with his father, William Mills, a New-York linen importer, at No. 22 Linden Place, New-Rochelle. The family formerly lived in California. The young man, who was just out of college, was employed in his father's office.

THE NEW VINTAGE, being more delicate and breezy than the 1885 and similar to the 1888, is represented by G. H. Murray's Extra Dry now coming to market, and immense reserves guarantee the maintenance of quality. Of this brand 120,000 cases were imported in 1901, or nearly 60,000 cases more than any other.—Adv.

POINTS TO ENGINEER.

SIGNALS SET RIGHT AND THE FIREMAN SHOUTED.

MAN HELD WITHOUT BAIL SAYS HE COULD NOT SEE GREEN LIGHT BECAUSE OF SMOKE.

District Attorney Jerome went to the scene of the wreck in the tunnel yesterday morning and took the lead in an investigation which is being made by Coroner Scholer. As soon as Jerome heard of the accident he left the Criminal Courts Building, in company with Assistant District Attorney Garvan, a secretary and George P. Hammond, chief of the county detectives. Half an hour before noon they entered the tunnel to begin the investigation there.

The locomotive of the Harlem train had been backed out of the wreckage. Its smokestack and pilot were gone, and it had fallen to the ground, while the boiler covering at the forward end had been ripped off. The cars behind the locomotive did not appear to have suffered greatly. Miles Bronson, the master mechanic, who had been present with some of the Central officials, was ordered to test the air brakes of the cars. The test showed that the brakes were in good working order, and the District Attorney was told that if they had been applied at the danger signal at Fifty-ninth-st. they could have stopped the train in time to prevent the collision. Mr. Jerome caused measurements to be made and recorded, and it was seen that from the danger signal to the place of collision was 478 feet. The District Attorney examined other signals in the tunnel, seeing that there was a warning green signal at Sixty-third-st. Then he went to the police station in Fifty-first-st., where Coroner Scholer had begun an investigation. Captain Laney, of the police there, had caused the arrest of Wisker, the engineer of the Harlem train; Edward C. Fyler, the fireman of the locomotive; and Charles F. Flynn, the signal man who had charge of the signal station nearest the collision. All three men were examined briefly by the District Attorney and the Coroner in the room of Captain Laney.

Flynn explained the system by which signals were set automatically in the tunnel. He said the signals came to him from other towers by bells. His testimony showed that when there was a red signal at Fifty-ninth-st. there must be a green, or precautionary, signal at Sixty-third-st., that signal being set automatically. At sight of the green signal, he said, it was the duty of an engineer to get his train under control, in readiness for a stop at the red signal. Fyler, the fireman, said he saw both the green and red signals and shouted to the engineer across the cab of the locomotive. District Attorney Jerome later gave this version of the fireman's story:

THE FIREMAN'S STORY.

The fireman said he was sitting on his side of the cab as they passed along the tunnel, leaning out on the lookout for the signal lights. At Sixty-third-st., he said, he saw the green or "precautionary" signal, which means that the engineer must get his train under control so that he may be able to stop at a minute's warning. He drew in his head, he says, and shouted across to the engineer, "Green!" The engineer put on the brakes and slowed up. At Fifty-ninth-st. the fireman told me he saw the red signal and shouted "Red!" to the engineer. He knew a collision was coming, he said, and jumped into the tender. He told me he had every reason to suppose that the engineer saw the red or "danger" signal when he did.

Wisker, the engineer, was allowed to answer only one question. He was asked if he saw the signals, and he replied that he did not see the green signal at Sixty-third-st., because there was so much smoke and steam in the tunnel. He apparently was suffering from shock, and was on the verge of nervous prostration. Jerome said it was not fair to question a man in that condition, particularly as he might be held responsible for the loss of life in the wreck. By advice of the District Attorney Coroner Scholer held the engineer without bail, and sent him to the Tombs late in the afternoon. The fireman was held in \$5,000 bail, which was furnished. The signal man was discharged from custody. District Attorney Jerome said he would detail Mr. Garvan to attend the coroner's inquest, and continue the investigation.

HURLED LANTERN AT CAB.

The police got some statements from men on the New-Haven train which may be used later. The conductor of that train said he sent a man with a warning signal back to warn the approaching train as soon as the stop was made at Fifty-sixth-st. The brakeman said he went back and waved a red lantern. As the Harlem train did not stop, he got out of its way and hurled the lantern at the cab. The Harlem train had passed the red signal at Fifty-ninth-st. and was going at the rate of twenty miles an hour, the man said.

District Attorney Jerome made the following statement last evening concerning his investigation:

My idea in going to the scene of the disaster was to get the facts as to what happened.

SOLID TRAIN TO ST. AUGUSTINE, FLA. Seaboard Air Line Railway.—Adv.