New-York Tribune.

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THE CANAL BILL PASSED

FINAL VOTE IN THE HOUSE WAS 308 TO 2.

ALL AMENDMENTS REJECTED — THE SENATE TO CONSIDER THE WHOLE QUESTION WITH GREAT CARE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 9.—As predicted by The Tribune from the opening of the LVIIth Congress, the House this afternoon passed the Hepburn Nicaragua Canal bill without amendment. The overwhelming majority of 308 to 2 shows, as repeatedly stated in these dispatches, that the House in this case, as in nearly every other matter of importance, eagerly shifts responsibility to the Senate whenever the least opportunity to do so is presented. As shown by the speeches made by such leaders of both sides of the House as Mr. Cannon, of Illinois, and Mr. De Armond, of Missouri, to say nothing of the expressions of lesser lights, the House plainly is in favor of the construction of an isthmian waterway on the terms prescribed by the Hepburn bill, but it is notorious in Washington that the House dare not do anything in these days which is suspected of unpopularity. The rules which govern the body, of course, are largely responsible for results, though it is submitted that under vigorous and courageous leadership even so great a handicap as is contained in these rules would be overcome in so extraordinary a case as this one.

It is stating the matter mildly to say that there is no thought among the majority of the House, irrespective of political affiliations, that the Senate will pass the Hepburn bill without a close and prolonged struggle with the amendments that may eliminate the Nicaragua route from all consideration. With the understanding that the Senate will straighten out whatever tangle there may be in the canal question before passing on it finally, the members of the House have given their votes to a measure which few of them believe will ever become a law in its present shape. What influence except that of fear is responsible for this remarkable situation nobody here pretends to know. It has become an axiom among House members that it is easier to vote as actual or supposed public clamor demands than to explain at home when the campaign for re-election comes around, and trust to the Senate to keep legislation within the bounds best suited to the promotion of the national interest.

INVESTIGATION BY THE SENATE.

This diagnosis of the matter does not mean necessarily that the Senate eventually will not adopt the Nicaragua route as the best and most feasible. It does mean, however, that the entire responsibility for the selection of the route has been imposed on the upper chamber of Congress. According to the best information obtainable, it is the present intention of the Senate to go into the whole question thoroughly and sift it as though the House had never dealt with it, and even to call to its aid in a special capacity the members of the Isthmian Canal Commission and other persons who have had occasion or opportunity to acquaint themselves with the merits of every route across the isthmus that has been considered or investigated.

How much time will be consumed by the Senate in such an investigation as this cannot now be told, although the chances at present are decidedly against anything like the precipitate haste that has characterized the treatment of the subject by the House. It is possible, of course, that the Senate can rush its work through to completion this session, but few well informed persons in Washington expect this. The probabilities seem to favor delay in final action on the part of the Senate until the closing session of this Congress, which, of course, would carry the whole matter over for at least a year.

HEPBURN AND CANNON IN CONFLICT.

To-day's debate in the House was notable for the sharp conflict it provoked between Messrs. Hepburn and Cannon, who at best are never on terms of cordiality. Mr. Hepburn covertly charged Mr. Cannon and everybody else who had questioned the wisdom of the Hepburn bill with secret hostility to all canal legislation. Mr. Cannon repudiated this charge as vigorously as it had been made, and for a little while the House had all the excitement it could reasonably desire while these two gladiators stood facing each other with swords drawn. It was not strange, therefore, that the House broke into loud laughter when, on the final rollcall, Mr. Cannon voted for the Hepburn bill.

Senator Morgan, of Alabama, chairman of the Committee on Interoceanic Canals, continues to view the outlook for definite and final legislation at this session with confidence, in spite of all the signs to the contrary. He declares that he is going to push with vigor immediate consideration of his resolution calling for a rigid investigation of the alleged relations between the transcontinental railroads and the French Panama Canal Company. Whatever Senator Morgan's belief may be, it is evident that one of his chief objects in pursuing these tactics is to produce in the Senate, if possible, the same panicky feeling that was created in the House by Mr. Hepburn, and thus force the Nicaragua bill through. It is not regarded as at all likely, however, that the Senate can be frightened as the House was. Hence it is not probable that Senator Morgan will have as easy sailing as Mr. Hepburn had.

PROCEEDINGS IN DETAIL.

SHARP ENCOUNTER BETWEEN MESSRS. CANNON AND HEPBURN—PASSAGE OF THE CANAL BILL.

Washington, Jan. 9.—In anticipation of a vote on the Nicaragua Canal bill there was a large attendance on the floor when the House met to-day. Mr. Adamson, of Georgia; Mr. Wooten, of Texas, and Mr. Sparkman, of Florida, urged the passage of the bill without amendment. The time for general debate was extended until 2:30 p. m.

Mr. Cannon, of Illinois, chairman of the Appropriations Committee, then took the floor. His remarks received close attention. The building of this canal, he said, was a business proposition, and should be considered from a business point of view. Gentlemen talked about this proposed canal having been agitated for four hundred years, and used that as an argument why members of Congress should fall over each other to vote for the pending bill. Personally he had favored a canal for years, but because he had not been willing to proceed without information and against fixed treaty law he had been called hard names.

CANNON CRITICISES HEPBURN.

Mr. Cannon at this point clashed sharply with Mr. Hepburn, who is in charge of the bill. Mr. Cannon criticised Mr. Hepburn for withholding his speech from "The Record," and Mr. Hepburn, characterizing Mr. Cannon's criticism as "querulous and for an improper purpose," said that he had only exercised a privilege customarily enjoyed by members. But he offered then and there to give Mr. Cannon the speech, and sent it over to him by a page.

Mr. Cannon declared that in his recollection a member presenting a great measure to undertake a work that was to last for centuries had never pursued such a course. He declared it was not decent parliamentary procedure, and when Mr. Hepburn made some quick reply he observed, amid laughter, that if the gentleman from Iowa were only as

Continued on fourth page.

THE LATEST LONDON NEWS

BRITISH IRRITATION OVER CHANCELLOR VON BUELOW'S SPEECH.

HINTS AT ANOTHER CONSOLS LOAN—THE EDUCATION BILL—DANISH WEST INDIES.

(Copyright, 1902: By The Tribune Association.)
[BY CABLE TO THE TRIBUNE.]

London, Jan. 10, 1 a. m.—British temper, as reflected by the press, does not improve respecting the German Chancellor's speech. He is charged with adopting deliberately an offensive tone toward a member of the British Cabinet who, at the worst, made an accidental mistake in the haste of extemporaneous oratory. Some journals are fatuous enough to remark that the German Emperor will be seriously annoyed by the Chancellor's indiscretion, which exceeds in gravity Mr. Chamberlain's undiplomatic reference to the Franco-German war. Wiser commentators assume that the Emperor knew in advance what the Chancellor would say, and was fully responsible for it. The Emperor has been England's useful friend, but he is compelled to remain in touch with German opinion. This is the interpretation placed upon the speech by well informed diplomatists. Anti-English feeling in Germany has been strong during the last two years, and has increased with the pressure of hard times. The Emperor has not made a concession to a gust of popular passion, but has thrown out an anchor to windward.

The stock market yesterday was not ruffled by evidence that the German Foreign Office is less friendly to England than formerly and is reverting to Bismarck's principles. There was dulness rather than depression, and a rumor that the Chancellor of the Exchequer intended to place another £20,000,000 in consols did not create a bearish feeling. Politicians take even less interest in Von Bülow's polemics than the stock speculators display. One or two Liberal journals reproach Mr. Chamberlain for being a disturber of the peace, but the Edinburgh offence has never been regarded as an affair of any importance.

There is more talk among the politicians about the Education bill than anything else, since there is the probability of serious division of opinion respecting it among the supporters of the ministry. The Duke of Devonshire is reported to be both hopeless and obstinate respecting it and disposed to forecast the downfall of the government; but he is the stalest member of the government. Lord Rosebery, on the other hand, is described by his friends as running over with enthusiasm over his recovery of prestige and the welcome which he is receiving from all sections of the Liberal party. His partisans are seeking to persuade Sir Henry Campbell-Bannerman that there is room for everybody except Nationalists under the Rosebery umbrella.

Sir Michael Hicks-Beach, speaking at the Licensed Victuallers' banquet in Bristol last night, hinted at increased taxation in the ensuing session. He did not, of course, disclose the secrets of the Budget. A remarkable sign of the times is the announcement by Mr. Pease, M. P., that he should consider the Chancellor of the Exchequer justified in levying a duty of a shilling, or even two shillings, on imported wheat. Mr. Pease is not only a Radical, but comes from perhaps the most distinctly free trade family in England.

Nothing is known in diplomatic circles here respecting the precise state of the negotiations in regard to the Danish West Indies. It is reported that German merchants at St. Thomas are at the bottom of the agitation in the islands in favor of a popular vote on the question of annexation to the United States, and that the State Department will be well advised in closing the bargain without providing for a plebiscite.

The East African correspondent of "The Morning Post" compares the British and American consular methods. He complains that so far as that portion of the world with which he is especially acquainted is concerned, much of the criticism of British consular reports is unjust. He says American officials have usually at their disposal authoritative British statistics, whereas British officials have not corresponding American statistics.

The De Beers Company, at Kimberley, South Africa, have decided to make electricity the motive power at their diamond mines. Tenders have been invited for the erection and equipment of a large new generating station, and estimates have been received from various countries. Some of the machinery will be of American manufacture, but it is stated that the bulk of the orders has been placed with English firms.

Rumors that both the German and American fleets will be heavily reinforced in Venezuelan waters are not credited. It is confidently assumed that every measure adopted by Germany in those waters will be regulated by a definite understanding with the State Department.

I. N. F.

WASHINGTON AND VATICAN.

AGITATION IN ROME FOR AN AMERICAN REPRESENTATIVE AT THE PAPAL PALACE.

(Copyright: 1902: By The Tribune Association.)
[BY CABLE TO THE TRIBUNE.]

Rome, Jan. 9.—Although prelates well acquainted with American institutions always have declared to be absurd the idea of having an American representative at the Vatican and as against the spirit of the American Constitution, the party favorable to this project, headed by Cardinal Satolli, increases in numbers. It is now insisting that the Vatican take advantage of the important Philippine question to have Washington send, anyway, a confidential agent to treat with the Vatican, which should give its pledge to maintain secrecy on occasions for avoiding acknowledging him officially, as was done on former occasions for the defining of special questions; otherwise the agent would be repudiated at Washington.

SETTLING WITH GERMANY.

CASTRO'S GOVERNMENT REOPENS THE GERMAN ROAD TO TRAFFIC.

Caracas, Jan. 9.—The incident of the German railroad between Caracas and Valencia has been arranged, and the line has been reopened to traffic. The Venezuelan Government has guaranteed compensation for any loss of life or material.

HAS FASTED THIRTY DAYS.

Boulder, Col., Jan. 9.—J. D. Choate, of New-York City, is at the Colorado Sanatorium here. For thirty days Mr. Choate has eaten absolutely nothing. His fast has been self-imposed and because of a stomach trouble which would not yield to medical treatment. His mental and physical condition, aside from the weakness of the latter, due to his protracted fast, has not suffered in the least.

COMPROMISE ON SUGAR.

CONCESSIONS BY BEET AND CUBAN INTERESTS.

HOPE OF SECURING RELIEF FOR CUBA WITHOUT A FIGHT IN CONGRESS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 9.—There are indications that the beet sugar interests are gradually yielding a part of their contention against the admission at lowered tariff rates of Cuban sugars. Representatives of the sugar beet growers and manufacturers have recently been consulting with the spokesmen of the Cuban cane growing interests, in the hope of effecting some compromise by which a struggle in Congress over the proposed concessions to Cuba may be avoided. The beet sugar people have no hesitation about conceding preferential rates to the Cuban planters, but they insist that such aid to the Cuban industry as may be given shall take a special legislative form, and not involve any out and out tinkering with the Dingley tariff schedules.

The conferences already held have at least smoothed the way to a more satisfactory understanding, and have resulted in the discovery of a basis of compromise which seems more or less acceptable to both interests. This plan of harmonizing present differences involves the introduction and passage of an act whose life shall be limited to the calendar year. By its terms the United States shall allow a drawback of 50 per cent on all Cuban molasses and sugar up to No. 16 Dutch standard imported into the United States in vessels of the United States. This drawback is to be paid to the owners of the plantations in Cuba on which such sugar and molasses are produced or to their authorized attorneys and assignees, under such regulations as the Secretary of the Treasury may prescribe.

All other Cuban products are to enter the United States at 50 per cent of the present tariff rates. And for the same period of time the President is to frame and enforce in Cuba a new tariff giving such preferential rates on products of the United States imported into Cuba as may sufficiently compensate for the concessions granted on Cuban products.

It is argued by the advocates of this compromise measure that it will act as an altogether suitable modus vivendi for the period in which the new Cuban government is being installed, and that by the time its provisions expire by limitation, the government of Cuba will be ready to establish by treaty its future commercial relations with the United States.

RUINED WITHOUT OUR MARKET.

St. Thomas, D. W. I., Jan. 9.—The following cable dispatch, signed by a large number of residents of the Danish West Indies, was sent January 3 from the Danish island of St. Croix, addressed to the Minister of Finance and the Rigsdag at Copenhagen:

Confirming the memorial of His Majesty, King Christian, of June, 1900, the undersigned planters, representing 38,000 acres out of a total of 50,000 acres, and merchants and other representative inhabitants of the Danish West Indies, assert that if the American market is not secured by the sale of the islands, the sugar industry here will suffer severely and will have to cease in the near future, the prices for sugar now ruling being below the cost of producing that article.

Subsequent signatures secured to this message raised the ratio of representation to nine-tenths of the total acreage under cultivation.

BROADWAY STOPS FOR A MOUSE.

TEAMS ARE DRIVEN AROUND IT AND A MOTORMAN STOPS CAR RATHER THAN CRUSH IT.

For nearly an hour yesterday afternoon a crippled mouse, with a body half an inch long and a tail twice that measurement, had the right of way in Broadway at a point just below Daly's Theatre. Horses and wagons were driven carefully around it, and once a motorman stopped his car and gently pushed the maimed creature off the rails.

Where it came from could only be a subject of conjecture. A street gamin espied it first. He was just about to kick it with his foot when a portly looking man whose eye had caught the crawling thing stopped him.

"Don't hurt the poor little thing," he said; "it's injured already."

The boy couldn't understand the motive, but he obeyed the command. Together the man and boy stood and watched the mouse. Other men and boys and women came along, saw the man and boy intently looking, stopped and bent their gaze. Another boy essayed to kick it.

"Leave him alone," yelled the first boy, and he grabbed the other youngster by the collar and laid him on his back, for the newer arrival was the smaller.

A more miserable looking, dirtier mouse could not be imagined. Two of its legs had been crushed, and it was just able to drag itself along on the other two. It was so weak and dispirited, and yet so tenacious of life. It had lost the power to squeak and the instinct of fear. It was bent on getting to the curb, and it minded not men, horses or teams.

The crowd increased until fifty persons were gathered along the edge of the curb and around the mouse on the sloppy asphalt. They watched the struggles of the maimed, persevering creature as it failed, only to rest a bit and try again, raising itself and trying to get a crawling grip on the wet stone. Again and again it fell back into the water in the gutter to crawl out and gather its waning strength for another trial.

"Kill it; put it out of its misery!" said one man, but no one stirred.

The mouse turned and crawled painfully toward the car tracks. A big express wagon drawn by two horses came along at a trot.

"Look out!" yelled the crowd in chorus.

The driver pulled up sharply and leaned out. He saw the little brown, wet streaked patch barely moving.

"It's a mouse; don't hurt him," sang out a boy.

Carefully the driver piloted his horses to either side of the mouse so that it would be left in the open space between the wheels. He looked back, saw that he had calculated aright and smiled. A faint cheer came from the crowd.

Forlornly the mouse dragged its body, with frequent stops, until it reached the car tracks. A car came bowling along. Again went up a shout from the crowd:

"Look out!"

The motorman looked out, or rather over the dasher. He saw the mouse. He stopped his car, jumped to the street and carefully pushed the mouse to one side of the track. As the car went on the crowd gave him a cheer.

The mouse crawled back and began a series of desperate, futile attempts to climb the curbstone. For the next half hour horses and vehicles of all sorts, including automobiles, came to a stop when they reached the spot where the mouse was fighting against the inevitable and took particular care to make a wide detour around it.

The crowd didn't say much, but it watched with the most intense interest. Several suggested that the creature ought to be killed, but no one would crush the life out of such a pitiable object.

"Let's go away," said a man finally. "Some boy will come along and end it."

The knot of men and women dispersed. A boy came along, sighted the mouse resting for another effort at the curb and kicked it into the middle of the street. Several men were looking back.

CHAPMAN FIGHTS FOR LIFE

AMID SCREAMS OF WOMEN, HE WRESTS REVOLVER FROM DRINK CRAZED POLICEMAN'S HAND ON CAR.

Captain George S. Chapman, of the Mercer-st. police station, according to a statement made by him last night, had a narrow escape from being shot by a drink crazed policeman while he was trying to take the patrolman into the station. The two, with Wardman Wesley Hall, were on the rar platform of a Broadway car when the struggle took place. Chapman was badly bruised about the head and face.

Policeman John J. Healey, it is said, at 10:30 p. m. was at Fourth-ave. and Thirteenth-st., drunk, and raising a disturbance. It is asserted that every time any one came near enough Healey would make an attempt to throw that person into the rapid transit tunnel excavation. Captain Chapman and Wardman Hall made their way through the big crowd that surrounded Healey and roared at his antics. They took him by the arms and forced him to Twelfth-st. They hailed a Broadway car, full of passengers, many of whom were women, returning with their escorts from the theatres.

Healey, who is a big, six foot, broad shouldered giant, formerly a stone cutter, was forced up on the rear platform of the car by his superior officer, aided by Hall. They stood Healey up in one corner and took up positions on either side of him.

Healey struggled continually and vigorously. Finally he managed to free his hands from the grasp of his guardians. He quickly jerked out his night stick and made a swing with it toward Hall, who ducked and avoided the blow. Then Healey jerked off his belt, and, with an oath, threw his stick and the belt into the mud behind the car. Hall jumped off and ran back for the club and belt.

No sooner was Hall off the car platform than Healey wrenched his arm free from Captain Chapman's grasp and endeavored to draw his revolver. Captain Chapman divined his purpose and tried to keep Healey from getting the weapon. The struggle lasted untill Hall regained his place beside the captain. Then he found that the conductor of the car, angered by the disturbance and spurred on by the screams of the women in the car and the demands of their escorts to throw the disturbers off, had taken sides with Healey and was trying to help him.

Healey aimed a vicious blow at Chapman's face. The captain ducked. Quick as a flash Healey dove for his pistol pocket. He succeeded this time in drawing the weapon.

With an oath he aimed it straight at Captain Chapman's face, the muzzle being hardly more than eight inches from the captain's forehead.

"For God's sake, let him go captain!" shouted Hall, as he made a swing for Healey's face with the policeman's own night stick. Healey ducked to avoid the blow of the night stick. This probably saved the captain's life, for Healy's instinct of self-preservation was greater than his desire to shoot his captain. This gave Chapman time to make a final effort to get the policeman's weapon from him. He grasped Healey's hand in which the revolver was held with both his own. With a great effort Captain Chapman forced the policeman's hand down so that the weapon pointed toward the streetcar floor. Then Hall helped him, and the weapon was at last jerked out of Healey's hand. In doing so the hammer caught in the fleshy part of the policeman's hand and cut it severely.

Then Healey stood panting and glaring. The crowd in the car had become terrorized. Women were standing up on the seats clutching their escorts by the arm and screaming. Men in evening dress were crowding about the door of the car, demanding to know what was wrong. Captain Chapman was not in uniform, nor was Wardman Hall. Many of the passengers, seeing the two men struggling against the policeman, and not understanding the situation, were emphatic in their efforts to aid the policeman. This made the struggle between the three men all the worse to the passengers.

At the station Captain Chapman stripped Healey of his shield and book of rules, and ordered him suspended, and, under instructions from Inspector Cortright, put him in a cell.

BOLD ROBBER IN SIXTH-AVE.

HE SMASHES WINDOW WITH STONE, GRABS JEWELRY WORTH $5,000 AND ESCAPES.

While throngs were passing up and down Sixth-ave. near Twenty-eighth-st. yesterday about 3 p. m. a well dressed young man threw a huge paving stone through the plate glass in the show window of Edward Berger's loan office and jewelry store, at No. 460 Sixth-ave. While people looked on in sheer amazement he reached through the shattered glass and gathered up jewelry valued at about $5,000 which was displayed in the window. He succeeded in escaping with this, and the detective force of the West Thirtieth-st. police station are looking for him.

Miss Kate Stone, the cashier in Berger's store, saw him approach the window. He appeared to be about 5 feet 9 inches tall, was broad shouldered and had black hair and a smooth face. He looked into the window for a few minutes, with his hands behind his back. Suddenly he swung his hands in front of him, and in one of them was a big paving stone. He grabbed it with his other hand, and then swinging it above his head dashed it at the window.

The glass was entirely shattered, and fell to the pavement with a great crash. The stone was thrown with such force that it came near hitting Miss Stone. The noise of the falling glass attracted the attention of the people in the street, and as they turned to the window they saw a man grabbing everything in sight in the window and stuffing it in his coat pockets. Before any of the crowd thought to act or restrain him the man dashed up Sixth-ave. and apparently up the stairs of the uptown elevated station.

Joseph Field, a clerk in Berger's store, ran to the front of the store in time to see the thief run. He followed him, and ran up the elevated station stairs. Just as he reached the platform an upbound train pulled in, and he boarded it. He went through the train, but could find no one who looked like the man that had committed the robbery. It is his belief that the robber, after running up the stairs, cut across and ran down the downtown stairs of the same station. Among the jewelry stolen was a diamond necklace valued at $2,200, diamond rings and earrings.

Captain Sheehan of the West Thirtieth-st. station detailed all his available detectives on the case. A general alarm was sent out to all precincts.

SULTAN WILL DEFEND TRIPOLI.

THE PROPOSED ITALIAN OCCUPATION TO BE RESISTED.

London, Jan. 10.—The Cairo correspondent of "The Daily Mail" cables that he learns that the Sultan of Turkey has vainly sought to enlist French aid to prevent the Italian occupation of Tripoli. The Sultan then decided to fortify the capital, continues the correspondent, and Tripoli will be reinforced with a garrison which will be equipped with the most modern weapons.

Millions of bad colds have been cured with JAYNE'S EXPECTORANT.—Advt.

INQUIRY INTO DISASTER BEGUN

WISKER, THE ACCUSED ENGINEER, HAD LONG FEARED A CRASH BECAUSE OF SMOKE.

LOUD DEMAND THAT PARK-AVE. TUNNEL BE MADE SAFE

District Attorney Jerome, Coroner Scholer and Frank M. Baker, one of the State Railroad Commissioners, yesterday decided at a conference to unite in an investigation of the fatal collision in the Park-ave. tunnel. The formal inquest by the coroner is to begin next Thursday. Several railway officials and employes were examined at the investigation yesterday.

The officials will try to fix the responsibility for the tunnel accident, in which fifteen persons were killed and many hurt. The inquiry will deal with the effect of smoke in the tunnel in preventing engineers from seeing signals. It will pass on the accountability of John M. Wisker, the engineer of the Harlem train, who ran his locomotive past signals and into the New-Haven train.

Wisker remained a prisoner in the Tombs. He was visited by his wife, who said he had been afraid of accidents in the tunnel on account of the smoke. He said he did not see the signals that were intended to stop his train.

Mayor Clarke of New-Rochelle issued a proclamation, and that city was in a state of mourning on account of the deaths of so many of its citizens in the railroad disaster. Several of the bodies which were removed from the wreck were taken to New-Rochelle for burial.

Twenty-one of the persons who were injured in the tunnel collision were still in hospitals in this city, and some were believed to be in danger of death.

NEW-ROCHELLE MOURNING

MAYOR CLARKE ISSUES A PROCLAMATION—PITIFUL SCENES AS BODIES OF VICTIMS ARE BROUGHT HOME.

Mayor Clarke of New-Rochelle yesterday issued the following proclamation in reference to the tunnel accident:

A frightful calamity has befallen our community. Between the dawn and evening of a single day many happy homes have been made desolate and many loving hearts have been bowed with grief and sorrow. Loved ones from many of our households, rejoicing in vigor and health, have unexpectedly been taken from us in an unforeseen and cruel manner. In view of this terrible visitation, and actuated by a sense of the great loss which our city has sustained, as Chief Magistrate I extend to the bereaved and afflicted families, on behalf of myself and the citizens of New-Rochelle, sincere assurances of deep and heartfelt sympathy.

HENRY S. CLARKE, Mayor.

New-Rochelle, N. Y., Jan. 9, 1902.

It is reported that Mayor Clarke may set aside Sunday as a day of mourning. Already memorial services are being arranged in some of the churches.

Ex-Mayor Michael J. Dillon, of New-Rochelle, in behalf of himself and others, has issued a call for a mass meeting to be held at Music Hall, in Mechanic-st., New-Rochelle, to-morrow night, to take such action as may be deemed advisable and to appoint a committee to offer assistance to the authorities who are investigating the tunnel accident. It is the intention of Mr. Dillon to invite Mayor Clarke to preside at the meeting. The committee to confer with the New-York authorities will be made up of about a dozen of the leading citizens of New-Rochelle. There will be members of the Board of Trade and others well informed on subjects relating to transportation, and they will explain the disadvantages that New-Rochelle has been suffering under. Mr. Dillon had several fights with the New-Haven Railroad when he was Mayor. He prevented the company from driving out of business some of the hack drivers of New-Rochelle.

President H. E. Colwell of the Board of Trade has called a meeting of the officers of that body for the purpose of deciding on a plan of campaign to get rid of the Park-ave. "death trap." This meeting will be held in a few days, and it is believed that a public meeting will be called and invitations sent to citizens of every town and city of Westchester County to send delegates to the meeting.

WOMAN SAYS HUSBAND WAS KILLED.

A poorly dressed woman, carrying a baby only a few weeks old, made her appearance in New-Rochelle last night. She said that the body of an unidentified man in the wreck was that of her husband, Joseph Lempken, a mechanic. Mrs. Lempken lives in White Plains. The woman said that her husband came to New-Rochelle to visit his mother, and took the fatal train the next morning. She was poor, and a crowd of people to whom she told her story took up a collection, and gave her enough money to go to New-York.

There are few people in New-Rochelle now who care to travel in the last car of New-Haven Railroad trains coming into New-York. It used to be the favorite car for women, but since the wreck people shun it as though it were known to be infected with smallpox. On the Danbury express yesterday morning the rear car was unlocked, as usual, at New-Rochelle, but there was no one who cared to go into it. Some commuters suggested that it might be a good punishment to anarchists if Congress passed a law compelling them to ride up and down in the rear coach on the trains of the New-Haven Railroad.

All day yesterday the flag on the New-Rochelle City Hall, by the order of Mayor Clarke, floated at halfmast. The city was a scene of mourning. Several bodies of victims arrived in New-Rochelle Wednesday night, and more came yesterday. At the New-Rochelle railroad station where the bodies were transferred to hearses large crowds lingered all day.

PITIFUL SCENES AT HOMES.

When the victims were taken to their homes there were many pitiful scenes. Nearly all of them had young children from whom the result of the disaster, by many ruses and evasions, had been kept secret, but concealment was no longer possible when the coffins were carried into the rooms. One woman in Residence Park who has two fine looking children—a boy and a girl—told the little ones all kinds of stories Wednesday about their father and why he didn't come home. As the evening wore on the children became uneasy and began to cry. Then the mother with breaking heart had to sit down to the piano and play to console them. Tears blinded her eyes as she thought of them and of her own condition and the husband she would never see alive again. At most of the houses kind neighbors or the family clergyman or physician were on hand to soothe the bereaved ones.

Yesterday morning, soon after the body of Theodore H. Fajardo was taken to his home in Homestead Park, the door bell rang and a neighbor answered it. She found the postman at the door with a letter, and handed it to Mrs. Fajardo.

"Poor Theodore!" said Mrs. Fajardo, as she looked at the address, "how anxious he has been for this! It's a letter from his people in Spain, but it has arrived too late."

Mrs. Fajardo is an American and does not understand her husband's language; so she was obliged to lay the missive aside unread.

The clergymen of New-Rochelle spent yesday making the rounds of the New-York hospitals and calling upon and cheering up the injured. Several of the New-Rochelle physicians have also been at the hospitals attending to patients who were injured in the wreck.

ITINERARY OF THE ILLINOIS.

Washington, Jan. 9.—The battleship Illinois will come out of dock at New-Orleans on Saturday or Sunday, and will proceed to Pensacola or Havana to coal. She will then join the North Atlantic Squadron for a short time, before coming North to make ready to convey Rear Admiral Crowninshield, whose flagship she will be, to the European station, and take part in the naval display at the coronation of King Edward VII.

TRAIN FIT FOR THE GODS.

The Florida and Metropolitan Limited to Florida via Seaboard Air Line Railway; 12:55 p. m. daily. Office 1183 Broadway.—Advt.

PROBING FOR THE CAUSE.

DISTRICT ATTORNEY, RAILROAD COMMISSION AND CORONER DECIDE TO MAKE A JOINT INVESTIGATION.

Plans were made yesterday for a thorough investigation of the collision by which fifteen persons were killed and thirty-six were injured seriously in the Park-ave. tunnel, at Fifty-sixth-st., Wednesday morning. The whole question of responsibility for the accident is to be solved by District Attorney Jerome, Coroner Scholer and the State Railroad Commissioners, working together in one inquiry.

The investigation which the District Attorney began in the tunnel on Wednesday and continued later at the police station in East Fifty-first-st. apparently settled only one point to be decided. That was that the signals in the tunnel at Sixty-third-st. and at Fifty-ninth-st. were set properly, and would have prevented the accident if they had been obeyed. There was a green signal at Sixty-third-st., the precautionary warning to the engineer of the incoming Harlem train to get his train under control and be ready to stop if the signal at Fifty-ninth-st. showed red. Then there was the red signal at Fifty-ninth-st., an imperative warning that the New-Haven train was ahead and on the block. John M. Wisker, the engineer of the Harlem train, is a prisoner in the Tombs, held without bail on the coroner's charge of homicide, because he ran his train past both signals and into the rear of the New-Haven train, causing horrible carnage.

An important point to be decided by the inquiry was raised by the statement of the imprisoned engineer that there was so much smoke and steam in the tunnel Wednesday that he did not see the green signal at Sixty-third-st. The investigation will include the collecting of evidence as to the amount of smoke left in the tunnel by steam locomotives passing through at short intervals when a snowstorm is in progress. There will be expert testimony to indicate what effect so much smoke has on the eye of an engineer driving a locomotive through the tunnel. There may be presented at the coroner's inquest some of the testimony given to the grand jury that recently made a presentment regarding the smoke and poisonous gases in the railroad tunnel. It is expected that there will be testimony bearing upon increased safety in tunnel travel when trains are run by electricity, when the tunnel is free from smoke, gas and steam, and when it is lighted by electricity. All such testimony will have a bearing on the question of responsibility for the frightful accident of Wednesday.

CONFERENCE IN MR. JEROME'S OFFICE.

The decision to have one investigation, instead of three separate investigations, was reached yesterday morning at a conference at the District Attorney's office between District Attorney Jerome, Coroner Scholer and Frank M. Baker, one of the State Railroad Commissioners. Mr. Baker, who was at the Fifth Avenue Hotel in the morning, was invited to the conference by the District Attorney. Coroner Scholer had already requested the advice and aid of the District Attorney in a preliminary inquiry to prepare for the formal inquest he will hold on the bodies of the fifteen persons who were killed in the collision.

It was decided at the conference that the coroner's inquest should begin next Thursday morning, and probably in some convenient room in the Criminal Courts Building. In the mean time it was agreed that the District Attorney should continue the preliminary investigation which was begun Wednesday at the scene of the wreck and carried on later at the police station in East Fifty-first-st. Previous to the conference with Colonel Baker the District Attorney had sent for several railroad officials and employes who were at the Grand Central Station and who were directed to the office of Assistant District Attorney Garvan when they appeared in the Criminal Courts Building. Mr. Garvan examined several of them as witnesses in the preliminary investigation which was held in his room behind closed doors in the forenoon, while District Attorney Jerome and Colonel Baker listened to their statements and asked occasional questions. Mr. Baker had his own stenographer present. A recess was taken for luncheon early in the afternoon. District Attorney Jerome said he expected the preliminary investigation would last several days. He added:

We have obtained some new and important information bearing on the accident, but I am not sure that it would be wise at this time to make it public. The investigation is for the purpose of discovering what evidence is to be submitted to the coroner's jury. I do not wish to spend two or three weeks in the examination of irrelevant witnesses at the inquest. I want to have a thorough understanding of the case before the public proceedings begin. All the facts learned here will be presented at the inquest, but some of them will be presented boiled down.

This is an inquiry into the facts. The object is to find out whether or not the accident was due to the negligence of any person or persons. I do not know yet whether it was unavoidable. But so far as I can see now the case looks simple; I do not believe we shall have any difficulty in getting at the absolute truth. If I find that the accident was due to a lack of proper precaution on the part of any one I will see that punishment is meted out to the person or persons to the full measure of the law. If, on the other hand, it appears that every care and safeguard was employed that might reasonably be expected, no amount of public clamor will move me from this position. This case will be treated strictly on its merits and in accordance with my oath of office.

WILL HAVE EXPERT TESTIMONY.

The inquiry will be as thorough as I know how to make it. I will call upon experts for their opinions, because I intend to get all possible aid in arriving at a fair and unbiassed conclusion. At the beginning of this inquiry I want to examine the railroad men, because they are the persons who can