



STORM TAKES 22 LIVES. MAKES RAILROAD WRECK.

Puts Out Danger Signal on Pere Marquette—Twenty-nine Injured.

Grand Rapids, Mich., Dec. 27.—The death list resulting from the head-on collision between two Pere Marquette Railroad passenger trains, near East Paris, early yesterday evening, stands to-night at twenty-two, with twenty-nine persons injured, several of them probably fatally. The names of those killed and injured follow:

- THE DEAD. BALDWIN, L. J., of Hullman, Mich. BALDWIN, Mrs. L. J., of Hullman, Mich. BALDWIN, Louis, son of Mr. and Mrs. L. J. Baldwin. BURNS, Frank, of Detroit, Grand No. 5. DEVINA, Charles A., of Grand Rapids. GILBE, Mrs. Daisy, of Lowell, Mich. GILLET, F. M., of Burr Oak, or Portland, Mich. HELMICK, William, of Detroit, baggage man. HILL, Joseph, colored, of Windsor, Ont. JORDAN, Walter, of Grand Rapids. MYERS, Bert, of Grandville, or Lake Odessa, Mich. PALMER, George, of Detroit, American Express agent at No. 156. SMITH, William, of Saranac, Mich. STODDARD, Charles A., of Detroit, engineer No. 6. WAGER, Austin L., of No. 152 Sixteenth-st., Detroit, baggage man. WELLS, Allen H., of Big Rapids, Mich. WIERINGO, Peter W., of Grand Rapids. WILLIAMS, Lester, of Lansing, Mich. Four unidentified men.

THE INJURED. BARBER, W. J., of Muskegon Heights, Mich.; injured about head and face. BOA, Henry T., of Grand Rapids; leg badly injured. BOTSFOED, C. N., of Farmington, Mich.; small clerk train No. 6; badly cut about head. BRUCE, H. O., of Sunfield, Mich.; badly injured about head and shoulders. BROWN, Claude, of Grand Rapids; leg injured. CHAMBERS, Charles T., of Ionia, Mich.; injured about head. CHAMBERS, John, of Grand Rapids; injured about head and leg and collarbone broken. GAY, R. E., of Detroit, brakeman; head, body and right leg injured. GOULD, J. T., of Grand Rapids, Mich.; badly cut about hands and shoulders. GRAY, Mrs. H. O., of Grand Rapids, Mich.; badly bruised about head and hips. HUMPHREY, the Rev. James, pastor of the Church of Christ, Lansing, Mich.; badly cut about face. KELLER, A. S., of Clarksville, Mich.; left leg injured. KENT, Mrs. H., of Grand Rapids, Mich.; injured internally. MALTHEUS, Michael, of Hart, Mich.; badly burned about legs, hand and breast. MARCUS, Harry, of New York, president of the E. H. Marcus Company; left leg fractured and injured about the shoulder. MINOR, Howard, of Grand Rapids, Mich.; left arm injured. MOON, E. B., of Grand Rapids, Mich.; streamer of Train No. 5; injured about head and body. MOTZAN, George, of Grand Rapids, Mich.; internal injury. NIEL, George, of Grand Rapids, Mich.; conductor, Train No. 5; left leg broken and badly injured about body. PALMER, George, of Grand Rapids, Mich.; small fractured, nose broken and injured seriously about body and hip. QUALEY, Timothy, of Grand Rapids, Mich.; seriously injured about head. ROSK, John, of Lansing, Mich.; injured about legs and arms. SIDGEL, Edward, of Grand Rapids, Mich.; right leg fractured and injured. SFRAGIE, Andrew, of Ailecan, Mich.; injured about head and body. SFRAGIE, Miss Gable, of Ailecan, Mich.; injured about head. STREETER, Mrs. H. R., of Grand Ledger, Mich.; badly injured about head. WATERMAN, Frank, of Detroit, engineer No. 5; seriously injured about head, face lacerated and internal injuries. WEST, Charles, of Saranac, Mich.; both legs broken, left hand torn off, probably fatally injured. WOODWORTH, J. C., of Salem, Mich.; injured about head and body.

It was the most disastrous wreck in the history of the Pere Marquette system, and instead of being caused by man's carelessness or mistake, is charged to the high wind, which extinguished the red signal light in the order board at McCord's Station, where the west bound train was expected to stop and receive new orders. Two minutes before the train rushed by McCord's, the light was burning, says the operator there, but in that brief interval the blizzard that was raging extinguished it, and train No. 5 flashed by the station, to crash into east-bound train No. 6, near East Paris.

The trains, which were two of the finest on the system, were reduced to a promiscuous pile of broken and twisted timber and metal, with dead and injured pinned down and crushed by the fragments of the heavy cars. Five cars and two large engines were jammed into a space ordinarily occupied by three coaches, and the wreckage was strewn across the right of way from fence to fence.

When train No. 5, bound west, whizzed by McCord's instead of stopping, the frightened operator informed the dispatcher, and then found that his red light had been extinguished. He reported this, and there was only one thing left to do. The collision was inevitable. The dispatcher's office called for medical aid and gave orders to hold at the station here the train which was to go over the Saginaw branch, and get the wrecking outfit under steam. The officials then waited for the word they knew must come.

NO CHANCE TO SLOW DOWN. There was no chance of the fast running trains to see each other through the driving blizzard in time even to slow down, and in a few minutes word came from the conductor of No. 5 that they had crashed together and that there was an awful loss of life.

The westbound engine drove through No. 6's engine like a wedge, separating the gear from the boiler and standing the latter on end. The running gear was crumpled like thin paper. Great cast steel side rods were bent into many shapes and even the steel tires of the big driving wheels were split and sprung from the wheels, landing in some cases ten feet from the engine.

The boiler of No. 5's engine turned over several times, and the very force of the twisting impact seems to have been the means of saving the life of Waterman, the engineer. He was thrown forty feet over the fence at the edge of the right of way. Moon, his fireman, was sitting on the opposite side of the cab, and he also was thrown clear of the pile of wreckage. As the engines came together the steam domes of the boilers blew off and the steam escaped, or there would have been added horrors from the hissing steam.

SMOKER TELESCOPED ENTIRE LENGTH. No. 6, eastbound, was composed of a mail and baggage car, combination smoker, buffet parlor car, day coach and diner. The baggage car, caught between the engine and heavy train, was smashed to kindliness, only the roof remaining unshattered. The big blind mail coach, heavily bulkheaded, took the brunt of the blow, but withstood the crash, and communicated it to the smoker, next in the rear. The smoker was swept clean, as the mailcar telescoped its entire length and turned over at the north side of the track. The smoker in turn crashed several feet into the parlor car, and it was at the rear end of the smoker and forward end of the parlor car that the passengers were killed and injured. From a space six feet square the bodies of two women, a boy and a man were taken.

The westbound flyer, with its heavy bulkheaded cars, stayed on the rails, back of the wreckage.

DEWEYS, WINES ARE PURE. Buy of the makers. We are the makers. Special holiday assortment cases. Send for descriptive price list. Dewey's, 128 Fulton Street, New York City.—Adv.

NEARLY SUNK BY AMINE. Narrow Escape of German Mail Steamer Near Singapore.

Victoria, B. C., Dec. 27.—The steamer Shinano, which arrived to-day from China and Japan ports, brought a remarkable story from Singapore, which is vouched for by Shanghai papers, of the narrow escape of the German mail steamer Prinz Heinrich from being blown up by a submarine mine. When the steamer was leaving Singapore a steam launch with a party of British naval officers on board steamed toward her, and the British launch men shouted excitedly: "You are in great danger! Right before you is a submarine mine! For God's sake go astern full speed!" Captain Heintzer, realizing that his vessel had too much way to stop, steamed at full speed, ahead, hoping to get over the danger spot. Suddenly the mine exploded about two lengths astern with a tremendous roar.

WARSHIPS' FINE RECORD. No Repairs Needed After Squadron's Run to Honolulu.

[BY TELEGRAPH TO THE TRIBUNE.] Honolulu, Dec. 20 (via San Francisco, Dec. 27).—The arrival on Wednesday of the largest fleet of war vessels ever seen in any port on the Pacific Ocean was a noteworthy event. The fleet comprised three battleships and four cruisers of the United States Asiatic Squadron, which crossed the ocean from Yokohama. The battleship Kentucky was in the lead, followed by the Wisconsin and the Oregon and the cruisers New-Orleans, Raleigh, Albany and Cincinnati. Coaling began as soon as the Kentucky and the Wisconsin reached wharf. It was kept up at the rate of 150 tons an hour, and the coaling of the entire fleet was completed at noon to-day. The entire fleet reached here after the long voyage without accident and with no repairs necessary. As soon as any one of the vessels had coaled she might have started at once on the return voyage. This exploit is regarded as one of the most important that any modern fleet has accomplished in time of peace.

With the arrival of the fleet Honolulu boasted of three rear admirals and a major general of the army. The admirals were Admiral Evans, in command of the fleet; Admiral Cooper, in charge of the North Pacific Squadron, and Admiral Terry, in command of the naval station at Honolulu. The major general was MacArthur, returning from China to San Francisco. Many entertainments have been planned before the departure of the fleet on December 29.

PACIFIC ISLAND POSTS. General MacArthur Returns from a Tour of Inspection.

[BY TELEGRAPH TO THE TRIBUNE.] San Francisco, Dec. 27.—General Arthur MacArthur, commanding the Division of the Pacific, returned to-day on the Siberia from a month's sojourn in and about Honolulu. He was accompanied by his wife and his aid, Colonel Parker W. West. General MacArthur's object in visiting the Hawaiian Islands was to examine and report on proposed sites for military posts, and he said that scarcely a foot of the island of Oahu was left unexplored by himself and the board of army officers who went to Hawaii to learn the need of fortifications.

"The islands, and particularly Oahu," said General MacArthur, "are of vast importance from a military standpoint, and will no doubt be looked after by this government. We inspected all parts of Oahu except the very mountain tops, but visited none of the other islands. I am not prepared to say where the military posts may be situated or how many may be established. All that information is to be embodied in the report compiled by the board and to be submitted to the authorities at Washington."

General MacArthur would not discuss his recent alleged interview at Honolulu, in which he was made to say that war with Germany was probable in the near future. "I have nothing to say about it," he remarked. "I cannot discuss the matter at all."

IN OPEN BOAT ALL NIGHT. Men Jump Around 14 Hours to Keep from Freezing to Death.

Babylon, Long Island, Dec. 27.—With the thermometer about zero last night near here, two men were compelled to remain in an open boat, and for fourteen hours had to jump around in the boat to keep from freezing to death. One of them is now in a bad way from exposure, but his condition is not considered critical.

William Doney, a Lindenhurst hotelkeeper, and John Lapey, of New-York City, left Lindenhurst yesterday to go gunning. They were caught in a heavy squall of snow. They attempted to return, but the mast of the boat was carried away and they were taken by the ice floes to Conklin's Point, just east of here. They drifted around there in the boat all night, and this morning they hoisted a signal of distress which was seen by Captains Philip and Andrew Sammis, of this place, who rescued them and brought them ashore.

BUILDING STRIKE GIVING OUT. The Men Going Back to Work in Pittsburgh.

[BY TELEGRAPH TO THE TRIBUNE.] Pittsburgh, Dec. 27.—The building strike, which has been on since October, is gradually dissolving. The international slate and tile roofers have deserted the Builders' Trades Council, which is conducting the strike, and will return to work in the morning. They will receive \$4 a day of eight hours. The scale will end December 31, instead of in May. The painters and housemiths are also talking of returning to work.

DR. BELL'S MISSION TO GENOA. Will Bring Back Remains of Founder of Smithsonian Institution.

Genoa, Dec. 27.—Alexander Graham Bell, inventor of the telephone, has arrived here. He will convey to the Smithsonian Institution at Washington the remains of James Smithson, founder of the institution, who died in Genoa in 1829.

Washington, Dec. 27.—It is said here that the reason for the removal at this time of the body of the founder of the Smithsonian Institution from Genoa to this country is because a stone quarry Genoa to such an extent that it has become necessary to remove the bodies buried there. It is said that the Smithsonian Institution has voted money for the body of the founder of the Smithsonian Institution from the city, whether the remains were learned to be in Genoa or not. Dr. Bell was acting on his own initiative. The matter had been discussed in local scientific circles, where the opinion prevails that a spot in the grounds of the institution here is the proper site for the final resting place.

CAN'T EXTRADITE ABEEL. MAY COME VOLUNTARILY

Young Man Talks of Proving, in New-York, His Innocence.

Niagara Falls, N. Y., Dec. 27.—The man arrested on the Canadian side of the river last night is James Nelson Abeel, of New-York, who, it is alleged, posed as "J. Ogden Golet, Jr.," and, claiming relationship to the well known Golet family, became engaged to Miss Eleanor Anderson, of New-York.

On Wednesday two men went to the Hotel Savoy at Niagara Falls, Ont., and registered from Chicago. One of them gave his name as F. S. Hall, and the other W. K. Hall. Last night Chief of Police Mains of the Ontario force, received a telegram from Inspector McClusky of the New-York police asking him to arrest at the Hotel Savoy, "F. S. Hall," who, the message said, was wanted in New-York on a charge of forgery. Abeel is still at the Savoy in charge of a police officer. The man with him is not in custody.

Abeel has engaged Germain & Pettit, a well known law firm of Welland, Ont. He will be arraigned before Magistrate Cruikshank tomorrow morning.

If Abeel persists in his determination to fight extradition and refuses to return to New-York, the officials admit they will be at a standstill in the case, because the extradition laws, it is said, will not cover the case.

Abeel said this evening: "So much trouble has been made for me by the police and newspapers that I do not know but that I will return and prove my innocence. I am entirely innocent of impersonating J. Ogden Golet or any other Golet. The fact that I am making my home in Canada under an assumed name is purely a personal matter. My family is well acquainted with my reasons, and so long as I do not turn my assumption of an alias to any criminal account, I do not think I am answerable to any one. I have communicated with my relatives, and if it is thought best I shall return to New-York, and then the truth, as far as I am concerned, will become known."

A New-York detective is to-night speeding across the State to be present at the examination in the morning. He will present a warrant showing that Abeel is wanted.

Meals have been served to Abeel privately to-day at the hotel.

That James Nelson Abeel cannot be extradited for the offence with which he is charged—forgery in the third degree—was the assertion made last night to a Tribune reporter by an intimate friend of the Abeels, who is now in this city. The informant said that if Abeel had taken his friends' advice and gone to Mexico he would never have been arrested. This man declared that most of Abeel's friends and acquaintances believed that he was the impersonator of "J. Ogden Golet."

"The worst thing charged against him," he said, "is the forging of J. B. Van Every's signature for a very innocuous purpose.

"If Abeel is brought here and found guilty of everything that is brought against him, I don't see what can be done. You may rest assured, however, that a very able criminal lawyer will be engaged to defend him, and that no expense will be spared. I am hopeful, however, that he will fight his extradition.

"A month or two ago Thomas Abeel, his uncle, died, and by his will Abeel will receive some \$30,000. This, as well as the boy's successful stock speculations, are known to certain persons who are seeking his arrest, and who, I am confident, are actuated not so much by sentimental as by mercenary motives."

DETECTIVE STARTS FOR CANADA. Acting under orders from Inspector McClusky, of the Detective Bureau, Detective Sergeant Collins, of the Central Office, left this city at 2 a. m. yesterday, for Niagara Falls, Can.

Abeel is wanted to answer a warrant issued on November 16 by Justice Wyatt, which charges that on October 31, 1903, "one James Abeel did forge the signature of the said J. B. Van Every to a certain letter and utter the same to one Eleanor Anderson, which forgery and uttering were done by the said James Abeel in violation of Section 514 of the Penal Code of the State of New-York." The warrant was issued on complaint of Mr. Van Every.

Inspector McClusky, in a telegram to the Chief of Police of Niagara Falls, Ont., said: "In case he (Abeel) is not willing to waive extradition proceedings in the event of his arrest, immediately upon receipt of a dispatch from you to that effect the papers will be prepared to be forwarded to you at once."

When the inspector received word that the arrest had been made, he ordered Collins to see if Miss Anderson was willing to go to Niagara Falls to identify the prisoner. It was rumored that Miss Anderson had expressed her willingness to go, but yesterday afternoon her counsel said he would not permit her to make the journey, as it was not necessary.

Detective Sergeant Manion told a Tribune reporter last night that Abeel, on arrest, had declared he would await the arrival of certain relatives he had sent for, before deciding whether to waive extradition proceedings or fight extradition. In the event of Abeel's waiving extradition he may be expected in this city to-day. The principal relative, who has been sent for, it is understood, is a cousin, a lawyer of Oswego.

CHINA STILL FEARS WAR. FUTILE DEFENCE PLANS.

Japanese News Not Reassuring—Viceroys' Reports.

Peking, Dec. 27.—The opinion entertained by the best informed diplomats in Peking that war between Russia and Japan is almost inevitable remains unchanged.

Nothing has been received here to corroborate the dispatches from Tokio, which said that the Japanese government was adopting an imperative tone in pressing for a speedy reply to its last note. The report is not believed.

Official communications received here from high sources say that the Japanese war party is growing in strength, and is bringing all its influence to bear on the government.

The Chinese Board of War has ordered the viceroys to furnish full information as to the numbers of foreign trained troops available for active service. The viceroys of three of the central provinces in response have reported that 90,000 such troops are in readiness. This is unquestionably a remarkable exaggeration, as the great majority of the foreign trained troops exist only on paper.

The Empress Dowager has issued an edict, at the request of Prince Ching, appointing several unknown and probably inexperienced officials as heads of army departments. One such has been appointed Director of Training, another has been given command of the Department of Instruction, and a third has been put in charge of the department which has to do with the supply of ammunition.

RUSSIA CHINA'S PERIL. Slight Pretext Needed for War—Japan's Preparation.

London, Dec. 28.—"The Times's" Peking correspondent, discussing how China will meet the situation in case of a war between Russia and Japan, says that China will not voluntarily take up arms, but that it is possible that Russia may wantonly attack China. He quotes the remark of Paul Lessar, Russian Minister to China, answering the query on what pretext Russia could advance on Peking, China's sole desire being to maintain an inflexible neutrality. M. Lessar simply replied, "Our tierra la quaque jusqu'a ce qu'ils mordent" ("Some one will pull their pigtails until they bite").

The correspondent thinks that Great Britain fails to appreciate the significance of the present situation, and adds that the Japanese preparations, in contrast with the policy of Great Britain, are more complete, thorough and detailed than the world probably has ever seen. One victory would give Japan immense prestige in Peking, and might influence China to assist Japan and bring the Russo-French alliance into operation.

"The Times's" correspondent goes on to say that M. Uchida, the Japanese Minister at Peking, deserves the greatest credit for having checked China from committing herself by agreement with Russia regarding Manchuria.

CENSORSHIP IN JAPAN. Peace and War Rumors Balance—Talk of New Alliance.

London, Dec. 28.—"The Daily Mail's" Kōbē correspondent asserts that the Japanese army authorities have requested the newspapers to refrain from publishing news concerning the movements of troops or other warlike preparations. In an editorial "The Daily Mail" says it regards this as a practical censorship and an ominous sign.

Editorials in other morning newspapers express concern over the movement of foreign warships toward the Far East, and particularly over the statement that United States marines have been ordered to Coren, fearing some unforeseen incident may precipitate a clash. On the other hand, the speech delivered by M. Delcassé, the French Foreign Minister, in the Senate on Saturday, when he said that nothing had occurred to cause him to place faith in the alarming reports that were being published daily, is looked upon as reassuring, and it is believed that the efforts of the powers may still be successful in preserving peace.

Cable dispatches published in this morning's newspapers record no important developments of Far Eastern affairs.

"The Daily Mail's" Tokio correspondent reports the opening of negotiations with Prince Ching's party with the object of forming an offensive and defensive alliance between China and Japan.

"The Morning Post's" Peking correspondent says that all classes of Chinamen unite in believing that in case of war China must help the Japanese, and that if this help should not be given there will be an insurrection against the Manchu dynasty.

JAPAN'S WAR PLANS. Merchant Vessels Ready to Register Under British Flag, It Is Said.

Japan is the destination of three men who arrived on the Etruria yesterday. They are hurrying to reach that country before war has a chance to break out with Russia. One of them, Percival Phillips, the war correspondent of "The London Daily Express," caught the ship at Queenstown, having started from London on four hours' notice. He brought no baggage except half a dozen collars, which he bought at Queenstown. He left here for Pittsburgh on the first train he could catch and will stop over long enough to see his mother there. Then he starts overland for San Francisco to catch the Pacific mail steamer Siberia, which sails from that port on January 7.

R. Krishnaam, an East Indian, whose home is in Shanghai, and A. de J. Sousa, a Portuguese merchant of Shanghai, also hope to make the same ship. Mr. Sousa will go to Washington first to confer with the Chinese Minister. He said that in London every one looks upon war as inevitable, and went on:

In case of war breaking out between Russia and Japan, every captain of the Nipon ships (Japanese merchantmen) is under instructions to hurry to the nearest British flag and register his ship under the British flag. Each captain is provided with a certified check for the value of his ship with which he is to purchase and have it registered at the British Consulate wherever he is, under his own ownership.

PANAMA ASSUMES DEBT. REPUBLIC'S GOOD FAITH. Will Take About a Fifteenth Part of Colombia's Obligation.

M. Bunau-Varilla, minister of Panama to the United States, stated last night that he had informed Sir H. Mortimer Durand, British Ambassador to the United States, of Panama's willingness to assume a part of the exterior debt of Colombia, in proportion to the population of Panama, compared with that of Colombia. The minister says this will be done as soon as the independence of Panama is recognized by Colombia.

Panamanians here who were informed of the course adopted by M. Bunau-Varilla said that this step had been taken to show the good faith of the new republic. They believe that no court of arbitration would have reached the conclusion that any part of Colombia's exterior debt should be assumed by Panama, as never in the history of the country was any part of the exterior loans utilized for the benefit of Panama.

The total amount of the exterior debt, with interest added, is about \$15,000,000, and Panama has a population about one-fifteenth of that of Colombia, so that Panama will take upon itself the payment of about \$1,000,000, if the conditions are carried out.

ELECTIONS IN PANAMA. Delegates Chosen to Convention—No Bribery in the City.

Panama, Dec. 27.—Elections for members of the Constitutional Convention took place to-day in every part of the republic. The results are not yet known, but telegrams from the interior report the apparent triumph of the candidates proposed by the popular junta, composed of Liberals and Conservatives.

For the first time in the history of the Isthmus the elections in the city of Panama have been conducted without any attempt at bribery or other illegalities.

Ernest Lefevre, Director of Telegraphs of the Republic of Panama, was married last night to Miss Odeyara Arango, daughter of José Augustin Arango, president of the provisional government. The sponsors were Señor Arango and Mrs. Amador, wife of Dr. Manuel Amador, the Minister of Finance. The wedding was attended by several prominent persons, including Minister Buchanan, officers of the United States Navy and members of the consular corps.

MARINES AT PANAMA CHANGE CAMP. The Prairie's Men at Bas Obispo—The Castine's Arrival.

Colon, Dec. 27.—The marines from the converted cruiser Prairie who had been stationed at Yaviza have gone from there to Panama, and are now at Bas Obispo, a station on the Panama Railroad. They occupy the houses of the canal company.

The United States gunboat Castine has arrived here.

BONDELZWARTS IN ARMS. General Revolt Breaks Out in Great Namaqualand.

Cape Town, Dec. 27.—A general insurrection has broken out among the Bondelzwarts tribes in Great Namaqualand, German Southwest Africa. The rebels have collected in the Kara Mountains.

The Kara Mountains, which are composed of silurian sandstone, are in the southeastern part of Great Namaqualand. The Bondelzwarts have been causing trouble for some time, attacking German posts in the neighborhood of the Orange River. A German punitive force, aided by Cape police, recently, after a sharp fight, defeated a band of the tribesmen.

TALK OF PEACE IN SOMALILAND. Little Confidence, However, Placed in the Mullah's Proposals.

Rome, Dec. 27.—News has been received here that Captain Risto, commander of the Italian squadron near Somaliland, arrived at Ochia on the flagship Cristoforo Colombo. He sent emissaries to the interior, having received an intimation that the Mullah was disposed to treat with Great Britain through the Italians. The Mullah is believed to be in an almost desperate condition, owing to the lack of a good base of supplies. There is, however, no belief in the good faith of the Mullah, as it is thought his alleged disposition to treat with Great Britain through the Italian officers is merely a stratagem to gain time while waiting for supplies.

BLOWN UP BY NITRATE. British Vessel Sunk Near Porto Rico—Hardships of Crew.

San Juan, P. R., Dec. 27.—The British schooner rigged steamer Lady Joicey, Captain Smith, bound from Chilian ports to Savannah, Wilmington, N. C., and New-York, with a full cargo of nitrate of soda, took fire and sank seventy-five miles due south of Porto Rico last Wednesday.

The cargo of the Lady Joicey exploded, and the vessel went down within two and a half hours, all efforts to save her having proved futile.

Captain Smith, with his crew and passengers, arrived at Ponce in two small boats. The men were exhausted and almost naked, having suffered greatly in making their way through heavy seas. There were no fatalities, and the only serious injury was suffered by one sailor, who had his leg broken and who is now in the hospital. The British consul at Ponce attended to the immediate wants of the shipwrecked crew, who are expected to arrive here tomorrow.

The Lady Joicey was a vessel of 2,046 tons register, and was built in 1888 at Sunderland, England. She was 351 feet long, 45 feet beam and 24 feet deep.

MR. GARTH HAD BEEN ILL. STATEMENT BY A. E. ORR.

Says Mental Anxiety of Personal Character Led to Death.

The members of the family of Granville W. Garth, president of the Mechanics' National Bank of this city, who disappeared on Friday at sea, while a passenger on the steamer Denver on the way to Galveston, as reported in The Tribune, were prostrated by the news yesterday. Mr. and Mrs. Horace E. Garth, the parents of G. W. Garth, living at No. 148 West Fifty-seventh-st., have both been seriously ill for some time, and it was feared that the news might prove too much for them. Mr. Garth, the father, has been an invalid for the last three years, suffering from paralysis. The old people were not told of the son's fate till yesterday forenoon. Although the effect of the shock was such as to cause serious alarm on the part of those attending them, it was learned at their home last evening that both were somewhat better.

Nothing further could be learned yesterday regarding Mr. Garth's disappearance. Others living in the same house, No. 160 West Fifty-ninth-st., declared that they had seen nothing in the daily actions of Mr. Garth, that would lead them to think him in trouble of any kind. Before leaving home last he gave cash Christmas presents to each of the employes of the house and bade every one an apparently cheerful goodbye.

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Mrs. G. W. Garth was suffering from the shock of the news yesterday, and would see no one. She did, however, in response to a message from a Tribune reporter, make a brief statement of denial of a published report.

Mrs. Garth, according to the story, is extremely fond of outdoor sports and interested in horses. She had received instruction, the report says, in riding from a young Irishman, Hubert Hartigan. Afterward Hartigan was employed by the Garths as head coachman. The story added: "While he was in the employ of Mr. Garth Hartigan enjoyed many privileges. So much of a favorite was he that it aroused the resentment of some of the other servants."

"All of this had little effect on Mr. Garth, however, he being almost as fond, for a time at least, of the bright young Irishman as was his wife. Several horses now owned by Hartigan were presented to him by Mr. Garth. The coachman was finally discharged, because he seemed to be the cause of continuous trouble among the servants employed by the family. Leaving the employment of Granville W. Garth, Hartigan went to his old home in Ireland, where he is said to have purchased several valuable hunters and thoroughbreds, all of which he sent to this country. He returned here about ten weeks ago and resumed his riding lessons, with Mrs. Garth as his pupil."

Mrs. Garth became so enthusiastic about her horses that she decided to have a stock farm and a track of her own. In this she met the opposition of her husband, but as she had come into the possession of \$4,000,000 on the death of her father, she was in a position to gratify her whims without causing her husband any financial embarrassment. She made it plain that she would do so. One of the best stock farms in New-Jersey was purchased by Hubert Hartigan, who less than three years ago was employed in using a currycomb and brush on horses in a riding academy. That farm is a few miles outside of Morristown, N. J., and it is worth, it is said, \$35,000. It is now being refitted at a considerable expense, and in the stable are some of the finest horses in training. It is not known who holds the title to the farm, but Hartigan is in control."

When this story was shown to Mrs. Garth she said, through a messenger, "You may say that the story is not true and that Hartigan is still in my employ."

Mrs. Garth was Miss Lillie McComb before her marriage to G. W. Garth, about twelve years ago. She was the daughter of the late James Jennings McComb, of Dobbs Ferry. She is a sister of Fannie R. McComb, who married Louis Herzog, the Philadelphia artist. After her marriage, it may be remembered, Mrs. Herzog contacted her father's will and succeeded in breaking it.

Several of the directors of the Mechanics' National Bank yesterday called on Mr. Garth's father, assuring him that there was no trouble in connection with the bank which could have caused Mr. Garth's mental trouble. Among them was Alexander E. Orr, vice-president of the bank, who last evening made the following statement, in which other directors concurred:

I am exceedingly grieved and shocked over the sad death of Granville W. Garth. Because of the manner of his death, and his official relation to the Mechanics' National Bank, I realize that it is becoming of me, as its vice-president, to make this statement. Mr. Garth had been president of the bank for several years, succeeding his father, Horace E. Garth, who, through failing health, was obliged to withdraw from the activities of management, although continuing as its director. Under Granville Garth's administration the bank has continued to advance and prosper; its present condition, certified to at the semi-annual examination held a few days ago prior to the declaration of the January 1904 dividend, being a Capital of \$2,000,000 and surplus over \$2,700,000, with other matters not estimated which would decidedly increase these figures.

For some time past Mr. Garth has been far from well, and within the last few weeks has seemed to be on the verge of mental prostration. At a meeting of the directors held on December 14, the following resolution was unanimously adopted by our board:

"Whereas, Our president has been ailing in health for some time past, and with a view of preserving to the bank his services, which have proved so valuable, it is resolved that we urge our president to take a vacation of four months from this date."

Mr. Garth consented to take the vacation upon the terms suggested by the directors, and also at their suggestion, before leaving New-York consulted Dr. Francis Delafield, who advised perfect rest for a time from all business cares, together with a short sea voyage.

With these objects in view he sailed with a companion on the Mallory Line steamer Denver on Saturday, the 19th inst., for Galveston, intending to visit the Texas coast. Mr. Garth's relations with his parents were most loving and filial and he enjoyed their fullest confidence. It was mental anxiety of an altogether personal character, that caused his sad death. I was in a great extent, with his lawyers, in his confidence, and I can, therefore, truthfully certify that, in my judgment, this was the sole cause of his illness and untimely end.

Adrian H. Larkin, of No. 54 Wall-st., who was Mr. Garth's counsel, declined last evening to say what personal trouble, in his opinion, had caused Mr. Garth's mental breakdown.

Galveston, Tex., Dec. 27.—Granville W. Garth, the New-Yorker, who committed suicide on the steamer Denver, on the way from New-York to Galveston, by jumping overboard, was travelling with Thomas Lawson, of New-York. Mr. Lawson is on his way to Thurber. He declines to discuss the tragedy at all except to disclaim that he was in charge of the banker. The baggage of Mr. Garth was delivered to Mr. Lawson at the Tremont Hotel to-day.

H. Mouquin, Bordeaux, has exported this year