



FLYER IN FATAL WRECK. ONE KILLED; MANY HURT.

Atlantic City Express Leaves Rails at Eatontown, N. J.

[By Telegraph to The Tribune.] Eatontown, N. J., June 11.—One person was killed and many others were injured as the result of the wreck of the Atlantic City express on the Central Railroad of New Jersey, which occurred at this place this morning. An engine, tender, two day coaches, a Pullman parlor car and one freight car were wrecked. The train was crowded with the usual Monday morning crowd returning to New York, and it is considered miraculous that the majority of the passengers were not killed. The list of dead and injured follows:

- THE DEAD. VAN DUSER, George W., music teacher, No. 221 West 185th street. THE INJURED. BARNABOSSO, John, Lakewood, N. J.; lacerations. BIBLE, Mrs. H., 522 West 124th st., New York. BRODER, John, slightly hurt about body. COMSTOCK, Craig P., bruised and cut. CONNANTINI, L., Lakewood, N. J.; cut about head, legs and body. DAVIDSON, J. F., Lakewood, N. J.; head cut, contusions on face. DEWEE, Edgar, Brooklyn; bruises. DONOHUE, William, No. 334 Schermerhorn street, Brooklyn; injured about body and legs. DUNLAP, Mrs. A., No. 433 Ellis avenue, Chicago; right hand bruised and suffering from shock. ERMST, Adolph, revenue collector, Toms River, N. J.; contusions. FREDERICK, C. A., Lakewood, N. J.; lacerations; taken to hospital. GOWDY, Mrs. Caroline, Toms River, N. J.; arm hurt. GROSS, W. E., Mount Vernon, N. Y.; bruises. HACKETT, Mrs. J., 210 West 87th street. HALLOCK, the Rev. Joseph N., No. 588 Greene avenue, Brooklyn; head, shoulders and leg injured. HALLOCK, Mrs. Joseph N., same address, slightly hurt. HANCOCK, the Rev. E. C., Perth Amboy, N. J.; shoulder injured. HANCOCK, Mrs. E. C., Perth Amboy, N. J.; shoulder injured. HUBBARD, Ernest, bruises and cuts. JONES, John J., No. 201 Throop avenue, Brooklyn; cuts and bruises. LAW, William, Brooklyn; slightly hurt. MATHEWS, E. T., 1776 Washington avenue, New York; injured about body. MEEVET, J. E., Lakewood, N. J.; contusions. MELONEY, W. E., New York; leg sprained. MELONEY, Mrs. W. E., New York; left arm injured. MURPHY, John, musician, No. 310 West 87th street; injured internally; Long Branch Hospital probably fatally injured. NEVILL, Hugh, Lakewood, N. J.; scalp wound. RANNEY, Samuel, Lakewood, N. J.; foot hurt. REWILLER, H. J., Lakewood, N. J.; scalp wounds and cuts. THOMAS, Richard, Lakewood, N. J.; contusions. WALLACE, Mrs. Lena J., No. 549 Washington avenue, Brooklyn; injured internally. WALTER, John, Lakewood, N. J.; contusions of side. WILSON, Floyd B., No. 89 Broad street, New York City; lacerations.

ENGINEER ESCAPES.

Engine No. 572, with Ellisha Egbert in the cab, and Robert Hackett, fireman, in the rear of the engine, was on its way from Atlantic City to New York, being due at Red Bank at 10:30 a. m. The train consisted of a locomotive, tender, a smoking car, a day coach and the Pullman parlor in the order. Each car was filled with passengers from Lakewood and Atlantic City, the train being due to arrive in Jersey City at 11:30 a. m.

Van Duser and Meloch were members of the Elite Muckab Four, which had been playing at Atlantic City. The other members of the troupe were Edward De-Voe, of Brooklyn, and John M. Kimmel, of New York, who were only slightly injured. Many passengers who were severely bruised and cut by glass, but all the rest miraculously escaped serious injuries, although all had thrilling tales to relate. The engineer escaped injury, but the fireman, while badly bruised about the hip and elsewhere on his body, will not be held up long.

The accident occurred in a peculiar manner, and there are two theories as to how it happened. It took place just west of the Eatontown freight station at a very sharp and dangerous curve in the track. Near the curve there is also a switch leading to a siding. Some freight cars stood on this siding, twenty-five yards from the switch.

When the Atlantic City flyer struck the switch the engine, tender, smoking car and day coach took the switch properly and continued on the main track, but the Pullman car in some manner ran off on the sidetrack and pulled the engine and other cars off the rails. The tracks were raised about five feet at this point, being over a swamp, and the engine, tender and smoker fell directly into the swamp, the engine and tender merely sliding down the embankment and lying parallel with the track, while the smoker was thrown crosswise in the mud and badly smashed. There was not a whole seat or window in the car. Van Duser's body was taken from under the smoking car. He had evidently been instantly killed, and was buried in Breese's undertaking rooms and a jury was empaneled to view it. The second passenger coach hung directly across the marsh, in the Y between the switch and main track, and was not so badly damaged. The passengers in this coach escaped with bruises, those badly injured all being in the smoker. The Pullman left the rails on the switch, the wheels being broken by the force of the shock when it left the main track. This was torn up for about thirty yards, while the switch was also torn considerably.

One theory of the accident is that the switch was left open and that the engine, tender and two day coaches took the switch properly, while the Pullman did not. Railroad officials were soon on the scene investigating with a view of settling the responsibility. The other and more probable theory seems to be that the switch was closed, but that as the train was going at a high rate of speed on the curve the heavy Pullman jumped the switch. It is said that for some time it has been feared that there would be an accident at this point, owing to the sharp curve and the switch. Last winter a freight train left the rails here in almost the same manner. The freight car on the siding was struck by the Pullman and badly wrecked. Many of the women passengers became hysterical after the accident, and there was the utmost confusion for a short time. Axes had to be used to get Van Duser's body from under the smoker.

Wrecking trains were rushed to the scene. Physicians from all the surrounding towns were called to the scene of the wreck, and there was no lack of medical assistance. Most exaggerated reports of the accident reached Red Bank and Long Branch, the deaths being placed as high as forty. The passengers were taken to Red Bank and reached Jersey City on New York & Long Branch Railroad cars early in the afternoon.

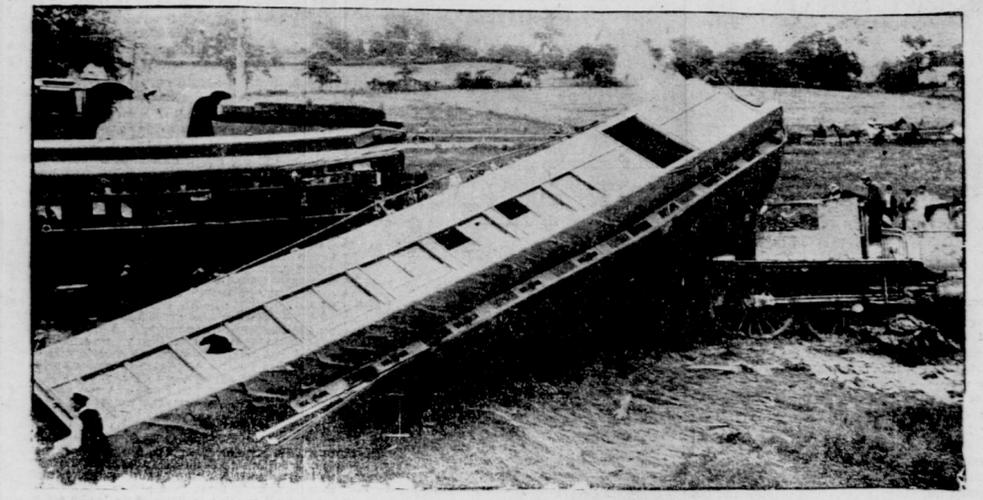
WIFE LEARNED OF DEATH FROM PAPER.

Mrs. George W. Van Duser, wife of the musician who was killed yesterday in the wreck at Eatontown, N. J., received the news of her husband's death while out making preparations for his supper. She caught sight of a newspaper with a four column head on the wreck and bought a copy. It told her husband was killed. She will start today to claim the body.

THE WONDERS OF YELLOWSTONE PARK

Are best seen by taking the Pennsylvania Railroad Pullman Tour. First-class Pullman train leaves the East River at 10:30 a. m. and arrives at New York every necessary arrangements.

SCENE OF THE WRECK OF THE ATLANTIC CITY EXPRESS ON THE CENTRAL RAILROAD OF NEW JERSEY, AT EATONTOWN, N. J., YESTERDAY.



COL. H. A. DU PONT WINS.

Defeats Addicks for Senator—Selection Made Unanimous.

Dover, Del., June 11.—Colonel Henry A. Du Pont, of Wilmington, to-night defeated J. Edward Addicks in the contest for the vacant seat from Delaware in the United States Senate. Colonel Du Pont was selected to fill the vacancy by a caucus of the Republican members of the Legislature, which was in session several hours. The action of the caucus ends a contest that has continued for eleven years, during which time Addicks was the candidate of the Union Republicans for United States Senator. The Legislature will meet to-morrow in special session, and each house will take a separate vote for United States Senator, and the two houses will meet jointly on Wednesday to verify the vote. There was a full attendance of members of both wings of the Republicans at the caucus to-night. There was a long discussion, and when the vote was finally taken it stood: Du Pont, 20; Addicks, 10; H. H. Ward, 1. Following the announcement of the vote, Senator Connor, an Addicks supporter, made a motion that Du Pont's election be made unanimous, which was adopted. The Democratic members of the Legislature have criticized Governor Lea for calling an extra session of the Legislature to elect a Senator, and they have declared they will take no part in the voting.

SHAW TURNS DOWN DAY.

Secretary Refuses to Speak at Syracuse University Commencement.

[By Telegraph to The Tribune.] Syracuse, June 11.—Chancellor James R. Day of Syracuse University, received to-day a message from the Secretary of the Treasury, Leslie M. Shaw, cancelling his engagement to deliver the commencement oration on Wednesday. It is thought that Secretary Shaw did not wish to appear here because of Chancellor Day's attack on President Roosevelt. John D. Archbold, president of the board of trustees, has sent word that he will be unable to attend the annual meeting of the trustees to-morrow.

DROUTH ENDANGERS NEBRASKA CROPS.

[By Telegraph to The Tribune.] Omaha, June 11.—The corn and wheat crop of Nebraska is in imminent danger because of drouth. Great damage has already resulted and still greater damage is being done daily, and still greater damage is being done daily, and still greater damage is being done daily.

BIG LINER AGROUND.

Steamship Westernland on Shoal Near Cape May, N. J.

[By Telegraph to The Tribune.] Cape May, N. J., June 11.—The Red Star liner Westernland, bound from Liverpool to Philadelphia, struck on the eastern side of the Overfalls Shoals, to the landward of Somers Shoals, at 10:15 o'clock this morning. She was floated at 11:40 o'clock to-night. She was seen by the Delaware River pilots here, coming up the coast this morning, and when she struck they were not surprised. It is believed by local pilots that she lost her way in the fog and rain last evening, and that when the captain found himself inside from Five Fathom Bank Lightship this morning, he deemed it best to make a line between the shoals into the waters of Delaware Bay. Captain Turner's only statement was that the strong east wind and tide drove the steamer out of her course. After a futile attempt to float the big liner on the noon tide nothing was done until the night tide came up, when several tugs fastened hawsers to the steamer and she was pulled off the shoals without much difficulty. After clearing the shoals the Westernland swung around and steamed to the Delaware Breakwater, where she will remain until morning. The Westernland was drawing twenty-seven feet of water, and when she struck it was flood-tide. About 11 o'clock the Pennsylvania pilot boat Philadelphia reached her, fastened on a hawser and began efforts to get her off the shoal, but without success. The sea about the steamship was very rough. She stands with her bow pointing directly into Cape May, and is about five miles off-shore. She has 1,210 persons on board, of which 880 are passengers. They have been assured that there is no danger, and the captain reports that perfect order has been maintained upon the ship. Life-saving crew No. 40, under Captain James W. Eldridge, went out to the steamer's assistance, stood by all the afternoon and returned early in the evening. Captain Eldridge brought ashore dispatches from Captain Turner from the tug. Captain Eldridge said that while the sea was rough there was no danger of anything happening to the steamer at this time. He said that the passengers were quiet.

THREE FACTORIES BURN.

Firemen Have Hard Fight in The Bronx.

In a fire which burned fiercely and with great rapidity, three large factories in The Bronx were burned to the ground and damage estimated at \$500,000 was done, early this morning. The fire broke out at midnight in the four story brick building at No. 702 East 148th street, which is occupied by C. Riegers & Sons, cabinet makers. The inflammable character of the material in the buildings caused it to burn like tinder, and in a few minutes it had spread to the Stuyvesant Piano Company's factory, which is an eight story building. The flames went through this building despite the work of nearly every fire company in the lower part of The Bronx and several others which went over the Harlem River from Manhattan. Before the arrival of Chief Croker the Wheelock Piano Company's factory was also in flames. Chief Croker directed his men to concentrate their efforts on the latter building, and although the water pressure was low the firemen had the blaze well under control at 2:30 o'clock this morning.

WIFE DEAD ON PALINGS.

After Family Quarrel, Neighbors Say—Husband Arrested.

Campbell Odair, a bricklayer, living at No. 229 East 127th street, was arrested just before 1 o'clock this morning in connection with the death of his wife Agnes, who was found impaled on the spikes of an iron railing in front of their home. The woman was dead when found. According to the occupants of the house, the police say, Odair and his wife had not been on good terms for several days. Last night Odair came home early and found his wife absent. When she came in about 8 o'clock he refused to admit her, she says. Mrs. Odair went out and returned shortly before 12 o'clock. Her husband again denied her admission, according to the neighbors, and Mrs. Odair went down to the fourth floor to the rooms of a Mrs. McNally and got permission to go up the fire escape to her own room. She had been gone only a few minutes when

FOUR DIE IN FLAMES.

ARRESTS FOR HOMICIDE. Police Suspect Incendiarism—Two Firemen Injured.

A woman and her three young children were burned to death in a fire which started on the ground floor of the old five story tenement house, No. 249 East 97th street, yesterday afternoon. The victims were Rebecca Hlubowitz, thirty-three years old; Abraham, seven months; Ida, five years, and Fannie, eight years old. Two firemen were badly injured while fighting the flames. There were many thrilling rescues. Detectives Weldon and Goss yesterday evening arrested in front of the burned building Louisa Palladino, seventeen years old, and Pasquale Palladino, nineteen years old, her brother. They were taken to the East 104th street police station and locked up on a charge of attempted homicide. The prisoners had not been in the police station more than an hour when Angelo R. Palladino, who gave his business as that of a real estate dealer, with office at No. 100 1/2 East 165th street, came in to inquire about the arrests. He said he was the father of Louise and Pasquale, and that, with them, he occupied the flat in which the fire started. Captain Gallagher, in charge of the police station, questioned Palladino, and then ordered him locked up with his son and daughter on the same charge, technical homicide. About 8:30 o'clock Coroner Harburger arrived at the station house and the three prisoners were put through the third degree. Captain Gallagher is authority for the statement that the three made conflicting statements. The fire was discovered about 3:45 o'clock by a pedestrian, who turned in an alarm. Patrolmen Enright and Healy ran to the scene and were joined by Patrolmen Kennedy and Baumback. The tenants of the front flats were then smoke gushing out of the windows behind them. Followed by Frank Larock and Joseph Foreline, both of No. 208 East 97th street, the police men gained an entrance to the house by the second floor fire-escape of the adjoining house. While Enright and Healy passed tenants down the front fire escapes Kennedy and Baumback fought their way through the smoke and reached the fire escapes in the rear. There they found the lower ladder to the yard gone and the platforms crowded. Kennedy jumped to the yard and caught the tenants as they were dropped by his partner. As the last were guided down by the policemen a woman with a child, whose clothes were ablaze, appeared at a third story window, which had no fire escape. She caught sight of a woman on the platform of a fire escape on the floor below, and before she could be dissuaded threw the child down. It struck the fire escape and fell to the bottom of the well on a heap of blazing cinders. Before it could be rescued it had been burned to a crisp. Meanwhile, Frank Larock and Joseph Foreline, volunteers, had entered the house from the roof of No. 207 and penetrated to the second floor. There Foreline found a colored woman with two children screaming for help. After guiding her to the roof, and down the fire escape of No. 207 he returned to the burning house. This time he got only as far as the third floor, where he was overcome by smoke and had to be hauled out by Policeman Kennedy. Larock found Josiah Manning, a Negro, who lived on the first floor with his wife and two children, trying to make his way to the roof and guided him to safety, picking up, on the way, Mrs. Nicola Allise, a tenant on the second floor, with her two children. Meanwhile, another volunteer, Charles McGinnity, of No. 167 East 101st street, had made his way into the building from the roof. He caught a woman standing by a window on the

MUTUAL MEN INDICTED.

GILLETTE AND GRANNISS. Perjury, Forgery and Misdemeanor Charged in Grand Jury's Findings.

Indictments against Dr. Walter R. Gillette and Robert A. Granniss, former officials of the Mutual Life Insurance Company, were handed in by the special insurance grand jury yesterday afternoon. It was then discharged by Justice Scott. The insurance cases will be taken up again in August, when District Attorney Jerome returns from his vacation. Then, it is believed, other indictments will be found. By that time another former official of the company will have returned to the jurisdiction of the court. Six indictments—one for perjury, alleged to have been committed while testifying before the grand jury itself, and five for forgery in the third degree—were found against Dr. Gillette, and two—one for forgery in the third degree and one for misdemeanor—were found against Mr. Granniss. All except the perjury indictments were based on transactions while the men were vice-presidents of the company. Both men were arraigned before Justice Scott and released on bail after their cases had been put over until the first Monday in September. At that time counsel will have the opportunity of making motions in behalf of their clients. The indictments were not much of a surprise. It had been conceded for some time that they would be brought. The surprise was that a third member of the former management was not also indicted. None of the indicted officials would talk of the case last night. Neither would President Peabody, of the Mutual. The most serious charge against Dr. Gillette is the one of perjury. He is charged with committing it while being interrogated on his first appearance before the grand jury. He swore that an account in the Dobbs Ferry Bank, of Dobbs Ferry, N. Y., which stood in his name as "trustee," consisted of his own money, and had come from his personal account. The indictment goes on to say that the money did not come from his own account, but "from the funds of the Mutual Life, which Dr. Gillette well knew." The witnesses against him on this charge were Isaac F. Lloyd, a former vice-president of the company, and Andrew C. Fields, former head of the supply department.

FRAUDULENT ENTRY CHARGED.

The first indictment for forgery against Dr. Gillette charges that on May 4, 1904, he fraudulently entered in the blotter that \$4,500 had been paid to George McKibbin & Sons, This was on a fraudulent bill, put in for goods that were never ordered and were never delivered, the indictment says. It also charges that Dr. Gillette knew that it was a fraudulent bill, which, as has been said, was put in through the firm of Lyssander W. Lawrence & Co. The second indictment for forgery charges Dr. Gillette with being responsible for an entry in cash book No. E 6, under the date of May 4, 1904, which represents that cash to the amount of \$20,601 was paid for printing and stationery, whereas, only \$12,701 was paid for those items on the day in question. The third forgery indictment charges Dr. Gillette with authorizing an entry in cash book No. E 6 on May 11, 1904, of \$8,387 for advertising, whereas only \$2,876 had been paid for that purpose. The entering in the blotter of an alleged payment to "Charles E. Parsons & Company" of \$3,400 under the heading of printing and stationery, is the basis of the fourth indictment for forgery. No payment of any kind was made to this firm, it is charged, because it never existed. Parsons was a clerk in the stationery store of Lawrence & Co. Andrew C. Fields was directly connected with the entry which formed the basis of the fifth indictment for forgery. The entry made in the blotter on May 11, 1904, reads: "Advertising, George McKibbin & Son (P), \$3,511." The "P" refers to Fields, it is charged, and probably meant that the money went to him. The indictment states that no such sum was paid for advertising on the day in question.

GRANNISS BILLS BASED ON REPORTS.

The two indictments against Mr. Granniss are based on the making up and filing with the State Superintendent of Insurance of the annual report of the Mutual for 1904. He is charged with forgery in the third degree, in putting a false statement in it, and with a misdemeanor in filing what he knew to be a false statement with the Superintendent of Insurance. It is charged that in his report Mr. Granniss "wrote off" \$1,044,058 23 on the item of "profit on the sale or maturity of ledger assets" of the company. This was done, it was stated, to conceal the fact that the company had been spending money lavishly on its real estate. In other words, it was a juggling of the figures. The indictment says that the report was written by Mr. Granniss "with the intent on his part that the same should hereafter be duly verified by the oath of two of the principal officers of said corporation." The indictment for the misdemeanor charges Mr. Granniss with "knowingly" concealing in the making of a written report and statement of the affairs and pecuniary condition of the Mutual Life, of which he was an officer, containing a material statement which he knew to be false.

18 HOURS TO CHICAGO PENNSYLVANIA SPECIAL.

Via Pennsylvania Railroad; rock ballast dustless roadbed. Leaves New York 3:30 P. M. Arrives Chicago 8:30 A. M. Other fast trains to Chicago and St. Louis—Advt.

WEST POINT CLASS OF 1906.

(Photo by B. F. McManus.)



To-night the life savers returned to the steamer and will remain aboard until the vessel is floated. There was no pilot on board when the steamer struck. She had not been in the course of travel where pilots are in readiness to be taken on. The vessel does not appear to lie in any danger, unless she should be overtaken by the easterly storm which is working up the South Atlantic Coast and is due here to-night or to-morrow morning. The local weather bureau agent has hoisted storm signals.

CAR JUMPS OPEN SWITCH; THREE HURT.

A trolley car coming toward Hoboken, on the Bergen turnpike, on the line between Hackensack and Hoboken, dashed into an open switch at full speed at midnight last night. Jerry Cronin, the motorman, was taken to the Hackensack Hospital. He was crushed and cut. Mr. and Mrs. M. S. Green were severely injured, but refused to go to the hospital. Mr. Green is in the real estate business at No. 5 East 14th street, New York.

DEWEY'S RICH OLD PORT WINE.

Taken with a Raw Egg is very strengthening. H. T. Dewey & Sons Co., 135 Fulton St., New York. Advt.

TONS OF ICE MADE IN BIG FIRE.

[By Telegraph to The Tribune.] Hopkinsville, Ky., June 10.—When the ruins of the ice factory, which, with three city squares, was destroyed by fire last Thursday, were examined it was found that sixteen thousand pounds to-day it had not only passed through the fiery furnace, but had actually been made during the progress of the flames. Just before the fire broke out 23 freezing cans, each with a capacity of 225 pounds of ice, were lowered into the tank of brine beneath the floor.