



HICKS WELL AND HAPPY SHEDS TEARS ON RELEASE

Miner Strong After Being Buried in Shaft Fifteen Days.

Bakersfield, Cal., Dec. 23.—Lindsay R. Hicks, who was released last night after being buried fifteen days in a cave-in tunnel, appeared today well and happy after his groomsome experience. He spent much time in receiving the congratulations of friends and neighbors, to whom he related as best he could the feelings he underwent within the dark, close quarters of his tomblike prison, near the dead bodies of five companions, while scores of men worked day and night to save him from death by digging through many feet of earth and rock.

Hicks was once a soldier, and he is said to have some Indian blood. His bravery under the trying conditions won for him the admiration of hundreds of persons who watched the progress of his rescue. So strong was Hicks at the end that he helped to scrape away the last barrier of earth and crawled out with slight assistance. Hicks was not emaciated. He was so strong that the stimulants that had been prepared for him were not needed. His beard was thick and stubby, but not as long as might be expected.

It was 11:25 o'clock last night when Hicks was released. The last cut on the drift was made at 11:12 o'clock, and no sooner was the segment of debris removed and the way left open than Hicks began to scrape away the rocks and earth and crawl toward the opening.

With arms in front of his head, he went into the miniature tunnel and began to work his way slowly through to the other side of a dump car, near which he had remained during the excavating. When he had gone about half way he stopped, and Frank Miller, the superintendent, who stood at the mouth of the shaft, immediately asked what was the matter. "Oh, nothing," Hicks called back. "I'm just going to stop. I'm out of wind. My mind is very short, you know."

GREETED BY RESCUERS.

Then Hicks moved a few inches further toward freedom, and his arms were seized by Dr. Stinchfield and a miner. The two pulled him into the main tunnel, where he was placed in a sitting position. The blindfold that Hicks had been ordered to put on was removed, as the tunnel was only dimly lighted by candle.

Dr. Stinchfield, with tears in his eyes and his hands laid affectionately on Hicks's shoulders, said:

"Well, how are you, old boy?"

There were tears in the eyes of Hicks as well, the only tears that he had shed since he was entombed, as he replied: "I am feeling fine. I can never thank you, doctor, for what you have done."

Then Mr. Cone, superintendent of the Edison Power Company, who has stayed by the work day and night, directing every move in the rescue of Hicks, came forward and took Hicks by both hands, and said: "I am glad to see you again, old man."

Hicks, his voice choked with emotion, attempted to thank him also for his efforts in his behalf.

The superintendent watched the miner for a moment, and then unable to speak further, turned and walked out of the tunnel and up the mountainside.

"Of course, I am overjoyed that Hicks is out," he said, later, "and I am rejoiced that he is well and strong. It was a long, tedious task and a severe strain upon all connected with the work, but I would go through it all over again to save that man."

"It was awfully close in there," he said, "and at first I thought I would die like the poor fellows above me did. It was awful to hear them, moaning and twisting in the debris, dying by inches from suffocation, but after a while a cool draft of air came sweeping up from below, and I knew then I would never be without air, as there would always be a current through the crevices."

TELLS OF DAYS UNDER CAR.

"How did you come to be saved from the cave-in?" "Well, when the crash came I started to run up the shaft, keeping along the right rail. A falling timber struck me, and I fell to the floor, and when I tried to get up I was closed in. The timber did not hurt me much, and in a few days I was all right again. I never had any fear. The death struggles of the other men were awful enough, but I knew that I would be saved. A feeling came over me that God was with me. I am grateful to God, and I will never go to hell if praying can save me."

"And maybe you won't believe me, but sometimes down there I really enjoyed myself. That tobacco saved my life. It is the greatest foodstuff on earth, and but for it I would be in there a cold corpse right now. The rats became thicker, each day, and sometimes it gave me a shudder when I felt one run across my face. Then sometimes I amused myself with the bell wire which fell right in front of me. By pulling a long time I broke this, and then I would play tunes with it on my teeth or tinkle the ends together. At last I got so I could play a good tune on the wire, and many a weary hour passed in this amusement."

"I will stay here awhile and think over the offers I received. Of course I know I am somewhat of a curiosity, and I do not deny that I am thinking of making some easy money."

The walls of the deep cut fell on Hicks and five fellow workmen on December 7, and it was first thought that all had been killed by the hundreds of tons of rock and earth. Three days later a tapping on the iron rail of the little tramway running through the drift gave the first intimation that a man still alive was buried beneath the debris. A 70-foot pipe, two inches in diameter, was immediately forced through the debris. It reached the spot where Hicks was entombed. A heavy dirt car had become wedged in the debris in such a way as to keep the immense weight from crushing him.

COMPANIONS LIVED A WHILE.

Through the pipe the men working on top learned from Hicks that for several hours after the cave-in he had talked with his companions, but that they had become silent, and he believed they were dead. By means of the pipe Hicks kept in communication with a big force of rescuers which was at once organized. Milk was poured down the pipe. This was the only sustenance it was possible to give the man for nearly two weeks. During the first two days Hicks said he had lived on a plug of tobacco he had with him at the time of the cave-in. He had fasted exhausted this when the pipe was forced into the crevice in which he was pinned. Every six gallons of milk were poured down the pipe to keep him alive.

It was thought at first that his rescue would be the most only a matter of a few days, but as the work progressed it was seen that the task was a much more difficult one than was expected. In a narrow space under the car there was just room for Hicks to lie down. His prison did not allow of the slightest freedom of movement, and for days the man lay on his back, not

Continued on second page.

ASKS AID FOR CHINESE.

President Calls for Contributions for the Famine Sufferers.

Washington, Dec. 23.—President Roosevelt issued to-day a proclamation calling on the people of the United States to contribute funds for the relief of millions of famine sufferers in China who are on the verge of starvation. The President says that he will ask Congress for authority to use government transport vessels to carry food to the famine stricken region. The proclamation follows:

To the People of the United States: There is an appalling famine in China. Throughout a district covering over forty thousand square miles and supporting a population of fifteen millions, the crops have been destroyed by floods, and millions of people are on the verge of starvation; thousands of dwellings have been destroyed, and their inmates are without homes. An urgent appeal has been made for the assistance of the United States.

Our people have often, under similar conditions of distress in other countries, responded generously to such appeals. Amid our abounding prosperity and in this holiday season of good will to man, assuredly we should do our part to aid the unfortunate and relieve the distressed among the people of China, to whom we have been allied for so many years in friendship and kindness.

I shall ask Congress, upon its next day of session, for authority to use our transport vessels to carry flour and other food to the famine-stricken region.

I recommend that contributions for the purchase of such food and for other appropriate relief be sent to the American National Red Cross, which will take care of the expenditures. Such contributions may be made either through the local Red Cross treasury or through the Department of State, or may be sent directly to Mr. Charles H. Hallam, Jacob H. Schiff, treasurer of the Red Cross, and sent to him at the Red Cross office, No. 500 Fifth avenue, New York City.

THEODORE ROOSEVELT.

APPEAL FOR STARVING CHINESE.

Red Cross Needs Funds to Aid in Relieving Famine-stricken Millions.

The New York State Branch of the American National Red Cross has received a telegram from the national executive committee directing the issue of an appeal for the famine-stricken people of China. Contributions of money are desired with which to purchase flour and other appropriate food-stuffs to be shipped by the Red Cross. Official reports obtained by the State Department at the request of the Red Cross show that millions of people are on the verge of starvation. Assistance to be efficient must be prompt. Checks and money orders should be made out to Jacob H. Schiff, treasurer of the Red Cross, and sent to him at the Red Cross office, No. 500 Fifth avenue, New York City.

BOTH SIDES AT FAULT.

Mr. Hamihara's Report on the Bering Sea Incident.

Victoria, B. C., Dec. 23.—The steamer Athenian, which arrived here to-day from Japan, brought word that the Japanese government had published the report of Mr. Hamihara, second secretary of embassy at Washington, regarding the sealing incident last summer at St. Paul Island, in Bering Sea. The Japanese secretary says regarding the killing of Japanese sailors: "Both sides were to blame."

NINE MEN BREAK JAIL.

Escape in Cincinnati During Church Hours—Two Recaptured.

[By Telegraph to The Tribune.] Cincinnati, Dec. 23.—One of the prisoners in the county jail obtained a key from the locker of a guard this morning, and nine of the most dangerous prisoners escaped from a second story window. They gained their liberty during church hours by unlocking the door to a narrow passage leading to an arway between the outer wall and the cell block. There two ladders were found which were spliced together with strips of bed clothing. A bar was sawed out of one of the window gratings, and, after forcing it aside, the prisoners placed the spliced ladder from the ledge, across to the top of the Board of Reviews Building, and crawled on it to the roof. They then walked to the North Court street side of the building, and dropped twenty feet to the ground below.

Within five hours two of them were recaptured. The criminals the police are looking for are George Sherrod, John Sutton, alias Southgate; Clarendon Henri, alias Williams, who was arrested in New York recently for the theft of the painting "Girl Knitting," from the Art Museum here; Hugh Gastright, Joseph Thatcher, William Sanders and Edward Ness. Frank Kamuf and John Curtis, alias James Williams, were recaptured.

BOLD HOLD-UP IN EAST ORANGE.

Three Masked Men Rob Department Store Driver of Collections.

East Orange, N. J., Dec. 23 (Special).—Three highwaymen, masked, with loaded revolvers, held up Hayden E. Handy, a department store driver, and forced him to turn over \$56. With Handy was his helper, William Smith. The men had been delivering Christmas gifts in East Orange, and had considerable money. Finishing work late, they started to drive back to Newark. They were going down Central avenue, when three men, at the corner of Grove street, surrounded the wagon.

One man covered Handy with a revolver, the other covered Smith and the third held the horse. The men demanded money, and Handy passed over \$56. He had more money in another pocket, but retained this, as well as several checks.

The highwaymen ordered Handy to drive slowly through Grove street to South Orange avenue, and walked alongside the wagon. Then the trio disappeared.

WOULD DRAIN CARNEGIE LAKE.

Engineers Say It Will Damage Jersey Canal When Ditch Is Empty.

[By Telegraph to The Tribune.] Trenton, N. J., Dec. 23.—Superintendent Dunn of the Delaware and Raritan Canal has requested that the water of Carnegie Lake, at Princeton, be drawn off during the winter months. The canal embankment forms part of the bank for the lake, and it is customary to let the water out of the canal in winter to make necessary repairs.

Engineers have decided that without water the pressure on the canal from the lake would be too great for safety, and that even if the embankment did not actually give way the bed of the canal would probably be ruined by seepage. Carnegie Lake is intended to be used in winter by the Princeton hockey team and for winter sports generally. The proposition to draw off the water will probably be met with opposition.

CHRISTMAS HOLIDAY TOUR.

To Washington, December 25. Three-day trip to the National Academy of Sciences. Only \$2.50. Consult ticket agents.—Adv.

MR. BRYCE'S NEW POST.

A PEERAGE DECLINED. Talk of His Successor—Britain's Peace Representative.

London, Dec. 24.—James Bryce, it would appear, has declined a peerage, but at any rate, according to "The Daily Telegraph," he will go to the United States as British Ambassador without changing his name, and thus be the first plain citizen to represent his country at Washington. And, says "The Chronicle," "Americans who know and honor him as James Bryce will esteem him all the more because he declined a title."

The finding of a successor for Mr. Bryce as Chief Secretary for Ireland is giving Sir Henry Campbell-Bannerman considerable trouble, judging from the many possible candidates named. According to the latest gossip, Lewis Harcourt, First Commissioner of Works, has declined the office.

Most of the newspapers this morning print editorials on Mr. Bryce's departure from the Cabinet and necessary changes in the ministry. "The Standard" urges that a much larger salary should be attached to the Washington Embassy, even if it causes similar increases in other embassies, as it says the existing salary is inadequate to maintain the dignity of the post.

The comments of the Irish papers of all shades regarding Mr. Bryce's departure are rather cool. They generally regard Mr. Bryce as lacking in necessary sympathy, and as having been rather a weak than a strong Irish Secretary.

"The London Tribune," in an editorial, says that the close connection into which Mr. Bryce will be brought with President Roosevelt will give the ambassador an opportunity of pushing forward the work of the Hague Conference. "Indeed, if, like Lord Pauncefote, he were to pass for three months from Washington to The Hague," "The Tribune" adds, "it would solve the very critical question of finding a perfectly suitable representative for Great Britain at the gathering."

W. T. Stead, in an address at Westbourne Park Chapel last night, made a stirring plea for Bryce. He demanded that Sir Henry Campbell-Bannerman, the Prime Minister, should be sent as the British representative to the Hague Conference as a means of showing that Great Britain meant business. He hoped, he said, to see Great Britain, with the strong support of her American kinsmen, a leading force at the conference in an insistent proposal that the powers agree not to increase their armaments, and that Article 8 of the 1899 conference, dealing with mediation, should be made obligatory.

MERCURY DROPS A BIT.

Fair and Cold Weather Promised for Christmas.

The temperature fell steadily yesterday until it reached 13 degrees above zero. The average temperature for the day was 23; last year the average for the same day was 42 degrees. A brisk and biting wind blew at intervals during the day and freshened along in the afternoon, until at evening it had reached a velocity of twenty-five miles an hour. Predictions for to-morrow are for fair and cold weather. The Weather Bureau promises a clear, cold Christmas Day this year, with light westerly winds.

CONDUCTOR CUT ON TRAIN.

Negro Desperado Later Shot on Mobile & Ohio.

[By Telegraph to The Tribune.] Mobile, Dec. 23.—J. H. Cooper, conductor of a Mobile & Ohio train, running between this city and Okolona, Miss., while trying to quiet an unknown Negro passenger, was stabbed and cut three times with a razor at the hands of a desperado this morning. It is thought that he cannot survive. Cooper, who succeeded in getting out his revolver, fired three shots at the man as he jumped from the train, and killed him. Robert Hopkins, who was a passenger in the Negro section on account of the crowded condition of the train, started to get up when the shooting began, and received a bullet wound in the stomach. He will die from the effects of it.

JAPAN HAS SIMPLIFIED SPELLERS.

Minister of Education Urged to Adopt Roman Characters for Nippon.

According to "The Japanese-American Commercial Weekly," Japan also has her simplified spelling agitation. "The Roman Society of Japan, which for some time has been quiescent, has again assumed an attitude of activity. In accordance with a resolution passed by the society recently, a petition, subscribed to by such prominent Japanese as Viscount Akimoto, Viscount Hayashi, Foreign Minister of Japan; Mr. Kikuchi, former Minister of Education; Dr. Kato, the eminent philosopher, and about 200 others, has been filed with the Minister of Education for the installation of the Roman alphabet in public schools.

"This reform, which probably will be introduced, will supplant the Chinese characters and also the Japanese syllabaries.

THE ROOSEVELT ON HOMESTRETCH.

Peary Arctic Steamer Rounds Point Judith with Topmast Gone.

Newport, R. I., Dec. 23.—The Peary Arctic steamer Roosevelt, from Sydney, C. E., for New York, which sailed from Vineyard Haven yesterday forenoon, was sighted off here this afternoon by Captain Kenyon, of the Price's Neck life-saving station, with her foremast gone. The Roosevelt seemed to be making slow progress, having been nearly twenty hours making about thirty miles. About noon the Roosevelt Point Judith, heading west, at 2 o'clock, making fair progress in a northwest breeze.

NINE DIE IN WRECK.

RESCUERS RACE FLAMES. Take More than Thirty Injured Out Just in Time to Escape.

St. Paul, Dec. 23.—Nine persons are known to be dead, six others are fatally injured and at least twenty-five others were hurt in the wreck to-day of an eastbound accommodation train on the Minneapolis, St. Paul & Sault Ste. Marie Railroad, known as the "Soo line," at Enderlin, N. D.

The train from Moose Jaw, Canada, was due at Enderlin at 11:45 p. m., but last night was about two hours late. The engineer was running at high speed to make up time. He rounded a curve just before entering Enderlin as a switch engine was shifting a string of box cars to a side track. The cars did not clear the main track, and the passenger engine crashed head on with the switch engine. Both were wrecked, and the passenger cars were thrown down a small embankment. Several of the day coaches were turned bottom up and the passengers were pinned beneath the wreckage, which took fire from the car above.

The passenger train was heavily loaded with people going to make holiday visits. Most of the casualties occurred in the smoking car, only two of the occupants escaping injury.

Enderlin is the divisional headquarters of the railroad, and a rescue party was sent at hand endeavoring to release the imprisoned passengers. Many persons were in imminent danger from the flames, which were fast spreading through the cars. Axes were used and the roofs of the overturned cars were cut as quickly as possible. It was a race between the rescuers and the flames, but by great efforts all of the injured were removed before the flames reached them.

Ten bodies were taken out and laid beside the track, while the injured were taken in hastily improvised ambulances to hospitals and hotels.

S. P. STRIKE BEGINS.

About 350 Firemen Go Out—Louisiana & Texas Involved.

Houston, Tex., Dec. 23.—Pursuant to an ultimatum issued yesterday by the Brotherhood of Locomotive Firemen, following a referendum among the members of the brotherhood affected, a strike of locomotive firemen went into effect at 5 p. m. to-day on the lines of the Southern Pacific Company in Texas and Louisiana.

About three hundred and fifty men are involved in the strike, and the lines to which the strike order applies are Morgan's Louisiana & Texas, the Iberia & Vermillion, the Texas and the Galveston, Harrisburg & San Antonio. These lines extend from New Orleans to El Paso, with branches reaching several important by-points in the two states.

The trouble has been in incubation ever since the Southern Pacific Company, according to the firemen, abrogated an agreement with them several months ago by signing another with the Brotherhood of Locomotive Engineers which terminated the privilege of the firemen to regulate the seniority list of switch engineers and to represent engineers and members of the firemen's brotherhood on grievance committees.

A large percentage of firemen becoming engineers maintain their membership in the firemen's organization instead of joining the engineers' brotherhood, and this fact seems to be at the bottom of the present trouble, notwithstanding the specific declaration of the firemen that their grievance is against the company and not against the Brotherhood of Locomotive Engineers.

New Orleans, Dec. 23.—Announcement was made to-day that the Southern Pacific Company would receive no more freight from intersecting lines to points in Texas until further notice.

Changes in freight routings caused by the strike, and affecting a territory extending from St. Louis to New York City, covered by four of the big carriers entering New Orleans, were announced to-night. Hereafter such freight consigned to points in Louisiana and Texas will be routed by Cairo and East St. Louis, Memphis and Shreveport, in place of passing through New Orleans, as ordinarily. The railroads announcing this change are the Queen & Crescent system, the Illinois Central, the Yazoo & Mississippi Valley and the Louisville & Nashville.

San Antonio, Tex., Dec. 23.—About one hundred and fifty members of the Brotherhood of Railway Firemen walked out this afternoon at 5 o'clock on the San Antonio division of the Southern Pacific, Atlantic system. Negroes are substituted in some cases for the striking firemen. Except to a few freight trains, very little delay in traffic schedules has been occasioned thus far by the strike.

WOMEN AIDED RINEHART.

Charge That He Induced Them to Forge Notes for \$1,000,000.

[By Telegraph to The Tribune.] Pittsburg, Dec. 23.—Seven women, employed as clerks in the Farmers and Drivers' National Bank of Waynesburg, Penn., which was closed by the Controller of the Currency several days ago, may have to face charges of forgery, although it is not believed that they acted with criminal intent. It is charged that J. B. F. Rinehart, who controlled the bank, induced them to make out and sign the names of prominent businessmen to notes for large amounts under pretence that they were merely making out a new note to take the place of one which was about to mature. It is alleged that \$1,600,000 worth of this spurious paper was discounted with outside banks by Rinehart.

Mr. Cunningham, the bank examiner, has twice of these notes, amounting to \$100,000, and will turn the evidence over to Mr. Reed, special agent of the Department of Justice, upon his arrival on Wednesday.

It now develops that when Cunningham caused Rinehart to be deposed as cashier last summer the latter made his headquarters in State Senator Walton's office, in the adjoining building. Walton is president of the bank. At a secret meeting of the directors Rinehart had himself elected vice-president of the bank, and transacted business in its name.

A secret passage between Walton's office and the banking rooms gave Rinehart access to the bank's books and papers. When Cunningham discovered this underground route, he closed the bank on Wednesday.

Rinehart twelve years ago was a country school teacher at a salary of \$40 a month. To-day he is interested in half the business firms in Waynesburg. With his wife he attended the services at the Methodist Church to-day, and both taught their classes in the Sunday school as though nothing had happened.

THE SHAH'S CONDITION HOPELESS.

Teheran, Dec. 23.—The Shah is sinking rapidly.

SHOCK IN TURKESTAN.

Heavy Earthquake Recorded on European Instruments.

London, Dec. 23.—A big earthquake of nearly three hours' duration was recorded Saturday evening by the seismographs on the Isle of Wight and at Lailbach, Bologna and Florence. A dispatch from Kopal, in the province of Semiryetensk, Russian Turkestan, brings news of an extremely violent shock there at 11:20 o'clock Saturday evening, lasting ninety minutes. No details, however, are given.

CASTRO'S CASE SERIOUS.

Alarming Report from Caracas—More Rumors of Revolt.

Trinidad, Dec. 23.—Advice received here from Venezuela are to the effect that the condition of President Castro, who is at Macuto, is becoming more and more alarming. An operation is deemed necessary, but the weakened state of the sick man does not permit it.

The sailing of General José Manuel Hernandez is not confirmed, but rumors of a serious revolutionary movement in the western part of Venezuela continue to be circulated. The press of the republic is silent on the subject, and it is difficult to obtain details.

PENN. COAL FOR HAVANA.

Barges Laden at Pittsburg for River and Ocean Voyage.

[By Telegraph to The Tribune.] Pittsburg, Dec. 23.—With the next rise in the Ohio River, the Monongahela River Consolidated Coal and Coke Company, a subsidiary concern of the Pittsburg Coal Company, will begin the shipment of coal from Pittsburg to Havana. There have just been delivered to the company twelve specially constructed steel barges, which are now being filled with coal on the Monongahela River. These steel barges are the first of the kind ever made, and each of them will hold about twelve thousand bushels of coal. They will be taken from here to New Orleans by way of the Ohio and Mississippi rivers, and thence to Havana. If the undertaking proves successful a large number of these barges will be built.

TO RAISE ORE LAND TAX.

Minnesota to Assess It at Mr. Hill's \$500,000,000 Valuation.

[By Telegraph to The Tribune.] St. Paul, Dec. 23.—The Minnesota state authorities are preparing to take legal measures to collect taxes for six years on a valuation of \$500,000,000 against the iron ore property recently leased to the United States Steel Corporation. In the contract between the railroad and the corporation, an attorney of the latter says, the railroad assumed the taxation liability during the life of the lease.

The taxes have been assessed against this property at a valuation of less than \$30,000,000. Mr. Hill, however, recently stated on the witness stand before the State Railroad Commission that the value was between \$400,000,000 and \$600,000,000, and he was corroborated by witnesses for the Steel Corporation.

This testimony will form the basis for action by the State Board of Equalization, which, it is said, will at its next meeting assess the property at \$400,000,000 or \$500,000,000, and will also begin suit for the unpaid taxes on this valuation for six years, to which time the corporation laws limit collections of unpaid taxes. This action, if the state is successful, may affect dividends on Great Northern iron ore certificates.

FOUND \$40 100SE IN LETTER BOX.

Postman Had a Shock When He Discovered Two \$20 Bills Among Mail.

Wm. Zeimer, a letter carrier, of the General Post Office, has for many years collected letters in the district south of Fulton street and east of Broadway. He has found many odd things in the letter boxes, but he never received such a shock as on Saturday afternoon, when he opened the mail box on William street, facing No. 87, for, mixed up with the letters, he found two \$20 bills.

As soon as Zeimer arrived at the Post Office he turned the bills over to Assistant Superintendent F. O. Driscoll, who sent them to the inquiry department, where they are now awaiting identification. All the letters in the box were properly sealed, and the Post Office authorities are at a loss to account for the loose money unless some one, wishing to make the carrier a Christmas present, took this crude way of doing so. John Washington, city superintendent of city delivery, said that this was the largest sum ever so found.

SOUTH DAKOTA MAKES GOOD TIME.

Cruiser Averages 22.24 Knots in Four Hours' Trial Off Santa Barbara.

Santa Barbara, Cal., Dec. 23.—During a straightaway run of four hours to Santa Barbara creek yesterday in her endurance test the new cruiser South Dakota averaged 22.24 knots an hour, the engines turning over at an average speed of 125.23 revolutions a minute.

The channel was like a millpond and the weather absolutely clear. In less than half an hour after the return the ship was off on her return trip to the Golden Gate. It was one of the speediest trials on record, the cruiser being in port only a trifle over forty-eight hours.

ARRESTED, SAYS AUTO IS HIS.

Man Charged with Speeding Declares Machine Is Bridge Commissioner's.

While speeding along one of the roads in Highland Park, East New York, yesterday afternoon, an automobile said to be owned by the city, Charles H. Bohn, a chauffeur, of No. 83 McDougall street, Brooklyn, was pursued by Bicycle Policeman Charles McMurray, of the Liberty avenue station, overtaken and placed under arrest on a charge of having violated the speed law. McMurray alleged that his prisoner was going at the rate of twenty-three miles an hour.

When Bohn was arraigned before Sergeant Thaw he explained that the automobile was one of the machines used by Commissioner Stevenson of the Bridge Department. As the policeman insisted on making the complaint the sergeant held Bohn, but accepted bail given by Mrs. Elizabeth R. Webster, of No. 255 Sumner street, who was one of the occupants of the automobile.

AUGUSTA, CHARLESTON, SUMMERVILLE

9:25 a. m. and 9:25 p. m. Unexcelled service via Fern & Atlantic Coast Line R. R. Florida Information Bureau, Broadway, cor. 20th St.—Adv.

CREW STUCK TO POSTS

HUNDREDS SAVED AT SEA. Burning Steamer Run Ashore and 393 Persons Landed.

Halifax, Dec. 23.—Word was received here to-day from Port Dufferin, a small coast town sixty miles east of this city, of the destruction by fire of the passenger steamer Strathcona, owned by the Halifax and Canso Steamship Company, and bound from this port for Canso and Guysboro, calling also at a number of small harbors along the shore. That no lives were lost is due principally to the heroism of the engineers and firemen, who stuck to their posts until the steamer was beached and every one of the 380 passengers was landed. In less than an hour after the beaching of the steamer she was burned to the water's edge.

The Strathcona left here last evening under command of Captain Reid. Most of the passengers were returning to their homes along the east coast after a few days of Christmas shopping in Halifax. A few hours after leaving port fire was discovered in the after hold. Despite the efforts of the officers and crew, the flames spread rapidly, and in a brief time the ocean far miles around was illuminated by the burning vessel.

When the cry of fire was raised the wildest confusion prevailed. The passengers, most of them clad only in their night clothes, rushed on deck and made a dash for the lifeboats, but the crew prevented a panic. The boats were not launched, but were made ready for use.

The terror stricken passengers were huddled together in the bow of the ship, which was headed for Port Dufferin, the nearest place on the treacherous coast where the steamer could find a harbor. While the Strathcona was driven toward land at top speed the sailors tried to fight the fire. The draft caused by the steamer's rapid progress fanned the flames into greater fury, and in a short time the entire after part of the vessel was ablaze.

Down in the engine room the engineers and firemen stuck to their posts, although the flames had begun to surround them. Not until the keel of the steamer grated on a reef a mile from the entrance to the harbor did they abandon their dangerous quarters and rush to the deck. The steamer had kept her heading until she reached the reef off Smiley's Point. Then the boats were lowered and all of the passengers, together with the thirteen members of the crew, were safely landed.

The Strathcona was only two years old, and was a vessel of two hundred tons. In addition to the passengers, she carried a full general cargo of supplies and Christmas goods for delivery at various points along the east coast. She was valued at \$44,000, and was fully insured.

Not long ago the Strathcona ran into and sank the sealing steamer Havana in Halifax Harbor, and was condemned to pay \$30,000 damages.

C. A. WEBER ARRESTED.

New Yorker Charged with Failing to Return Goods Worth \$60,000.