



PEACE ASSURED IN CENTRAL AMERICA.

HONDURAS MADE NEUTRAL GROUND.

No Troops Can Cross Its Territory—Seven Treaties Framed by Washington Conference.

Washington, Dec. 14.—Having done what it set out to do quietly and effectually, the Central American peace conference held its last formal meeting to-day, having agreed to one treaty and six conventions which will insure permanent peace.

By far the most practical and interesting result of the conference was the declaration by the delegates that the Republic of Honduras should be a neutral ground, or a dead line, which means that no troops are to be permitted to cross Honduran territory.

Each of the six conventions agreed to by the conference will be finally prepared for the formal signing, which will be done in public session on Friday, in which Secretary Root will take part.

The second treaty is one of extradition, the lack of which is said to have been at the bottom of many disputes between the countries.

The establishment of a Central American pedagogical institution and a university system makes up the third treaty, and it is the intention of each country to build a university in which great attention is to be devoted to that branch of learning in which the country excels.

The fourth treaty provides for the establishment of an international Central American bureau in Central America similar to the Bureau of American Republics at Washington.

A financial treaty was also framed which has to do almost entirely with customs, duties and tariff schedules, and which will result in the abolition of all unnecessary charges on the transportation of articles from one country to another.

The sixth treaty pertains to the establishment of better means of communication between the countries, and has for its object the building of a Central American railroad, which will make it easy for people of any one country to visit each of the others.

All who have followed the conference are greatly pleased with the work accomplished, and the delegates are loud in their praise of Secretary Root, Ambassador Creel of Mexico and W. I. Buchanan, the American delegate to the conference.

At 75 COMMITS SUICIDE. Manufacturer, Oppressed by Illness, Found Dead by Granddaughter.

Worth Wallace, seventy-five years old, a former manufacturer of musical instruments, of Iowa, was found dead by his own hand in the bathroom at the home of his son-in-law, Edwin E. Bush, No. 24 Wellington Court, yesterday afternoon by his granddaughter, Pauline Bush.

Mr. Wallace had made his home with his daughter for the last two years, and of late had not been in the best of health. Left alone in the house yesterday he went to the bathroom, and after closing the door and windows attached a gas tube to the burner and, holding the other end in his mouth, turned on the gas. His granddaughter returned about 4 o'clock and, detecting the odor of gas, called in Patrolman McGrath, who forced open the bathroom door.

Wallace was found lying in the bathtub, and Dr. Pier, of No. 1123 Colchester Road, who was summoned, said that he had been dead for some time. Mr. Bush, who is assistant traffic manager of the American Express Company for Manhattan, said that he knew of no reason for the suicide except that Mr. Wallace had not been in the best of health.

DEWEY'S WINES FOR HOLIDAY GIFTS. Special Advance, C. O. D. \$1.00, \$2.00, \$3.00, \$4.00. F. Dewey & Sons Co., 125 Fulton St., New York.

LONG FIGHT WITH SURE WRECKED OFF THE HOOK.

Lifesavers Win Eight-Hour Battle for Bark's Crew.

After a desperate fight of eight hours in the teeth of a terrific northeast gale yesterday the crews of the Sandy Hook and Spermaceti Cove lifesaving stations managed to get a life over the hulk of the wrecked American bark Edmund Phinney, which went ashore at 10 a. m., and took the half dead captain and crew to the beach.

The lifesavers tried all day to get out to the bark, but no lifeboat could float in the combers that rolled off Sandy Hook. The lifesavers tried to get a life line over the Phinney, but the resistance of the gale made the line fall short at every shot.

In desperation Captain Patterson of the Sandy Hook Station signalled the Merritt-Chapman wrecking tugboat I. J. Chapman that he would like a tow out to the stranded vessel.

The Chapman responded promptly. Soon the big lifeboat Rescue, equipped with a 30-horsepower engine, was in tow of the wreck, which headed for the Phinney. A great crowd, which had assembled on the beach, were horrified to see the Rescue disappear under the comber, and it was thought that the lifesavers would be lost.

Suddenly the unsinkable Rescue appeared again on the crest of a comber and was hurled closer to the Phinney. The gale increased and the waves rolled higher as the only possible chance of saving the Phinney's crew was at hand.

The Chapman returned to the shelter of the Hook and the lifesavers came back to the beach nearly frozen.

By the time Captain Patterson and his men got ashore Captain Joseph Wooley, of the Spermaceti Cove station, began firing at the Phinney. The first shot fell short, but the second caught in the cross-tree of the mizzen mast, the other sticks being broken off at the deck.

As soon as the Sandy Hook lifesavers saw that the Spermaceti Cove crew had made fast a line they ran along the beach with the wreckers of the Chapman, and arrived just in time to be of great assistance to the other lifesavers.

Had they arrived off Spermaceti Cove three minutes later there would not have been enough men to run with the whip line with which the men of both crews managed to save from drowning James Goslee, the first man to get into the breeches buoy.

As it was at first not believed that McDonald had been seriously injured, a scalp wound about six inches long was sewed by the attending physician, who, after a more close observation, suspected internal injuries and ordered him to be removed to the hospital.

In a short time McDonald, who was three laps behind the leader, began to find trouble in holding his position, and as he swung around the west turn his wheel climbed the embankment and he was thrown over the rail to the floor.

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Urban McDonald, of the Lawson-McDonald team, in the six-day bicycle race in Madison Square Garden, met death as the result of an injury received in one of the midnight sprints. He died in the New York Hospital at 7:30 o'clock last night, after he had been operated on for an internal injury. The accident which resulted fatally to McDonald occurred at 1 o'clock on Friday morning, when eight teams were speeding around the Garden track.

The death of McDonald recalled other fatal accidents at the Garden. One was that of Aaronson, who, with Babcock, was in the six-day race of 1900. Aaronson fell, but was not fatally injured.

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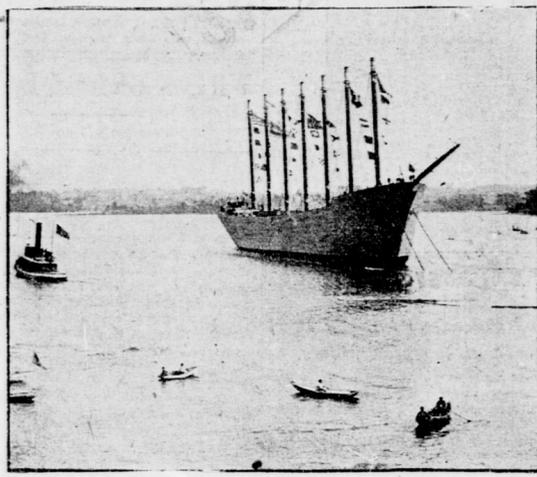
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SEVEN MASTED SCHOONER THOMAS W. LAWSON.

Founded on Selly Islands, Friday, December 13. As she appeared when launched.



INJURIES KILL CYCLIST. WRECK OF THE LAWSON THROWN IN GARDEN RACE FATAL "FRIDAY, THE 13TH"

Urban McDonald Joined in Midnight Sprint to Win Purse.

Urban McDonald, of the Lawson-McDonald team, in the six-day bicycle race in Madison Square Garden, met death as the result of an injury received in one of the midnight sprints. He died in the New York Hospital at 7:30 o'clock last night, after he had been operated on for an internal injury.

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WRECK OF THE LAWSON FATAL "FRIDAY, THE 13TH"

Fifteen of the Crew and the Pilot Lose Their Lives.

Hugh Town, Dec. 14.—After successfully riding out a succession of gales which she encountered all the way across the Atlantic, in which she lost all her lifeboats, the American seven-masted schooner Thomas W. Lawson was capsized in Broad Sound, Selly Islands, where the captain sought shelter from the fierce storm raging along the English coast last night.

The schooner left Philadelphia on November 19 for London with a cargo of oil. She had a hard battle with the seas all the way across, and when she entered the Broad Sound her captain, knowing the dangers of the coast, threw out his anchors. Later, in answer to his signal of distress, the lifesavers put out two lifeboats, and found the Lawson anchored in a dangerous position off Gunner's Rock.

The seas were running high and the gale was increasing, and the lifesavers found that their efforts at rescue were futile. One of the boats returned for a tug and the other was compelled to put back to shore because of the exhaustion of the men. During their absence the Thomas W. Lawson turned turtle.

Allen, one of the rescued men, is not expected to live, while Captain Dow is suffering from a fractured arm. His rescue was effected only through the almost superhuman efforts of the lifesavers and the gallantry of Frederick Hicks, second pilot, who accompanied them on their second trip in the hope of finding his father.

Late this afternoon, after a long search, Captain Dow and Rowe, the engineer, were seen alive on the Helvetor Rocks, to which they had clung for upward of sixteen hours, the tremendous waves preventing their making a landing. Young Hicks plunged into the boiling seas and swam ashore carrying a lifeline, by means of which he and the captain hauled back to the boat the engineer, who was practically unharmed. After assisting Captain Dow Hicks was able to reach the boat unaided, but the effort exhausted him, and the doctors ordered him to remain quiet to-night.

Captain Dow told the lifesavers that when he found his vessel was doomed he, the engineer and the pilot lashed themselves to the mizzen rigging. When the masts fell the captain and the engineer managed to get clear. They jumped to the deck, but were washed overboard, being carried by the currents to the rocks where they were found. The pilot, however, seemed to be entangled in the rigging.

Signals of distress were heard at the Bishop Rock Lighthouse at 4 o'clock yesterday afternoon. Two lifeboats at once put out and found the schooner anchored in a dangerous position half of Gunner's Rock. Great seas were running and the lifeboats, although they stood by the Lawson for several hours, were unable to render assistance on this account.

At about 2:50 o'clock this morning the lookouts at the St. Agnes and Bishop's Rock lighthouses and the coast guards missed the lights of the Lawson at the same time, and when a lifeboat returned to the scene oil floating on the waves indicated the disaster. The St. Agnes light-boat picked up Allen and found three dead bodies off Annet Island. The survivor and the dead were brought to St. Agnes.

THE LAWSON LARGEST SCHOONER. Only Seven Masted Vessel Ever Constructed—T. W. Lawson a Part Owner.

Boston, Dec. 14.—The seven-masted schooner Thomas W. Lawson, the only vessel of her rig ever constructed and the largest schooner afloat, was owned by the Coastwise Transportation Company, of this city. She was designed by Bowdoin B. Crowninshield, of Boston, and built at the yards of the Fore River Shipbuilding Company at Quincy, being launched in 1902. Thomas W. Lawson, the well known financier, was a part owner of the boat. Mr. Crowninshield designed the racing yacht Independence for him the year before.

For the first three years the Lawson was used steadily in the coastwise soft coal trade between Southern ports and this city, and carried cargoes which averaged over 7,000 tons. She met with a number of minor accidents, and although it was asserted that she paid over 22 per cent on the investment, she was leased by the Coastwise company two years ago to the Sun Oil Company, of Philadelphia.

The Lawson, shorn of her topmasts, was used as a barge for carrying oil between Port Arthur, Tex., and Northern ports. Recently her topmasts were set up again, and the Sun Company started her across the Atlantic under sail with a cargo of oil from Philadelphia. The schooner was 4,914 tons net register, 375 feet over all, 50 feet beam and 23 feet draft. She was valued at \$300,000.

Although the Lawson was registered as being Continued on second page.

FLORIDA, AUGUSTA, AIKEN, RESORTS SOUTH. Southern Ry. the best way. Pullman Sleeping Cars. Dining car service on all trains. N. Y. O. Cars, 271 and 1290 Broadway.—Adv.

FLORIDA INFORMATION BUREAU. Broadway, cor. 32d St. 2 great trains South, Atlantic Coast Line Railroad.—Adv.

LOW'S ATAR OF MYOSOTIS VIOLET. The new old perfume. Biker's Drug Store.—Adv.

NORDICA QUILTS IN HUFF

Refuses to Sing for Mr. Hammerstein at Popular Prices.

Oscar Hammerstein announced last night that at the request of Mme. Nordica he had cancelled her contract with him and that in the future she would not be connected with the Manhattan Opera House. The announcement, while it did not come as a complete surprise, caused much comment in the musical world. It has been rumored for some time that there were differences between Mr. Hammerstein and Mme. Nordica, and that there would probably be a break between them. On November 29 Mr. Hammerstein sent the following letter to Mme. Nordica:

"I want to inform you that I am preparing a series of operas containing your repertoire for every Tuesday and Thursday at popular prices, in which I want you to sing. The receipts derived from your appearances in the higher priced performances are so small that I am compelled to take this action."

Then the letter goes on to ask Mme. Nordica to call at his office on the following Monday and arrange for her rehearsals. This was a practical throwing down of the gauntlet on the part of Hammerstein, and inasmuch as there was no stipulation in the contract held with him by the singer as to prices it was left for her only to sing at popular prices or ask him to release her from her contract.

Mme. Nordica refused to discuss the subject last night, but left for her country home. She is interested in the San Carlos Opera Company, and it is understood that she will sing with the company. Mme. Nordica has sung only six times this season, and her place will be taken by Mme. Russ.

MAURETANIA SAILS. Brings Full Complement of First Cabin Passengers.

Liverpool, Dec. 14.—The Cunard Line steamer Mauretania, which went aground last night in the Mersey and was floated uninjured early today, did not leave port until 8:15 o'clock this evening. The delay was caused by the mails, of which she took on 4,000 sacks. A great crowd assembled to see the steamer sail.

The Mauretania carries a full complement of first cabin passengers, which is somewhat unusual at this time of the year. Among them are Whitelaw Reid, the American Ambassador, and Mrs. Reid; Mrs. J. Ridgely Carter and Miss Carter; Lord Strathcona and Sir Edgar Vincent.

LUSITANIA SAILS LOADED TO GUARDS. Has to Leave 150 Persons Behind Because of Ante-Christmas Rush.

The Cunard liner Lusitania steamed yesterday for Liverpool loaded to her capacity with passengers, baggage and coal. The difficulty in handling related passengers and their baggage delayed the big liner until 2:35 p. m., an hour and thirty-five minutes later than her scheduled time of departure.

She will arrive in Liverpool on Friday, landing her passengers in England nearly a week before Christmas, and because of this she had an unusual demand for transportation. The Lusitania had 1,000 cabin and 129 stowage passengers. When she put out into the North River in the storm there were left on the pier 150 persons who were unable to find accommodations in the steerage. In addition to 7,000 pieces of baggage, the Lusitania took 3,500 bags of first class mail and 4,000 packages of parcels post.

TWO ON BARREN ISLAND. Companion Drowns When Boat Upsets in Susquehanna River.

Binghamton, N. Y., Dec. 14.—Ghenton Skinner, of Oakland, Penn., was drowned in the Susquehanna River shortly before noon to-day. Two other men who were with Skinner in a boat on the river when it was upset are now on an island in midstream and are suffering severely from cold and exposure. Efforts to reach them have as yet proved unavailing.

Skinner, with two other men who are employed at the plant of the Susquehanna County Electric Company in Oakland, went out in a small boat this morning, for what purpose is not known, and the boat struck a submerged spile and was overturned. Skinner was thrown into the river, which is very high, and was rapidly carried down stream. The other two men were able to swim to a small barren island in midstream.

BRUCE NOT TO GO. Rumor of Recall Untrue, Says British Foreign Office.

London, Dec. 14.—The Associated Press is officially informed that the rumor to the effect that James Bryce, the British Ambassador to the United States, is to leave the Washington Embassy is absolutely untrue. A permanent official of the Foreign Office characterized the report as ridiculous. He said:

"Mr. Bryce's recall never has been discussed, and much less has the appointment of a successor been talked of. Mr. Bryce has not even applied for leave of absence. This he would have to do before coming home, if only for the holidays."

It was pointed out that in the ordinary course of events Mr. Bryce would retire some time next year under the age limit, but it was intimated that an extension of the age limit possibly might be made in this instance, as has been done in the case of other British ambassadors.

HIGHWAYMAN IN 57TH STREET. Masked Man Holds Up and Robs Driver for Departure Store.

Joseph Comisky, a driver for a department store, was held up by a highwayman last evening while on his delivery wagon in West 57th street between Sixth and Seventh avenues. Comisky was waiting with his team in the street while a boy was delivering packages. Suddenly a man, with the lower part of his face screened by a handkerchief, leaped on the shaft of the wagon and thrust a revolver into Comisky's face.

"Hand over!" said the highwayman. The driver handed over \$32. The robber took the money and then directed Comisky to drive toward Sixth avenue. The highwayman ran, but was arrested at 59th street, after threatening several with his revolver. He said he was Frank Corcoran, of No. 416 West 58th street.

One of the four 12-foot steeples which adorn the Roman Catholic Church of St. Charles Borromeo, at 141st street and Seventh avenue, was blown down by the wind last night. No one was injured.

In front of No. 3559 Broadway a falling tree was blown by the wind through the window of the drug store of Naum Wolfert, at that number. No one was hurt, as there were no customers in the store at the time and the proprietor was in the back room.

A block further up Broadway, at No. 3579, the big window of the wall paper store of Richard Thibaut was blown in.

Ten negro families were driven from their basement dwellings in the tenement houses at Nos. 42, 44, 46, 48 and 50 East 136th street last night by the flooding of their flats with sewage from a sewer at the corner of Rider avenue and 136th street, which was choked up with slush and frozen snow.

A score of trees throughout Kingsbridge and Low excursion rates to Florida and South via SAVANNAH LINE. Tel. 3395 Spring.—Adv.

GALE BRINGS DEATH ON LAND AND SEA.

THRILLING RESCUES ON WRECK-STREWN WAVES.

Storm Sweeps Coast and Lake Regions—Much Damage in City—Traffic Delayed.

A fierce northeast, accompanied by heavy snow and rain, began in the Mississippi Valley on Friday night, and all day yesterday swept the lake regions and the Atlantic Coast from Hatteras to Maine. There were several fatal wrecks at sea. On land transportation was seriously hampered and a number of fatalities were reported.

The seven masted schooner Thomas W. Lawson was capsized on Broad Sound, Selly Islands, during the gale early on Friday morning and only three of the crew of eighteen and the pilot, who had been taken on board from a lifeboat, were rescued.

Eight men were drowned by the sinking of the gunboat Speedwell near Sheerness. The American bark Edmund Phinney went ashore off Sandy Hook. After working for eight hours the lifesavers rescued the half frozen crew.

In New York city a man was killed by the falling of a huge chimney. Another was crushed by a falling flagpole. Several injuries and much damage was reported throughout the city as the result of the gale.

Eleven transatlantic liners due in port here yesterday were still unreported at a late hour last night. Six coastwise steamers that set sail yesterday gave it up and anchored inside the Hook.

BIG CHIMNEY FALLS. One Dead, Three Hurt—Old Liberty Pole Kills Another.

One man was killed and three other persons were seriously injured by the falling of a large chimney and another man was killed by a falling flagpole during the gale which struck New York yesterday morning. A young girl was rescued after being overcome by the storm. Much damage was done to telephone and telegraph wires all over the metropolitan district, and traffic was greatly impeded. Falling poles, signs and chimneys and broken windows were reported everywhere. All day long the streets ran rivers of slush. It was a day that made New York believe that winter had arrived with a crash.

Not only was the storm felt in New York, but Long Island and New Jersey suffered from the rain and the gale that went with it. The wind was particularly felt in the harbor. At 3:55 o'clock in the afternoon the gale reached its highest velocity, blowing fifty-six miles an hour. According to the Weather Bureau, a total of 1.23 inches of snow and rain fell during the day.

The most serious effect of the storm in the city was the blowing down of twenty feet of the city was the blowing down of the New York three-hundred-foot chimney of the New York Steam Heating Company, Nos. 35 and 37 Sutton Place. About 5 o'clock last night a section of the chimneys, torn from its holdings, toppled over, landing on the roof of a house occupied by the family of Henry Spitel, at No. 33 Sutton Place, crushing in the structure and seriously injuring Mrs. Lena Spitel and her two daughters, Emma and Jessie. Wreckage from the house fell on a shanty at the foot of the chimney, killing David Dooley, a watchman, who lived at No. 411½ East 65th street.

The Spitel women were completely buried in the ruins and had to be dug out by firemen. Patrolman Thompson, of the East 51st street station, who was standing in front of the house, was knocked down by the falling bricks, but managed to send in an alarm for the firemen and the reserves from his station house. Ambulances from Flower Hospital were also summoned, and the injured were cared for and taken to the hospital. After some trouble the body of Dooley was reached, but life was extinct. It was feared that the remainder of the chimney would fall, and the police warned the tenants from the nearby buildings.

A man, as yet unidentified, who was walking in Stanton street near Columbus street at about 4:30 o'clock, was killed instantly when a flagpole which had stood at that corner for the last fifty years was snapped by the terrific wind, crushing his skull as it fell to the sidewalk.

The pole was said to be the only Liberty pole still standing in the city. The original pole was put up shortly before the time of the draft riots, in 1863, by Thomas Carton, who was then a Democratic leader in his district. His organization went under the name of the "Liberty Boys," and it was in their honor that the pole was named. It was sixty feet in height at that time, and some years later a 20-foot extension was put on.

The Roller Coaster Amusement Railroad at 105th street and Amsterdam avenue, Fort George, a structure 75 feet high and 175 feet long, was blown to the ground. The debris was hurled about the ground until the obstruction formed by a grove of trees stopped its further progress. The owner of the roller coaster is Charles H. Merrill, whose office was directly underneath the structure.

Yesterday morning he hired two laborers to help him brace the structure. They finished their work in the afternoon. Searched had Mr. Merrill entered his office when he heard the snapping of timbers and supports. As he ran out of his office the miniature railroad tottered and then collapsed. It was a narrow escape for Mr. Merrill, as the roller coaster in its fall crushed the office.

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