New-York Tribune.

VOL. LXVII....No. 22,333. To-day, rain or snow. To-morrow, clear and colder; west winds. NEW-YORK, WEDNESDAY, JANUARY 8, 1908.—TWELVE PAGES.— Copyright, 1908, by The Tribune Association. PRICE THREE CENTS.

RAILWAY FACES CRISIS.

RECEIVER MAY BE ASKED.

Chicago Great Western Noteholders Await Action of Conference.

A crisis in the affairs of the Chicago Great Western Railway Company will be reached to-day.

President Stickney, it will be remembered, went abroad about a fortnight ago, accompanied by C. A. Severance, the law partner of Frank B. Kellogg, of Minneapolis, general counsel for the road, for the purpose of conferring with the finance committee in London over plans for financing about $8,000,000 of gold notes maturing at various dates within the next three years. Of these notes $1,500,000 fall due this month.

Conferences have been reld in London since Mr. Stickney's arrival there between representatives of the railway company and of the noteholders, but without decisive result. Another conference will be held there this morning, at which an arrangement may be reached for taking care of the $1,500,000 notes now at the point of maturity. If that meeting proves ineffective, it is understood here representatives of the noteholders will go this afternoon before Judge Walter H. Sanborn, in the United States Circuit Court in St. Paul, where the company's main offices are, and make application for the appointment of a receiver.

The Chicago Great Western has authorized common stock of $50,000,000, of which $44,465,195 s outstanding; $30,000,000 4 per cent cumulative debenture stock, of which $28,127,089 has een issued; $15,000,000 5 per cent preferred A tock, of which $11,336,900 is outstanding, and 23,103,842 out of a total authorized issue of ,24,000,000 4 per cent preferred B stock. There are no bonds secured by mortgage. The note issues, each bearing 5 per cent interest, aggregate $8,491,848 in amount, of which $3,342,545 mature this year, $4,069,061 in 1909, $56,727 in 1910, $999,273 in 1911, and $24,242 in 1912.

The annual report for the fiscal year ended June 30 last, showed gross earnings of $9,139,-087, operating expenses of $6,583,808 and net earnings of $2,555,279, the ratio of operating penses to earnings being high, 72.04 per cent. After deducting taxes, rentals and other charges, including $437,107 for interest on loans, there remained a surplus of $1,459,010 over all charges prior to the 4 per cent debenture stock. Out of this surplus the full interest was paid on the debenture stock and a dividend of 2 per cent was paid on the preferred A stock, which is entitled to a non-cumulative dividend not exceeding 5 per cent a year.

The securities of the company, which are held mainly in England, have within the last few years shown a large shrinkage in market value. The common stock closed yesterday on the New York Stock Exchange at 7. In 1902 it sold as high as 35. In the same year the preferred A stock, which closed yesterday at 20, sold at 90¼ and the preferred B at 51¾, against 8⅝ yesterday. The notes for which provision is being sought to be made were issued in successive years, beginning in 1903.

The Chicago Great Western, perhaps owing to its foreign control, has always been free from affiliation with other roads, and long pursued a policy of rate cutting which aroused against it the antagonism of the other systems in its territory. Since the enactment of the railway rate law its privileges in this direction have been greatly curtailed, and, with the other lines in the states in which it operates not disposed to co-operate with it, there has been talk of the Chicago Great Western's passing into the control of the Canadian Pacific, which itself is, of course, not under the authority of the Interstate Commerce Commission, and which could, by lowering rates on its own part of a through haul, virtually cut rates between the Northwest and Chicago by utilizing the Chicago Great Western, and could thus make serious inroads on the business of the American transcontinental lines. As noted recently in The Tribune there has been discussion among men identified with the two roads as to the practicability of absorption of the Chicago Great Western by the Canadian Pacific, and it is believed in Wall Street that such a move is entirely probable as an outcome of the present embarrassment of the Chicago Great Western.

The system operated by the Chicago Great Western Railway Company has a total length of 1,474 miles, and consists of a main trunk from Minneapolis and St. Paul southward, branching into lines to Omaha, Kansas City and Chicago. The Mason City & Fort Dodge Railroad and the Wisconsin, Minnesota & Pacific Railway are operated under lease.

The Chicago Great Western was chartered in January, 1892, as successor to the Chicago, St. Paul & Kansas City Railway Company. Its present officers are: President, A. B. Stickney; vice-president, Ansel Oppenheim; second vice-president, S. C. Stickney; third vice-president, L. S. Case; general counsel, F. B. Kellogg. The directors are the Messrs. Stickney, Mr. Oppenheim, Frederick Weyerhauser, M. D. Flower, H. E. Fletcher, Thomas H. Wheeler, J. W. Lusk and R. C. Wight. The finance committee, with which President Stickney has been conferring in London, is a body of five men elected annually from among themselves by the debenture and preferred A stockholders, meeting jointly.

St. Paul, Jan. 7.—Rumors coming from the East that a receiver had been asked or was about to be asked for the Chicago Great Western Railroad were not only denied by officials of the road in St. Paul, but a counter rumor, coming from sources practically official, was in circulation this afternoon that A. B. Stickney, president of the road, had made satisfactory arrangements in Englang concerning the payment of the 5 per cent gold notes due in March.

When S. C. Stickney, vice-president and general manager of the road, was asked to-day concerning this latter rumor he refused to confirm or deny the report, saying, however: "The rumor is probably correct."

Concerning the receivership rumor, General Manager Stickney said to The Associated Press he had no knowledge that such a step was contemplated and that "you may deny the rumor, so far as I am concerned."

R. C. Wight, secretary of the Great Western, scouted the receivership rumor, saying that he did not think such a step could now be taken even if so desired. "It is my understanding," he said, "that no receiver can be appointed for this company until six months have elapsed after interest has been defaulted."

SENDS COAL FOR FLEET.

Supplies for Honolulu and Manila if Voyage Is Extended.

Washington, Jan. 7.—Sixty thousand tons of coal have been sent to Honolulu by the equipment bureau of the Navy Department, and by April 1 there are to be one hundred thousand tons at Manila. These shipments have been made in expectation of the possibility of the battleship fleet returning to the Atlantic coast by way of the Asiatic station. If it is not needed for that purpose the coal will be used from time to time by American men-of-war, as occasion may require.

GREAT BEAR SPRING WATER.
"Its purity has made it famous."—Advt.

MANY JAPANESE LOST.

Nine Steamers and Hundreds of Wind Craft Wrecked in Gales.

Vancouver, B. C., Jan. 7.—News of storms in the Far East in which many lives were lost was brought here by the steamer Tremont, which arrived here this morning. Nine steamers were stranded on the Hokkaido coast and lost. The Hashi went down with twenty men, but the crews of the other vessels were saved. Forty sailing craft were lost with many men. From Sapporo news was received that 588 fishing boats were wrecked and more than a thousand buildings were flooded, many persons being drowned. The American schooner Dolores, from Yokohama for Guaymas, with coal, foundered in the storm, her crew being saved.

NEW RACETRACK BILLS.

Imprisonment for Six Months the Minimum Penalty for Betting.

[By Telegraph to The Tribune.]

Albany, Jan. 7.—Unconditional imprisonment for not less than six months is the minimum penalty provided in a drastic series of three anti-racetrack gambling bills which will be introduced in the Assembly to-morrow by Mr. Hart, of Oneida County. They conform more closely to the Governor's recommendation on this subject than the Agnew bills, which were introduced in the Senate last night. One bill amends the Percy-Gray law by providing that any person who places a bet on a horse on a racecourse "shall be guilty of a misdemeanor, and upon conviction shall be punishable by imprisonment in the county jail or penitentiary for a period of not less than six months nor more than one year." The present law provides that any person who places a bet "shall forfeit the value of any money or property so wagered, to be recovered in a civil action."

The Agnew bills, or "Jerome" bills of last year, repeal the section limiting prosecution to the recovery of the amount wagered and substitute a penalty of not more than one year's imprisonment or $500, or both. In addition to the bill amending the Percy-Gray law, another amends the Penal Code by repeating the proposed penalty, and the third appropriates $250,000 for the agricultural societies that now receive state support through racetracks. As far as the one item of appropriation is concerned, the Agnew and Hart bills are similar.

Assemblyman Hart talked with Governor Hughes to-day about his bills. He had told friends previously that he would not handle this legislation unless the bills met the Governor's approval.

PRIEST ON HIBERNIANS.

Threatens to Stir Up Great Scandal in the Church.

Philadelphia, Jan. 7.—Members of the Ancient Order of Hibernians here were greatly stirred up to-day because of the refusal of the Rev. D. I. McDermott, rector of St. Mary's Roman Catholic Church, to permit funeral services to be held in his church over the body of John Daly, a parishioner, because a Hibernian lodge had been invited to attend. The funeral was to have been held yesterday, and because of Father McDermott's opposition to the Hibernians it had to be postponed. He agreed to permit the funeral to take place at St. Mary's only on condition that the invitation to the Hibernians be revoked. The widow of Daly agreed, and in the funeral notice, printed to-day, it was stated that "the invitation to the Ancient Order of Hibernians to attend the funeral is hereby revoked." The funeral was held at the church to-day without the présence of the Hibernians.

Father McDermott, in explanation of his opposition to the society, said he formed an opinion of the Hibernians in the Molly Maguire reign of terror in the Pennsylvania coal regions. He said:

My absolute opposition to the Ancient Order of Hibernians is based on my knowledge and the facts in my possession about the Molly Maguires, which I got directly from the condemned Molly Maguires themselves. No power on earth will ever make me recede one inch from my stand against the Hibernians. I have given my testimony against them, and what I said was true and is true, and I cannot compromise on it.

I have in a pigeonhole of my desk a memorial which I was directed to prepare presenting the facts in my possession to be read before the third Plenary Council in Baltimore. After I had prepared the document, under the direction of Dr. Corcoran, I was called before Archbishop Ryan here and asked to read it to him. He declared that it contained features that would cause one of the greatest scandals the Catholic Church has ever known, and he informed me that he would use his influence against having it submitted before the council. I sent the memorial to Dr. Corcoran, regardless of Archbishop Ryan's opposition to it, but, through the influence of Cardinal Gibbons and Archbishop Ryan during the sessions of the council in Baltimore, the memorial never reached them. Archbishop Ryan and a number of other prominent clergymen are aware that the facts I have in my possession against the Ancient Order of Hibernians are true, and that if made known, they will cause the greatest kind of a scandal, and I have a mind to give them to the public.

When Archbishop Ryan read Father McDermott's statement he replied, through Mgr. Turner, the chancellor of the archdiocese, that he did not care to discuss the matter in any way.

In the archdiocese of New York there is no opposition to the Ancient Order of Hibernians, though there is considerable feeling against certain members connected with it who were instrumental, it was assumed, in offering an insult to Archbishop Farley nearly two years ago. The Archbishop was at one time national chaplain of the order, and at present a large number of priests are connected with it. In some parishes throughout the state the branch organizations enjoy equal favor with the parish sodalities. There are, however, here and there a number of zealous priests who still believe there is in the organization the old Molly Maguire spirit, and these refuse not only to recognize the order, but hold it their duty to refuse the sacraments to persons connected with it. A few months ago there was printed in The Tribune a letter addressed to his bishops by the Archbishop of Glasgow, Scotland, reminding them that they should still enforce the Papal mandate directed against the ancient order in that country. Its publication here caused considerable comment, but none of the clergy could recall any Papal warning hurled against the body in its present state.

TOM JOHNSON LOSES COAL SUIT.

Must Pay Bill of Traction Company, Which He Guaranteed.

Cincinnati, Jan. 7.—Tom Johnson, Mayor of Cleveland, must pay a $20,000 coal bill to the Charles D. Norton Company, coal dealers, of Philadelphia, according to a decision by the United States Circuit Court of Appeals to-day. The company supplied the Philadelphia & Lehigh Valley Traction Company with coal, and Johnson guaranteed the payment of the bills up to $20,000. The road was later thrown into the hands of a receiver, and the Norton coal company sued Johnson for the $20,000.

Johnson objected, claiming the neglect of the Norton company to collect the bill from the traction company released him from liability. The federal court at Cleveland decided against him, and he appealed.

BRIARCLIFF MILK.—Owing to an increased supply, additional orders can now be filled. Rich, pure milk from healthy Jerseys. 6½ East 46th Street. 'Phone 3278—38.—Advt.

FAST TRAIN WRECKED.

THREE DEAD, 80 HURT.

Collver Special Leaves Track on Trestle in Georgia.

Atlanta, Jan. 7.—Rnnning at a speed of thirty miles an hour, the second section of an excursion train on the Southern Railway, from Cleveland, Ohio, known as the Collver Special, and bound for Florida points, plunged through a trestle over Copper Mine Creek, about fifty miles north of Atlanta, to-day, and as a result three persons are dead, three others are fatally injured, and eighty passengers were so seriously injured as to require medical attention.

The injured:

ACKERMAN, E. N., Columbus, Ohio.
ALMON, G. M., Rome, Ga.
ARTER, Mrs. Theodore, Columbus, Ohio.
BALDINGER, Mrs. Nellie, Columbus, Ohio.
CANE, Mr. and Mrs. R. C., Cleveland; slightly hurt.
CREIGHTON, Mr. and Mrs., Ashtabula, Ohio; slightly bruised.
GREGORY, Mr. and Mrs. Frank.
GRISWOLD, R. W., Ashtabula, Ohio; internally injured and badly bruised on head.
GRISWOLD, Mrs. R. W., Ashtabula, Ohio; bruised on back and limbs.
HENRY, Mr. and Mrs. E. E., Ashtabula, Ohio.
HODELL, H. H., Cleveland.
KILSIE, Mrs. D. D., Erie, Penn.
PEEL, Mrs. K., Cleveland; slightly bruised.
ROGERS, Mrs. George B., Columbus, Ohio.
ROGERS, H. H., and son, Cleveland; cut and bruised.
ROTH, Jacob, Erie, Penn.
ROTH, Mrs. J., Erie, Penn.
ROWBOTHAM, Mrs. Elizabeth F., Cleveland; slightly bruised.
SMITH, Mrs. Elizabeth, Cleveland; back hurt and probably serious internal injuries.
SMITH, Mr. and Mrs. R. E., Cleveland; slightly bruised.
SMITH, Mrs. P. N., Columbus, Ohio.
STRAUSS, F. S., Cleveland.
THOMPSON, Mrs. Della, Mantua, Ohio.
TIDEMANN, Mrs. Ella E., Cleveland.
TOUCHSTONE, John, East Jordan, Mich.; badly injured.
VOSS, O. G., Columbus, Ohio.
WEBSTER, Mrs. E. F., Wellington, Ohio.
Twelve passengers, names unknown, who are cared for at hotels.

The Southern Railway's relief train reached Atlanta about midnight bearing the body of James Edwards, the engineer, and about fifty of the injured, among whom was Mrs. Emil Hoover, of Columbus, Ohio, who is in a dying condition, and Florence A. Studebaker, of Cleveland, internally injured and probably fatally hurt. G. Schnapps, road foreman of engines, and the negro fireman, "Mose" Baldwin, both fatally injured, were also on the relief train.

The road foreman of engines, Schnapp, and the fireman died shortly after reaching the city.

Many of the other injured were carried to local hospitals, while some were taken to hotels.

The Collver special is an annual excursion from Cleveland to Florida points and Cuba under the direction of General Passenger Agent Collver, of the Big Four system. It started from Cleveland yesterday at 12:25 p. m., in two sections.

On board the train were some two hundred excursionists. That they escaped without fatal injury is considered remarkable. E. E. Norris, of Atlanta, superintendent of the Atlanta division of the Southern Railway, suffered a fractured collarbone.

The accident occurred about one thousand yards south of where the Seaboard Air Line crosses on a bridge above the Southern tracks. A freight train was passing on the Seaboard when the crash came, and the conductor of the freight witnessed the wreck. Running his train into Hiram, he sidetracked everything but a caboose and one car and ran these back to where the passengers were slowly extricating themselves. Forty of the passengers, most of them women, were brought into Atlanta over the Seaboard tracks.

The second relief train arrived later in the night. Most of those on the train went to Atlanta hotels to-night and had their injuries cared for by physicians.

A report that the train caught fire was denied by every one aboard. One of the Cleveland passengers, bound for Cuba on an excursion trip, said after he crawled from a window of the second Pullman and looked at the wreckage: "The minute I get back to Cleveland I will give $1,000 to charity."

The trestle on which the accident occurred was about two hundred yards long. The engine struck the telegraph poles beside the track and for several hours no details of the wreck were available.

MORPHINE, THEN PISTOL.

Suicide of Cleveland Man Ascribed to Financial Loss.

[By Telegraph to The Tribune.]

Cleveland, Jan. 7.—A bullet fired by himself after a day's constant use of morphine to-night ended the life of Harry Gordon, former president of the Tippecanoe Club and agent for the estate of C. E. Bolton, running into the hundreds of thousands in value. Gordon's act is ascribed to despondency, friends saying he had spoken to them recently in a hopeless tone of his financial affairs.

A physician, called by Gordon himself, entered the house after dinner this evening. Gordon had just confessed to his wife that he had taken at least three and a half grains of morphine, saying that he did not get the required effect. He complained of thirst as the physician entered. His wife offered to get water, but he went to the kitchen himself. The report of a pistol was heard, and when he was reached he was dead.

LOAN BROKER FAILS FOR A MILLION.

John Mulholland, Who Operated in Many Cities, Files Voluntary Petition.

[By Telegraph to The Tribune.]

Danville, Ill., Jan. 7.—Scheduling assets of $3,-019,568 and liabilities of $1,804,862, John Mulholland, money lender and broker, who gives Fairview, Ill., as his place of residence, filed a voluntary petition in bankruptcy here to-day. He admits he has at least one thousand creditors.

Mulholland operated a brokerage and loan business in St. Louis, Kansas City, Cincinnati, Detroit, Cleveland, Buffalo, New York and other cities. In many of these places he had handsomely furnished offices and forces of clerks. He incorporated and bonded various enterprises. On the assets scheduled, it is said, little can be realized. His home has been in New York.

PART OF VESUVIUS'S CONE FALLS.

Great Column of Smoke from Crater—New Eruption Not Expected.

Naples, Jan. 7.—Following a number of heavy detonations to-day, a part of the cone of Mount Vesuvius sank into the crater, causing great ebullitions. An enormous column of smoke rose from the crater and spread out for miles. Professor Matteucci, director of the observatory, said to-night that there was no danger of a new eruption, the sinking of the cone being merely a geological phenomenon.

COLUMBIA, AIKEN, AUGUSTA, SUMMERVILLE & FLORIDA RESORTS via Southern Ry., Drawing Room, Sleeping & Dining Car Service. N. Y. Offices, 271 & 1200 B'way.—Advt.

SENTIMENT FOR HUGHES

HIS FRIENDS SANGUINE.

Expect Governor's Indorsement—Working for Instructed Delegates.

[By Telegraph to The Tribune.]

Albany, Jan. 7.—Reports are being received here by friends of Governor Hughes that there is much enthusiasm for him as Republican candidate for President. This enthusiasm has resulted in the formation of Hughes clubs throughout the state, whose object is to bring about an instructed delegation to the national convention. In many parts of the state county organizations are reported to be for the Governor.

Hughes men here assert that there is now no question about Governor Hughes getting the indorsement of the spring state convention, but they realize that it will be necessary to have an instructed delegation to the national convention if he is to triumph over the favorite sons of other states. The fact that New York is a pivotal state this year and that the Governor once carried it under discouraging circumstances they believe will go far in his favor, but all their efforts are being bent now toward the choosing of the instructed delegation. A survey of the state situation shows everything in their favor, they say.

Some of the Governor's friends who keep in close touch with the trend of the Hughes sentiment, declared to-day that the county organizations in Saratoga and Washington counties were preparing to adopt resolutions indorsing the Governor's candidacy. Ex-Senator Brackett is the dominant political figure there, and is known to be friendly to the Governor. Rensselaer County also, where ex-Governor Black and his lieutenant, Cornelius V. Collins, State Superintendent of Prisons, are leaders, is understood to be in line, and the county organization there is expected to put itself on record for the Governor soon. Columbia County, Louis F. Payn's bailiwick, is full of Hughes feeling, one result of which was the appearance of Senator "Sandy" Smith at the recent conference here looking to the formation of a state Hughes league. The city organization of Poughkeepsie has declared for the Governor.

In Binghamton a Hughes club has been formed. Israel T. Deyo, formerly an Assemblyman, is president. Senator Harvey D. Hinman, who now is the county chairman of Broome County, is one of the strongest Hughes men in the Legislature, and he is understood to be behind the Hughes movement in his county.

Monroe County already has put its name on the Hughes roster. Onondaga County also, in a sense, is committed to the Governor by the recent declarations of Senator White and Ray B. Smith, the county chairman, who told of the Hughes wave up there; but the Hughes men are not putting too much faith in the Onondaga support.

The Lincoln Club of Watertown, Jefferson County, which is the dominant political body in that section, has declared for the Governor. Deputy Superintendent Holt of the Department of Public Buildings is trying to swing the Lewis County organization into line. Over in Fulton County the Lincoln Club of Johnstown has joined the Hughes boomers, while the political club to which the Republicans of Gloversville belong is co-operating with its neighbor.

Hughes sentiment has many exponents in the western part of the state. In Olean, Cattaraugus County, the home of the late ex-Governor Higgins, a temporary Hughes club has been formed, of which Frederick E. Easton, who was a close friend of Mr. Higgins, is secretary. A permanent organization is being formed by Assemblyman J. E. Smith. James S. Whipple, State Forest, Fish and Game Commissioner, is one of the active Hughes men in Cattaraugus County.

Chautauqua County has several clubs, the oldest of which is that formed at Jamestown by Assemblyman Augustus F. Allen. Dunkirk has one, organized by ex-Tax Commissioner Stearns. Up in Niagara County there is a Hughes Club in Niagara Falls, to which Republicans of both the Merritt and Porter factions belong.

Some of the Hughes leaders say that in a few weeks about a dozen states will have joined the Hughes movement through the organization of Hughes clubs similar to the one under way here. New England especially is considered friendly to the Governor. Vermont's delegation is believed to be sure for Governor Hughes because of the personal friendship of Governor Proctor, and the deep impression made last summer by Governor Hughes on the seasoned politicians who attended the meeting of the Vermont Fish and Game League. Inquiries and communications in great number have been received by Hughes men recently from Massachusetts, New Hampshir and Connecticut.

CALLED FACULTY "BUNCH OF ASSES."

Student Editor Expelled and Comrades Strike Against All Athletic Activity.

[By Telegraph to The Tribune.]

St. Louis, Jan. 7.—Two hundred students of Washington University unanimously voted to discontinue all student activities to-day except actual studies and recitations. Their action resulted from the expulsion of J. Albert Stevens, editor of "Student Life," for calling the faculty "a bunch of asses" and accusing the teachers of not doing their share to improve the athletic standing of the university. Professor Hooker, instructor in civil engineering, was referred to as "the childish instructor."

The trouble really began with the recent expulsion of Stratford Morton, because, as alleged, he threw bisulphide in the face of Edward Nipher in a class fight.

LONG CONCEALED GRAFT CHARGED.

St. Joseph Indictment Against Veteran City Employe—Others Involved.

St. Joseph, Mo., Jan. 7.—Walter C. Stewart, superintendent of the municipal lighting plant, with which he has been connected twenty-one years, was indicted to-day by the grand jury, charged with obtaining money by false pretences and on false certificates. The grand jury charges that men long dead are still on the payrolls, and that the city has been defrauded of thousands of dollars.

There are two charges against Stewart, seven against C. W. Walter, also an old employe, who is in jail, and seven against Ferdinand Mays, a saloonkeeper, who is charged with forgery in connection with cashing time slips.

CANDY BOX WAS INFERNAL MACHINE.

[By Telegraph to The Tribune.]

Greensburg, Penn., Jan. 7.—Two alleged Black Hand members upon the protest of John Ranco that he had no money to give them, to-day handed him a little box, with the remark that it was candy for his children. Ranco opened the box as the strangers made a hurried exit. There was a terrific explosion, which tore off Ranco's right arm and wrecked the house. Ranco will probably die.

JAPAN SURE OF PEACE.

Count Hayashi Foresees No Difficulty in Negotiations.

Paris, Jan. 8.—In reply to a cable message which the "Matin" sent to Count Hayashi, asking the Japanese government's sentiments on the Japanese-American situation, the Japanese Foreign Minister has sent the following statement:

Our negotiations with both the United States and Canadian governments are characterized by eminently cordial feelings. There are no insurmountable difficulties in the way, and we have every reason to believe that a satisfactory settlement will soon be reached.

LAUNCH THOUGHT LOST.

Disappears with Two Men in Gale Off Old Point Comfort.

[By Telegraph to The Tribune.]

Norfolk, Va., Jan. 7.—A launch and two men are missing, and are thought to have been lost in a terrific storm which, moving rapidly northward from the Gulf, was central off the Virginia coast to-day.

The launch belonged to the quarantine ship Jamestown, lying off Old Point Comfort, and the missing men are the captain and engineer, both white. A quarantine surgeon from the Jamestown had used the launch to board the British steamship Helvengrove, which had just arrived. With his negro assistant he went on board. When they were ready to return to the launch the storm was so severe that they could not do so, and they remained on the ship and proceeded to Lambert's Point.

The launch, which was laboring heavily when last seen, is believed to have gone down.

The wind reached a maximum velocity at Cape Henry of seventy-two miles an hour to-day. The gale blowing from the northeast caused mountainous seas, and with its hurricane velocity registered at the capes made it hazardous for all shipping caught on the outside.

WOMAN KILLED BY CAR.

Her Baby Thrown Many Feet, and May Not Live.

While crossing 135th street, at Fifth avenue, at 7 o'clock last night, Mrs. Marie Marino, of No. 18 East 134th street, was run down and killed by an eastbound crosstown car and her year-old baby Michael was thrown fifteen feet and almost killed.

The car was in charge of Edward Kilduff, and, according to several of the passengers, he made every possible effort to stop it, but was unable to do so because of the wet rails. The car was filled with homeward-bound passengers. One woman rushed to the infant and, wrapping him in her coat, ran to the Harlem Hospital. The child is in a serious condition from shock and contusions. Mrs. Marino was dragged almost fifty feet before Kilduff could stop the car. After twenty minutes' work, her body was taken from beneath the car.

Dr. Ross, of Harlem Hospital, pronounced her dead. Bicycle Patrolman Brennan, of the East 126th street station, arrested the motorman on charge of homicide.

FIRST TUNNEL DEATH.

Electrician Killed—Car Catches Fire in Brooklyn Subway.

George Keyburn, an electrician, employed by the Interborough Rapid Transit, was the first person to meet death in the Brooklyn tunnel since the trains began running. Last night he received a shock of 11,000 volts and was killed instantly.

Keyburn entered a room at the Brooklyn terminal to connect wires with a switchboard there. He was in the room perhaps two minutes when the lights suddenly went out, followed by a cry. Keyburn fell to the floor. Many persons having passes to ride back and forth under the river were waiting to be taken to New York. They rushed into the room. Several who tried to drag Keyburn from the room received slight shocks. One of the guards who had rubber gloves finally got him out. An ambulance from the Brooklyn Hospital was summoned, but there was nothing for the surgeon to do.

When the accident occurred the current was shut off, stopping a train which had started for New York suddenly in the middle of the river.

Keyburn's body was removed to his home following an examination at the Adams street station house. He was forty-five years old and lived at No. 177 Chauncey street, Brooklyn.

At 8 o'clock, an hour after the first accident, another occurred. One of the trains caught fire through the short circuiting of the wires. There was a stampede on the part of the motormen who are learning to run the trains under the tunnel. Many of them who had heard of the previous accident were ready to desert. The motorman and conductor of the train, however, soon extinguished the flames by throwing sand on them.

NEW PLAN ON EMPLOYERS' LIABILITY.

Senator Knox Presents Bill Designed to Meet Supreme Court's Ruling.

Washington, Jan. 7.—Senator Knox, who has taken much interest in the litigation growing out of the employers' liability act, which was declared to be unconstitutional in the Supreme Court of the United States yesterday, introduced a bill to-day which is intended to remedy the defects in the present law.

The bill is so drawn as to make it applicable only to corporations engaged in such commerce as Congress has the undoubted right to control and to employes of such corporations as are engaged exclusively in interstate commerce. The existing law is so broad as to cover all transportation between states, but Mr. Knox's bill so modifies it as to limit its operations to common carriers which are operated by steam or similar motive power.

URGES $550,000 FOR ELLIS ISLAND.

Representative Bennet Introduces Bill for Repairs to Aid Immigrants.

[From The Tribune Bureau.]

Washington, Jan. 7.—A bill introduced in the House to-day by Representative Bennet of New York provides that $550,000 be appropriated for urgent repairs and construction at the immigration station at Ellis Island. The bill suggests that the appropriation come out of the emigrant fund.

According to Mr. Bennet, Ellis Island accommodations have long been in need of extensive repairs. The bill provides $35,000 for refitting the plant, $125,000 for a steam ferryboat, $250,000 for completing the wing to the hospital and $150,000 for the completion of the contagious disease hospital.

COMMANDER BOOTH HAS PNEUMONIA.

Boston, Jan. 7.—Commander Eva Booth of the Salvation Army has been stricken with pneumonia here and is critically ill.

F. A. HEINZE INDICTED.

BANK FRAUD THE CHARGE

Alleged That He Overcertified Checks Amounting to $400,000.

F. Augustus Heinze, the copper man and ex-president of the Mercantile National Bank, surrendered himself yesterday to Marshal Henkel as a result of an indictment brought against him by the federal grand jury, charging him with the overcertification of fifteen checks on October 14, drawn on the Mercantile National Bank, amounting to about $400,000. He was

F. AUGUSTUS HEINZE.

Who was arrested yesterday on an indictment charging him with the overcertification of fifteen checks drawn on the Mercantile National Bank.

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arraigned before Commissioner Shields, in the Federal Building, who held him in $50,000 bail for his appearance this morning before Judge Chatfield for pleading. Mr. Heinze pleaded not guilty to the thirty counts contained in the indictment. The bond was furnished by the Fidelity and Deposit Company, of Maryland.

The checks which figure in the overcertification charge were drawn by the firm of Otto Heinze & Co. A bench warrant was issued upon the finding of the indictment. The latter, a voluminous document, charged the former bank president with a violation of sections 5208 and 5209 of the United States Revised Statutes, and Section 13 of the United States acts of July 12, 1882, which provide a penalty of not less than five years nor more than ten years for a wilful and intentional overcertification of the checks of national banks. Edward Lauterbach, counsel for Mr. Heinze, talked lightly of the charge against his client last night, and said that it was based entirely on a technicality which he doubted existed.

HEINZE NOT WORRIED.

Mr. Heinze did not appear the least bit perturbed when he called, accompanied by his counsel, at the office of Marshal Henkel. United States Attorney Stimson had announced that he would demand a bail bond of $50,000, and Mr. Lauterbach had previously arranged for the surety. The proceedings before Commissioner Shields were brief, and after the formalities were over Mr. Heinze was released until to-day, when he will plead formally to the indictment. The indictment of Mr. Heinze was brought about through an investigation made by United States Attorney Stimson in co-operation with a special representative of the Controller of the Currency whom Controller Ridgely sent here for that purpose. A dispatch from Washington last night quoted the Controller as saying that while he knew of no specific instances of fraud he would not be surprised if other cases were brought to light.

LIST OF THE CHECKS.

The checks which, according to the indictments, Mr. Heinze certified were as follows:

C. H. Smithers & Co.	$11,006 90
J. S. Bache & Co.	124,680 87
Wasserman Brothers	42,808 61
Marshal, Spader & Co.	40,674 52
Gross & Kleeberg	62,761 40
H. T. Cary & Co.	1,469 66
Cuyler, Morgan & Co.	13,195 33
Morse, Moore & Moore	24,052 57
J. B. Colgate & Co.	13,384 38
Sternberger, Sinn & Co.	15,000 00
Sternberger, Sinn & Co.	4,603 13
Hayden, Stone & Co.	12,000 00
W. R. Rosenbaum	6,000 00
Gross & Kleeberg	30,000 00
E. F. Hutton & Co.	25,787 16

The indictment of Mr. Heinze is the aftermath of the collapse of the Heinze pool in United Copper which brought about the suspension of the stock brokerage firm of Gross & Kleeberg and subsequently resulted in the resignation of the indicted copper man from the presidency and the retirement of the directors of the Mercantile National Bank. This followed an examination of the institution by the Clearing House committee. Mr. Heinze said at the time that he had been betrayed by his friends in the United Copper pool. The date, October 14, when the checks mentioned in the indictment were drawn, was just before the smash in United Copper.

PUNISHMENT FOR THE CRIME.

The indictment specifically charges that Mr. Heinze, while president of the Mercantile National Bank, overcertified fifteen checks. That is, that he guaranteed by the bank signature that the sums indicated in the checks were held by the institution to the credit of the drawer. To overcertify bank paper is, under the federal statute, an offence punishable by imprisonment of not less than five years and not more than ten years. One count is devoted to each of the checks involved. It is alleged that Mr. Heinze knew that Otto Heinze & Co. did not have to its credit the sums named in the various checks. The sixteenth count in the indictment charges that Mr. Heinze intentionally applied the funds of the bank, and without the knowledge of the directorate, to the payments of the fifteen checks drawn by Otto Heinze & Co., and knowing that the company did not have on deposit with the bank a sum equal to the amount named in the certified checks.

Mr. Lauterbach made this statement for Mr. Heinze last evening:

"The indictment is based upon certification of fifteen checks amounting to something over $400,000, drawn by Otto Heinze & Co., on October 14 last. Before the certification was made F. Augustus Heinze obtained the discount of a note of $500,000, secured by abundant stock exchange collateral, worth at the market rates of that day more than $800,000, and drew his check for $500,000 to the credit of Otto Heinze & Co., the amount of which should have been passed to their credit, as I think it was. There certainly was no wilful intent within the statute to overcertify any check, not even to the extent that overcertification is practised every day in Wall Street by all the banks as a matter of business necessity. On the contrary, as I have