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Open every evening until 9:30.

**TWO LIFESAVERS LOST OFF ROCKAWAY BEACH**

**Undertake Practice Drill in Dory with Three Comrades, Despite High Waves. WARNING WAS NOT HEEDED**

**David Jamison Couldn't Swim, and Bruce Bond Drowned Trying to Rescue Him—Three Swim Ashore.**

Insisting on braving seas that ran unusually high off Rockaway Beach yesterday afternoon, five young members of the United States Volunteer Life Saving Corps were cast into the water from an 18-foot dory, and while three managed to make their way to shore after desperate struggles, two of the corps lost their lives in the tide swept stretch of water.

Those drowned were Bruce Bond, of No. 2 Bond avenue, Rockaway Beach, and David Jamison, of No. 11 Bond avenue, Rockaway Beach. The body of Jamison was recovered shortly before 8 o'clock last night, two miles from where he had last been seen alive. A pocketbook belonging to Bond was picked up a mile further down the beach, but his body did not come ashore. The dory drift in not far from where the purses were found.

Frank Vollmer, of Ocean avenue, Sea-side; William Phillips, of No. 2 Walcott avenue, and William Cassidy, of No. 21 South Bond avenue, Rockaway Beach, were the three rescued. After they had been cared for by Dr. Schenck and had donned dry clothing, they went back to the beach and joined in the search for the bodies of their friends.

Shortly after 1 o'clock yesterday afternoon the five young fellows met at the boat-house and decided to hold one of their regular drills. They could hear the roar of the heavy sea as it lashed the beach, and realized it would be difficult for a boat to five in such conditions, but they believed in their strength, and, with the hardhood of youth, decided to make the attempt. Older members of the life saving corps tried to dissuade them from launching the dory, but their warning went for nothing, and the five walked down to the beach.

Each man, clad in stout oilskins, heavy sweaters and long rubber boots reaching to the hips, prepared to fight wind and cold alike. The boat was a regulation life-saving dory, which had been in use all last summer. According to one of the party, it was leaky.

**Launched in Heavy Sea.**  
Vollmer acted as steersman and the others each manned one of the long oars. Those in the clubhouse watched the struggle as the life savers put all their strength into their oars in an effort to gain headway. Three hundred yards from shore it was almost impossible to keep the light dory's head to the sea. With every comb that bore down on them the boat would swing around. There was imminent danger of capsizing, and the oarsmen decided to pull for the shore.

The place they selected for turning the dory's bow toward the beach was ill chosen. There was a long, razor-backed reef, that raises its ugly head above the water as a wave recedes. The dory was just over this when Vollmer gave the order to swing her about.

Obeying the impulse of the oars, the little craft spun around, but she was not quick enough. A wave greater than any they had encountered bore down on the men with an ominous roar. They bent their backs and exerted every ounce of strength they possessed in the attempt to meet the breaker. Just as they seemed to succeed an oar snapped under the strain and the dory wallowed helplessly in the path of the giant wave. The next moment boat and men were buried under the avalanche of foaming water.

**Jamison Couldn't Swim.**  
The men struck out for the beach, impeded by the weight of their clothing and chilled to the bone by the icy water. All except Jamison were powerful swimmers. He was a new recruit—one of the youngest and most enthusiastic of the life saving corps—but could hardly swim a dozen strokes.

Men on the beach started in to help them. One threw a life preserver far out on the water, and Phillips, nearer to land than the rest of them, hurried it to Bond. Bond knew his chum Jamison was the weakest of them all, and had seen the look of desperation in Jamison's face. He threw the life preserver back over his head, where it struck within ten feet of the struggling Jamison. The young man tried in vain to reach it, but his strength was spent, and he sank.

Bond, when he saw his friend had given up, struck out in his direction, hoping to rescue him. The effort was too much for his depleted strength. He, too, sank, his body being whirled away in the rush of waters.

Vollmer, Phillips and Cassidy reached the shore exhausted, but only after Cassidy had been pulled in by Samuel Frazier, of Inwood, who rushed fifty yards into the water and grasped him by the collar.

More than two hundred men kept up the search all night for the missing Bond, and a score of bonfires were kept burning, as the men watched each wave for a trace of the body.

All the young men were well known in Rockaway Beach. The Bond and Jamison families are among the oldest and wealthiest in the Rockaways, owning a large part of the beach.

**JUST WED; EVICTED BY FIRE**  
**Young Couple Rescued by Firemen from New Home in Flatbush.**  
Mr. and Mrs. Charles Federwitz, who were married on Monday evening in the German Lutheran Church, East 8th street, Brooklyn, narrowly escaped with their lives from their new home, No. 429 Church street, Flatbush, early yesterday morning. The couple were saved by firemen Carey and Brierton, of Engine Company 19, who took them down a ladder to the street from the burning building.

The fire started on the ground floor, occupied by Joseph Bavy as a cigar store. He rescued his wife and three children. Mr. and Mrs. Federwitz got home from their wedding after midnight. They smelled smoke and opened the front windows and gave an alarm. When Carey and Brierton found the couple they were lying on the floor trying to escape suffocation by smoke. The damage to the building amounted to \$5,000.

**PINNED HOURS UNDER TREE**  
**Boy Has It Nearly Down When He Falls from Axe Wound.**  
[By Telegraph to The Tribune.]  
Waterbury, Conn., Dec. 20.—Water Reschel, thirteen years old, all alone in a dense wood chopping down a big Christmas tree for a church festival yesterday, struck his leg with the axe. He fainted from the pain and a stiff breeze blew the tree over upon him as he lay prostrate. He lay there until 9 o'clock last night and would probably have died soon if a searching party had not found him.

This is the third time in the holiday season that serious accidents have befallen Reschel. He nearly drowned last year and in 1908 he fell from a barn loft, breaking several bones.

**BLAIR'S PILLS, CELEBRATED ENGLISH REMEDY FOR GOUT AND RHEUMATISM. SAFE AND RELIABLE. AT YOUR DRUGGIST.**

**POLICE GUARDING CAR WHICH CAUSED THE NEW YORK CENTRAL DISASTER.**



**TO BAR PRESSURE GAS**



**SOME OF THE BROKEN PIPES BEHIND BUMPER, WHICH FAILED TO STOP CAR.**

Continued from first page.

for to-day, and would continue the investigation.

"It is clearly the duty of the District Attorney to see to it," he said, "that a thorough and searching investigation be conducted, to the end that there should be no uncertainty as to the criminal liability of any person or persons. As yet there is no evidence in my possession which justifies the making of an arrest or the preferring of any criminal charge of any kind. I expect to engage the service of the best experts obtainable—men who are generally recognized as authority on the use and nature of explosives, if possible—to determine just how the explosion took place.

"Of course, if explosives were improperly stored or illegally kept on the premises there is a violation of the criminal law, and if evidence of this is developed it is the District Attorney's duty to bring it to the attention of the grand jury. I shall spare no effort in the endeavor to satisfactorily determine these questions."

Assistant District Attorney Lavelle continued the examination of witnesses at the East 51st street police station yesterday. He and Coroner Holtzhausen went to the Flower Hospital yesterday afternoon to get a statement from Andrew Harris, a car cleaner, who had his leg broken and suffered severe contusions as a result of the explosion. Harris is in a serious condition, and his testimony was wanted in connection with that of Whittall, the foreman, who had charge of the gas tanks in the yards and had told the District Attorney that Harris was the first man to tell him anything was wrong with the pipes.

**Shutting Off Gas When Crash Came.**  
Harris made the following statement to Assistant District Attorney Lavelle:  
"I was on Track 19, between 47th and 48th streets, 'gasing' cars," he said, "when I heard a hissing sound, and, looking around, I saw steam coming out of the yard about opposite 50th street. I cried out to an Italian and asked him why so much steam was escaping. He shouted back that someone had knocked a block off (meaning that a bumper had been knocked over)."

"In about five or ten minutes a foreman of the 'M. U.' cars (which are the steel gas cars) told me that I had better go and tell my foreman that something was wrong with the steam pipes at 50th street. I went at once to 47th street, where the gas tanks are. On the way I met Patrick Cable coming toward me. He asked me what the trouble was. Just then Whittall, the foreman, came up and sent Cable back to shut off the steam pipes leading to Yard 2. Then Whittall and I went up the track toward 50th street."

"I was on Track 19 and was going to turn off the gas that was running from the tank cars into the stationary tanks at 47th street. These cars come in every morning from Port Morris. I had reached the first car, about opposite 49th street, and had shut one valve when the explosion came. It threw me down near the third rail, and I hardly remember what happened until I was picked up."

**No Deaths: Twenty in Hospitals.**  
No deaths were added to the list of ten victims of the explosion yesterday. A gang of men worked during the forenoon clearing out the debris, all that is left of the sub-station powerhouse, at 50th street and Lexington avenue, without finding any more bodies. No one has been allowed to touch the wrecked car and the broken pipes or alter the condition of things in that immediate vicinity.

The work of excavating was stopped in the afternoon to allow photographers employed by the various officials investigating the accident to take pictures at this point.

Representatives of the New York Central company said yesterday that they believed all the men who had been working in the yards were accounted for and no more bodies would be found. There were some laborers there, it was said, however, that might be hard to trace. The work of clearing away the wreckage will be continued to-day until it is made certain that no one else was buried under the tons of bricks and iron.

Twenty of those injured in the explosion are still in the hospitals. Michael Ryan, a third rail man, of No. 372 East 37th street, and Collins Wheeler, a railroad engineer, of No. 215 East 163d street, were in a critical condition yesterday, and their recovery was doubted by the physicians at Bellevue Hospital. Ryan has a fractured skull and internal injuries. Wheeler has lacerated wounds of the scalp and face and a ruptured eye.

**Five in Serious Condition.**  
The condition of three women and two men was considered very serious yesterday. These are Mrs. Theresa Lothman, of No. 350 East 42d street, whose skull was fractured, and Yetta Abrahamson, of No. 1687 Third avenue, with a similar

injury, who are in Bellevue Hospital; Ethel Evans, of No. 2 West 32d street, who has thirty-five distinct wounds; Andrew Harris, of No. 345 East 28th street, who suffered a compound fracture of the leg and serious contusions, and John Smith, of No. 135 East 40th street, whose left eye had to be removed. The last three are in Flower Hospital.

A score of the injured who were brought to hospitals after the accident and remained there over night had recovered sufficiently yesterday to be discharged or sent home in ambulances, to be taken care of by their families.

The officials of the New York Central continued their own investigation of the explosion yesterday. Colonel Beverly Dunn, U. S. A., of the ordnance department of the army, together with other experts on explosives, are assisting the Central's engineers in an effort to determine the exact cause of the explosion and to fix the responsibility where it belongs, if possible.

**Can't Find How Gas Ignited.**  
None of the public or railroad investigators has so far been able to determine how the escaping gas was ignited. It was said at Vice-President Daly's office at the terminal building yesterday that the railroad officials might not complete their investigation for several days. A detailed report of the findings of the cause and the placing of responsibility, if such were possible to determine, would be forthcoming at that time, it was said.

Officials of the railroad said yesterday that the storage of the Pintsch gas in the new terminal yards had only been a temporary arrangement pending the construction of the new terminal. They said that the shunting of trains in that part of the yards where the explosion took place would be done away with when the terminal plans were completed, as it would be used exclusively for the storage of trains. The suburban trains would then all go around a loop in the new station and not have to back in and out on the "bumper" tracks as they do now.

The Central's legal department had not yet begun to take notice of the large number of suits for damages to property and persons which are expected to be brought, it was said. It was assumed, however, that the company would endeavor to compromise with persons who suffered small injury and little property damage. Men representing the railroad were canvassing the neighborhood of the explosion yesterday to that end, it was said.

It has been estimated that the explosion may cost the railroad over a million dollars in damages.

Commissioner Miller, of the Bureau of Buildings, said last night that his inspectors had reported yesterday twenty-five additional cases of unsafe buildings within the zone of the explosion, and that a notice, in accordance with the law, had been posted in each instance.

Referring to the investigation of the Municipal Explosives Commission yesterday, Peter Arcitelli, the former coroner, and now a member of the commission, said:  
"If an application for a permit to store the eighty thousand cubic feet of gas in the four large retainers in the terminal yards at 47th street had ever been made to the commission it would certainly have been denied. The Pintsch gas is kept at a pressure of 170 pounds to the square inch, while ordinary illuminating gas maintains a pressure of only four ounces to the square inch in the tanks and mains within the city."

"We found dangerous conditions at the plant where the Pintsch gas is manufactured at Port Morris and at Mott Haven, where it is piped and put into the tank cars and brought to the terminal yards every day. The Pintsch gas main runs through the railroad tunnels under some of the most densely populated districts of The Bronx at those points. At night six of these tank cars, each containing fifteen thousand cubic feet of Pintsch gas, are hauled through the Park avenue tunnel to the terminal yards. Think of what might happen if there was another collision in the Park avenue tunnel and these gas cars were mixed up in it!"

"The commission will recommend to Commissioner Waldo that all the Pintsch gas pipes and retainers in the city limits be done away with, and the car tanks filled at Mott Haven."

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