

ANGRY NEW ROCHELLE ACTS.

STARTS A DEFENCE FUND TO HELP TUNNEL VICTIMS SUE.

Augustus Thomas Leads It With \$500—Money to Be Lent to Help Off Settlements—Legal Aid Offered Free—A Mass Meeting of Commuters.

New ROCHELLE, N. Y., Jan. 11.—More than a thousand citizens of New Rochelle and other communities in Westchester county, that number being all that the largest hall in the city would hold, voiced their indignation to-night at the tunnel disaster which cost the lives of fifteen of their fellow citizens.

On the platform with Mayor Clarke were Augustus Thomas, the playwright, who is a resident of this city; District Attorney Youngs of Westchester county, Assemblyman M. W. Wainwright, Mayor Flske of Mount Vernon and other leading citizens. Ex-Mayor Dillon, chairman of the committee which called the meeting, opened it. He spoke of the city's sympathy for the bereaved, and said:

"We are here to see that an accident like that which cost their lives cannot be repeated. It is well known that the tunnel is a death trap. We have to back us up in New York a District Attorney who has given his word that he will investigate and that he will punish. It is our duty to aid him."

There were loud cheers at the mention of Mr. Jerome's name. Assemblyman Wainwright said that the catastrophe was the direct result of the failure of the railroad to provide safe means for passage through the tunnel. Mayor Flske of Mount Vernon aroused great applause by defending the engineer. It was not Wisker's negligence, but the railroad, said Mr. Flske, which cost the lives of New Rochelle's citizens. Mayor Flske said that a telegraph operator of the company had informed him that nine engineers out of ten had to pass signals totally obscured on account of the smoke, and the railroad knew it.

District Attorney Youngs said that the investigation, properly carried out, would bring out all the facts and that the railroad could not say it was not the fault of the engineer. Mr. Youngs said that if, as he understood to be the case, the State Railroad Commission had the authority to remedy the tunnel nuisance and had not exercised it, they should be held jointly responsible with the railroad.

John S. Woods described the visit of a delegation to the railroad company two years ago and said that the occasion Supt. Van Ethen admitted that the pressing the local tracks in the tunnel was possible and would be done, only the company was "that has you remodelling its station to think about it."

This telegram was read from District Attorney Jerome in response to the invitation extended to him to address the meeting: "Express to the people of New Rochelle my profound sympathy. I shall welcome any opportunity of being the recipient of your grief and I will gladly aid in devising a plan to prevent a similar occurrence in the future."

Toward the close of the meeting Augustus Thomas suggested that a sum of money be raised for the relief of the families of the injured and dead pending the settlement of damage suits, in order that they might not, through want, be induced to accept settlements from the railroad company. He offered \$500 with which to start the fund. His suggestion was received with cheers and was acted upon by appointing a committee to draw up a suitable one and take any other action deemed advisable. The committee consists of Augustus Thomas, E. B. Harris, District Attorney Youngs, George L. Carlisle and E. B. Phiney, all well-known residents of the city.

Five funerals, one a double one, of the victims of Wednesday's disaster, were held here to-day. The funeral procession of another victim, whose name was not given, was held last evening passed through the streets also, so that there were six funerals in all to remind the people of New Rochelle of the wreck that cost the lives of fifteen of their fellow residents, and of their early morning business was practiced at a station.

The body of Oscar Meyrowitz, the optician, was taken to the train on its way to Albany at 7 o'clock in the morning. It was escorted by the local judge, Justice Royal Aranzum. Following that came the funeral of Theodore Fajardo, the American correspondent of several Spanish newspapers. Mr. Fajardo's funeral was held in St. Gabriel's Roman Catholic Church at 1 o'clock. High requiem mass was celebrated by the Rev. Father John Kellner, rector of the church. The house was escorted from the Fajardo home in Homestead Park by the Holy Name Society of the church and the bright of the citizens of New Rochelle in full regalia. Five hundred persons managed to get inside the little church and many were forced to stand outside. From the church the procession proceeded to the Holy Sepulchre cemetery, where the burial took place.

Subjects probably of all the funerals which have resulted from the accident was that of Mr. and Mrs. Howard, who were killed in the wreck. Their funeral was held at the Holy Sepulchre at 10 o'clock on Wednesday last. The street to which Mr. Howard took his wife on a bride six months ago. They had been married less than a year. They were both in their thirties. The two coffins were placed side by side in the hearse. The funeral was held at the home of the late Mrs. Howard, who was the widow of the late Mr. Howard. The funeral was held at the home of the late Mrs. Howard, who was the widow of the late Mr. Howard.

RAILROAD BAILS WISKER OUT.

Gets a Surety Company to Give \$10,000 Bail.

John M. Wisker, engineer of the White Plains train which smashed the South Norwalk express in the Park avenue tunnel last Wednesday morning, was released from the Tombs yesterday on \$10,000 bail, the bond being furnished by the National Security Company of 340 Broadway. Officers of the New York Central Railroad provided the surety for Wisker and Coroner Scholer, on thinking again, accepted the bond without hesitation. A newspaper tried to advertise itself by furnishing the bond for Wisker, but Coroner Scholer refused to entertain that bond. Then former Congressman Jefferson M. Levy offered bail, but the Coroner suspected him of helping out the newspaper, so he was turned down.

Wisker has braced up a great deal in the last two days. On Thursday he was a complete wreck as a result of the nervous shock he had sustained, but yesterday when he was taken to the Coroner's office he was as cool and self-possessed as could be. His wife, accompanied by her niece, Mary Heinken, and her nephew, J. J. Diehl of Pittsburgh, came to see him in the morning to carry the news to him that he would be bailed out before the day was over. Not only had the railroad sent word to Mrs. Wisker early in the day that it would find a bond, but the Rev. Mr. Burch of the Mt. Haven Methodist Church, of which Wisker and his wife are members, had told her that several of the trustees had signified a willingness to furnish bail. Mrs. Wisker had also been informed by Mr. Burch that some of the church members had retained Frank Moss as counsel for him, so that he would not have to depend upon the railroad lawyers for legal advice.

Oscar A. Campbell and John S. Hanson of the Mt. Haven Church called at the Tombs in the early morning to ask Wisker if he was willing to have a Moss set for him at the inquest. Wisker said that he was willing so Mr. Moss will be his counsel. A score of curious persons filled up the available space in the Coroner's office when Wisker appeared. He came in with a brisk step and didn't seem in the least bit disturbed by the curious glances thrown at him. He wore no hat or coat, only a flannel shirt and a pair of gray trousers. Those he was wearing when he was wrecked. He is a tall, slender, rather good-looking man. He had about a week's growth of yellow beard on his face. He gave his address as 609 East 15th street and his age as 36 in a clear voice and then signed his name to the bail bond. Then he walked over to Mr. Burch's and shaking hands with him said:

"Thank you for getting me out of that place. Will you tell me what the charge is?" "It is on the bail bond," said Mr. Paulding, and he handed the paper to Wisker. The engineer read it over and then he was charged with causing the death of William Leys and others. He didn't seem disturbed, but put the paper down and shook hands with Mr. Paulding and stepped up to Mr. Wisker called out:

"Johnny, come here." Wisker went across the room and his wife kissed him. His niece kissed him too. Then Wisker pointed to a pall that his wife was carrying and said:

"No, I brought some things down for you to eat, but you won't need them now, and the pair laughed heartily. Col. Baker of the State Railroad Commission stepped up and shook hands with Wisker. "I know a lot of engineers," said the Colonel, "I'm sorry to see you in this trouble. Wisker." "It's all in a life time," said Wisker. "Yes, but it's pretty tough on a man."

"No one knows that better than the man who was at the head end when it occurred," said Wisker, and then turning to his wife, he said:

"Let's get out of this. I want to go home." Coroner Scholer handed Wisker his check-book and a check which were taken from him when he was locked up, and then Mr. Paulding took Wisker and his wife to a cab and started them uptown. They were going to Mr. Paulding's home. Mr. Paulding said that the railroad was anxious to do what it could for Wisker and that it would put him to work in the roundhouse for the present. He said that he would like to see Wisker to keep his mind off his trouble. "We have decided to continue the investigation on Tuesday," said District Attorney Youngs yesterday, "and will try to finish it on Thursday morning before the inquest begins. We think that there is a lot more information that we can get which will help us to place the responsibility for this where it belongs. We will examine some more witnesses, probably some experts, and some of the passengers. That is all there is for me to say just now."

Inspector J. H. Schultz of the State Railroad Commission spent the greater part of yesterday afternoon at the tunnel and yards of the New York Central road. He was making a private investigation of his own to collect certain facts to be embodied in a report which he has been asked to make by the members of the commission. Mr. Schultz rode on the platforms of several passenger trains and also on an engine. He had a complete study of the operation of the tunnel and its signal system, but declined to talk what he had discovered.

TUNNELS NEW ARC LIGHTS.

Ready to Help Engineers Despite Details—Electric Traction Difficulties.

The officers of the New York Central Railroad said yesterday that the arc lights which they have contracted with the New York Edison Company to put in the Park avenue tunnel are not for the purpose of illuminating the tunnel for the benefit of the passengers, but to make more light for the gangs of workmen now engaged in tearing down the tunnel partitions preparatory to the introduction of a new and improved system of ventilation. The men announced yesterday that the arc lights were to be put in to prevent, as far as possible, the danger of another accident like that of Wednesday last. The failure of an engineer to see his signals is the cause of introducing the arc lights. It was learned last night that more than two hundred of these lights, shaded with a new device which prevents the blinding glare which the engineers objected to, will be put in the tunnel. The lights were to be put in within the next few days.

The railroad people, while admitting that they will put the lights in, say that they are not in a position to state the purpose of their introduction, and the railroad people will not get about that they are going to make a New York Central official say that the tunnel is to be used as a workshop for moving trains in the tunnel. The railroad people say that the tunnel is to be used as a workshop for moving trains in the tunnel. The railroad people say that the tunnel is to be used as a workshop for moving trains in the tunnel.

DEPEW AND HIS BRIDE HERE.

THE SENATOR TELLS OF HIS HONEYMOON TRIP ABROAD.

American Reporters There Were Too Much for Him, He Says, and He Couldn't Escape Them—Shocked by Tunnel Disaster—He is Going to Washington.

"We are going to my house, 27 West Fifty-fourth street, to stay over Sunday," said Senator Chauncey M. Depew when he and his bride landed from the steamer St. Louis, which reached her pier at 8 o'clock last evening; "then we are going to Washington on Monday and on Tuesday I expect to be in my place in the Senate ready for business."

It took the newspaper reporters who met the Senator in the saloon of the St. Louis at Quarantine some little time to get used to the "we." It was hard to grasp the fact that there were two of him now, even when the Senator introduced his old friends to Mrs. Depew, who stood smilingly by his side, seeing him do his first real American interview since the marriage. There had been interviews, to be sure, and interviews accompanied by camera accessories even in France. But this was the first time for the real thing.

On Monday in brown fur-lined coat that covered her all the way to her feet and wearing a red hat of rather dashing outline, the new Mrs. Depew presented the pleasing picture of a tall, radiant woman, fresh and clear of color, with laughing eyes and an abundance of brown hair. She had proved only a tolerably fair sailor on the way over and the very rough voyage had been rather trying to her, but she showed no traces of it in her face and stood by the Senator's side in the brilliantly lighted saloon of the St. Louis. Senator Depew looked the pink of health and vigor, but at first he seemed to have lost some of his ordinarily merry and buoyant spirits, for he had heard of the terrible disaster in the New York Central tunnel only a short time before, when the pilot came aboard at Sandy Hook.

"It is awful," said the Senator, his face showing genuine distress as he spoke. "I never was met with news before on arriving from sea that so shocked me as has this. I know that tunnel as well as I know my own library. I know that there was nothing but the signals, the machinery or mechanical skill could devise that was lacking in the tunnel to make its signal system perfect and its safety as absolute as possible. Somebody must have overestimated the signals. One man can beat the best system in the world if he puts himself out of harmony with it. We tested the red and the green signals, time and again, and they never failed. We always saw the lights. When I was in active service I tried a hundred or more signals, and then there was the engineer did not see the signals it was his duty to stop. He knows where the signals are, but he does not see them. There is a printed rule that requires him to come to a full stop. 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