The Sun.

WEDNESDAY, DECEMBER 17, 1902.
Fair and colder to-day; northwest winds.

VOL. LXX.—NO. 108. NEW YORK, WEDNESDAY, DECEMBER 17, 1902.—*Copyright, 1902, by The Sun Printing and Publishing Association.* PRICE TWO CENTS.

TUNNEL GRANT WINS.

Passes the Aldermen by 41 Votes to 36.

BROOKLYN, NOT MANHATTAN,

Allowed by Tammany to Carry Off the Honors.

Nothing but the Mayor's Signature Now Remains to Legalize the Great Grant and Work Will Begin Immediately—Cantor of Manhattan the Only Borough President Against It—Haffen Resisted Pressure From John A. Mason and Bronx Voted With Him.

The Pennsylvania tunnel franchise passed the Board of Aldermen at 6 o'clock last night by a vote of 41 to 36. The grant got but one vote more than was necessary under the Charter. Before the vote as first cast was announced Alderman Brenner (Dem.) of Brooklyn, who had voted in the affirmative discovering that the grant would pass without his vote, ran up to the desk and asked the clerk to change his vote to the negative.

It was the Brooklyn Aldermen who gave the franchise the votes it needed. Alderman Keely, who had not voted on the roll call, went to the clerk's desk also, and asked to be put on the record as voting against the franchise, when it was clearly passed. This was an effort on the part of both men to make their records straight with the so-called labor element which had opposed the improvement.

Little Tim Sullivan in a speech boasted that Tammany as an organization was standing solidly against the tunnel. This was true as far as Tammany could command. Culkin, Coggey and Owens voted for the grant. Owens has been for it from the start. Culkin and Coggey switched. Malone and Lundy of Brooklyn, who had been counted against the tunnel, gave their votes for it. Lundy was a member of the Railroad Committee and had refused to sign the majority report which he voted for yesterday.

JOHN A. MASON COULDN'T BUDGE HAFFEN.

President Haffen of the borough of The Bronx stood by the tunnel, and Aldermen Goldwater, Harnischfeger, Longfellow, Leitner and Peck from The Bronx voted with him.

Very strong pressure was exerted on President Haffen to throw his influence against the tunnel. On Monday night he was visited at his house by John A. Mason, secretary of the Democratic State Committee. Mr. Mason presented arguments why Mr. Haffen should oppose the tunnel. They were political arguments.

Just whose messenger Mr. Mason was did not develop yesterday, but he assumed to say that Mr. Haffen's political future largely depended on his obedience to orders. Mr. Haffen has aspirations for political advancement. It was indicated to him that powerful forces in Tammany would oppose him if he did not stand with Tammany against the tunnel.

When Mr. Haffen came down to the City Hall yesterday afternoon his course was uncertain. When the Tammany forces found that he was not disposed to yield it was suggested to him that he might absent himself on some pretext and in that way aid the obstructionists, who could accomplish their purpose very well if the tunnel failed to get the necessary forty votes.

A great many eyes were watching Mr. Haffen, when in the midst of the debate he took his hat and coat and withdrew from the chamber. But he came back again and voted for the tunnel.

TAMMANY "SAVED ITS FACE."

While it was the Brooklyn Democrats who passed the tunnel grant, some observers still gave credit to Big Tim Sullivan for the job. They said he wanted to hold the Tammany Aldermen in line with their labor arguments and that it was just as easy to get the votes across the river to keep the patronage that has been promised to him.

The vote came at the end of a four-hour debate which Aldermen and spectators agreed was very tedious. Some of the Aldermen had prepared typewritten speeches from which the meeting was saved only by an application of the time limit rule.

To start it off Alderman McCall offered a minority report which presented the case against the franchise on the ground that it did not make an eight-hour or a prevailing-rate-of-wages provision. This report was signed only by McCall and Diemer, the chairman of the Railroad Committee. Alderman Wafer, another Democratic member of the committee, offered a report signed by himself which set up the same objections, but recommended that the matter be sent back to the Railroad Committee for further hearings.

TOLD WALKING DELEGATES THEY GO TOO FAR.

To simplify the situation Alderman McCall said he would accept Wafer's report for his own. This led to some short oratorical endeavors by the Aldermen. Alderman Walkley got rather general in his observations and, turning toward the walking delegates who were ranged up in the rear of the hall, said

"When you expel members of your unions because they belong to the National Guard, when you put your hand on the Stars and Stripes, then I think you are going too far."

Alderman McCall, as the Tammany leader, called time on Alderman Walkley. President Fornes ruled that Alderman Walkley could speak only ten minutes and that he had one minute more to talk.

"I move to extend his time two minutes," said Frank Dowling from Big Bill Devery's domain.

"The motion to extend his time is carried," said President Fornes. Then, glancing at the clock, "And now his time is up."

"But my time has been occupied by interruptions," said Alderman Walkley. "Surely I can make my own speech. Give me three minutes more." And he got it.

Alderman James started his speech back in the seventeenth century, whereat there was a groan from the Tammany side of the house and a sympathetic moan from the gallery. He had uncounted typewritten pages to read. After he had travelled a little way into his manuscript Alderman McInnes suggested that Aldermen who had manuscripts should have leave to print in the *City Record*.

FIRST VOTE NOT A TEST.

The speech of Alderman James brought loud cries of "Question" and the roll was then called on the proposition to accept the Wafer substitute for the majority report in favor of the tunnel.

As the leader of the tunnel supporters Alderman Meyers argued against further delay. He said the board was now on

Continued on Second Page.

When in doubt about gift for any one, buy Krementz One Piece Collar Buttons. All jewelers.—*Adv.*

He Bathes En Route.

Bathing facilities, a barber and a stenographer are much appreciated features of the Pennsylvania Special.—*Adv.*

ROCKEFELLER GIVES $1,000,000.

Adds to Chicago University Endowment—Has Given $12,400,000.

CHICAGO, Dec. 16.—President W. R. Harper of the University of Chicago this afternoon announced another lot of gifts to that institution at the convocation exercises held at Studebaker Theatre. Among the gifts was another $1,000,000 by John D. Rockefeller. From donors whose names were not mentioned $210,000 was received.

Mr. Rockefeller has now given to the university a total of $12,402,000. Out of the new endowment it is expected that Dr. Harper will establish a school of technology.

Supt. William Henry Maxwell of the public schools in New York city delivered the convocation address. His subject was "The American Teacher." He declared that teachers should be paid better, but was not inclined to favor a federation of teachers into an organization similar to a labor union.

CARNEGIE'S $500,000 REFUSED.

Offered to Found an Orchestra if a Half Million More Was Raised.

It became known yesterday, through Walter Damrosch, conductor of the Philharmonic Orchestra, that Andrew Carnegie had offered to give $500,000 to found a permanent fund for the support of the organization, but the conditions under which the money was offered made it impossible for it to be accepted. Mr. Carnegie was only willing to give the half million on condition that another half million be raised by other subscribers.

"This seemed to be too long a process," Walter Damrosch said yesterday, "and time was passing in the effort to raise so large an amount. It has always been said that a permanent orchestra could not be formed with a guarantee fund of less than $1,000,000. To make the Philharmonic a permanent orchestra and extend its operations has been for a year the ambition of many of its supporters. But to raise the amount to make Mr. Carnegie's offer practical seemed impossible. He had given much to his libraries just after the request was made to him to subscribe for the orchestra and he said he was somewhat weary of being called on first at all times to subscribe, but this time he would give half if the rest could be got from other subscribers.

"This winter it was decided to raise a guarantee fund of about $25,000 a year for a number of years to support the Philharmonic, independent of public patronage, and enable it to increase the field of its operations. I want to take the orchestra on the road and improve its personnel in some important particulars. To have waited for the $500,000 needed to enable us to accept the Carnegie gift might have meant several years longer. So a number of subscribers have decided to raise a fund of $25,000 a year for several seasons to come—long enough, in fact, to make this the permanent orchestra that New York wants so badly."

The prime movers in this new plan endowing the Philharmonic are to meet in a few days at the residence of Mrs. George R. Sheldon to discuss raising the necessary guarantees. Mr. Carnegie is at present the most liberal subscriber, but even the players in the Philharmonic will contribute a part of their earnings to help the fund.

WIRE ABLAZE A DOZEN BLOCKS.

Fireworks and a Real Fire on a Bronx Trolley Line.

Three-quarters of a mile of electric feed wire ablaze with a sputtering, flashing blue fire and breaking out into miniature explosions now and then, furnished a spectacular treat to The Bronx last night.

The wires were on the Melrose avenue line of the Union Railway Company and ran from Third avenue and 149th street to Melrose avenue and 161st street, and then west to Park avenue.

The insulation of the feed wires burned out with a loud explosion just under the elevated railroad station at 149th street and Third avenue at 7:30 P. M. In three or four seconds, according to observers, the insulation burned off along the rest of the line with a series of rapid-fire explosions.

The burning insulation covering dropped off in a shower of red-hot flakes, the wires turned white-hot and flashed a dazzling blue. All along the line were trolley cars crowded with passengers, who were thrown into a panic and jumped from the cars, breaking doors and windows in their hurry to reach safety.

Meanwhile the hot wires set fire to the floor of the elevated railroad station. A policeman ran to the house of Engine 41, in East 147th street, and got the firemen out.

Firemen Kelly and Johnson got a stream on the blazing station floor, but the water hardly hit it when both firemen were knocked flat by a shock. The hose fell from their hands and the stream from it went across Third avenue and knocked a cigar store wooden Indian over and through a $50 plate glass window.

The stream was then turned off and the firemen, who weren't hurt much, got up and out of reach of further shocks. In a few minutes word of the trouble got to the Union Railway's powerhouse and the power was shut off. Then the firemen went to work again and soon had the fire out.

Policeman Dann was standing under the station when the trouble began. A piece of the burning insulator fell inside his collar and burned him painfully.

The reserves were called out from the Morrisania police station to take care of the crowd of 4,000 that came to see the display.

The railroad company sent out a gang of men under Inspectors Murphy and Cahill and these men soon rearranged connections with a reserve feed wire which runs along the line and which was uninjured.

The line was in operation again an hour after the accident.

Bankrupt Says C. Vanderbilt Owes Him $86

Schedules in bankruptcy of James H. Fletcher, dealer in suits, millinery, &c., at 534 Fifth avenue, show liabilities $76,751 and nominal assets $51,329. Accounts of $12,805 are due from a large number of customers, among them being C. Vanderbilt, $86. Among the creditors are Meyer, Jonasson & Co., $20,444.

Latest Marine Intelligence.

Arrived: SS Karamania, Palermo, Nov. 21; SS Matanzas, Tampico, Dec. 6.

Investors Read The Wall Street Journal.

Accuracy and completeness, the watchwords of its publishers, Dow, Jones & Co.—*Adv.*

U. S. STEEL BUYS BIG RIVAL.

$45,000,000 BOND ISSUE TO PAY FOR UNION STEEL CO.

Works Near Pittsburg and at Sharon, Pa., Acquired by the Transaction—Also Large Coal and Ore Properties, Lake Steamers and Railroad Facilities.

It was announced last night that the United States Steel Corporation had acquired control of one of its most formidable competitors, the Union Steel Company, owning the Union and Sharon steel plants, near Pittsburg, on the Monongahela River, and at Sharon, Pa., respectively. The deal was completed in Chicago, yesterday, by George W. Perkins, chairman of the Finance Committee of the Steel Corporation.

The details of the transaction were conveyed to the office of the United States Steel Corporation over a private wire. Logan & Bryan, a Chicago Board of Trade firm, which also holds a membership in the New York Stock Exchange and is known as one of the largest "wire" houses in the country, controlled yesterday what was said to be the only open wire between here and Chicago, other telegraphic communication having been interrupted by storm. Unable to use ordinary means of getting the news of the closing of the deal to this city, Mr. Perkins applied to Logan & Bryan, in Chicago, to transmit a despatch to Charles Steele of J. P. Morgan & Co. Permission was, of course, granted to Mr. Perkins to send the desired despatch.

Mr. Perkins's despatch, which was received at Logan & Bryan's local offices, told Mr. Steele that Mr. Perkins had just closed the bargain and signed the papers. It then made the following statement, which was given out by Mr. Steele last night:

The Finance and Executive committees of the United States Steel Corporation, accompanied by the presidents and other prominent officers of the subsidiary companies of the Steel Corporation, have recently made an inspection of the Union and Sharon steel plants, now controlled by the Union Steel Company, and as a result the Finance Committee by direct negotiation has purchased the same for the Steel Corporation on the following terms:

These plants are located near Pittsburg, Pa., on the Monongahela River, and at Sharon, Pa., respectively. They were started some time before the formation of the United States Steel Corporation and other works in operation as going properties. When fully completed they will have five modern blast furnaces and twenty-five open hearth furnaces, capacity to manufacture 7,500 kegs of nails daily, new and modern tube mills, bar mills, tin mills, sheet mills, plate mills &c. They have about 5,000 acres of coking coal in the Connellsville region, besides terminal railroads in the coke region, 6,200 acres of fuel coal on the Monongahela River, limestone properties and valuable developed ore mines in the Mesabi range region and Marquette region, containing about 40,000,000 tons of ore, two lake steamers and steel railroad cars.

The Steel Corporation pays the exact cost of the manufacturing plants, to be determined by auditors appointed for that purpose. For the real estate, ore properties and the coal lands they will pay something more than the cost value, but not to exceed the present market value.

The stockholders of the Union and Sharon plants agree to furnish about $10,000,000 new cash to be expended in the completion of improvements and further development of the properties in such manner as the Steel Corporation may determine. The manner of paying for the property will be by a bond issue of $45,000,000 secured on the property and principal and interest guaranteed by the Steel Corporation. For the actual money put into the manufacturing property, the stockholders will receive these bonds at par; for the value of real estate, ore, and coal they will receive bonds at par and for the $10,000,000 new cash they will receive bonds at par.

The remainder of the bonds will be kept in the treasury for use at some future time in such further extensions of the property as may be decided on by the Steel Corporation.

The sellers' profit in the transaction arises solely from their ownership in existing their plants to date and in the increased value of their ore, coal and real estate, which were purchased sometime ago.

This is an advantageous purchase for the Steel Corporation, as these properties are located near its other plants and the general expense of managing the business with the addition of these two large and modern plants will not be increased, and also for the reason that the corporation is now short of pig iron and open-hearth capacity.

A representative of the United States Steel Corporation said last night:

"The Steel Corporation simply guarantees the interest on the amount of the bonds issued by the Union Steel Company, which amount is strictly limited by the value of the property of that company. In effect the Union Steel Company sells its properties in exchange for a guarantee of interest on its bonds. The bonds will probably be 5 per cents and probably not more than $40,000,000 of them will be issued.

"The deal, of course, is entirely distinct from, and has no bearing upon the United States Steel Corporation's bond conversion plan, by which it is proposed to convert $200,000,0000 preferred stock into a similar amount of bonds, and to make an additional issue of $50,000,000 bonds."

The consolidation of the Union Steel Company and the Sharon Steel Company was practically completed in the latter part of last November. The transaction represents between $40,000,000 and $50,000,000. The Union company has been the largest competitor of the United States Steel Corporation, having a capacity second only to that of the Steel Corporation. Its production has been about 9 per cent. of that of the Steel Corporation. The Lackawanna Iron and Steel Company with its plants at Buffalo ranks third in the matter of capacity.

The merger agreement was signed by William Flinn, John Stevenson, Jr., and George W. Darr for the Sharon Steel Company and A. W. Mellon, R. B. Mellon and W. H. Donner for the Union Steel Company. It has been believed in well-informed steel circles that H. C. Frick, one of the largest holders of the shares of the United States Steel Corporation, was one of the main backers of the big independent company.

It has been the purpose of the Union company to build a railroad running from Donora by way of South Sharon to Elk Creek Harbor, fifteen miles west of Erie. The line will be nearly 200 miles long. The officers of the Union company are, A. W. Mellon, president; W. H. Donner and John Stevenson, Jr., vice-presidents, and former Senator William Flinn, chairman of the board of directors.

The corporation has its own furnaces and mills of all kinds. It owns extensive ore fields in Minnesota, coal mines and coke fields and limestone quarries.

The property of the Sharon Steel Company consists of 4,000 acres of land, one blast furnace in operation, two under construction, twelve open-hearth furnaces in operation, blooming mills, tinplate works, sheet and tube works, wire, rod and nail factories, all in operation, and said by experts to be complete in every respect, besides limestone quarries, coal lands, coke ovens and coal properties in the Connellsville region.

The Union Steel Company's works at Donora consists of wire, rod and nail works in operation and in course of erection, two blast furnaces, two blooming mills, twelve open-hearth furnaces on the Monongahela River, over three miles of river frontage and over two hundred acres of land for manufacturing purposes.

The Union Steel Company also owns large tracts of coal lands in the Connellsville region and coal lands on the Monongahela River. It is the owner of a harbor site on Lake Erie where the Elk River flows into the lake. This consists of over two thousand acres of land and is not sixty miles from Sharon, making it an easy matter to construct a road between these places to haul ore, if it should prove necessary.

When the plants now in course of construction are completed the Union Steel Company will have a capacity of more than 1,000,000 tons of finished steel a year. After it was announced that the Sharon company and the Union company had agreed to merge report had it that the capital stock would be in the neighborhood of $50,000,000 and that in addition there would be a bond issue of $15,000,000 or $20,000,000. It was officially announced that the road which the company proposed to build from the Great Lakes to its mills would cost in the neighborhood of $15,000,000.

SIX CHILDREN BLOWN UP.

Gas Explosion in a Fort Lee Cellar Blew Parts of the House Far Away.

A gas explosion which startled every resident of Fort Lee, N. J., at noon yesterday, instantly killed six children of John Palughi, severely injured Mrs. Palughi, wrecked their frame cottage and blew out windows in a dozen houses in the neighborhood.

Daglughi is foreman of the cooking range factory of the Duparquet, Huot and Moneuse Company, at 43 Wooster street and 33 Bethune street. The Daglughis had eight children. Six of these, were eating luncheon with their mother when the explosion occurred.

These six children and their ages are: Ida, 14 years; Tillie, 12 years; Irene, 10 years; Adeline, 7 years, and George, 5 years; Ouida, 16 years.

The explosion came from a gas plant in the cellar. What caused the explosion is not known yet, as Mrs. Palughi was in too weak a conditon last night to be questioned.

Pieces of the house were blown yards away and the blast knocked out scores of windows in the neighborhood.

The house soon caught fire and somebody sent in a fire alarm, calling out the Fort Lee department.

The flames were soon extinguished. When the firemen got into the house they found the bodies of the children, all badly burned. Mrs. Palughi was lying unconscious on the floor, with one of her arms broken.

She was put in an ambulance and hurried to the Englewood Hospital. The bodies of the children were taken to McNally's Morgue.

Two dogs that were in the house were torn to pieces by the explosion.

Palughi returned home yesterday evening, and when he heard of the wreck of his home and his family he was almost crazed with grief.

MAIL DRIVERS TALKING STRIKE.

If They Should Quit at Christmas Time There Would Be a Fine To-Do.

The mail-wagon drivers attached to the General Post Office and its sub-stations have been talking a great deal recently about striking for better conditions. Yesterday a rumor was in circulation that they intended to start a Christmas strike unless they got higher wages and a shorter workday. The drivers have formed a union and have held several meetings at which their alleged grievances have been discussed.

This rumor reached the office of First Assistant Postmaster Morgan. As a Christmas strike would be the last thing Mr. Morgan desires, he began an investigation. The contract for mail delivery by wagon is held by the New York Mail Company.

"I saw General Manager Boomer of the company," said Mr. Morgan to a SUN reporter yesterday, "and he says no complaints have been made and that the men are well paid. I can go no farther."

Mr. Boomer himself said that the trouble was caused by outside agitators and soreheads. No complaints have been made, and those of the drivers to whom he had spoken said that they were satisfied. The average wages were about $10.50 a week, he said, but were sometimes $13 and more when the men worked overtime.

The mail drivers say they work sometimes thirteen hours a day and have no overtime. They want $14 a week and a ten-hour workday. They say they live as strenuous a life as firemen or ambulance drivers and should be better paid.

SLEEPERS TUMBLED FROM BEDS.

House Topples Over, Its Foundation Washed Away by Rains.

The occupants of the two-story frame building at 1 United States street, Brooklyn, in the Navy Yard district, had the strange experience at 11 o'clock last night of being rolled out of bed by their house toppling over.

The foundations of that side of the house next to the Navy Yard were washed out by the rain and the building, which remained intact, except for the foundation, toppled over across a twelve-foot alley against the house next door.

There were eleven people in the dwelling, members of the families of Constance Moran, Margaret Gallagher and Thomas Allen. The police say they were all rolled out of bed. They were taken out of the house on ladders.

BEATS THE AMERICAN BIDDERS.

Glasgow Firm Gets Contract for Canadian Pacific Locomotives.

Special Cable Despatch to THE SUN.

GLASGOW, Dec. 16.—Nelson, Reid, & Co. of this city have obtained the contract for building a large number of locomotives for the Canadian Pacific Railway. Canadian and American builders were in keen competition for this contract, but Nelson, Reid & Co. got it because they promised quicker delivery of the engines.

"Black and White" Scotch Whisky will leave a pleasant taste in your mouth.—*Adv.*

The Well-Groomed Man

uses the Pennsylvania Special, on which he can have his morning "tub" and shave as at home.—*Adv.*

For the Connoisseur:

Pall Mall
London Cigarettes.—*Adv.*

REAR-END CRASH ON ELEVATED

INJURES A DOZEN AND STOPS SECOND AVENUE TRAFFIC.

Motorman Runs Away and the Cause Isn't Known—None of the Injured in Bad Shape—Two Cars Wrecked—Effort to Clear the Track Before Morning.

A bad smash-up, the first of any consequence that has occurred since the Manhattan company began running electric trains exclusively on the East Side roads, occurred at the Thirty-fourth street station of the Second avenue line shortly before 8 o'clock last night. A dozen persons were injured, but only one so seriously that he had to be taken to the hospital. The others went home after an ambulance surgeon had dressed their wounds.

The accident was a rear-end collision, and if there was any excuse for it it was not apparent to those who viewed the wreck afterward. Both trains were bound down town. The first one had been at the station almost half a minute when the other came up behind and crashed into it. Just before the accident the motorman of the colliding train sprang out of his box-like quarters in the first car and dashed down the centre of the car. He left by the rear door and was not seen again.

Following is the list of those who were attended by Dr. Vose of Bellevue Hospital:

BRADDOW, ALEXANDER, 195 Allen street, right shoulder crushed.

EINSTOSS, SIGMOND, 156 Attorney street, slight internal injuries.

GILLEN, JACOB, 29 Attorney street, injured about the head and jaw fractured.

GOLDBERG, BARNEY, 190 Henry street, injured about the head and legs.

HARRIS, SIMON, 183 Madison street, hands badly cut.

KAPLAN, WOLF, 411 Grand street, injuries to the right side. Taken to Bellevue Hospital.

KARNEY, DENNIS, 304 East Fifty-first street, injuries to the head.

NADDEO, FORTUNATO, 435 East Twelfth street, injured about the legs.

ROCCO, FRANK, Rockaway Beach, hands cut.

SINGER, MAXIMILIAN, 421½ Grand street, injured about the head and neck.

STRAUS, SAMUEL, 198 East Seventh street, injured internally.

Four or five others were slightly injured, or said they were injured, but Dr. Vose said that their hurts were so slight that they didn't need any attention and they went away without giving their names.

Luckily there were not more than sixty or seventy persons on the six cars that made up the two trains, and of these only about five were women. The women were all in the first train, and in either the first or the second car, and none was hurt, although all of the passengers were badly jolted.

The trains were running on six-minute headway on the Second avenue line at the time and the rear train had no right to be anywhere near the one ahead. A series of delays to the first train, however, brought the other almost up to it at Forty-second street. The first train got into the Thirty-fourth street station at 7:45 o'clock and at that time the other train was coming on at a rapid rate and was about midway between the stations. There were a number of persons waiting at Thirty-fourth street and as several men loaded with heavy bundles got off a few seconds more than the usual delay resulted.

The crash came just as the motorman of the first train had started out of the station. His train had not moved six inches when the one behind, in charge of Conductor Henry P. Lyons and Motorman Robert Sling, smashed into it. The collision lifted Sling's car into the air and then it dropped with the wheels of the front truck clear of the rails.

It splintered the front platform of the car into match sticks, twisted the ironwork into a tangled ball, ripped off the roof, knocked in the door and completely demolished the little compartment where Sling had been seated a moment before. Almost every window in the car was broken.

The damage to the rear car of the first train was not so extensive. Part of the platform was shattered, a dozen windows were broken, the iron gates were twisted off and the roof was partly ripped away.

The panic among the passengers on the rear train was very much worse than on the other, because only the first car had reached the station platform, and the passengers on the two others could not get out. All made a rush for the forward car and in the confusion that followed there was a good deal of slugging done. The guards quieted the passengers after a while, although some were so badly scared that when they did get out they ran for the street without waiting to find out what had happened.

Policeman Cleary of the East Thirty-fifth street station was standing right under the station at the time of the accident, and he hurried upstairs and assisted some of the injured ones out. Meanwhile a call for an ambulance had been turned in, and one soon came, with Dr. Vose of Bellevue Hospital. The dozen or more injured, all of whom were able to sit up, were taken into the waiting room of the station and their wounds dressed.

As soon as Cleary got the injured together he went after the motorman of the rear train. Conductor Lyons said that he didn't know what had become of Sling. Some of the passengers said that just before the crash Sling came out of his compartment and dashed down the centre of the car. No trace of him could be found.

Until Sling turns up the cause of the accident will not be known. Some of the railroad men said that it looked like a case of a runaway train, while others said that Sling undoubtedly violated orders by bringing his train into a station behind another train at full speed and was unable to stop it on account of slippery rails.

The accident completely tied up all traffic on the Second avenue road for the rest of the night. A wrecking crew was at work at 9 o'clock and was trying to get the smashed car back on the track. At a late hour the men were still busy and it was said then that the track would be clear for the rush hour this morning.

MORE HOPE FOR VANDERBILT.

He Is Being Strengthened Now Against the Breaking Up of the Fever.

Cornelius Vanderbilt's condition remained practically unchanged yesterday. No bulletin was issued from his house, at 22 Park avenue, but Dr. Austin Flint, Jr., said after leaving the house at 7:30 P. M. that there was no material change in the patient's condition.

Dr. Flint made another call at the Vanderbilt house at 10:45 last night and remained an hour. When he went home he said that Mr. Vanderbilt's condition was practically unchanged, but that there was a slight indication of improvement.

Dr. Flint and Dr. Janeway are now trying to keep Mr. Vanderbilt in as good condition as possible, so that he can withstand the breaking of the fever. That is expected to occur in a day or two.

None of Mr. Vanderbilt's friends has attempted to conceal the fact that he has a bad attack of typhoid. They hope, however, that his vitality will be great enough to bring him through it.

Goes Right to the Spot

—strikes straight for California without wiggling o'er the Continent. The Golden State Limited—3 days from Chicago. 401 Broadway.—*Adv.*

WIRELESS WORKING WELL.

Marconi Said to Receive and Transmit Several Despatches Daily.

Special Cable Despatch to THE SUN.

LONDON, Dec. 16.—A news agency despatch from Rome says that Capt. Livione, Signor Marconi's representative there, has received a letter from Signor Marconi, dated ten days ago, saying that he is now in perfect communication with the wireless telegraph station at Poldhu, Cornwall, and that he daily receives and transmits several despatches, all of which are perfectly clear.

The stations at Cape Breton and Cornwall will be opened for public business before the end of December.

THE WAR ON TRUSTS.

New Hampshire's Constitutional Convention Orders Drastic Action.

CONCORD, N. H., Dec. 16.—In the Constitutional Convention this afternoon ex-Senator William E. Chandler moved that all resolutions before the convention in relation to trusts be referred to the Standing Committee on Bill of Rights, with instructions to report an amendment couched in suitable language, expressing the hostility of the convention to trusts, and directing the Legislature to take action looking to their prohibition.

After debate the resolution was adopted on a rollcall by a vote of 293 to 2.

$10,000 ON THE SIXTH TRIAL.

Glorious Uncertainties of Litigation Illustrated in Railroad Damage Suit.

A jury in the Supreme Court yesterday after listening to the sixth trial of the suit of William Green, a 13-year-old boy, against the Metropolitan Street Railroad, awarded him $10,000 as damages for the loss of his right leg in 1897. The boy was knocked down by a Columbus avenue car, and lost a leg. He sued for $50,000. On the first trial the verdict was for the railroad; on the second, the complaint was dismissed by the Judge; the jury disagreed on the third; on the fourth the boy got a verdict for $10,000, and on the fifth the jury was again unable to agree. The company's lawyers announced yesterday that they would once more take an appeal from the verdict.

"LUCKY" BALDWIN SELLS.

Lets Part of the Santa Anita Ranch Go for $500,000.

LOS ANGELES, Cal., Dec. 16.—E. J. Baldwin, better known as "Lucky" Baldwin, has at last sold part of his Santa Anita ranch for $500,000 to a land syndicate.

Baldwin, who lost heavily by the burning of the Baldwin Hotel in San Francisco, and who ultimately lost the valuable lot on which the hotel stood, had declared many times had he would never sell an acre of his 70,000-acre ranch. He lost on his venture at Cape Nome two years ago, and he has put several large mortgages on the ranch in the last few years.

During the great boom in southern California in 1885 Baldwin could have sold most of his ranch for $2,000 an acre, but he would not part with it. His latest scheme is to build a big theatre in Los Angeles.

DON'T WISH TO DEFER TO MILES.

Some Want General Staff Bill to Go Into Effect Before Next August.

WASHINGTON, Dec. 16.—The House Committee on Military Affairs had under consideration to-day the bill prepared by the War Department to create a general staff.

Several of the members of the committee are not disposed to accept the amendment proposed by Secretary Root to have the act go into effect on Aug. 10, 1903, two days after the retirement of Gen. Miles. They advance the argument that if a general staff be created the operation of the measure should not be deferred to meet the pleasure of one man.

General Breckenridge, Inspector, will be before the committee to-morrow. He is not in sympathy with that portion of the bill which provides for the gradual abolition of the Inspector-General's Department.

BOYCOTT ON CHURCHES.

Ministers Forced to Leave Their Charges by Union Miners' Action.

LANSFORD, Pa., Dec. 16.—During the coal strike several clergymen of this town and Summit Hill took sides with the operators and counselled the men to go to work. As a result a boycott was declared against the churches presided over by these pastors. In Lansford four out of the six churches have been placed under the ban. Every person who attends the services is called "scab," and all union men are requested to shun them.

In Summit Hill four of the pastors were forced to resign and the churches are now closed.

REBELLION IN HAYTI.

Government Officers Take Refuge in American Legation.

WASHINGTON, Dec. 16.—Information has reached the State Department of another revolutionary outbreak in Hayti. Officers of the Haytian Government have taken refuge in the United States legation.

This despatch from Vice-Consul General Terres, dated at Port au Prince, was received to-day:

"Gen. Nord arrived Sunday. Great excitement. Shooting in city. Secretary of the Interior with General of Police at legation. Serious trouble expected."

TREATY WITH SPAIN.

The Senate Ratifies It by a Unanimous Vote.

WASHINGTON, Dec. 16.—The Senate to-day, by a unanimous vote, ratified the treaty of friendship and general relations with Spain.

EDSON THOMAS'S SUDDEN DEATH

In the Grand Central Station—Cousin of Seth Thomas of Clock Fame.

Edson Thomas of Thomaston, Conn., died suddenly yesterday afternoon in the Grand Central Station. Mr. Thomas was about to board a New York, New Haven and Hartford Railroad train when he became ill on the platform and was taken to the waiting room where he died in a few minutes, apparently of heart disease.

Mr. Thomas was in the fire insurance business in Thomaston, which got its name from his grandfather, Seth Thomas. His cousin, Seth E. Thomas, is treasurer of the Seth Thomas Clock Company at 49 Maiden lane.

The dead man leaves a widow, two sons and two daughters.

It is an excellent cough cure—
Jayne's Expectorant.—*Adv.*

CALL A HALT!

Senators Denounce the Allies' Action.

TIME TO ACT--TELLER.

Danger to Monroe Doctrine Debated in Executive Session.

WORK FOR ARBITRATION,

President and Cabinet Agree on That Plan.

Messages Sent to the Allies Asking for a Reply to Castro's Offer—German Cruiser Captures Another Venezuelan Gunboat—British Announcement That No Territory Will Be Seized—Suspicion of Germany's Motives Growing—Dewey's Fleet to Be Sent Nearer.

WASHINGTON, Dec. 16.—The Venezuelan question was unexpectedly intruded upon the Senate during the course of the executive session this afternoon, after the Japanese treaty had been ratified.

Some very pertinent statements were made in criticism of the conduct of Great Britain and Germany in connection with their effort to collect a debt from the South American republic, and the view was expressed that if arbitration is not accepted this Government should not be slow in entering its protest against the policy now being followed toward Venezuela.

Senator Teller declared that both Germany and Great Britain had been guilty of acts of war, that they had gone beyond the privileges that belonged to them under international law, and that the Monroe Doctrine ought to be invoked to prevent any repetition of such conduct.

Senator Hoar concurred in what Mr. Teller said and pointed out the danger that might come from the formation of such alliances as had been formed by two great Powers against a weak nation of this hemisphere.

Mr. Bacon favored arbitration and declared that the pending proposition looking to that solution was all that kept him from publicly denouncing what he considered a great outrage.

Senator Stewart denounced both Germany and Great Britain, while Senator Cullom, seeking to head off unwise agitation, declared that a full report had been called for and when received would be laid before the Senate.

Mr. Teller called attention to the letter sent this Government by Germany Dec. 11, 1901, explaining its failure to induce Venezuela to pay the claims which Germany held to be due, and declaring its intention of availing itself of its rights under international law to use such force as might be necessary to collect the claim.

Germany, however, he said, specifically declared that it did not intend to take permanent possession of any territory and that in the collection of this claim it would only use such means as were authorized by international law and usage.

This statement of Germany, Mr. Teller said, seemed satisfactory and did not give any cause for alarm. Germany had the right to collect her money and it was within her right to take possession of the Venezuelan gunboats found in the harbor, but Mr. Teller denounced in most vigorous terms the three things which had been done, which were, he said, clearly acts of war and would justify Venezuela in assuming that the Powers had declared war against her. These acts were the sinking of the vessels, the firing on the forts and the establishment of a blockade.

TELLER WOULD INVOKE MONROE DOCTRINE.

"If those things can be done; if any Power can come to this hemisphere and in the collection of a debt commit acts which a larger and stronger Power would resent with all its force, and would be compelled to accept as a declaration of war," said Mr. Teller, "it is high time that we acted under the Monroe Doctrine, which, I think, is sufficiently strong to cover this case.

"The Monroe Doctrine is sufficiently strong for us to use in denying the rights of any European Power to do anything on this continent that we believe is inimical to us and to our peace and safety. Even if England did not join in the sinking of these ships she is just as guilty legally, for she is an ally of Germany in this matter.

"These powers went to Venezuela with our consent under the promise that they would act within their rights and we had the right to assume that those rights would not be violated.

"Venezuela would be justified in assuming this act as a declaration of war, but she does not want war. She offers instead arbitration and in nothing that Venezuela has done is there a thing that can prevent German or English dignity from accepting arbitration. I regret that the Government of the United States has not gone further and expressed a firm desire that this arbitration should take place.

"If we had signified our desire that this should be done it would have had great weight. We do not want war in Venezuela and we cannot and will not allow that country to be reduced to the state of a dependency, and under the Monroe Doctrine we must say that such an extremity must not be resorted to.

"We have the right and should exercise it

Burnett's Extract of Vanilla is the standard of excellence. Imparts a superior delicacy of flavor, try it, use it.—*Adv.*

The Lake Shore Limited

is still the great 24-hour train to Chicago; leaves New York 3.30 P. M., arrives Chicago 4.30 next afternoon; luxurious service, all Pullman cars.—*Adv.*