The Sun.

FRIDAY, NOVEMBER 20, 1903.
Fair to-day; cloudy and warmer to-morrow; fresh west winds.

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2 KILLED IN ELEVATED CRASH.

SEVEN HURT AND MANY IN DANGER FROM THIRD RAIL FLAMES.

Motorman Drove Train Into Stalled Cars Visible Five Blocks Away—Conductor Gave Life in Brave Effort to Save Others—Passengers Walk to Station With Fire Flashing About Them.

Two persons were killed and nine were injured in a rear-end collision on the Fifth avenue elevated railroad, between Twenty-ninth and Thirtieth streets, Brooklyn, shortly after 5 o'clock yesterday afternoon. The dead were:

CAHILL, JOHN, motorman, 258 Fiftieth street, Brooklyn.

CAHILL, PATRICK (no relation to John) conductor, 466 Prospect avenue, Brooklyn.

The injured are:

COOK, WILLIAM, 23 years old, railroad heater tender, of 522 Central avenue, Brooklyn; contusion of right arm and side and fractured right leg; taken to the Norwegian Hospital.

CURTIS, JOHN, lawyer, of Navesink Highlands, N. J., suffered severe shock; remained in drug store for two hours and was then taken home.

DAYTON, WARREN, of 242 Fifty-fifth street, Brooklyn; guard on Bay Ridge train; fractured thigh and internal injuries resulting from fall to the street from railroad structure; taken to the Norwegian Hospital; will probably die.

DOUGLASS, RALPH, 24 years old, of 274 Fourteenth street, Brooklyn; contusions of right side and cut over eye; went home.

FRIEDMAN, MORRIS, 28 years old, of 324 Henry street, Manhattan; contusions of right leg and right arm and cut over right eye; taken to the Norwegian Hospital and went home later.

HART, CHARLES, contractor and builder, of 457 Fifty-seventh street, Brooklyn; contusions of knee and injuries to back; taken to the Norwegian Hospital.

SCHLANG, PHILIP, railroad heater tender, of 511 Graham avenue, Brooklyn; injuries to right side and back; taken to the Norwegian Hospital.

STONE, MORRIS, real estate dealer of 10 West 113th street, Manhattan; injuries to back; treated by Ambulance Surgeon Huiseman and went home.

WOELANSKY, NATHAN, 22 years old, of 63 East Fourth street, Manhattan; broken wrist and contusions of right leg; treated by Ambulance Surgeon Huiseman and went home.

The collision was very much like that which cost so many lives in the Park avenue tunnel in the winter of 1901. For the tunnel accident there was an explanation. It may have been an unsatisfactory explanation, but it was explained.

Why lives should have been lost and many persons injured in this rear-end collision on an elevated railroad, when the afterglow of sunset made it still fairly light will be, in all probability, never explained. The man by whom explanation could be made was John Cahill, motorman of the rear train. He was shocked to death in his motor box. The only other person who might have given a reason for the tragedy was Patrick Cahill, the conductor of the colliding train. His burned and blackened body was found on the floor of the motor car, midway between the front and rear platforms.

Both trains were on their way to the Bridge. At 5:11 o'clock yesterday afternoon a four car train, known on the road as a "short train," started from the station at Thirty-sixth street and Fifth avenue, for the Bridge. Just after it passed Thirtieth street, the fuse in the motor box blew out and the train, with every light extinguished, came to a stop. That particular train runs through from Thirty-sixth street to the Bridge without passengers every afternoon.

Six minutes before the "short train" left Thirty-sixth street, a Bay Ridge train pulled out of the Sixty-fifth street station on its way to the Bridge. It then consisted of three cars, in which, when the train reached Thirty-sixth street, were about seventy-five men and women.

At the Thirty-sixth street station three more cars were hooked to the forward end of the train, and John Cahill walked down the platform to take his place in the motor box of the first car. Patrick Cahill, the conductor, rang two bells and the Bay Ridge train started. Almost a dozen more passengers were picked up at Thirty-sixth street, but they found seats in the then rear cars.

Only because there were no passengers in the forward cars was the loss of life not much greater than it was.

Five blocks down the track from the Thirty-sixth street station the "short train" stood, stalled. It was seen by persons who stood on the station platform who were curious to know what was the matter with it. Why John Cahill didn't see it is a dead man's secret.

Gathering headway as it proceeded, the Bay Ridge train flew down the tracks, until suddenly there came a crash, a report as of an explosion, a shooting of electric flashes up and down the rails, a crackling of shattered wood, groans of the injured, the shrieks of those who knew not what had happened and another rear-end collision had passed into the history of railroad wrecks.

Fifteen minutes later cars of both trains were on fire, and onlookers in the street believed that the wreck was to be followed by a holocaust. Battalion Chief Dooley of the Brooklyn Fire Department says that the railroad people tried first to extinguish the flames before turning in an alarm. The chief telegraph operator at the Thirty-sixth street station denies this. He says that less than three minutes after the collision occurred an alarm was turned in from the box in the railroad station.

However that may be, it seemed to those who were watching from the street as the flames spread through the wreck that the Fire Department was a long time in reaching the scene. When it did get there, it made short work of putting out the fire.

In less than half an hour the flames were extinguished. Meanwhile the police sent in hurry calls for ambulances to the Norwegian and the Seney hospitals. The Norwegian Hospital is in the immediate vicinity and its ambulances got there first.

But the hospital surgeons, looking up at the elevated structure and seeing the long, yellow electric streaks shooting along the rails in either direction, realized that it meant practically certain death to make a haphazard mount to the elevated structure.

There were men and women in the rear train, however, who believed that no worse death awaited them on the outside than that which threatened within, so they piled out of the three rear cars to the foot platform which connects the stations.

Before they got out they noted an act of heroism on the part of Patrick Cahill, the conductor of the train. Immediately after the collision Cahill, remembering the lives for which he was in part responsible, rushed from his post on the rear platform of the front car and through the others, opening the car gates as he ran.

"It's against the rules of the company to open gates between stations," Cahill was heard to say as he passed through one of the cars, "but rules don't go in this case. Get out on the foot platform and get back to Thirty-sixth street as best you can."

When the fire had been extinguished and a search of the train was made, Cahill's charred body was found. It is supposed that he went back to see if he could lend a hand to that other Cahill who was in the motor box.

John Cahill, the motorman, was never able even to open the windows of his box. He was shocked to death from the current in the motor and then burned beyond even the recognition of his wife.

Patrick Cahill was not the only man in the employ of the company who did splendid work after the collision occurred. Andrew Sheehan, an inspector on the West End branch, putting on rubber boots, rubber gloves and a rubber coat, dashed down the track from the Thirty-sixth street station and went through both trains, while they were still afire, to direct the uninjured how to get out and to help those who needed assistance.

Sheehan must have reached the wreck shortly after Patrick Cahill had opened the gates and many of the passengers said that it was largely due to his shouts of direction and encouragement that the uninjured were able to get out of the wreck and back to the Thirty-sixth street station.

It was perilous walking for the passengers from the train to the station, however, because for some time after the exodus began the current could not be or was not shut off from the third rail, and there was enough electricity under foot and on all sides to make unsteady even the steadiest nerves. For a time the handrail along the path was charged with electricity, and many of the passengers received severe shocks therefrom.

Many of the women kept their heads just long enough to reach the haven of the Thirty-sixth street station. Then they keeled over unconscious and the station employees were as busy as the surgeons were later in restoring the fainting women to their senses.

Owing to the efficient work of the Fire Department and the cool headedness of somebody connected with the railroad company, the surgeons were able to attend to all the injured in about half an hour after the collision.

By that time the fire had been put out and a locomotive had been run up the track from behind the Twenty-fifth street station and coupled to the front car of the forward train. Into this car the injured were put and taken to the Twenty-fifth street station, where they were attended by the hospital surgeons.

There was one among the injured, however, who was found on the lawn of Greenwood Cemetery, which extends for several blocks along the line of the road at that point. He was Warren Dayton, a guard on the rear train.

Dayton was evidently taking no chances on the elevated structure after the collision. Measuring carefully the distance from the elevated platform to the cemetery lawn, he gathered himself and jumped.

Wiliams Hughens, a young man living at 214A Twenty-ninth street, who was returning from work, says that Dayton landed, apparently, in a heap on the top of the cemetery fence. Then he toppled over among the tombstones.

He was found there later suffering from internal injuries and a broken wrist and all but unconscious. He was taken to the Seney Hospital, where it was said at midnight last night that his chances for recovery were slight.

Three of the nine injured were from Manhattan, all on their way home. Morris Stone, a real estate dealer of 10 West 113th street, suffered from an injured back, but after being treated at the hospital went home. Morris Friedman of 824 Henry street, who had cuts on the right leg and arm and over the right eye, and Nathan Woelansky of 63 East Fourth street, who got a broken wrist and cuts on the legs and arms, were also able to go home after treatment.

As soon as possible after the collision General Manager Calderwood of the Brooklyn Rapid Transit company and his assistant, Mr. Folds, made an investigation into its cause. It was impossible to get very satisfactory reports last night, but, after getting the testimony of everybody who was in any position to give details, Mr. Folds made the following statement shortly after 11 o'clock:

"We are in no position at present to place the blame for this sad and most unfortunate happening on the shoulders of anybody. We are forced to a tentative conclusion, however, that the responsibility for the accident rested with John Cahill, the motorman of the Bay Ridge train. We have the statements of Conductor Stevens and Motorman Danielson of the train that was run into to the following effect:

"Between Twenty-ninth and Thirtieth streets something happened to the motor of the train that pulled out of Thirty-sixth street empty. I suppose that the fuse blew out. As soon as Stevens found that his train was without power he went to the rear platform to see if the red signal lamps were burning there as they should have been. He found that they were. While he was standing on the rear platform he saw the Bay Ridge train approaching under greater headway than he thought proper under the circumstances.

"Grabbing an extra red lantern, Stevens stood on the rear platform and swung it as long as he dared. When the Bay Ridge train was almost upon the other Stevens dropped his lantern and ran forward. He was slightly injured by the collision, but was still able to make a report.

Why Cahill was not able to see that a train was standing on the tracks ahead of him at that hour in the afternoon, even without the display of the proper danger signals, is beyond comprehension. Why he was not able to see the signals is still more incomprehensible.

"While I don't wish to be quoted as giving an official opinion as to the cause of the wreck taking fire, it would seem to be plain that after the collision occurred several of the cars were derailed, thus producing short circuits on the third rail. The electricity thus set free fired the wreck. At least, that is one explanation for the fire that followed the collision."

The last car of the forward train and the front car of the rear train were completely telescoped. The cars immediately in front and to the rear of these two cars were badly splintered. The second car of the front train and the three forward cars of the rear train were badly burned, as were the ties and other woodwork of the elevated structure. The estimated property loss to the railroad company is $25,000.

All trains on the Fifth avenue line were tied up from the time that the collision occurred till 11 o'clock last night. After that the southbound track was used for trains on the Bay Ridge, West End and Culver branches.

Homegoers from the theatre and other late travellers were transferred in this way after 11 o'clock and all through the night. It will probably be well on toward evening to-day before the north track is repaired enough for regular traffic.

PROFESSOR FORCED TO RESIGN.

He Put Booker Washington Next to Gen. Lee in Greatness.

DURHAM, N. C., Nov. 19.—Because in an article in the *South Atlantic Monthly* he said that with the single exception of Gen. Robert E. Lee, Booker Washington is the greatest man the South has produced in the last century, Prof. Spencer Bassett of the chair of English in Trinity College, created such a stir among the friends and supporters of the Methodist institution that he has been practically forced to resign.

His resignation has been given to the board of trustees, who will act on it at a special meeting. There is little doubt that it will be accepted.

Parents of students had threatened to withdraw their sons from the college if Prof. Bassett continued as a member of the faculty.

AT THE HORSE SHOW
The best people smoke
PALL MALL
London Cigarettes
For the Connoisseur.—*Adv.*

For Your Winter Vacation

Why not go to California? Three trains daily from Chicago via Chicago, Milwaukee & St. Paul Railway. Route of The Overland Limited, 381 Broadway.—*Adv.*

Brotherhood Champagne mnemonic.—*Adv.*

U. S. REALTY COMPANY SPLITS

CONSERVATIVES IN IT OBJECT TO FULLER CO. MANAGEMENT.

Messrs. Hyde, Juilliard, Speyer and Stillman Demand Radical Changes and Appeal for Stockholders' Support—Disgusted With Parks Revelations.

The dissatisfaction which has existed for a long time among the more conservative interests connected with the United States Realty and Construction Company on account of the management of its construction department, the Fuller company, culminated yesterday in an appeal to all stockholders to cooperate with these interests to effect an entire change in that management. The apparent friendship of the management of the Fuller company toward Sam Parks, the convicted walking delegate, as brought out in Parks's trial, was particularly distasteful to a number of the directors and led largely to the present action.

James H. Hyde, A. D. Juilliard, F. P. Olcott, James Speyer and James Stillman, the most prominent interests in the realty company, have issued, as a stockholders' committee, a circular to all stockholders, asking them to cooperate in making "radical changes in the administration of the company, and especially in its construction department," by depositing certificates of stock with the Equitable Trust Company of 25 Nassau street on or before Dec. 15.

When James H. Hyde of the Equitable Life Assurance Society and Charles H. Tweed of Speyer & Co. became members of the executive committee of the Realty Corporation, some months ago, it was expected in Wall Street that changes in the company's policy would result. It was generally understood that members of the old New York Realty Company, which included James Speyer, Bradish Johnson, Robert Downing and others, were not in complete harmony with the Fuller company's policy.

The revelations in the Parks trial, which apparently brought out the fact that Parks frequented the office of Judge S. P. McConnell, the president of the Fuller company, and that that company had cashed one of the checks obtained by Parks through alleged extortion, stirred further the wrath of the prominent financiers connected with the Realty company. It is an open secret that the part of the committee's circular which speaks of "radical changes in the administration, especially in the construction department (the Fuller company) is directed at Judge McConnell and Harry S. Black, originally of the Fuller company and now chairman of the board.

The widespread comment on the evidence adduced at the trial of Parks is undoubtedly referred to by the committee, when it speaks in the circular of securing for the company "the confidence of the communities in which its business is to be transacted."

Other causes of dissatisfaction lie in the failure of the underwriting syndicate to market the company's stocks profitably, much of the stock and very little cash being returned to the syndicate members, and the passing of the last dividend on the preferred stock. Within a year the preferred stock has dropped from 70 to 35 and the common from 25 to 5.

Both stocks were strong yesterday, apparently in anticipation of the good results to follow the action of the committee. The preferred advanced 1 point to 37 and the common ¼ of a point to 5¾.

It was recalled yesterday that the Fuller company, in addition to its troubles with the labor unions here, one of which, the strike of the bricklayers, has at last been settled, is engaged in litigation over its claims for work done. There is a dispute over the Macy building, by which $800,000 or so is held up, and similar disputes with Henry C. Frick and the trustees of the Union Club building. In the Frick case, which has been in the courts for more than a year, a building worth $3,500,000 was put up for Mr. Frick in Pittsburg. Mr. Frick disputes a claim for more than $500,000, asserting that the work is not according to the contract. He holds that $329,000 is a proper sum. The dispute about the Union Club building is over an outstanding claim of $30,000.

The Fuller company has engaged largely in speculative building for some years, one of the largest of the buildings erected for the company being the Flatiron building, where the company occupies a floor as offices.

Judge McConnell said yesterday to a SUN reporter that the company was not worrying over the suits. The construction department would go along, taking such contracts as were safe. The company was ready for any safe contracts.

In the Frick case, he said, Mr. Frick asserted that the granite work was not up to the specifications. About the $30,000 held up on the Union Club building there was a misunderstanding.

"That case has not reached the courts, and will be settled without reaching them," Mr. McConnell said.

The bricklayers, who were on strike against the company returned to work yesterday morning. The only strike the concern now has is on the Rogers Building at Fourteenth street and Sixth avenue, where there is a strike of all the unions on the Board of Building Trades in sympathy with the stonecutters.

The striking bricklayers receive about $12,000 for "waiting time" in settling their strike.

31 DEAD IN ILLINOIS WRECK.

Freight Train Struck a Work Train on the Big Four.

BLOOMINGTON, Ind., Nov. 19.—Thirty-one men were killed and fifteen injured in a head-on collision between a westbound freight and a work train on the Big Four railroad between Mackinaw and Tremont, Ill., at 2:45 o'clock this afternoon. Twenty-six bodies have been taken from the débris, which is piled thirty feet high on the tracks.

The list of dead is as follows:

William Bailey, Mackinaw; Robert King, aged 43, Tremont; Thomas Troy, 50, Tremont; William Eads, 30, Tremont; Charles E. Meyers, 50, Bloomington; George Smith, 50, Bloomington; George Harmon, 38, Bloomington; John Doran, 38, Bloomington; John Smith, 30, Bloomington; Fred Bachman, 24, Danvers; John Shaw, 23, Mackinaw; Stephen Culter, 28, Mackinaw.

All the dead and most of the injured were members of the work train, the crews on both engines jumping in time to save their lives. Conductor Judge, who had charge of the freight train received orders at Urbana to wait at Mackinaw for the work train.

Instead of doing this he failed to stop. The engineer of the work train, George Becker, had received orders to pass the freight at Mackinaw, and was on the way to that station. The work train was perhaps five minutes late, and was running at full speed in order to make up time.

When about two miles from Minert and entering a cut each engineer saw an approaching train, and realizing that it was impossible to stop they threw on the emergency brakes, whistled twice and leaped from their cabs.

The trains, both heavily loaded and going at full speed, crashed together. The collision was witnessed by Russell Noonan, a boy 14 years old, who hastened to a nearby house and telephoned to Tremont. A special train with four physicians was made up and in less than half an hour was at the place. At the same time another train arrived from Pekin, bearing Supt. C. H. Barnard of the Big Four and three physicians.

WIRED: "I HAVE BEEN SHOT."

Operator Was Dead When Assistance Arrived—Pursuing Murderers.

WILLIAMSPORT, Pa., Nov. 19.—William Glendenning, night operator at Brown's tower, on the New York Central road, tonight at 7 o'clock flashed this message into the chief despatcher's office at Jersey Shore, Pa.

"I have been shot by some one through the window of the tower, and am dying."

Half an hour later a special engine reached the tower. The crew and officers found Glendenning dead on the floor under the table on which the instruments were. After he had been shot his head had been battered in with some blunt instrument. It is believed that robbery was the motive.

The operator who alternates with him was known to carry large sums of money, and it is believed that the murderers got the men mixed.

Large parties armed with all kinds of weapons are scouring the woods for the murderers.

MRS. C. D. GIBSON'S BROTHER WED.

Marries the Girl He Failed to Marry Two Years Ago.

CHARLOTTESVILLE, Va., Nov. 19.—After being baffled in their attempt to wed two years ago because of the interference of a little brother of the would-be bride, Harry Langhorne, brother of Mrs. Charles Dana Gibson and of Mrs. Nannie Langhorne Shaw, and Miss Genevieve Peyton, the handsome young daughter of Bradley Peyton, the local Southern Railway agent, were secretly married to-night at the Methodist parsonage in the presence of two friends of the groom.

The Episcopal rector, who was called upon to unite the couple in November, 1901, in the absence from Charlottesville of Miss Peyton's parents, was persistent in his efforts to dissuade them from their purpose, and while conversing with them the parents appeared on the scene and hurried their daughter away.

The attendants on that occasion were two University of Virginia students, prominent in he social and athletic life of the college.

Mr. Langhorne's devotion to Miss Peyton was shown by his persistent refusal to return the license to the Corporation Clerk's office, although threatened several times, and the belief was that they would some day carry out their intentions, which proved true.

Mrs. Langhorne is a handsome blond and has many characteristics of the Gibson type of girl. The groom is Assistant City Engineer.

ENDS COURTSHIP OF 30 YEARS.

Alderman Ryno and Miss Volk Wed Quietly and End Friends' Guessing.

After a courtship of thirty years Alderman Watson Ryno of Newark and Miss Emma L. Volk of the same city were quietly married on Wednesday evening by Mgr. George H. Doane at the rectory of St. Patrick's Cathedral, in Bleecker street, in that city. A reception followed at the home of the bride, at 343 Ogden street, which was attended by about fifty relatives and friends of the couple.

Everybody who knows Watson Ryno and Emma Volk has known that they were engaged for more than a quarter of a century. The love affair began when Ryno was one of the most prominent oarsmen on the Passaic, bow oar of the Eureka four, a single sculler of prominence and a popular man in the river associations. Miss Volk was always on hand to cheer him on and first to congratulate him in victory or to condole with him in defeat.

For a score of years she has accompanied him to theatres and receptions at least once a week, and all who knew them have wondered why they did not marry. It was generally understood that Miss Volk had pledged herself not to get married while her mother was alive, but her mother died nearly two years ago.

Mr. and Mrs. Ryno started off at midnight for Washington and the South.

BACHELOR CLUB RETALIATES.

Tries to Kidnap Member Who Deserted It to Be Married.

WILLIAMSPORT, Pa., Nov. 19.—Because he broke the vows of his bachelor club and deserted it to be married, members of the organization last night tried to kidnap Glenn R. Fisher and prevent the ceremony. Failing in the attempt they enticed him from the house while the wedding supper was being eaten and attempted to carry him off in a closed carriage.

The first attempt was made at the house of the bridegroom, but failed, because he had already left for the home of the bride, Miss Cora Cornelius. There, after the ceremony, he was called to the front porch to sign for a decoy telegram. Eight men pounced upon him and attempted to carry and drag him to a closed carriage. He fought furiously and called for help.

His father, who is a blacksmith, ran to his assistance and routed the kidnappers, some of whom were recognized.

Young Fisher's wedding clothes were torn and he was badly bruised and beaten before he was rescued

During the excitement the bride fainted and the mother of the young man was attacked with heart failure, from which she was resuscitated with difficulty.

PRIEST SHOT IN CARD GAME,

Then Wounded His Assailant, and Both Men Are Dying.

DENVER, Col., Nov. 19.—The Rev. Felix Mariano Leport, pastor of Mount Carmel Italian Church, was shot and mortally wounded at his apartments in the church late last night by Joseph Sorice, a fellow countryman, whom he knew as a boy in Italy and later in New York. Father Leport says he seized the revolver from the hand of his assailant and wounded Sorice. Both men are dying.

Father Leport was playing cards with Sorice for money when a quarrel arose and shots quickly followed. Leport's nephew and his cook ran to the room, where they found the priest bleeding from three bullet wounds, while Sorice, pistol in hand, was found in the basement with a mortal wound. Sorice cannot or will not talk.

Father Leport says Sorice came here a month ago to kill him. Sorice is from Pittsburg. His friends say Father Leport secured $250 from Sorice some years ago to invest but squandered the money and that Sorice came here to collect the debt. Father Leport was friendly, secured employment for him and boarded him, but failed to settle the old debt.

ROESCH GETS "A. B. C." LETTER

AND THE PRIEST'S FRIEND HAS A SLEUTH ESCORT HIM HOME.

'Tis Written in Italian and Threatens Father Cirringione if He Talks Any More—Justice Hears of a Boy Who Saw the Priest and a Wagon Near By.

Civil Justice Roesch, the friend of Father Cirringione, the Italian priest who says he was kidnapped, received a letter through the mail last night telling him to warn the priest not to do any more talking about the case or he would be killed.

The letter was signed "A. B. C.," but, unlike the other letters that have been sent to persons whose names have been mentioned in the newspapers in connection with the case since the priest disappeared, this letter was written in Italian.

The letter was mailed at Station K, in East Fifty-sixth street, at 1 o'clock yesterday afternoon. Translated, it read as follows:

NEW YORK, Nov. '03.

SIR: Tell to Father Giuseppe that he shall not speak any more for his life shall answer.
A. B. C.

I have saved his life. Now I am against him.
A. B. C.

The letter was addressed to Justice Roesch at his house. It was written in a scrawly hand, on cheap, ruled paper, somewhat similar to that on which the letters received by the priest were written. The handwriting also seemed to have some similarities.

The words "Nov., '03," were not written in ink, but were pricked in, evidently by a pin and so was *non*, the Italian word for "not," in the body of the letter. Some pin marks were noticed in the letters to the priest.

Justice Roesch was at a dinner of a society at Mouquin's last night when the letter was delivered at his home. His wife, who is ill, was so worried when she saw the signature that she sent it down to him at the dinner.

Justice Roesch had just finished his speech at the dinner. He knows a little Italian and at first translated the letter as being a threat against himself, which so worried him that, at the suggestion of his friends, he called up Police Headquarters and asked for a detective to escort him home.

Detective Duggan was sent down and Justice Roesch went home under his protection. His wife had become thoroughly alarmed, too. When an Italian translated the letter for him at his house the justice and his family felt much relieved. He turned the letter over to the police.

Justice Roesch, who has all along believed that the priest was kidnapped, said last night that he had no doubt that the letter was from the kidnappers, who had seen the priest's story in the papers. From the wording, he said, it might have come from one of the men who had interfered to save his life when, according to the priest's story, the leader of the kidnappers wanted to kill him.

This makes the fifth letter that has been received by persons mentioned in the case in addition to the two letters received by Father Cirringione before he disappeared. The police, who have been rather sceptical regarding the kidnapping story, have looked upon these letters, so far, as coming from cranks, who generally turn up when such a case gets in the newspapers.

Justice Roesch, who is trying to corroborate the priest's story in the interests of his friend, said last night that he had been informed by Frank F. Holahan, who lives in Williamsbridge, that an Italian boy named Popolizio had told his son that he had seen the priest the night he disappeared, walking with two men, and had said "Good evening, Father," to him, and had later seen a baker's wagon with two horses standing in front of a Mr. Lamb's house in Fourth avenue.

The priest asked the police on Monday to find the boy who spoke to him to corroborate his story. The police found the Popolizio boy the next day. They said, however, that he had denied to them that he had seen the priest or the wagon.

According to Judge Roesch, the Popolizio boy told the Holahan boy that the police had tried to make him deny the story, but that it was true. Judge Roesch said that he intended to make an investigation of it himself in order to clear the priest of the suspicion the police were trying to cast upon his story.

The police of The Bronx, who are investigating the kidnapping story told by Father Cirringione, are looking for an Italian who disappeared from Williamsbridge shortly before Father Cirringione began to receive threatening letters through the mails. The Italian was in the employ of a baker named Riggio in Williamsbridge, who received several letters containing threats and demanding money from him, one sum named being $1,000. Riggio told the police of these letters and then the man disappeared.

Thomas Baletto, an Italian banker of New Rochelle, told the police that he had seen the man last Wednesday near New Rochelle, and that the man had run away on seeing him. The police think that possibly this man, who, they say, has a bad record, may throw light on Father Cirringione's case. So far the detectives who are working under Inspector Titus have been unable to corroborate the priest's story and were just as far from it yesterday as they were on the day they took the case.

One of the gangs of blackmailers that the police have been looking up had their headquarters once near Father Cirringione's church on First street, in a junk shop kept by an Italian named Fillipo. In April last, Fillipo, with Felix and James Diorio and an Irishman named Martin Downey held up Louis Burzon, a cattle dealer, of 147 South Railroad avenue, Mount Vernon, in a lonely place and, placing revolvers at his head, robbed him of $180. They were convicted and are now serving sentences of seven years in Sing Sing.

According to the police the other members of this gang left Williamsbridge and are now living in Fordham. Some of them, the police say, have been seen recently in Williamsbridge.

At the time that Max Joseph, a Brooklyn lawyer, disappeared, this gang was suspected, but the police failed to connect them with the case. Joseph went to Mount Vernon in answer to an Italian letter making an appointment. He disappeared while there and no trace of him has ever been found.

COACH KILLS A WOMAN.

Mrs. Silver Struck by the Pole While Pushing Her Children Out of Danger.

Mrs. Bessie Silver, 35 years old, of 71 East Fourth street, was crossing Second avenue at Fourth street yesterday afternoon when she was struck by the pole of a coach owned and driven by Nathan Rosenstock of 137 Norfolk street, and thrown against the curb. Her skull was fractured and she was injured internally. She died almost instantly.

After the accident the horse bolted up the avenue at a gallop, followed by a number of persons who witnessed the occurrence. At Seventh street it turned west to the Bowery and then ran south. A policeman stopped it at Bond street.

Rosenstock was arrested and taken to the Fifth street station. Coroner Jackson admitted him to $1,500 bail. Rosenstock declared that the accident was unavoidable.

According to the police Mrs. Silver did not see the coach until it was very near her, and in pushing her children out of danger she was struck on the head by the carriage pole.

Florida East Coast Hotel Co. has opened a booking office, 221 Fifth Ave., cor. 26th St., N. Y. C.—*Adv.*

DISCOVERS TEN NEW STARS.

Prof. Hussey of Lick Observatory Making Observations in New South Wales.

Special Cable Despatch to THE SUN.

SYDNEY, N. S. W., Nov. 19.—Prof. Hussey of the Lick Observatory, California, camped for weeks at Canoblas, this colony, in connection with the scheme of the Lick Observatory to establish a chain of astronomical stations around the world.

While there he discovered ten new double stars. He considers his discoveries as very important. He has now gone to the Blue Mountains, where he will make further observations.

NO KISSING IN ZION CITY.

Dowie Says So and It Goes—Punishment Already Meted Out.

WAUKEGAN, Ill., Nov. 19.—"No kissing in Zion" is Dowie's latest battle cry. Lovers and others inclined to the exercise of the ancient art of kissing are likely to have a sorry time of it henceforth, for the flat of the master of Zion has gone forth and this means that Zion City is to be kissless.

One Zion City young man has already felt the wrath of Elijah III. as a result of the anti-kissing ukase. Last night he gave one of the occasional parties which constitute the social pleasures of the community.

The shocking announcement was made to Dowie bright and early this morning by one of his omnipresent detectives that he had seen a tender salute exchanged between a dashing cavalier and one of Zion's coy maidens. The host at this party has been forbidden to give any more parties.

Dowie has established a complete and far-reaching system of espionage over his people and nothing contrary to the rules and regulations of the town goes unnoted and unreported.

BIG FEES IN FAIR ESTATE CASE.

Joe Harvey of San Francisco Gets $112,000, Attorney Neal $50,000.

SAN FRANCISCO, Nov. 19.—Some very heavy fees have been allowed by the court in the Charles Fair estate case. Joe Harvey, a local gambler, who was a friend of Fair, received $112,000 for services and money advanced; Charles S. Neal, a lawyer, received $50,000 and Capt. John F. Seymour $25,000. Neal had been Fair's counsel from the time of his father's death and was administrator of Charles Fair's estate, while Seymour was employed as a detective in gathering evidence to defeat the claimants to the Bonanza King's large estate. All these fees were allowed by the counsel for Mrs. Oelrichs and Mrs. W. K. Vanderbilt, Jr.

Another claimant against the Charles Fair estate has appeared in the person of Thomas H. Rooney, uncle of the dead man, who asks for $75,000 for advice given to Fair in several mining transactions.

WEDDING PRESENTS RETURNED.

A Vanload Received in Syracuse From John M. Wheeler of Bridgeport.

SYRACUSE, Nov. 19.—A vanload of wedding presents was received here to-day from Bridgeport, Conn., and they were distributed among the society folk of James Street Hill. With each was a polite note from Mr. and Mrs. John M. Wheeler of Bridgeport, saying that "it is felt with exceeding regret that on account of the indefinite postponement of Helen's marriage to Mr. Peck, the beautiful present you so kindly sent should be returned."

Syracuse merchants who sold thousands of dollars' worth of presents are being besieged to take back the articles, which vary from a bedroom set to a spoon. This is the sequel to the failure of the marriage of Miss Wheeler and Horace D. Peck of this city to take place on account of the objections of the girl's parents.

NO WARRANT FOR CLEVELAND.

The Ex-President Is Not Violating the Law in Hunting in Virginia.

NORFOLK, Va., Nov. 19.—Ex-President Cleveland, on his hunting trip, is the guest of Joseph Seelinger, president of the Back Bay Gunning Club, and the law requiring non-resident sportsmen to pay a ten dollar license does not apply in his case.

The law provides that a resident of the State may invite guests to hunt on his own grounds without incurring a fine.

There are no warrants out for the non-resident hunters of Mr. Cleveland's party, as has been published, and there are not likely to be any.

E. WEIDENFELD BROKE.

Broker Owes for Tuition, Dentistry, Bicycle and Pew Rent.

Edward Weidenfeld, broker, of 41 Wall street, said to be a brother of Camille Weidenfeld, has filed a petition in bankruptcy with liabilities of $11,038, contracted principally in 1903, and no assets. He has been known in Wall Street for the last twenty years. The Sheriff received an execution against him a few days ago for $909 in favor of the Rectory School Company of New Milford, Conn., for tuition and board for his son. He owes for borrowed money $3,975, rent $1,414, groceries and provisions $555, office supplies, stationery, &c., $453, china and glass ware $309, clothing $115, furniture $245, pictures $50, milk $72, coal $22, ice $31, plumbing $15, telephone $133, papers $8, a bicycle $95, livery $68, dentistry $75, advertising $215, tobacco $95 and pew rent $15

JEROME PREPARING A BILL.

It Amends the Penal Code Section Which Protected Jesse Lewisohn.

District Attorney Jerome is preparing a bill to introduce into the Legislature to so amend Section 341 of the Penal Code as to protect any gambler who is compelled to testify under it against any gambling house, from being prosecuted thereafter, by forbidding any information so gained to be used against him. It was the lack of this provision that caused the Court of Appeals to sustain Jesse Lewisohn in his refusal to testify against Richard Canfield's East Forty-fourth street house.

Dowie Demands $2,000,000.

CHICAGO, Nov. 19.—John Alexander Dowie, general overseer of the Christian Catholic Church, has issued a call for $2,000,000.

"This is not my advice to you—whom God has committed to my care—it is my 'command' as God's messenger and your leader," says the letter which is published in a recent number of *Leaves of Healing*.

"Realize by immediate sale the cash proceeds of all your properties, invest in Zion securities or Zion land and come with all your house to Zion City," is the command.

Burnett's Extract of Vanilla
is purity and strength pre-eminently superior.—*Adv.*

PANAMA HAS OUR GUARANTEE

REPUBLIC'S INTEGRITY ASSURED UNDER THE CANAL TREATY.

Commission Now Here Decides Not to Use Its Power of Ratification, but to Refer the Treaty to the Isthmian Government—Other Seceding States Not Wanted.

WASHINGTON, Nov. 19.—More details of an interesting and important character concerning the Panama Canal treaty signed last night by Secretary Hay for the United States, and Minister Bunau-Varilla for the republic of Panama, were learned to-day. THE SUN representative can state positively with authority that the treaty grants to the United States "the use, occupation and control in perpetuity" (this being the exact language) of a canal zone ten miles wide, evenly measured to each side of the canal, which is the central dividing line. Sovereignty over the canal strip is not conferred upon the United States by any clause of the treaty.

The corresponding clause in the abortive Hay-Herran treaty with Colombia provided that "to enable the United States to exercise the rights and privileges granted by this treaty, the republic of Colombia grants to that Government the use and control for the term of 100 years, renewable at the sole and absolute option of the United States, for periods of similar duration as long as the United States may desire," of a zone of territory along the route of the canal five kilometres, or a fraction more than three miles wide.

One of the most important features of the new treaty is a provision by which the United States guarantees "the integrity" of the Republic of Panama. This provision was inserted in order to remove all doubt as to the rights of the United States upon the Isthmus—which means in this case the entire territory of the Republic of Panama, and supersedes the provision in the treaty of 1846 between the United States and New Granada, by which "the United States guarantee positively and efficaciously to New Granada the perfect neutrality of the Isthmus," and also "the rights of sovereignty and property which New Granada has and possesses over the said territory."

The new provision leaves no possible doubt as to the rights of the United States upon the entire territory embraced within the jurisdiction of the Republic of Panama as territorially constituted at present. It means that the new republic will have no occasion to maintain any army or navy, except, perhaps, a small steamer or two and a few troops for police and revenue purposes. It will require no force as protection against foreign invasion, that protection being undertaken by the United States.

The representatives of Panama in Washington are not enthusiastic over the reports that the States of Cauca and Antioquia will secede from Colombia and join the Republic of Panama, and it may be taken for granted that should they abandon their present allegiance they will not be admitted into the new Isthmian nation. The Panamanos realize that by extending their present territory they would pave the way for political disturbances which are so popular in Latin-America. Under their treaty with the United States this Government guarantees the integrity of the present Panama Republic, but as the object of this provision is to prevent interruption of traffic across the Isthmus it would hardly be construed as meaning that the United States Government should preserve order and keep the peace in all other territory not embraced within the neck of land known as the Isthmus of Panama, which might be acquired by the new republic.

There is a strong feeling for Isthmian annexation by the United States among the Panamanos, but they feel a hesitancy in making a proposal of that character to this Government, being convinced that it would be rejected.

Minister Bunau-Varilla said to-night that a constitutional convention will assemble in Panama about Jan. 1, and that officers would be elected and a permanent government formed.

The President is said to have determined upon the time when the Panama Canal treaty shall be submitted to the Senate. He is credited with an intention not to do so until the Cuban reciprocity treaty is out of the way.

The ratification of the Canal treaty by the Republic of Panama is the next step to be taken in the interest of the Panama Canal project. It has been decided that the action of ratifying the treaty shall not be hasty and that the existing Government of the republic shall exercise its authority directly, instead of through the commission sent to Washington or through Minister Bunau-Varilla.

This decision is the result of a long conference to-day between Mr. Bunau-Varilla, Dr. Manuel Amador, Minister of Finance of Panama; Señor Federico Boyd, one of the Consuls of the republic (Messrs. Amador and Boyd being the commissioners of Panama), and Frank D. Pavey, legal adviser to the Panama legation. The treaty was carefully read and considered, and it was thought best to have it ratified by the Government of Panama instead of by the commission. It is explained that this action was solely in the interest of unanimous approval.

The present plan is that the treaty will be sent to Colon on the mail steamer from New York next Tuesday. The principal points of the treaty have been cabled to the Panama Government, but it is not desired that any action shall be taken on the cab