

VILLA ARMY OPENS ATTACK ON MONTEREY

Carranza's Forces Under Villalard Said to Be Hemmed In by Angeles.

VILLISTAS REPORT CAPTURE OF VICTORIA

On Jan. 11—The attack of the troops of Gen. Villa upon the Carranza stronghold of Monterey is said to have been successful.

In Juarez to-night it is said that the Villa troops under command of Gen. Felipe Angeles are actually attacking the city.

From other sources it is said that they are near the city and that the citizens of Angeles are fleeing, having begun their flight when the Carranza troops sent to reinforce Saltillo and to attack Torreon came hurrying back in a demoralized condition.

The Carranza agents in El Paso declare that their army is still holding Monterey, which is the capital of the State of Nuevo Leon, but they apparently have no late details. The telegraph companies report that they cannot get wire connection with Monterey in the past they have been able to work direct with Monterey through Laredo.

The Villa agents say their forces have trapped the larger portion of the Carranza troops that formerly held Monterey in the outskirts of the city after retreating from their recent disastrous Torreon campaign.

Villa's Assertion. Gen. Villa asserted to THE SUN correspondent last night just before starting south that his army had completely eliminated the Carranza troops from activities near Torreon and asserted that he would have Carranza on the defensive at Monterey in a short time. To-day's news appears to bear this out.

In the campaign against Torreon Gen. Villalard was defeated and the Carranza army advanced and started to attack Torreon. Meantime a Villa command signed into Saltillo and took the place.

The next day the Carranza command from Torreon, advancing against the Carranzistas, met the advance Carranza army at Ramos Arizpe, east of Torreon, and the Villistas assert that the Carranza command was annihilated and the larger part of its commissariat and equipment.

The Carranza advance army has been weakened by dividing its forces. After it was learned that Saltillo had been occupied by Villistas part of the Carranza army returned to Saltillo. When the Carranza advance column was repulsed at Ramos Arizpe it retreated and had to demoralized the Carranza forces that had gone back and had surrounded the Villista garrison at Saltillo, and they also joined in the retreat.

Monterey garrison, meantime, hurrying to reinforce the Carranzistas at Saltillo and Ramos Arizpe, is said also to have turned back to Monterey on receipt of the news of the Carranza army's retreat. The Carranza army, however, is said to have been overtaken by the Carranza army near Saltillo.

Gen. Villalard is said to have sent troops to order a mobilization of all his forces at Monterey to meet the Villistas. Whether this has been done is not known, but Villistas assert that few of the Carranza troops were able to get back to Monterey. The majority of Carranzistas were forced to march on foot and horse, while the Villista troops were able to take the train. Carranzistas are said to have been overtaken by the Carranza army near Saltillo, and they also joined in the retreat.

Preparations for Retreat. The Villista claims are partially borne out by private advices received to-day from Monterey, which gave no details beyond the fact that the Carranza army was retreating to Matamoros, on the border, opposite Brownsville, and that he was already destroying the railroad to prevent the Carranza army from retreating to Matamoros.

If this is true Villa's forces will likely meet with little resistance at Monterey. The stories of the success of the Carranza army in capturing Saltillo and the Carranza officers are unable to contradict the story of the rout. They admit that they have been unable to retake Saltillo from the Villistas.

On the face of things it looks as if Carranza troops have driven the Carranzistas out of Monterey and that they are retreating to Matamoros.

According to reports received by Villalard's agents in Juarez and El Paso to-day he does not have to wait long at Aguascalientes before joining his troops in their attack upon Tampico.

It is reported to-day that the Villa forces had captured Tampico, capital of the State of Tamaulipas, and that they were on their way to Tampico. A railroad leads from Tampico to Matamoros, and by holding Tampico they can prevent any Carranza troops from retreating to Matamoros.

Victoria is about midway between the two points.

Benjamin Hill, who has been in command of the Carranza garrison at Naco, Sonora, during its resistance against the attacking troops of Gen. Maytorena, declined to accept the offer of the United States to let his troops be moved through the United States to Mexico. He says they will march on Mexican soil parallel to the border.

By way of Galveston to Vera Cruz, Mexico, which will wait until Gen. Hugh L. Scott, Chief of Staff of the United States Army, receives the signature of the Carranza government to an agreement regarding the port of Naco.

When that is signed he will write to Gen. Villa and Calles, who succeeds him at Naco, to drop all fortifications and march his men to Agua Prieta. Carranza is negotiating with Maytorena to let his troops be moved through the United States to Mexico. He says they will march on Mexican soil parallel to the border.

NEW CARRANZA DECREES. State Department is Anxious About Their Effect.

WASHINGTON, Jan. 11.—More decrees of prohibition issued by Carranza have been reported to the State Department and are being given the most careful attention by its probable effect on American interests in Mexico.

The State Department has asked Gen. Carranza to send the decrees to Vera Cruz to send the State Department in full.

The decrees nullify sales of vast tracts of land by local authorities and governments and all sales of lands by departments or Federal authorities since December 1, 1915, as well as extensions of the same.

An earlier decree directed the suspension of all operations on oil lands and provided for confiscation of wells. Since Carranza is in position to take much trouble for Americans owning and operating oil, mining and agricultural properties, if he seeks to enforce the decrees the State Department as demanding serious consideration.

According to reports from Mexico City the assembled convention has made to Congress. Gen. Gonzalez Garza has been made chairman.

MCCALL'S STEEL CARS, SAYS M'CALL

Service Board's Chairman Stirred by Reports That Change Hasn't Been Ordered—Illness of Witnesses Holds Up Accident Inquiry.

Chairman Edward E. McCall of the Public Service Commission made a very prompt answer yesterday to interviews quoting General Manager Frank Hedley of the Interborough subway that his company had not yet received any order from the commission to substitute steel cars for wooden ones in the subway.

"Mr. Hedley had better take that letter as an order and do what we told him to do," Mr. McCall said. "I had better not put any arrested construction on that letter. The sense of the letter is that the Interborough must replace its old cars with steel ones and that the substitution must begin by May 1. It is true no formal order has been given, but I am following up soon our engineers find out how soon the substitution can be effected."

Mr. McCall was asked about the transfer of the composite car bodies to the elevated lines. "I do not think the commission will approve of the use of wooden cars on any elevated line," he said. "If they are found at present to take their places," he said.

Mr. Hedley, after he had spent a day answering the questions of many newspaper reporters by a press conference, issued a statement on the car situation, and added that Mr. Hedley probably found no time to do his work as general manager. Vice-president Mr. Hedley said: "I am the doorman on which all are wiping their feet."

Formal Investigation Still Held Up. Formal investigation by the Public Service Commission into the cause of an accident of a week ago to-morrow is still held up by the illness of the local train crew nearest the scene, at Fifty-third street and Broadway.

The burning of composite car on the subway early yesterday was used as a text to urge more rapid substitution of steel cars for the composite cars. Mr. Adamson in a statement, pointed to the accident as proof that there must be no delay. The Public Service Commission made its own investigation.

Mr. Adamson in a letter yesterday to Chairman McCall of the Public Service Commission, said: "Chief Kenyon, Chief Bates, our electrical engineer, and Chief Hamilton of the Fire Prevention Bureau went through the scene of the fire on Wednesday. They have just called my attention to the fact that the majority of cables are being re-installed without being enclosed in iron armored conduits, according to the best modern practice and according to the method followed for all interior wiring of fireproof structures."

Mr. Bates calls attention to the fact that the standards for wiring construction are now being adopted. The national electrical code, provide methods of installation which insure far more fireproof conditions than those existing in the subway.

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Likelihood of a Clash. There is every likelihood of a clash between the commission and the Interborough officials over the time required to make the substitution in the subway.

In an interview yesterday, President Shonts said: "Mr. Hedley telephoned to me four or five of the 36 car builders Saturday and was informed that because it is a slack time in all shops the contract for 477 cars can be executed in about two years. I believe that Mr. Hedley has managed to cut that time down to one year and a half. Fortunately the car companies have the patterns, which will make it easier for them to begin quickly."

It was announced yesterday that C. V. Wilder, engineer of the Public Service Commission, would have a report ready to-morrow on what he learned from the car men, about the time in which the cars could be built. It may be that the Interborough will be ordered to have the change made sooner than the company's officials plan.

NOT COST, BUT FEASIBILITY. McAneny Says That Safety is First in Ventilation Problem.

George McAneny, President of the Board of Aldermen, expressed great interest yesterday in the plan brought forward by ex-Chairman William R. Willcox of the Public Service Commission for a system of ventilating the new subways by means of ducts built into their roofs.

"I am very much concerned about the problem of better ventilation for the subway," said Mr. McAneny, "and if the engineers of the Public Service Commission who have to pass on such suggestions as this deem the new plan feasible I will be for it. The recent experience with smoke in the subway show conclusively the need for a better circulation of air here."

Block Signals Not Advisable. He wanted to know if the board of directors had taken action looking to the installation of the elevated lines of block signals to be used in the subway.

Mr. Shonts was queried in regard to his subordinates. There was Mr. Ross of the purchasing department. The "Coroner" cost is an item which will be about \$10,000 a year, Mr. Shonts waived the query aside.

"Do we need to go into salaries?" he protested. "As a matter of fact he doesn't get anything more than a home. You made up ideas like that into his head. He's a good man."

It was a faulty motor that was indirectly responsible for the accident, Mr. Shonts was asked about the need for more frequent inspection. He said he wasn't in favor of running motors "that were repaired by the contractor."

Mr. Shonts added his approval of Mr. Hedley's work to that given by Mr. Belmont. Coroner Riordan asked if Mr. Shonts's approval included such matters as the safety of the cars, the cause of the accident and commented on the fact that there was no one at the South Ferry station, where the trouble was first discovered, to receive reports of the train when it was on its fatal journey.

He also inquired about a telephone through which the conductor might have reported the trouble. "There were no telephones in the cars within 300 feet of where the train stopped at South Ferry and added sharply: "We do have a telephone on the platform, but it is not one every ten or fifteen feet."

Referring to another part of the something involved query he said: "Certainly not. He should know what he is doing."

Mr. Shonts described the switch and track lights as being in the accident, and the lights on the rear of the train were supposed to protect it from following trains.

"The lights constituted no protection in the accident," he said. "The man wasn't on his job as the rules require."

He insisted, as had Mr. Hedley before him, that the conditions—the train was being operated by a contractor—were the rules require that the conductor shall be on the front platform of the first car.

To whether a number of questions as to whether the contractor was to be held responsible for the accident, Mr. Shonts said: "The Interborough makes frequent trips over the line and if the members are informed about matters such as the placing of the conductor, they should be able to answer them. Mr. Shonts replied: "The distribution of duties and responsibilities is that upon which great weight is placed. It is a novel idea to me that the board of directors should know of a lamp being placed on a certain platform."

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BELMONT TESTIFIES OF ELEVATED SAFETY

Interborough Chairman, as Coroner's Inquest, Indorses Work of Manager Hedley.

SHONTS DEFENDS - RULES August Belmont, chairman of the board of directors of the Interborough Rapid Transit Company, testified yesterday before Coroner Riordan in the Municipal Building at the inquest into the rear end collision on the elevated line at 116th street and Eighth avenue on December 9 in which two men lost their lives.

Coroner Riordan queried repeatedly as to what steps the Interborough directors had taken "in the last three years to safeguard the lives of the passengers. You made them are in the direction of safeguarding the passengers," but any general resolution regarding the safeguarding of the passengers is unnecessary," Mr. Belmont said.

When he put this question to Mr. Belmont the chairman of the board replied: "You'll have to let me answer in my own way"—the Coroner had pressed for specific instances. "Any number of appropriations are brought up before the board for devices which have for their object the safety of the car. You made them are in the direction of safeguarding the passengers, but any general resolution regarding the safeguarding of the passengers is unnecessary," Mr. Belmont said.

Mr. Belmont went on to say that General Manager Hedley had charge of operating the subway and that he approved of Mr. Hedley's management. Mr. Belmont said: "I do not certainly do."

"Do you approve of a management which was responsible in the accident in which Collins was killed?" he asked. "I approve of no accidents," replied Mr. Belmont, "but that accident was not the fault of the management. Individuals make mistakes. But you approve of fortunate accidents," said the Coroner. "Some of us get into accidents, some of us get out by accidents."

Mr. Belmont was plainly puzzled. "Is that a question?" he asked. But the Coroner turned to other things.

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CHURCH IN THE CLOUDS PLANNED FOR NEW YORK

John Street Methodist Congregation Considers Building House of Worship Atop Thirty Story Skyscraper to Preserve Site as Memorial.



Wesley Chapel. The original John Street Church, of a faith shining above the hive of commercialism.

This plan is the outgrowth of a desire to preserve the site as a memorial to Philip Embury and his little class of twelve who established Methodism in America and to make the church self-supporting. The only feasible way to do this, the Rev. Louis R. Streeter, the pastor, believes, is to combine a church and office building.

Method of Control Unique. John Street Church is unique in the method of its control. It is the only Methodist church in the world which is controlled not by the local board of trustees, but by the General Conference, which appoints the trustees. This is because of the disagreement over the proposed sale of the church site which resulted in a lofty building, the site of the proposed sale of the church site which resulted in a lofty building, the site of the proposed sale of the church site which resulted in a lofty building.

Proposed Skyscraper Church. When the time comes to tear down old John Street Church, which even those attached to it by the closest ties of memory admit must be soon its trustees have decided to build on the site as a memorial to the first disciples of Methodism in this country a church that will thrust its golden cross into the clouds atop a thirty story skyscraper.

Although an architect's drawing of the building topped by a Gothic chapel has been made, the plan is only a tentative one. One that some of those in the congregation hope may save the site for church purposes. An alternative plan of putting the church at the base of the building has been suggested, but the idea of a church towering above the busy rush of the money center of America, in John street between William and Nassau, has appealed strongly as a symbol

The war has brought forward a great number of people who use the misfortunes of others to further their get rich quick schemes," said Henry L. Merry, managing director of the Hotel Claridge, yesterday. "I refer to a newspaper clipping that I read recently in translated form as follows: "Interesting facts were brought to light by the riot that would have culminated in lynching if not for the timely intervention of the police of Budapest. The riot was the outcome of an investigation into charges against Henry Fai, who secured the contract to feed the wounded at one of the temporary hospitals established in the rooms and halls of the Stock Exchange of the city of Budapest."

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ALL THINGS CONSIDERED

Any contractor can build your building, and there are some mighty good contractors in the business.

But considering our experience, and the really tremendous character of our more recent operations, we believe that our organization has come to embody a totality of advantages unequalled by any alternative choice.

THOMPSON-STARETT COMPANY Building Construction

be sensational, perhaps, but it would also be magnificent, a symbol typical of America.

Would Be Monument Also. "A Twentieth Century Wayside Cross" the proposed church, set in air has been called by the chief supporter of the plan, the Rev. F. B. Upham, who describes in the Christian Advocate the position the church should occupy in the monument as well as a house of worship a witness to the glory and grandeur of days gone by as well as an appeal for serious days to come. It would show to the world that the cross of Christ can command a place even amid shrines erected to the god of commerce."

Plans to embody Dr. Upham's idea have been drawn by McKeanzie, Voorhees & Gmelin. The church is of Gothic design with delicate and airy outlines that would be softened into gossamer traceries when viewed from the street, hundreds of feet below. Above it rises a tower, square until it begins to taper concavely to the golden cross at the top.

It would be a thing of beauty and wonder to Philip Embury and his little band if they could stroll down there some night when Christmas carols were floating over the deserted buildings and look back to the days when they established their first place of worship on "Shoemaker's Ground," at the summit of Golden Hill.

INQUIRY WAITS IN CLEARY CASE. Gov. Whitman Wants to Know More About Haverstraw's Complaint.

ALBANY, Jan. 11.—Until Gov. Whitman is able to acquire himself with the substance of the complaint made by the residents of Haverstraw against the verdict of acquittal in the Cleary case, he will not order an investigation.

The Governor's counsel, after a talk with Supreme Court Justice Morchauer, gave the Governor a brief outline of the case in connection to-day, but the Governor is inclined to hear more of the case before he takes any action.

Miss Lola Fisher in "Under Cover" IN-FRIENDLY FASHION

Good morning! Have you visited the Bloomingdale Drug and Toilet Counters? Indeed, they are always worth visiting. But this week especially so.

You see, they are having their Annual January Sale of Drugs and Toilet Articles—and that is an event really interesting.

So many dainty or useful things at such attractive little prices. For example, Pebeo Tooth Paste at 25c; Borine (dollar size) at 40c; Superba Lila Toilet Water at 25c.

Here are just three items from a long printed list which will be sent you on request, with pleasure.

My dear, you should certainly visit this sale. They're expecting you!

Bloomingdale S 59th to 60th St. Lex. to 3d Ave.

NEW YORK'S PRIVATE SCHOOLS

YOUNG MEN AND BOYS. MR. CARPENTER'S SCHOOL FOR BOYS 310 West End Ave. Tel. CO. 4