

IT WAS A SPICY MEETING

TILT BETWEEN DR. CREMIN AND RAILROAD MANAGERS.

Committee on Railroads and Bridges Held an Exciting Session—That Flagman at State, Veto and Olive Streets—Action on the Petition Postponed.

The meeting of the committee on railroads and bridges last evening was unusually interesting and at times quite exciting. Several of those present lost their temper, and this added to the excitement of the occasion. Every member of the committee was present. The meeting was called for the purpose of considering the petition of the Manufacturers' Street Railroad company for permission to lay a single track on James street, between Chapel street and Grand avenue, and also the petition of Philip Fleming and others for the placing of a flagman at the junction of State, Veto and Olive streets.

It was over the latter petition that the excitement arose. Liverman Fleming was the first witness to be heard in support of the petition. He claimed that the junction in question was a veritable death trap, and that it was a wonder that it had not been many accidents there. He also urged that the junction was a stern necessity at the place in question.

Dr. M. A. Cremin of Olive street was the next speaker. He claimed that the junction in question was exceedingly dangerous and stated that several weeks ago his carriage was run into at the place by an electric car of the New Haven Street Railroad company and that his boy was thrown out and his carriage badly wrecked. He also said that the road was run regardless of life and property, and that the company carried more passengers than even the Consolidated railroad.

"I hate to hear you stand up and lie that way," indignantly said President Corey of the New Haven Street railway company.

"You have the privilege of old age, and here is the second example of insolence from the president of a railroad company. The other time the committee was insulted, now I am insulted. I appeal to the committee," replied Dr. Cremin.

"No personalities, gentlemen," interposed Chairman Macdonald, after which S. Harrison Wagner, attorney for the New Haven Street Railroad company, commenced to ask the doctor questions.

"You are a practicing physician in this city, are you not?" queried Mr. Wagner.

"I am," replied the doctor.

"Where were you born, doctor?" asked the attorney.

"None of your business," sharply replied the physician, and immediately asked the attorney, "Where was your father born. He can't speak good English."

"My father happened to be born in this country, anyway—Pennsylvania," replied Attorney Wagner.

"Oh, yes; I see," said the doctor. "A Pennsylvania Dutchman—the worst kind of a Dutchman."

At this retort Attorney Wagner said that he would like to ask some questions if there was any hope of getting an answer, to which the doctor replied, "No exordium, please. Ask your questions and hurry up about it."

The attorney then proceeded, and in reply to his questions the doctor stated that he kept his horse at Fleming's stables, and that he now had to have a man take his horse to the stable, as he could not trust his boy with it owing to the dangerous place at the junction. Attorney Wagner then asked some questions in reference to the accident, but the doctor refused to answer them saying, "I will answer those questions with you in court."

President Corey was the next speaker, and claimed that the junction in question was one of the safest points in the city, and invited the committee to go down and see the motionmen. Manager Dodge claimed that if the court of common council ordered a flagman at the junction of State, Olive and Veto streets it might as well order a flagman at every corner. He denied that the management was reckless of human life and property, and said that on the other hand they used every precaution so far as to call the motionmen in two months to instruct them in reference to running the cars, etc., as a precaution against accidents. He also claimed that the cars were not run at a dangerous rate of speed and that nineteen out of every twenty complaints received were on the ground that the cars were run too slow. He claimed that the crossing was safe, and in closing said: "I hate to hear a company that is trying to run its cars safely maligned as it has been to-night."

"Do you run cars on schedule time?" queried Dr. Cremin.

"We try to," replied Mr. Dodge.

"You beat the steam railroad time sometimes, don't you?" persisted the doctor.

"I don't know anything about steam railroads," replied the manager.

A NEW HAVEN FREIGHT TRAIN

Derailed at Niantic—The Signals Were Not Observed.

Niantic, Conn., March 1.—An east-bound freight train from New Haven was derailed near the drawbridge over the Niantic river this afternoon. The engineer of the drawbridge had the signals set against the engineer of the freight, but the latter evidently did not see them. The bridge was closed at the time, and several cars ran off the switch. The engine and four cars following cleared the switch and ran over the bridge all right. The derailed cars were placed on the track again at 4:30 o'clock, and the delayed freight train continued on to New London.

HARVARD IS ANXIOUS.

It Now Wants a Gymnastic Association—An English Play On.

Boston, March 1.—Harvard now wants a gymnastic association and a meeting will be held Wednesday to form one. Dr. Sargent is at the head of the movement. Princeton, Yale and the University of Pennsylvania all have such associations and recently sent Harvard an invitation to send representatives to their meetings. The association will be formed so that this may be done.

Harvard will soon present an English play. Frank Sargent of the Lyceum School of Acting of New York has been invited by the English department to produce "The Silent Woman," March 20, at the Sanders theater. The characters will be taken by pupils of the Lyceum school.

MANY WERE TORN TO PIECES.

Fearful Results of a Railroad Wreck Near the City of Mexico.

City of Mexico, March 1.—A wrecking train arrived this morning from the scene of yesterday's accident on the Inter-oceanic railway. It brought forty persons who had been injured in the crash, and Dr. Alfred Bray, Dr. Francis Croason and two other surgeons who were sent out yesterday soon after the news was received.

Many persons were left dead near the spot where the train left the rails. Others were on the point of death, and of those who were brought back ten or twelve cannot possibly recover.

The crew of the wrecking train told the first detailed story. The train consisted of ten coaches. It was chartered by pilgrims from Amerameca, and the engineer was under orders to run carefully. It was filled with pilgrims—many of them women and children—at the city station shortly before 1 o'clock, and was started at 1:25. It proceeded slowly at first, but after stopping for water the engineer began running at the rate of thirty miles an hour.

About twenty-eight miles from the capital and midway between Temamatta and Tenanra there is a steep down grade. On one side of the track the blasted rock forms a high wall; on the other is a steep descent. At a point where the descent reaches down about thirty feet the track makes a sharp curve.

The train usually runs around at half speed, but for a reason not yet ascertained the engineer tried to take it without slowing down. Either the rails spread or the engine jumped the track. The engine and tender broke loose from the coaches and rolled down the embankment. The coaches ran off about fifty yards further on. The rear coaches ran down against the engine and tender, and the rest went to pieces at the foot of the embankment near by. Five coaches were smashed so as to be little more than piles of splintered boards and beams and twisted iron.

About twenty passengers were able to extricate themselves without severe injury and they began rescuing those who were pinned under the wreck. Four women were found with their arms crushed and immovable under beams and twisted axles. They lay near the engine and were screaming for fear of the flames.

After all efforts to clear them had proved vain they were torn loose. One of them lost her arm from the shoulder another lost her arm from the elbow and each of the others had both arms crushed and legs terribly mutilated. Three of the four will die. Three children of one family were found dead together under an upset car track. Their mother lay nearby with her skull crushed and one leg gone. The father escaped with only a broken shoulder, although he was on the same seat with the three children who were killed. Fragments of arms and legs were strewn through the wreckage and several of the bodies were so mutilated that no attempt to identify them will be made.

When the doctors arrived on the wrecking train they found thirty-five pilgrims near the wreck and five who had not yet been taken from the ruins because they were no way of cutting them loose.

The five were rescued and put on the train. The doctors worked five hours to get the injured into condition to make the journey back. Every one of the forty was spattered with blood from some open wound. Three men had lost half of their scalps. Four had fractured skulls. Six women were so badly injured in the back and abdomen that it was feared they would die before reaching the city.

All the doctors agree that the scenes at the wreck and in the coaches during their journey home were the most horrible in their experience. All the pilgrims were Mexicans. The engineer and conductor of the train are supposed to have escaped serious injury and to have fled to the woods.

It was definitely announced late this evening that sixty-five persons were killed in the wreck and forty were injured.

FIGHT RESULTED IN A DRAW

BILLY SMITH AND JOE WALCOTT ENGAGE IN A HOT BATTLE.

There were Times when it looked as though either man would win, but both held out and the referee did not give any decision.

WORK OF THE SENATE.

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The propriety of passing such a bill without it being understood by senators was questioned by Senators Platt, rep., of Connecticut; Manderson, rep., of Nebraska; and Hale, rep., of Maine. The latter predicted that the bill would come back to plague congress. After considerable discussion the bill was passed.

Mr. Morgan, de., of Alabama, offered a resolution referring to the committee on foreign relations the message of the president of February 12, relating to the claims of Great Britain arising out of the Berlin sea controversy, with instructions to examine into the question of the liability of the United States of Great Britain and the amount thereof, if any; and as to any liability of Great Britain or Canada arising out of such controversy.

Mr. Sherman, rep., of Ohio, questioned the wisdom of offering the resolution while the question was pending between the two houses. He understood it to be now in conference. At that point he was corrected by Mr. Hale, rep., of Maine, who said that the appropriation of \$425,000 had been struck out by the house and had not been inserted by the senate.

Mr. Morgan, who had been one of the American delegates to the Paris conference, said: The British parliament, according to the morning papers, seems to be acting on this subject now by anticipation. Sir George Baden-Powell says that they want to pay the Canadians and the recalcitrant and unreasonably Americans who hired themselves out to the British flag to rob the government of the United States, violate its law and dishonor the country—and pay them in advance, so as to have a moral claim against the United States for this \$425,000—not one shilling of which is due—not a shilling. I propose that the committee on foreign relations shall investigate that matter. There has been enough of falsehood and misrepresentation about this unofficial document and in the newspapers to require, for the vindication of the honor of the country that this investigation shall be made.

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The senate at 11:45 proceeded to the consideration of executive business.

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ESCAPE WAS MIRACULOUS.

THE WASHINGTON EXPRESS WAS WRECKED NEAR BAYONNE.

There were Derailed Coal Cars on the Track and a Passenger Engine Crashed Into Them, Tore up the Rails and Sent Some of the Cars Into the Air in Splinters.

New York, March 1.—The Washington express of the Royal Blue line, which left Jersey City at 6:12 o'clock, was wrecked while passing through Bayonne, N. J., at 6:30 this evening.

At least thirty passengers had a miraculous escape.

Engineer William Thomas and Assistant Fireman Winfield Holland were killed. Fireman H. Orrell, Frank Applegate, a passenger, and George Hopkins, a baggage master, were injured.

Orrell was taken to a hospital. The passengers were all badly shaken up, and about a dozen sustained slight injuries.

The train was moving at a high rate through Bayonne, where there are four tracks in a cut. It was on track No. 4. Ahead on track No. 4 and moving in the same direction was a long train of empty coal cars drawn by a Philadelphia and Reading engine. When the coaler was passing Forty-ninth street station it broke in two.

The station agent signaled the engineer of the coal train, who failed to understand what was up, but put on the brakes, stopping the first half of his train. The second half crashed into it and an empty coal car was thrown across track No. 3. The station agent rushed out to signal the express, but it was too late. The passenger engine with its four cars dashed into the derailed coal cars. The momentum of the big engine was so great that rails and ties were torn up, and the empty cars were smashed to splinters and finally when its forces were spent, two hundred yards away the engine lay on its side, a tangled mass of scrap iron.

The baggage car was telescoped and demolished. The smoking car left the rails and slid over the top of the tender. Both engines and the smoker were demolished. The day coach and the sleeper left the tracks, but remained on the ground.

Half a dozen cars of the coal train were wrecked. Two of them were shoved up the bank under the Forty-sixth street bridge, knocking away several supports of the bridge. The wreck caught fire and the Bayonne firemen were summoned and put out the flames. Men are at work to-night clearing the tracks.

More Trial Trips. New London, March 1.—The representatives of the Dubuque Iron works, which constructed the new torpedo cruiser which made several unsuccessful trial trips last summer on the sound, are here getting the boat in condition for more trials, which it is intended to give as soon as the weather becomes more favorable. Even since the naval board gave the builders the last trial, the torpedo boat has been hauled out on the dry dock at the Morgan iron works, where she is being overhauled and changes made in her machinery. The Ericsson will be put in condition and the naval board will be requested to come to New London for another trial.

Will Strengthen the Force. Washington, March 1.—Superintendent Stump has decided to strengthen the force of inspectors at Portland, Me., and to give the commissioner of immigration at Boston a supervision over the work there. This action is taken because of the recent admission at Portland, Me., of one hundred and fifty Russian immigrants of a very undesirable class.

He Was Shot Dead. Havana, March 1.—The governor of Pinar del Rey made a raid on insurgents about six miles from the capitol to-day and captured twenty rifles and 12,000 cartridges. Guillermo and Pedro Acavedo, conspicuous insurgents, and two stray members of Colomas' band have gone to the Matanzas authorities and professed their submission. Among the men captured with Colomas' band is a son of the director of the Reina Mercedes hospital in this city. Antonio Carbelo, a Havana tailor, was overtaken by troops at Yaguaramas, near Yaguey-Grande. He was carrying arms and displayed revolutionary emblems. As he refused to surrender he was shot dead.

The Woman's National Council. Washington, March 1.—At the evening session of the National Council of Women Miles E. Marguerite Lindley of New York read a paper entitled "Physical Health—A Basis of Purity of Morals." At its conclusion a discussion on government by the National American Woman Suffrage association, Susan B. Anthony presiding, was entered upon. The first speaker was Miss Anthony, who told of "Woman's Work and the Ballot." She said that until women are given the right of suffrage they would continue to rank with thieves and idiots, so far as having a hand in this government was concerned. Carrie L. Chapman Catt of New York spoke on "The Coming Civilization." Elizabeth B. Grannis of New York spoke on "The Non-Application of Religion to Morals." She eulogized the work of Dr. Parkhurst and declared that she was in favor of women taking primary action in the adjustment of municipal matters and evincing their sense of the responsibilities that rest upon them in their duties at the ballot box. Emma A. Cranmer of South Dakota read a paper on the women of the twelfth century.

Mrs. Stone Blackwell addressed the convention on "The Financial Argument."

Noticed to Death. New York, March 1.—Teuffel Truckewitz was this afternoon sentenced to death during the week beginning Monday, April 22, for the murder of Adolph Beisenster on January 8 last. The execution is to take place at Sing Sing.

Not