

# A WRECK TELLS WOODEN PULLMANS SPLINTERED INTO BIT

(Continued from Page One)

cars," said Talcott. "The bill is not an emergency measure, but I intend to press it for passage more vigorously than ever. It is favored by the Interstate Commerce Commission.

"The Connecticut wreck today was a wooden car affair. If all had been steel cars, the telescoping would have been almost nothing, and many lives saved.

"Use of wooden cars is slaughter. It is well-nigh criminal negligence."

## PORTER HEARD TORPEDOES; JUMPED.

Porter J. C. Dasher, of the Chancellor, the rear car in which there was the heaviest death toll, this afternoon said:

"The first section of our train was late and we had to stop. Our flagman went back and put torpedoes on the track. Suddenly as I was standing on the forward platform of my car, I heard the White Mountain coming. The flagman yelled to jump and just as I jumped, I heard the three torpedoes explode. There were twenty-two passengers in my car."

Porter E. Ambrose, of the Kasota, the next to the rear car, said also that he heard the torpedoes and jumped when he saw Dasher jump. Both porters escaped injury.

In the car barns morgue here, Coroner Mix placed some of the bodies on cots, but most of them were striched out on the floor. They were covered with sheets and whatever clothing had been gathered up by those who rescued the bodies. Most of the bodies were badly mutilated. The Police had difficulty in driving back the crowds from the doors of the car barns.

"I shall begin a preliminary investigation this afternoon," said Coroner Mix.

## SUIT IS STARTED TO END "COAL TRUST"

**\$25,000,000 DUE**

### Allegations in Suit of Dissolution Filed Against "Coal Trust"

- That the Reading Company will eventually own every ton of unconsumed coal in the country, unless cured.
- That the Reading holding, coal and railroad companies have been engaged in combinations and conspiracies in restraint of foreign and interstate trade and commerce.
- That they have succeeded in monopolizing a part of this commerce, in violation of the Sherman anti-trust law.
- That the transportation of the Reading railroad of coal mined by the Reading Coal Company is unlawful.

PHILADELPHIA, Sept. 2.—Another effort to smash the Anthracite Coal trust was begun here today by the Government. A new trust-busting suit under Sherman anti-trust law suggested last spring by the Supreme Court of the United States, was filed in the Federal district court by the Department of Justice.

The great "Reading System"—the railroad, coal producing and subsidiary rail and coal corporations—was attacked. The Reading system is alleged to be the head of the "coal trust" which dominates power in production, ownership, and transportation of anthracite coal.

That the Reading system owns 75 per cent and transports 50 per cent of all anthracite coal in Pennsylvania is alleged by the Government.

Divorce of the Reading railroad, the Reading Coal Company, and subsidiary concerns composing the alleged "trust" is demanded.

Will Control All.

At the present rate, with its present ownership of 75 per cent of all virgin, unmined coal fields, the Reading company will eventually own every ton of unconsumed coal in the country unless curbed, the Government charged.

The defendants named in today's suit are: The Reading Holding Company, Philadelphia and Reading Railway, Philadelphia and Reading Coal and Iron Company, Central Railroad of New Jersey, Lehigh and Wilkes-Barre Coal Company, Lehigh and Wilkes-Barre Coal Company, Lehigh and Wilkes-Barre Coal Company, Lehigh and Hudson River Railway, and Lehigh and New England Railroad.

Individual defendants are:

President George F. Baker of the Reading corporation, and the following directors of the "parent" and subsidiary corporations: George F. Baker, Henry C. Frick, of the Lehigh and Wilkes-Barre Coal Company, and William C. Clegg, of the Lehigh and Hudson River Railway.

Restraint of Trade.

"A combination in restraint of interstate trade and commerce and a monopolization of a part thereof," is the specific principal charge against the defendants. Other suits against other roads and coal companies alleged to be parts of the "trust" are probable.

The suit today was practically at the instance of the United States Supreme Court, which held that separate suits must be brought against particular groups forming the alleged "trust" in violation of the Sherman law.

That the ownership of the Central Railroad of New Jersey by the Reading Holding Company is declared an illegal combination and a divorce of the roads ordered through stock sales.

The holding company is in itself unlawful.

That the transportation by the Reading railroad of coal mined by the Reading Coal Company is unlawful under the circumstances.

That transportation by the Central Railroad of New Jersey of coal mined by the Wilkes-Barre company is unlawful under present arrangements.

Buyers Railroads.

How the Reading system has bought and leased railroads, coal mining companies, and thousands of acres of rich coal land, floated millions of dollars of stock, and bought control of water competition, is recited by the Government.

## I. C. C. IS AROUSED BY MANY WRECKS

Officials Believe Government Regulation Should Put End to Accidents.

Interstate Commerce Commission statistics show this is the fourteenth serious wreck the New Haven system has had in a little more than two years. Until the commission knows more accurately what caused the wreck, it is not talking about the punishment or responsibility of whoever caused it. It is well known, however, that members of the commission feel there must be more stringent Government regulation over railroads in the interest of public safety, if conditions do not improve.

The New Haven, following the wrecks at Fairfield and Bridgeport in 1911, seemed bent on putting up with questions made by the commission for the enhancement of the safety of passengers that went on for some time. Lately, Commissioner McChord said today, there had been a change, and the road for some months has been apparently making an effort to insure a safer operation of its trains.

One thing the commission is doing and it is to push steadily ahead organizing a better safety appliance department and giving more and more publicity to short-comings of the various roads. In a short time there will be published by the commission a comparative statement showing just what accidents have happened in recent months to each road.

That the officials of the Interstate Commerce Commission would make an immediate investigation of the wreck on the New York, New Haven and Hartford railroad, near North Haven this morning, was the statement of Inspector of Safety Appliances H. W. Belnap, of the commission. Mr. Belnap has investigated several of the wrecks on the New Haven in the last two or three years, and is familiar with conditions on that railroad, having made a number of recommendations as to what ought to be done to make that unfortunate line safer.

Inspectors Swasey, now at Boston; Halley, now at Pittsfield, Mass., and Howard, now at Lowell, Mass., were ordered by wire to rush to the scene of the accident as soon as the first news of the wreck was received this morning by Mr. Belnap through the Times.

Mr. Belnap declared that in all probability he would himself go to the scene of the wreck tonight, arriving there tomorrow morning, in order to direct the investigation. It is declared that the Interstate Commerce Commission regards the number of wrecks in which passengers are killed on the New Haven, Hartford and Hartford railroad, with unusual concern.

From the meager details in the hands of the officials of the commission here this morning, it could not be stated that steps should be taken to prevent similar accidents. Some explanation will have to be made as to why it was possible for a passenger train to have crashed into a freight train, and ever, that this accident must be one of the human equation kind, for the reason that no defect in mechanism can explain it.

Commissioner McChord, although the situation on the New Haven road because he will later be called upon to investigate the New Haven Hartford wreck, pointed out the words of phrases of his opinion on the Stamford disaster on the same railroad.

"I can only say, as I am going into a most thorough and efficient probe of the latest New Haven disaster," he declared, "that if it would be improper for me to discuss the Hartford wreck in advance of its being offered to the commission's report on the Stamford wreck."

Mr. McChord marked the following paragraph in his report: "Modern steel equipment for high speed passenger trains should be installed at the earliest possible time. As recommended in previous reports of this commission, and legislation fixing such a time should be enacted without delay."

"In its twenty-fifth annual report to Congress, the commission called particular attention to the desirability of legislation extending the scope of Government ownership of railroads, among these railroads which have made comparatively slow progress in the matter of steel-car construction."

"Establishment of a more efficient operation of this railroad is immediately necessary if Congressional legislation extending the scope of Government ownership of railroads is not to be called for and justified in the interest of public safety."

The brewers' agent said the meeting of the New York, of George L. Hornum, a local publisher, Congressman McDermott, I. H. McMichael and himself, had been merely incidental and the pending "loan shark" bill had nothing to do with it.

McDermott admitted a contribution of a personal one of \$50 to his Congressional namesake's primary campaign of 1912.

That the stand McDermott swore that any financial or political help given to the Congressman had been a strictly personal contribution. He strenuously denied that he gave \$2,000 to McDermott's 1912 campaign fund in return for a vote on the "loan shark" bill in the Cannon rules bill. He denied not only the contribution, but the alleged interest in the alleged "loan shark" bill.

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## McChord Orders Road To Destroy Nothing At Scene of Wreck

Interstate Commerce Commissioner McChord, immediately on being advised of the disastrous New Haven wreck near Wallingford, at once wired to General Manager Woodard, of the New Haven, a demand that the road destroy nothing at the scene of the wreck.

At the time of the Stamford wreck, the damaged cars were promptly burned up by the railroad and thus valuable evidence was destroyed.

The Interstate Commerce Commission does not purpose to have this operation repeated.

## I. C. C. WILL PROBE NEW HAVEN WRECK

Inspectors Ordered to Scene of Accident as Soon as News Reached Commission.

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## NEW HAVEN STOCK TAKES BIG DROP

Wreck Brings Down Price Three Points on the New York Exchange.

NEW YORK, Sept. 2.—A drop of three points in the stock of the New York, New Haven and Hartford, at the opening of the stock market today, followed the announcement in New York of the Connecticut wreck. The stock closed at 104 1/2, down from 107 1/2, the level which it maintained through the greater part of the day. New Haven was one of the weakest issues on the list on account of the train wreck, which followed a long string of misfortunes on the part of this system.

The stock traded from Friday's close of 104 1/2 to 105 1/2. The opening sale of today was 104 1/2.

New Central was another railroad stock which took a tumble, opening at 94 1/2, and dropping to 94 1/4 before rallying to 95 1/2. The New York Central was due to the fact that under the full crew bill, the railroad had to employ 2,000 additional men on trains, thus creating an extra added expense for which the company receives no additional return.

Unusual strength attended Canadian Pacific at the opening. It began at 21 1/2, and closed at 22 1/2. The stock advanced to 23 1/2, and within half an hour had increased its advance to 4 1/2. There was some profit taking at 23 1/2, and the stock closed at 23 1/2.

The copper group was strong. Amalgamated Copper sold at a gain of 1/2, and closed at 104 1/2. The stock was more than balanced by buying.

The United Metal Selling Company this morning advanced its price for copper to 20 1/2.

The entire list of stocks had a mixed appearance, declining taking place which was not reflected in the Pennsylvania Railroad, 1 1/2 and Smelting, 1 1/2. United States Steel common sold on the last sale Friday at 45 1/2, against 45 1/2 today, and closed at 45 1/2.

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## WILLIAM FLATHER PASSENGER ON TRAIN

Thought to Have Been on Fated Trip.

Many Washington people believe they have relatives who were aboard the wrecked train.

William J. Flather, vice president of the Riggs National Bank of Washington, was one of those for whose safety fears were entertained.

He was a passenger on the wrecked train, traveling from Poland Springs to Washington, but escaped injury and lost no time in telegraphing to Henry H. Flather, cashier of the bank, that he was safe. Later he talked over the telephone with the Riggs Bank force, and again assured them of his safety.

Catherine Marriot, of 1811 Twenty-fourth street northwest, and two other Washington girls are believed to have been passengers on the wrecked train. With a party of forty girls she was coming home from Camp Arden, Belgrade Lakes, Me.

G. W. Chase, of Takoma Park, believes that his brother, S. W. Chase, was in the wreck. He is trying to communicate with his brother or to learn if his fears are true.

Thomas Nelson Page, ambassador to Italy, and Mrs. Page, were thought to be passengers on the train. Passengers officials are using every effort to locate the Page.

An unidentified Washington woman is dead in the wreck of the Bar Harbor express. No means of identification were found, and in the list of dead the following description was given in the hope that relatives in Washington might be able to identify the woman and take charge of her remains. The description follows:

"Woman, apparently single, thirty years of age, has blonde hair; weight, 125 pounds; eyes, hazel; hair, brown; wore a gold bracelet on her left wrist. She wore a pink kimono and tan shoes, the rubber soles of which were set by the Washington shoe maker."

One of the tragedies of the wreck was that there were four women, bearing every evidence of wealth and refinement, who were left among the unidentified dead, with no one to claim their remains.

## Harrison Takes Oath As Philippine Chief

In the presence of a large number of friends, Francis Burton Harrison, the newly appointed governor of the Philippines, was sworn in office today at the War Department.

Governor Harrison will leave Washington late today for New York, where tomorrow he will meet Secretary of War Garrison, and take up with him various matters relating to the administration of the Philippines. He will sail for the islands from San Francisco September 10, and will be accompanied by his wife and family.

## "Toi" Pendleton Here On Way to Carolina

"Toi" Pendleton, last year's captain of the Princeton University football team, is in town, and is meeting Logan Cunningham, head coach at Princeton, with Wilson, the line coach of the Princeton team of last year.

Pendleton and Wilson will assist "Doggie" Trenchard, former Princeton star, at the University of North Carolina this year. Pendleton took a trip down to Episcopal High School, Alexandria, today, to look over his old high school and meet the school officials and chums at the seminary.

## Deaf Mute Held.

Henry Hawfield, a colored deaf mute, is in Washington Asylum Hospital today for observation as to his mental condition. Hawfield came to Washington from Norfolk, Va., and was taken in custody by Policeman Hunt, of the Third precinct, at the Mills building, where he had gone to enlist in the Navy. He wrote on a piece of paper that he wanted the President to give him a commission.

## Killed in Fight.

Shot by another colored man during a fight at Mitchellville, Prince George county, Md., Anthony Duval, colored, died today in Casualty Hospital. The man was brought to the hospital by Deputy Sheriff Stanbury.

## WOULD MEAN BIG REVENUE FOR U. S.

If Income Tax of Six Per Cent on All Incomes Over \$500,000 Is Fixed, According to Announced Plan, It Would Mean Total Revenue of \$18,098,000 for Uncle Sam.

If an income tax of 6 per cent on all incomes over \$500,000, which represents a capital of about \$5,500,000 invested at 6 per cent, is fixed according to the announced agreement of the United States Senate Finance Committee, what it will mean in dollars and cents to the United States Treasury, carried to the proposed conclusion, is shown in the following table of estimates, which does not include any income under \$1,000,000:

Capital	Income	Tax
John D. Rockefeller.....	\$50,000,000	\$2,500,000
F. D. Worcester.....	25,000,000	1,250,000
Andrew Carnegie.....	20,000,000	1,000,000
William Rockefeller.....	20,000,000	1,000,000
Henry C. Frick.....	10,000,000	500,000
Henry Phipps.....	10,000,000	500,000
George F. Baker.....	10,000,000	500,000
John D. Archbold.....	10,000,000	500,000
William A. Clark.....	10,000,000	500,000
W. K. Vanderbilt.....	10,000,000	500,000
George W. Perkins.....	10,000,000	500,000
Isaac Stearns.....	10,000,000	500,000
J. J. Hill.....	10,000,000	500,000
John Jacob Astor Estate.....	10,000,000	500,000
William Waldorf Astor.....	10,000,000	500,000
Mrs. Hetty Green.....	10,000,000	500,000
Thomas F. Ryan.....	10,000,000	500,000
John S. Gault Estate.....	10,000,000	500,000
J. P. Morgan Estate.....	10,000,000	500,000
E. H. Harriman Estate.....	10,000,000	500,000
Russell Sage Estate.....	10,000,000	500,000
John S. Gault Estate.....	10,000,000	500,000
Weightman Estate.....	10,000,000	500,000
Marling Estate.....	10,000,000	500,000
Robert Goetz Estate.....	10,000,000	500,000
Ogden Goetz Estate.....	10,000,000	500,000
W. H. Moore.....	10,000,000	500,000
Arthur C. James.....	10,000,000	500,000
J. Ogden Armour.....	10,000,000	500,000
Edward Fortunate.....	10,000,000	500,000
Daniel G. Reid.....	10,000,000	500,000
Charles H. Schwab.....	10,000,000	500,000
<b>Total</b>	<b>\$55,000,000</b>	<b>\$2,750,000</b>

In addition to which there are a score of others, among whom might be included James McMillan, Jacob H. Schiff, Charles M. Pratt, J. H. Pfauder, Estlin, Quincy A. Shaw, E. C. Converse, E. C. Stansbury, John Claflin, Clarence H. Mackay, the estates of H. H. Rogers, John Arbuckle, John F. Dryden, W. L. Binkins, and O. H. Payne, whose fortunes average about \$500,000 each, or about twenty such, constituting a total fortune of \$50,000,000, the income on which would be \$5,000,000 and the income tax \$2,500,000.

Making a total tax which the Government will derive from fifty-four millionaires selected at random, with incomes of \$500,000 or more, of \$2,750,000.

There are estimated to be in New York about one hundred individuals in addition with incomes between \$50,000 and \$1,000,000, whose fortunes average here in a total of \$50,000,000, the income on at 6 per cent of \$3,000,000.

Making a grand total to be derived from incomes over \$500,000, \$18,098,000.

## IN CONGRESS TODAY.

Met at 10. Democratic caucus to be held tonight to take up income tax and other matters. Tariff bill discussed resumed. Senate, on motion of Senator Jones, passes resolution inquiring whether legislation between Washington and Georgetown Gas Companies is dissolved. Hearings on currency bill begin before Banking and Currency Committee at 2 this afternoon. Lobby inquiry continued.

## Bryan at York, Pa., To Address Democrats

Secretary of State Bryan is the principal speaker today at York, Pa., where the Pennsylvania State Federation of Democratic Clubs is holding its annual convention. Other distinguished speakers from Washington are Senators Ollie James, Joseph R. Burton, A. Mitchell Palmer of Pennsylvania, and Ohio Assistant Postmaster General James I. Dicklake.

## Begin Second Dash To Save Official

The second lap in the race to save the life of Fred N. Chamberlin, official of the Commerce Department station at Pribiloff islands, was begun today when the Treasury Department ordered a vessel of the Beiring sea fleet to take Chamberlain and his wife, who has nursed him in his illness, to Seattle.

## WEATHER REPORT.

The forecast for the District of Columbia: cloudy tonight and Wednesday; not much change in temperature. For Maryland—Fair in west; rain in east portion tonight and Wednesday; increasing southeast to northeast winds. For Virginia—Fair in east, probably fair in west portion tonight and Wednesday; increasing northeast winds. For Delaware and New Jersey—Rain tonight and Wednesday; increasing northeast winds.

## TIDE TABLE.

High tide, 3:06 a. m. and 3:28 p. m. Low tide, 3:08 a. m. and 3:31 p. m.

## SUN TABLE.

Sun rises, 5:31; Sun sets, 6:30.

**4% ON SAVINGS**  
U.S. SAVINGS BANK  
14 & You Streets  
Wade H. Cooper, Pres.

**HARRY WARDMAN**  
1430 K Street N. W.  
Wardman Building

**M. Brooks & Co.**  
The Women's Store, 1109 G Street  
**Early Fall Models That Fascinate**  
You will find the Women's Store particularly interesting now with its superb showing of Early Fall Apparel. In buying now you'll save from \$10 to \$15 on your new suit.

**Elegant Fall Suits** Handsome Fall Dresses  
**\$18.75 \$24.75 \$10.95**

HANDSOMEST showing in this city and the best values. 100 New Fall Dresses in Messaline, Satin, and Crepe Meteor. A GREAT VALUE.

**Busy Days in Our Waist Department**  
All the new Fall ideas in waists find expression in this big stock. The prices will astound you.

Shadow lace and net Waists, \$6 and \$7 values..... **\$3.98**  
Dainty new Crepe and Voile hand embroidered and real lace trimmed Waists..... **\$1.98**

**Dresses at \$10 and \$15**  
New arrivals in Serge and Crepe de Laine.

**LAST CALL FOR SUMMER DRESSES**  
About 100 of the best models; values up to \$18.50..... **\$3.98**  
About 25 handsome Voile and Crepe Dresses \$30 and \$40 values..... **\$15.00**