

THE CALL

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AMERICA WILL PROTECT PANAMA FROM ATTACK BY COLOMBIA AND BUILD ISTHMIAN CANAL BY FORCE OF ARMS IF NECESSARY

LOCAL TRAIN TELESCOPED BY FREIGHT

Refrigerator Car Crashes Into Coaches.

Truck Thrown Forty Feet and Men Are Hurt.

Switch Crew Ignores Danger Signals Set on Alameda Track.

Half a dozen passengers were hurt, many more were severely shaken, and one switchman was severely injured in a train collision in West Oakland last night.

The accident was at the foot of Peralta street, being the collision of a switching train and the Alameda local passenger train, broad gauge, connecting with the 12:30 o'clock boat from San Francisco.

That at least three passengers on the local were not instantly killed is almost a miracle. Those three are E. C. Leffingwell, vice president of the San Francisco Press Club; Paul Kellogg of the Alameda Transfer Company and James Rue of the Johnson-Locke Mercantile Company of San Francisco. They were seated in the last seat of the rear car, a combination smoker and baggage car, when the collision occurred. A loaded meat refrigerator car was hurled against the local train with a force that telescoped the freight car half way into the passenger coach, the impact throwing the passengers from their seats, burying them in a confusion of splintered wood, iron work and debris.

On top of the meat car was Switchman Joe Lazelle, who was caught in the mess and pinned beneath the wreckage. He was badly crushed about the chest. The terrific impact tore seats in the passenger coaches from their pinning and jammed passengers into corners, wrenching, bruising and cutting many of them. So heavy was the violent shock that the car couplings snapped like thread, a hole was punched in the locomotive and the rear truck of the smoker over which the three passengers sat was torn from the car body and hurled forty feet away.

MANY WERE HURT.

In the smoker were about twenty passengers. Among others hurt was L. A. Lauenstein, residing at 2152 Santa Clara avenue, Alameda, whose left knee was badly jammed. In the first of the three coaches was Mrs. E. Smith, residing at 2505 Central avenue, who was thrown forward by the shock, sustaining injuries to her back. Mrs. J. M. Reynolds, 2505 Central avenue, Alameda, also in the first coach, was bruised. Walter Story, residing at 2228 Clement avenue, was riding in the middle car. He was slightly bruised, but got out to the assistance of the injured. Story assisted in clearing away the wreck and removing Switchman Lazelle. As soon as the collision occurred word was sent to Oakland pier, and a wrecking train went to the scene, clearing away the debris, while another train was made up to take the Alameda people to their destination. There is no conflict in the various stories of the wreck as to the happenings, although the switch engine crew and the Alameda men report differently as to the cause. The Alameda local left Oakland pier on time, in charge of Conductor Harry Edwards and Engineer Al Wright. They ran through the mole and the yards as far as Peralta-street switch-house. There the train, under orders, slowed down for the conductor to deliver the way bills for the yard freight department, a practice of nightly occurrence. The train had stopped for a minute and had just started to continue its east-bound journey when the crash came. Behind the Alameda local or the same track was a switch engine, 1108, Engineer Whistler in charge, pushing ahead of it refrigerator cars loaded with beaves to be run up to a spur track at First and Market streets.

DID NOT SEE TRAIN.

According to the switch train people, they did not see the Alameda local because, they claim, the tail end signal lights were not burning. This is denied by the passenger crew, who reported the accident to Division Superintendent Palmer's office. On their behalf it was asserted by Division Superintendent Palmer that the switch engine crew was wholly at fault; that they "ran over" a set automatic block signal switch at "danger," which should have protected the Alameda local while it was inside the block limits as far as Broadway, Oakland. At any rate, the switch engine pushed the front seat car with such a terrific jolt into the smoker that it smashed over the passenger car and hung there like a huge shell after scattering its contents amid a terrible crash of smashing wood and metal work.

To add to the confusion, the lights in the smoker were suddenly extinguished and out of the darkness came the screams of scores of frightened if not injured people. Leffingwell, Kellogg and Rue, who received the full force of the blow, had

MAY GOELET'S BROTHER IN A ROMANCE

Busy Denying Rumors of Secret Marriage.

Young Woman in Case a Hotel Telegraph Operator.

Statements by Her Friends and Millionaire's Relatives Disagree.

Special Dispatch to The Call.

NEW YORK, Nov. 5.—In an afternoon newspaper to-day was published what purported to be an account of the marriage of Multi-millionaire Robert Goelet, son of Mrs. Ogden Goelet, to Miss Eleanor Anderson, a telegrapher in the Grand Hotel, and daughter of William Anderson, a restaurant keeper at 745 Sixth avenue. Robert Goelet is a brother of Miss May Goelet, who is to marry the Duke of Roxburgh on Tuesday next.

To all statements made in this article Goelet made denial in the presence of George G. Dewitt, representative of the Goelet family. This denial, Goelet and his companions wished it understood, applies with equal force to Goelet's cousin, Robert Ogden Goelet. Goelet was shown a photograph of Miss Eleanor Anderson, who had been represented to be his bride, and without any equivocation said that he did not know the young woman, and so far as he knew, never had seen her features before.

If Miss Anderson has been married to a man of the name of Robert Goelet, her husband is in no way related to the Goelet family in this city, Goelet said.

That Eleanor Anderson, who until Monday was telegraph operator in the Grand Hotel, expected to be married to-day there can be no doubt. She had told her friends about it and some one in her behalf evidently called at the Catholic Cathedral on Wednesday to make arrangements for the ceremony. Many of Miss Anderson's particular friends and some of her neighbors in West Fifty-first street, where she lives with her parents, believed that the bridegroom was to be Robert Goelet.

Father McCue, rector of the Church of the Sacred Heart of Jesus, in West Fifty-first street, was led by some one to believe that the bridegroom-to-be was Robert Goelet. The Andersons are parishioners of Father McCue.

The reverend father said: "I became aware of the contemplated marriage between Robert Goelet and Miss Anderson this evening, although I cannot give you the source of my information. However, I do not think the ceremony has been performed, because no outside priest would officiate without first consulting those in this parish."

Their clothes torn from their backs and were cut and bruised from head to feet. In describing the scene Leffingwell said: "We three occupied the last seat in the smoker. I was on the way to Mr. Kellogg's residence at 215 Eagle avenue, Alameda, as his guest. Mr. Rue was going to his home at 215 Clement avenue. Just before the crash we heard a great clanging of whistles, and one of us said, 'There's a train passing.' But it was not passing. In a second afterward there was a sudden darkening of the car, a roar and we were thrown in a heap beneath what seemed to be an inextinguishable mass of wreckage. The seats we occupied were torn from their fastenings. A heavy fire extinguisher hit me in the back. Our garments were in ribbons. Out of it all we managed to scramble and then to survey the scene. The big refrigerator car had telescoped half of the passenger coach and hung there a mere shell.

CRASH WAS VIOLENT.

"People piled out of the train, which was quickly stopped, as it was barely moving when the collision occurred. In every coach and even on the engine there were evidences of the violent impact by the wrenched seats and torn out couplings. For the life of me I can't understand how we three men escaped more serious injury."

After two Pullman coaches were made up the delayed Alamedans were taken home.

George Stack, a switchman on the refrigerator car, assisted in getting Switchman Lazelle out of the wreck. He said the first he knew of an accident was when the crash came, and it threw him off the rear end of the meat car, but did not hurt him. Stack knew Lazelle was at the forward end of the car and as soon as Stack could recover himself he ran to his fellow workman's relief. Stack said he did not know what caused the wreck. Lazelle said he had just caught a glimpse of the end of the train when the smash came. He was removed to his residence, 1774 Tenth street.

ENGINEER'S VERSION.

Concerning the collision Engineer Whis-

NEW SERUM GIVES CURE FOR CANCER

Wars Upon Germ That Installs Disease.

Physician of Cologne Successful in Experiments.

Remedy Is Produced From Parasites That Cause Malignant Growth.

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LONDON, Nov. 5.—A new treatment of cancer, which is believed to mark an important advance, was explained last night before the meeting of the Abernethian Society of St. Bartholomew's Hospital by Dr. Jesse Johnson, a London physician, who has been examining the methods employed by Dr. Otto Schmidt of Cologne.

"Dr. Schmidt's opinion," said Dr. Johnson, "is that cancer is conditional on the presence in the patient of the cancer parasite, which produces a structural change in the cells of the part affected. There has been no difficulty in finding the parasites associated with cancer. Geyford in America, Plimmer in this country and Schuler all have discovered and very fully described a comparatively large number of these parasites."

"The difficulty has been to decide what if any of them is the cause of cancer. Dr. Schmidt believes he has isolated the specific parasite. His explanation of the number of parasites associated with cancer is that they are one and the same, varying in shape and appearance under different conditions. By altering the conditions, Dr. Schmidt says, his parasite assumes all of the different appearances which have led to its being described by other searchers as several parasites.

"With this parasite Dr. Schmidt has done two things—he seems to have sterilized it with liquid air and he has injected it into animals and developed a serum which has the power of destroying cancer cells."

Dr. Johnson described in detail the effects of these injections upon various patients. One was a woman who had undergone no fewer than six operations for the removal of a cancer of the breast. She had also a malignant growth on the forehead, which it was considered quite hopeless to attempt to remove. As a result of Dr. Schmidt's treatment by injections there was a great gain in the patient's general health and the growth on the forehead shrank to a mere scar.

DEATH OF MRS. SCHENLEY AT HER HOME IN LONDON

Deceased Leaves an Estate in Allegheny County, Pa., Valued at More Than \$40,000,000.

PITTSBURG, Pa., Nov. 5.—The death of Mrs. Mary E. Schenley at her home in Hyde Park, London, was made known in Pittsburgh to-day.

Mrs. Schenley inherited much property from her grandfather, General O'Hara, the noted soldier and planter of Kentucky, and from her father, Colonel Croghan of Kentucky. She was the largest owner of real estate in Allegheny County and her holdings here are valued at between \$40,000,000 and \$50,000,000. Mrs. Schenley also owned valuable properties in some of the Western States. She had given much property and money to Pittsburgh schools, churches and charity.

ST. LOUIS CONTRACTOR SHORT IN HIS ACCOUNTS

Elroy S. Platt, Who Attempted to Kill Himself, Is Said to Be a Defaulter.

ST. LOUIS, Nov. 5.—Elroy S. Platt, the St. Louis contractor who attempted suicide in Pittsburgh, Pa., yesterday, is charged with being a defaulter to the extent of more than \$30,000 by the stockholders of the George Platt Contracting Company in a petition which they filed in the Circuit Court to-day asking that a receiver be appointed for the company. George Platt, founder of the company and father of the man in Pittsburgh, assumed the liability for his son's alleged shortage.

It is said to have reported that he was given the right of way through First and Market streets, which is nearly a mile east of the point where the collision occurred.

Division Superintendent W. S. Palmer said: "As the matter has been reported to me the switch engine crew is entirely to blame. The Alameda local was protected by a 'danger' signal set behind the train as it stopped at Peralta street. It was set against all trains on that track and the collision could not have occurred had the engineer of the switch engine heeded that warning signal. The fact is in all likelihood that the engineer thought the Alameda local had gone through and was not observing the signals."



TOM WATSON AT HEAD OF ARMED MOB

Former Populist Leader on the Warpath.

Special Dispatch to The Call.

THOMASTON, Ga., Nov. 5.—Thomas E. Watson, candidate for the Vice Presidency in 1896, once leader of the Populist party and later renowned as an author on account of the success of his historical works, has for the last two days been at the head of an armed faction representing the ultra prohibitionists of the town, which for a time threatened to meet in bloody combat the so-called liquor element, which was also under arms waiting for trouble.

McDuffie County is "dry" under the Georgia local option law, but there have been a number of charges of the existence of "blind tigers." Watson has taken a prominent part and for some time great bitterness has existed between the former Congressman and the leaders of the faction which was charged with encouraging violations of the liquor laws.

A crisis was precipitated a few days ago, when Watson was informed that a young man of the town had used some opprobrious epithets concerning him before a crowd in a local barber shop. Meeting the young man on the street a few hours later, Watson told him what he had heard. The former not only admitted his remarks, but repeated them, with curses. Bystanders prevented a personal encounter, but Watson's antagonist and his brothers proceeded to arm themselves, whereupon Watson also armed himself.

Friends of both sides were quickly under arms and for a time it seemed impossible to prevent bloodshed. Every dealer in the city handling firearms and ammunition was besieged and a battle was expected.

The affair was finally adjusted through the intervention of older citizens, who acted as intermediaries and both factions have now laid aside their arms, though the bitterness has not been allayed and the trouble may break out again.

Terse Statement of Washington's Policy Is Given to The Call.

Special Dispatch to The Call.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Nov. 5.—Around the revolution on the Isthmus of Panama and the proclamation of independence of the "Republic of Panama," the United States has framed a radical policy. Precedent is cast to the winds. American naval commanders on the isthmus, whose force will be increased if necessary, will prevent any conflict between Government and revolutionist troops. Colombia must settle her quarrel with her subjects peaceably, if at all. As the only way, however, to stop yearly, insurrectionary movements on the isthmus and relieve the United States of the burden of policing territory not its own, the new policy contemplates either the recognition of the sovereignty of the new State or the construction of the Panama canal by force of arms, if necessary.

This mailed hand idea, however, will not be turned to action without the approval of the United States Congress, to which the President proposes to set forth the situation in full at an early date, and which will be asked anew, in the light of later developments, to indicate which canal route it desires—Panama or Nicaragua.

The Call correspondent was to-day given an authoritative statement of the United States' policy on the isthmus. It was thus set forth:

"The United States is bound by treaty to preserve free transit across the Isthmus of Panama. Heretofore it has always exercised that right to the advantage of Colombia. The question now arises whether we shall continue to favor Colombia, which has behaved in bad faith in the matter of the canal treaty, or shall we shape our policy according to the conditions now prevalent.

"Nearly every year the United States is required to send troops to the isthmus to preserve transit. The administration is tired of policing the railroads for Colombia. There is no indication that, left to themselves, the revolutionists will not be flying at each other's throats in the future. It is another case of Cuba, save that Cuba was an overseas colony of Spain, while Panama is a province of Colombia.

"President Roosevelt regards the canal question, coupled with the revolution, as advanced to the alternative whether or

Colombian Army Retires From Colon. Secessionists Are in Possession of Isthmus.

COLON, Colombia, Nov. 5, 7 p. m.—The Royal Mail steamer Orinoco with twenty-eight officers, 45 men and thirty women has sailed. The United States auxiliary cruiser Dixie has just arrived.

After a conference this afternoon, General Torres, commander of the Colombian troops here, seeing that the situation was hopeless, agreed to embark his troops on the Orinoco, sailing for Cartagena. A special train from Panama brought General Tovar, who also sailed on the Orinoco.

The people of Colon are now jubilant. The flag of the new republic flies at the railroad stations at Gataun and Bahia Solado near Colon. Troops from Panama will take charge of the city to-morrow.

The Municipal Council of Colon has just notified the Provisional Government at Panama of its adherence to the new republic.

It was arranged yesterday that the Government troops should withdraw to the outskirts of the town and they did so during the night. This morning, however, Colonel Torres marched the troops to the center of the town, which caused a landing of American bluejackets this morning.

Commander Hubbard of the Nashville offered to re-embark the American force if the Government troops would return to their camp on Monkey Hill, where they passed the night. Colonel Torres, however, refused to return to Monkey Hill, which is about a mile from Colon, saying the place was too unhealthy for the soldiers and that it was necessary for them to come to town. The American bluejackets barricaded themselves behind bases of cotton in front of the bank and the railroad buildings and the commander of the Nashville distributed about fifty rifles to private citizens, who assisted the bluejackets in guarding the barricades.

HUBBARD TAKES A HAND.

American Naval Officer Arranges for Withdrawal of Troops.

PANAMA, Nov. 5.—General Tovar and his staff have at last been convinced of the uselessness of their resistance to the provisional government and have accepted the terms offered by the junta. The arrangement to this end was made through the efforts of Commander Hubbard of the United States gunboat Nashville and Superintendent Shaler and Assistant Superintendent Prescott, of the Panama Railroad, who guarantee that both parties will fulfill the agreement.

There is great rejoicing in the city, because the stability of the republic now seems assured. The fact that troops were already moving toward the line probably decided General Tovar and his staff to accept the terms of the junta.

Telegraphic advices received from the interior provinces say there was great rejoicing there when the news of the declaration of independence became known. The Government troops stationed at Penonome, sixty-five miles southwest of Panama, have joined in the revolution.