

TRAINS SMASH, 19 DEAD, 100 HURT

LOLA NORRIS' VIVID STORY HURTS CAMINETTI'S CASE

GIRL TELLS OF FIGHT TO SAVE HONOR

Victim of Young Man's Wiles Tearfully Relates Story of Downfall and Accuses Defendant

"THIRD DEGREE" METHODS RELATED

Graphic Narrative Given to Jury by Young Woman in Tears

If Marsha Warrington's story helped the case of F. Drew Caminetti, who is accused of violating the Mann white slave act, the frank words of Lola Norris hurt it.

More charming in her personal appearance than when she testified in the case against Diggs, more sure of her voice and more becomingly embarrassed at the harsh questioning, Miss Norris proceeded to converse about commiserations when she took the witness chair in the federal district court this morning.

Without a change of voice, only more hesitant and with eyes downcast and full of tears, she retold the almost unbelievable story of her struggle against the wiles of Caminetti for her virtue.

The noon recess found Miss Norris bowling along briskly in her narrative. She resumed the chair this afternoon. Her cross examination is in the hands of Robert Devlin. The defense may get to one or two witnesses late this afternoon, but it is not likely.

NO WORD AGAINST LOLA NORRIS

"I will not have one word to say against Lola Norris. Her cross examination will not be in regard to her relations with me during the Reno episode, or just before. I have no fear of her story. I believe she will tell the whole truth. I do not think she is of the opinion that I persuaded her to go in bad faith."

None of Caminetti's relatives appeared. Crowds came back almost as strong as they were during the Diggs trial. At noon there were 200 people lined up, many of them women, planning to get seats at the afternoon session.

EARLY ENDING PREDICTED There is a chance that the case will go to the jury Thursday. Marshall Woodworth of counsel for the defense told Judge Van Fleet it might be possible for the defense to put its case in tomorrow, Thursday, in any event. If the evidence is in by Thursday at the noon adjournment, it is understood Judge Van Fleet will attend the afternoon session until the closing arguments have been made and the judge's charge in. Judge Van Fleet dismissed the jurors on the

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THE SAN FRANCISCO CALL

will not only be a clean, wholesome newspaper in its news columns, but will also be a clean, wholesome newspaper in its advertising columns. No objectionable medical or indecent advertisements of any character will be published.

Reminds Yankees Mexico Is Civilized and Not Like U. S.

B. ETENSOHN and John A. Willey, who arrived this morning on the steamer City of Para, learned at Salina Cruz exactly what official Mexico thinks of the United States. The Para stayed over night at the Mexican port. Etensohn and Willey took advantage of the opportunity to stretch their legs ashore. They gambled, perhaps a little too freely. At any rate, they ran foul of the police and both were locked up on a charge of disturbing the peace. They were bailed out by fellow passengers, but they had to appear in court the following morning. As they were passengers on a ship about to depart, the magistrate dismissed them with this warning: "You should remember, seniors, that when you are in Mexico you are in a civilized country, not in the United States, and must behave yourselves."

U. S. BRINGS SUIT TO BREAK UP COAL 'TRUST'

PHILADELPHIA, Sept. 2.—A civil suit having for its object the dissolution of the so called hard coal trust was filed in the federal court here today by United States District Attorney John C. Sawrtley against the Philadelphia and Reading Railway company and other roads and George F. Baer and nine other individuals. The suit was brought in behalf of the department of justice. The papers in the suit, which was brought under the commodity clause of the Sherman anti-trust law, charge that the monopoly grew through the formation of the Enterprise company, created in 1871, which finally became the Reading company, and leased railroads and canals intersecting the anthracite coal mining region, until absolute control was secured.

The defendants are: The Reading company, the Philadelphia and Reading Railway company, the Philadelphia and Reading Coal and Iron company, the Central Railroad company of New Jersey, the Lehigh and Wilkesbarre Coal company, the Lehigh Coal and Navigation company, the Wilmington and Northern Railroad company, the Lehigh and Hudson River Railway company, the Lehigh and New England Railway company, George F. Baer, George F. Baker, Edward T. Stotesbury, Henry C. Frick, P. A. B. Widner, Henry A. Dupont, Daniel Willard, Henry P. McKean and Samuel Dickson.

The court is asked to make an order restraining the defendant companies from transporting coal for the interstate or foreign trade.

The companies have an aggregate capital stock of \$117,500,000 and a total funded debt of \$232,108,444.

Oakland Publisher's Kin, Deserted by Wife, Ends Life With Shot

Thomas C. Aschom, Son in Law of Enquirer's Owner, Dies With Mate's Picture by Side Thomas C. Aschom, 35 years old, son in law of G. B. Daniels, owner and publisher of the Oakland Enquirer, committed suicide between 8 o'clock last night and 10 o'clock this morning in his room in the Bue de Lao apartments, Third avenue and East Sixteenth street, Oakland, by shooting himself in the head. His body was found at 10 o'clock by Webb M. Pierce, cashier of the Enquirer Publishing company, a close friend of Aschom. Clashed in Aschom's left hand was a photograph of his wife, from whom he had been separated several months. Mrs. Aschom was formerly Miss Alice Daniels. He had been brooding over the separation. Aschom was a native of Washington, D. C., where his parents live. He left a letter and package for Pierce and a note to the coroner reading as follows: "Please turn this letter and package over to no one but Webb M. Pierce."

JAIL SAWED, CRIMINALS ESCAPE

Convicted Murderer and Burglar Cut Through Steel Bars

DESPERATE THUGS FLEE IN DARKNESS

Make Incredible Flight From Fourth Floor of Alameda County Jail

Sheriff Barnett this morning offered \$100 reward for the capture of either of the jailbreakers. Poses are scouring the hills back of Oakland and detectives and police officers are conducting a close search of the old haunts of the men through Oakland.

Sawing their way through three sets of guaranteed, toolproof half inch jail bars, and a steel cell floor grating, and then climbing down from the fourth story of the Alameda county jail by means of a rope improvised from their cot blankets, Robert Bradley, murderer, and Robert E. Graham, burglar, escaped between the hours of 1 and 6 o'clock this morning.

The discovery was made at 6 o'clock by Night Jailor Harry Woodley and Engineer Edward McLaughlin. The jail breakers took with them the tools they used and all materials which might have been used as clues as to how they secured the means of sawing their way to liberty. They had been rated as desperate characters by Sheriff Barnett and occupied cells in what the sheriff had figured the most secure compartments of the jail—the fourth floor double cells.

STATEWIDE ALARM GIVEN Information was telegraphed at 6 o'clock this morning to all police chiefs and sheriffs throughout central California to keep on the lookout for the escaped prisoners.

Bradley was being held awaiting an appeal on his conviction of the murder of Special Officer J. A. Williams in Oakland a year and a half ago, for which he had been sentenced to life imprisonment at Folsom penitentiary. Three months after the murder he had been arrested for vagrancy and was recognized by a detective as Williams' murderer. He was placed in the Alameda county jail in July, 1912, and after being convicted of murder in the first degree was sentenced, December, 1912, to life imprisonment.

Graham, his cellmate, who had for some time been on probation, attempted another burglary a few weeks ago. Upon being halted on the street by Patrolman Brook, he attempted to escape and the officer shot him in both legs. He was removed to the receiving hospital and admitted to the county jail August 25.

Sheriff Barnett and Chief Jailor Clark are at a loss to understand how the jail breakers secured the tools.

FLED DURING NIGHT Jailor Woodley, in discussing the break, said:

"The jailbreak evidently was committed sometime between 1 and 6 o'clock. I came on duty at 1 o'clock this morning and made my rounds as usual. At this time I opened the door to the corridor of the cell occupied by Bradley and Graham and talked to them. The lights were out, the men were in bed and there was nothing missing. I made my rounds again at 3 o'clock and this time I listened outside the corridor door and heard no signs of noise. At 6 o'clock, when I admitted the engineer, I found that three bars had been sawed from the bottom of Bradley's cell, and that the grating and three more bars from the outside window of the cell had also been removed."

SHERIFF GIVES ALARM Sheriff Barnett said:

"We are doing all in our power to locate Bradley and Graham. I have notified every sheriff and every chief of police in this part of the state, and do not believe that the men will long remain at large."

DOES ROLPH WEAR BOUQUET? SHOULD HOCKS SMILE ALWAYS? LADY SUPERVISORS HUNT POSES

Mrs. Lena Sullivan (left), impersonating Dr. Andrea Giannini, and Mrs. Dorothy Johns as "Billy" McCarthy, in women's skit on supervisors.



WIFE FLEES CAFE, FOILING HUSBAND

While private detectives are scouring the city for his beautiful young wife, Ralph E. Myers, a mining engineer of Globe, Ariz., is pacing the lobby of the St. Francis hotel almost in a state of nervous collapse.

Myers arrived here yesterday afternoon from Arizona expecting to meet Mrs. Myers, who has been visiting in San Francisco for more than a week. He called at the address she had given him as her stopping place, and was told that his wife had not been there for some time. Myers became alarmed and engaged several private detectives. In company with one of them he walked down the street. Opposite a big cafe he saw his wife and a man whose name Myers said was Roche leave the restaurant. He called to her. Instead of stopping, the woman and her escort beat a hasty retreat and became lost in the crowd.

Today Myers and the sleuths exhausted every clue to the wife's whereabouts. The husband said he was too heart-broken to talk about the "unfortunate affair."

Great Combing of Wigs and "Trying 'em on" at Rehearsal

Does the mayor ever wear anything but a pink carnation in his button-hole? And just how does Supervisor "Billy" McCarthy make his light brown hair lie down so smoothly? Likewise does Doctor Giannini invariably stand with his hands in the pockets of his trousers or of his waistcoat? Also, should Oscar Hocks smile a great deal or only occasionally?

Any one able to supply these details will confer a favor on the members of the Women's Political League by communicating with them at once.

It is all because of the play, "When the Lady Supervisor Comes to Town," which will be presented tomorrow afternoon and Thursday night at Scottish Rite hall by masculine impersonators from the league, under the leadership of Miss Mary Fairbrother. She is president of the league and author of the skit, which embraces bits of vaudeville as well.

REHEARSAL ON TODAY Informal rehearsals of costuming in the garb copied as nearly as may be after the individual attire of the city fathers are taking place all day today, and wigs are being combed and recombed, patted, pomaded, twisted and pulled, in a serious endeavor to make them as like as possible to the exact mode portrayed in the picture.

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MONEY LENDER BADLY BEATEN

Lying unconscious in a pool of blood, Charles E. Fuller, proprietor of a loan office at 1434 Seventh street, Oakland, was found at noon today behind the counter of his store, where robbers had beaten and gagged him. A large three karat diamond ring was taken, and it is believed other valuables were stolen.

Fuller was alone in his place during the noon hour, and was not found until J. Gould, whose mother keeps a rooming house above the loan office stepped in. Five policemen were detailed on the case, but found no clue to the assailants. The instrument they used in beating Fuller was not discovered. Fuller was taken to the receiving hospital and is in a serious condition. He could only give a meager description of the men who attacked him.

Rich Farmer's Wife and Daughter Slain

RICES LANDING Pa., Sept. 2.—Mrs. Josie C. Rice, 60, wife of one of the wealthiest farmers in this section, was found dead in her home today, her head beaten to a pulp, with her granddaughter, Bertha Fox, whose skull was fractured. Poses are scouring the surrounding country for trail of the assassins.

BODIES HURLED HIGH IN AIR BY REAR END CRASH ON EAST'S TRAGEDY ROAD

Pile Victims by Track—Pullmans Crowded With Returning Summer Resorters Are Splintered—Another Chapter in Grim Record of Line Is Written on the Day Mellen Quits

TRAIN CREW DECLARES DENSE FOG HID BANJO SIGNAL TILL TOO LATE

TALFORD CROSSING, Conn., Sept. 2.—A. B. Miller of North Haven was engineer on train No. 95, which crashed into the train ahead. He jumped and saved himself. He was interviewed by Coroner's Physician Goodrich shortly after the wreck and said: "Owing to the fog it was impossible to read the banjo signals along the line of the road without running very close to them. We came to the banjo signal a mile north of the North Haven station. It was set against us. I immediately applied the emergency brake, but the crash came before I could get action on the brake. There was absolutely no chance to stop." T. F. Fowler, conductor of No. 95, also escaped uninjured. He told Doctor Goodrich that Engineer Miller's statement was correct so far as he was able to observe. He said there was absolutely no chance to see but a few feet ahead owing to the fog.

BULLETIN NEW HAVEN, Conn., Sept. 2, 5 p. m.—Nineteen dead and 100 injured was the known record this evening in the wreck on the New York, New Haven and Hartford railroad, in which the first section of the White Mountain express raimed the second section of the Bar Harbor express near North Haven.

Identified Dead R. A. HOTCHKISS, son of Leonard Hotchkiss, of C. W. Scranton & Co., brokers, New Haven. ALBERT GREEN, New York. WILLIAM ALTSHULT, Norfolk, Va. FRANK B. BUTLER, vice president and sales manager, Scranton Bolt and Nut company, Scranton, Pa. L. H. MARTIN, Bryn Mawr, Pa. M. T. TAMI, a Japanese, address unknown. ROBERT YAHN, Boston, died at New Haven hospital.

NEW HAVEN, Conn., Sept. 2.—The New Haven road added one more to its frightful series of fatal wrecks on the sand plains a mile north of New Haven station today, when the first section of the White Mountain express No. 95 southbound crashed into the rear end of the second section of the Bar Harbor express. It cut a swath through the Pullman sleepers Chancellor, from Kineo, Me., and Kasota, from Portland, Me., and partially telescoped the Pullman sleeper Chisholm, killing 18 passengers and injuring at least two score others.

The bodies of the dead were torn and mangled in the wreckage or hurled into the air, many of them landing in a nearby water melon patch. The injured were scattered through the wreckage or strewn along the tracks.

ANTIQUATED SYSTEM OF SIGNALS The Bar Harbor express, running an hour and a half late, had stopped at a banjo signal, a part of the antiquated system used for years on this division.

Whether they sent out a flagman or set the torpedoes necessary to stop the following train is a question. The Bar Harbor trainmen assert they did. Engineer A. H. Miller, whose home is not far from the wreck, and who was on the White Mountain express, says he saw no flagman and heard no torpedoes, and in the dense fog could see nothing until he suddenly discovered the signal against him and applied the emergency brakes, but too late to prevent the crash. Miller and his freeman, Albert B. Robertson of Springfield, Mass., stuck to their posts.

The engine, one of the new super-heater Moguls, No. 1337, an exact duplicate of No. 1338, which caused the big wreck at Stamford, went through the cars with little or no damage to its parts.

Both trains were loaded with passengers returning from the Maine and White Mountain resorts for the summer and many of them were dressing, while some were still asleep in their berths. The dead were brought to the James street trolley car barn in this city, which were converted into a temporary morgue. VOLUNTEERS REMOVE VICTIMS The dead and injured were removed from the wreck by train hands and volunteers among the passengers, including several newspaper men who were traveling on the train. The dead were laid along the tracks as fast as they could be gathered together. Eighteen bodies were removed and they were taken to the James street trolley car barn in this city. The New Haven-Wallingford trolley

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