

theatre, which is above the street grade and fully twelve feet in width, was wedged with struggling, screaming men, women and children. In that jam the two women who lost their lives were literally crushed to death.

No accurate estimate of the number of persons in the theatre at the time of the panic could be obtained last night. Estimates ran all the way from 300, made by Commissioner Johnson, to more than 1,000, made by those who were on the street when the outpouring of humanity started.

A picture entitled "Da. Gar El Hama, Dargdevil," was being displayed when the panic started. Owing to the fact that it was a Sunday night, the place was jammed both on the main floor and in the balcony.

The darkness of the theatre was suddenly lighted up by a red glare on the screen, reflected from the operator's box, followed by a muffled explosion and the scream of a boy in the balcony, who yelled "Fire!"

Realizing the danger if the crowd began a stampede in the darkened building, Irving Steiner, the operator, threw on the switch that lighted the lights throughout the building. At the same time Arthur Davies, the lecturer, who was on the platform explaining the film, faced the crowd and implored them not to get excited, but to keep their seats until they were able to leave by the four exits.

Many of these seated on the ground floor obeyed this advice and escaped from the theatre unhurt. Those in the balconies, however, were swept with a wave of fear and started a mad rush for the double stairways leading to the front exit from the balconies.

Men Fought Like Brutes.

Men were the first to gain the aisles, sweeping women and children to one side in their headlong rush for safety. In their hysterical haste they stumbled and fell down the steps, only to be fallen upon by those in the rear, who shouted wildly for help. In a moment the stairways were blocked with fighting, tearing men and women.

Seeing the majority of those in the balcony making for the main entrance, the rest of the audience started for the side exits. They did not wait for these doors to be opened by the special officers on guard, but butted their way toward them, almost ripping the doors from their hinges. When they reached the fire escape landing they fell to their knees and were caught in the crush behind them.

At the Houston street entrance Sergeant McNamara and Patrolman Cunningham, of the 5th street station, saw the crowds bulging through the exit and tried to restrain them. Seeing this was impossible, they began to pull those below from the mass of struggling humanity. As fast as this was done the dead and injured were laid on the sidewalk, where the ambulance surgeons ministered to them.

The report that ten persons had been killed caused Inspector Meyers, Captain Tierney and Captain Rohrig, with two hundred policemen, to rush to the theatre. After a furious battle they succeeded in pushing back the thousands of sightseers who jammed the streets. Police lines were formed from Allen street on the east to the Bowery on the west and for three blocks each way north and south.

Chief Kenon, after ordering the arrest of Steiner, the operator, had the partly burned film taken to the Bureau of Fire Prevention, where it will be analyzed.

Steiner, who had extinguished the small blaze with the aid of a bucket of sand and a hand grenade, was hysterical in the station house and had to be treated by an ambulance surgeon.

Rose Segal, the ticket taker, whose booth is to one side of the main entrance, remained in her office all through the panic and was uninjured.

A cry of fire by a boy eight years old following the burning of the film, was responsible for the catastrophe. Two special patrolmen and several ushers did their best to restrain the crowd and cried out there was no danger, but their words were unheeded.

Half a dozen men got out of the theatre in safety at the first rush. As they reached the street they, too, began to shout "Fire!" This brought hundreds of persons to the scene, who apparently tried to get in and rescue their relatives. Their efforts added to the confusion at the entrance.

The shrieks of the men, women and children buried underneath in the mass of humanity could be heard for blocks around. It was feared that most of those numbering almost five hundred, piled up in the heap had been killed.

Five minutes after the accident happened Battalion Chief Kelly, with Truck Company 8, and Engine Company 25 arrived. Kelly got his men to push the crowd back. This, however, was impossible. Then he ordered his men to jump over the crowd and throw them back. This was effective. In ten minutes Kelly managed to get most of the panicstricken persons back into the theatre. Then the work of removing the dead and injured began.

Scene Shocks Firemen.

Chief Kenon and Deputy Chief Langford soon arrived. Between them, and assisted by Inspector Myers, Captains Tierney and Captain Rohrig, they managed to clear the crowd and get a semblance of order.

"It was the worst scene I have ever looked at," said Kelly. "Men, women and children were piled on top of one another at least fifteen feet high, and their screams and cries were pitiful."

During all the excitement Rose Segal, of No. 162 East Houston street, ticket seller at the theatre, tried to tell the panicstricken crowd that there was no danger, but they paid no attention to her. She had locked herself in the cage, and after the panic was over took the cash and went home.

Samuel Grossman, of No. 215 East Houston street, and Joseph Russo, of No. 112 East Houston street, two special policemen attached to the moving picture place, rescued a number of young children in the place at the time. After opening up the four exits in the place, they seized the youngsters and literally threw them to regular policemen.

"It was like a mudhouse," declared Grossman. "In less than five seconds after the film took fire pandemonium reigned in the place. I tried everything in my power to assure the people that there was no danger, and if they would only keep their seats everything would come out all right, but this only seemed to urge the persons to push forward the more."

The theatre, which is owned by Abraham Minsky and Charles Steiner, is in the middle of the block on the south side of East Houston street. The neighborhood is a congested tenement house district, and the police from three stations had all they could do in keeping the crowds from hampering the work of rescue.

Chief Kenon was of opinion that the fatalities were caused by one or more persons falling in a rushing down stairs. Before they had a chance to get up the others in their wild rush fell on top of them.

Assistant District Attorney Minton and

Coroner Feinberg went to the station house and examined Steiner, who was later held as a material witness. It was some time before they succeeded in getting him to make a statement. After he had related in great detail the events leading up to the accident he broke down and wept.

"My God," he fairly shouted. "I am not to blame for those people being killed and injured! I tried everything in my power to prevent it. The people seemed to have lost their heads. What will I do now?"

Then he began to wring his hands, and walk up and down the captain's room, where he had been examined, like a maniac. The captain tried to quiet him, but all in vain. "I know they will blame me for this, and they will probably send me 'up the river' for five or ten years!" he exclaimed.

Neither Mr. Minton nor Coroner Feinberg would say anything regarding the examination.

Adolph Witter, of No. 51 Norfolk street, who was attending the performance with his wife, Bella, was one of the cooler heads. His wife became frightened and started to run, but he stopped her, and at the same time prevented a number of others from rushing out.

Fire Commissioner Johnson, accompanied by his secretary, Chief Kenon and Deputy Chief Langford, made a thorough examination of the building after the dead and injured had been removed. After leaving the theatre he talked to a group of newspaper men and told them the results of his investigation.

The Commissioner said there were thirty benches, arranged in two rows, on the main floor, and that these seats, with those in the balcony, permitted a seating capacity of about 200.

"The theatre complied in every way with the building laws," said the Commissioner, "but what happened to-night can be laid solely to the panic. Chief Kenon tells me that all the laws have been complied with. Why, this is nothing—there are lots of places in New York worse than this."

When the Commissioner made the last remark he meant that the building was not contrary to law, but that there are many in the city that do not permit such places as this to be above the grade of the sidewalk," he was asked.

Ordinance Should Have Passed.

"The building laws permit these places to have stoops, although there is now an ordinance before the Board of Aldermen which aims to do away with them. It should have been passed long ago. When Commissioner Waldo was head of the Fire Department I recommended the use of balconies be done away with."

Commissioner Johnson was then asked if he had heard there were more than a hundred persons standing in the vestibule at the time the cry of "Fire!" was raised. He said he had not.

"But," he added, "even if it was done here to-night, it is done in every one of the eight hundred movie picture theatres in the city, especially on Sunday nights."

PANICS START EASILY IN "MOVIE" HOUSES

Wild Rushes for Exits Follow Alarms in New York's Small Theatres—Many Fires.

The history of New York's small theatres, particularly on the East Side, is marked by frequent outbreaks of incident fires, with unfading stories of panic and disorder in their wake. The great popularity of the "movie" in the densely crowded sections of Manhattan, Brooklyn and The Bronx on Sundays causes no end of nervousness to the managers and to the inspectors of the Fire Department, who have to keep watch over them constantly to detect violations of the staid laws.

Almost any accident in a theatre is liable to cause a panic. A sudden cutting off of the electric lights produces many fire scares in small theatres. On January 18, 1911, flames raged for two hours in the basement of the Academy of Music, and an audience of twenty-three hundred, in ignorance of the battle which the firemen were having in dense smoke below, sat through a sacred concert, the music drowning out all other sounds. This was a noteworthy example of the ability of theatre managements to cope with a thrilling situation.

A day later a fire close to the Liberty Theatre, in East New York, shut off the electric lights, and a near-panic prevailed for ten minutes, or until a policeman rushed inside and made himself heard. His explanation quieted the struggling crowd, which later fled out in comparative good order.

In April, 1910, a concrete entrance to a moving picture theatre at No. 124 Livingston street collapsed, and a panic followed. Many were seriously injured. In December, 1911, a burning stable started a panic in a motion picture theatre in East 195th street, which was quelled only by the quick wit of the pianist, who struck up the airs of Harlem's "Little Italy," and calmed the spectators.

On January 14 last fifty girls in the Thanhouser Film Corporation, in New Rochelle, leaped through windows to escape death in flames that threatened to destroy the plant. A whole company playing "Sherlock Holmes" was forced to leave in a panicky fashion by way of the windows.

Hundreds of women and children were imperiled when a panic started in Gaiety's Manhattan Theatre, No. 212 Broadway, last November. A fire ignited, and a still alarm was sent into the nearest firehouse. The changing of the gong outside sent the audience into the aisles. Firemen managed to break up the crush at the doors.

BIRD, WALDORF MESSENGER

Pigeon Flies 75 Miles Over Sea in 27 Hours.

When Fred Eisler, an assistant manager of the Waldorf Hotel, ascended to the roof yesterday afternoon he was surprised to see a pigeon strutting about on the waistcoating. The bird had a bit of paper tied about one of its legs, and when Eisler caught the bird and unrolled the paper he read this message:

H. L. Stewart, Waldorf-Astoria, New York.
Friend Stewart: If my pet pigeon could reach you with this message, he would be glad to have you call on him. Sincerely yours, A. SCHURACH.
Aboard the Prinz Friedrich Wilhelm, 9 a. m., Saturday.

Eisler took bird and message to Mr. Stewart, assistant manager of the hotel, and the mystery was then explained. The bird is believed to have flown over the ocean for a distance of about 75 miles in twenty-seven hours.

Mr. Stewart said last night that about fifteen months ago Mr. Schubach, who is president of the Western Alaska Steamship Company, was at the Waldorf, and left a pair of carrier pigeons with him, as he was on the point of sailing for Europe. He returned three weeks ago, with his wife, and sailed again last week, taking the pigeons with him.

MISS BATES'S HUSBAND SUSPENDED FROM OFFICE

Denver Mayor Prefers Charges Against Police Commissioner for Calling His Associates Names—Refused to Resign.

Denver, Feb. 2.—Police Commissioner George Creel, newspaper man and the associate of Judge Ben B. Lindsey in municipal reforms, was suspended from office yesterday pending hearing on charges preferred against him by Mayor Henry J. Arnold, who alleged that Mr. Creel was causing dissension in the fire and police board by calling the members names.

As a result of a wordy controversy with Commissioner Creel yesterday, the Fire Commissioner, T. F. McGrew, resigned "for the good of the service."

Mayor Arnold yesterday asked Commissioner Creel to resign. The commissioner refused. Mayor Arnold then preferred the charges against him.

Commissioner Creel caused a commotion in Denver when he first assumed office by ordering the police officers to give up their clubs and night sticks and by issuing an order forbidding liquor selling in the segregated district.

Soon after Mr. Creel returned to Denver, following his recent marriage to Miss Blanche Bates, the actress, Mayor Arnold ordered the night sticks returned to the patrolmen. Later the police board gave permission for the sale of liquor in the restricted district over Creel's protest.

Commissioner Creel accused Fire

Commissioner McGrew of drunkenness and using fire machines as midnight joy wagons. At a board session McGrew had opposed Creel's motion to discharge all uniformed officers found drinking in saloons and to subject the members of the board to the same discipline and penalties. The commissioner declares that his plan for eventually doing away with the segregated district in its entirety was the real cause for his suspension.

Church congregations of all denominations, by rising votes, indorsed today Commissioner Creel's moral uplift policy and denounced the action of the Mayor. Senator Shafroth, Judge Lindsey, City Supervisors Skinner and McGauran, Sheriff Daniel Sullivan and scores of others prominent in Denver and Colorado politics denounced the suspension.

McGauran, who is president of the Board of Supervisors, declared that he would ask by resolution for the resignation of Mayor Arnold at the next meeting of the board. "The attempted removal of Creel is an inquiry against good government," he said. "The administration and the Tenderloin are apparently linked in a conspiracy to drive Creel from office."

SEES LESSON IN FIRE

Alderman Folks Favors Having "Movies" on Street Level.

WOULD PREVENT PANICS

Author of Ordinance Vetted by Gaynor Urges Greater Safety for Public.

When the details of the tragedy had been communicated last night to Alderman Ralph Folks, author of the Folks ordinance regulating moving picture shows, the majority leader in the board evinced particular interest in the fact that two persons had been trampled to death on the stairway.

"That indicates to me," he said, "the necessity of having these shows on the street level. Under the proposed law the Superintendent of Buildings would have authority over such details. The ordinance provides that the proprietor of every moving picture theatre with a seating capacity of 500 or less shall first get a certificate from the Fire Commissioner and another from the Superintendent of Buildings reciting that his place of entertainment does not violate any of the provisions they deem necessary in such cases for the safety of the audience before he may obtain his license."

"By doubling the seating capacity, which is now 300, of those shows exempt from the regular theatre regulations, the framers of the ordinance would make it profitable for the moving picture show proprietor to rent a hall on the street level. As the great danger in such places comes from panic, not fire, it seems to me the safer the street level they are the better."

The Folks ordinance, originally drawn up and introduced into the Board of Aldermen by a special committee appointed by Mayor Gaynor to inquire into the subject of moving picture shows, was finally passed in a modified form at the end of last year and vetoed by the Mayor. He vetoed it solely because Alderman Develing, the minority leader, backed by Canon Chase, of Brooklyn, and others had succeeded in having it amended to include an official endorsement of films by the Board of Education. The Mayor was opposed to such a provision on principle, because he considered it unconstitutional.

The Mayor, however, specifically approved of the other provisions of the ordinance. These doubled the seating capacity of moving picture shows exempt from the theatre law—from 300 to 600—putting them in a class by themselves in the matter of regulation. Under the present law moving picture theatres with a seating capacity of 300 or less are practically exempt from the ordinance, the result being the existence of a large number of dangerous, unsanitary and demoralizing resorts, into which children under sixteen are herded indiscriminately with adults of both sexes.

Mayor Gaynor therefore suggested that the ordinance be reintroduced into the Board of Aldermen with the censorship provision omitted. This has been done. The proposed ordinance requires every proprietor to get a new license, which he cannot obtain unless he can first get a clean bill of health from the Fire Commissioner and the Superintendent of Buildings.

It provides for the segregation of women and children when unattended by male escort, and forbids the introduction of cheap vaudeville features.

GET \$8 A WEEK FIRST YEAR

Hebrew Institute Graduates Advance Rapidly, Report Says.

More than 1,000 boys have been graduated from the Hebrew Technical Institute since its establishment, twenty-nine years ago, and of this number 75 per cent are actually engaged in mechanical work. From figures compiled by Joseph L. Buttenwieser, president of the institution, the net earnings of a boy the first year out of school are estimated at \$8 a week, increasing to \$20 after he has been out five years. Thirty dollars is the average, he says, in ten years, while those who were graduated with the class of '96 have been found to be earning more than \$60 a week.

President Buttenwieser made this announcement yesterday at the annual meeting of the institute at its school, No. 35 Stuyvesant street. The report says there are at present 268 boys in the day school, and others who have applied for admittance are kept out because of lack of accommodations.

The institute needs \$120,000 for an additional building adjoining the school. A hundred or more persons who attended the meeting volunteered to subscribe their share of the money needed.

Jacob H. Schiff and Dr. Henry L. Leipsig made addresses, and others present were Adolph Lewisohn, Felix M. Warburg, Samuel Sachs, Nathaniel Myers, Samuel D. Levy, A. Steinman and Mortimer L. Schiff.

MORE DELAY FOR SUBWAY CONTRACTS

Plained his attitude on the subway question, declaring that it had not been changed. Mr. Unversagt, who, according to the Directory of Directors, is president, treasurer and general manager of the Standard Finance Company, declared that the people demanded municipal ownership and operation and nothing else would satisfy them. Any city official advocating a different course would be regarded as a traitor.

SAYS TRACTION COMPANIES ARE THIEVES.

"The traction companies are generally regarded as a lot of thieves that would disgrace the Spanish Main," he wrote to President McAneny, "and I, for one, would much rather do without subways than to have them built them at their own expense and give them to the city."

Borough President McAneny takes the superheated remarks of his correspondent calmly and replies that in providing for the new subways the officials were bound to deal with conditions and not theories. He continued:

We have in greater New York two great private rapid transit companies, one of them carrying under a franchise over the city and the other under a lease that has something like sixty-seven years still to run. If we are to have a universal transit system, these lines must be utilized. If they are not, the direct loss to the taxpayers alone, who must continue to pay double what they could pay once, would be greater than the entire cost of carrying the interest and sinking fund charges upon the city investment. In order to secure the best possible transit for all the people, it is absolutely essential that, instead of building a third and separate system, intersecting and dividing those at present existing and establishing for a great part of the city even a third fare, we hitch the old lines onto the new ones.

You will appreciate, of course, that the franchises of the present operating companies cannot be taken away from them and practically a universal transit system, not even by an act of the Legislature. The city's representatives have, therefore, been confronted with the alternative of "hitching them out" upon the best obtainable terms.

The city, in assuming to the operating companies their present net earnings, in return for the carrying of passengers over a system of tripled mileage and for the investment of new capital amounting to \$100,000,000, is not to pay anything above the carrying charges until the city itself is receiving profit, is paying the lowest price that will or can be accepted.

A good deal has been said about the bonds sold by the Interborough company to the 20 bankers who are furnishing the \$100,000,000 of capital required through J. P. Morgan & Co. Under the contract, however, the city is not to pay the interest upon these bonds, but only upon the actual cash contributed. If the city of \$1,000 bond for 95¢, for instance, the city will pay interest on \$95, and not on \$1,000.

It has been contended that the police named represents only what the market would give for a bond based on a franchise only, and not upon real property. The fact that the Brooklyn company is able to secure only 92¢ and that other municipal enterprises, like that in Chicago, for instance, have failed to get more than 95¢ seems to bear this out. If a higher price were paid it would be paid to the Interborough company, which in turn would repay the additional profit, and not to the city.

How Prendergast Stands. Controller Prendergast, in a letter to Frederic C. Howe, managing director of the People's Institute, yesterday declared that the declaration in resolutions adopted at the Cooper Union meeting of last week, that members of the Board of Estimate, in favoring the proposed subway contracts, had repudiated pledges made to the people, was not only "offensive," but was "absolutely untrue."

"If you know as much of the facts regarding these transit proposals as you should know," he added, "you would admit that your implications are untrue. Apparently the only information upon which you have proceeded is that contained in certain newspapers and the further unbalanced statements of Mitchell and Maitine."

It would appear that the people who drafted your resolution have simply followed the lead of Mr. Mitchell in denouncing his associates in the Board of Estimate for breach of faith."

The Controller went on to say that he and those in the board who stood with him never questioned the sincerity of Mr. Mitchell, but he (Mitchell) was not willing to accord to the others the same measure of good faith.

The Controller pointed out that in the summer of 1911 Mr. Mitchell united with other members of the board in a proposed arrangement with the Brooklyn Rapid Transit Company, whereby the latter was to put in a large sum of money for construction. The principle there was exactly the same as that involved now.

"We are interpreting the platform upon which we were elected," he said, "in strict accordance with the developments of the subject we are treating and the demands of public opinion."

"This subway business could have been settled five years ago," he said, "if they had only kept politics out of the Public Service Commission. It could be settled now if they would only yank politics out of it. That is the whole trouble in a nutshell."

Mr. Metz said he expected to make a speech in Congress on the tariff and wished to get some first hand information on textile manufacturing and wages paid the workers abroad before preparing his speech.

WOMAN ESCAPES FROM IMMIGRATION OFFICIALS

Acrobat, Said To Be Husband, Spirits Her Ashore and Into Automobile.

DETENTION WAS ORDERED

Action Due to Message Received from London—Booking Agent Tries to Explain Affair.

Although she had been ordered detained by the immigration officials, Mme. Ette Boganny, a saloon passenger on the Cunard liner Carmania, escaped through the customs lines soon after the vessel docked last night, accompanied by her husband, Joseph, an acrobat, now performing in a local vaudeville theatre. She had many diamonds on her when she got away, and detectives were sent out to find her.

The woman, whose age appeared on the ship's manifest as thirty-three, but who appeared to be forty-five, was held by the immigration officials because of information concerning her that had come by cable from London.

Mme. Boganny was ordered to appear before the boarding immigration inspector shortly before the vessel left. Quarantine, and was asked several questions not usually presented to aliens. She was ordered to remain aboard the vessel over night, that she might be taken to Ellis Island this morning.

Two Men Approached Gangplank.

Meanwhile two men who were on the pier approached the gangplank. One of them, who professed to be the woman's husband, forced his way aboard, and later contrived to spirit the woman ashore and into a limousine touring car bearing a number not recorded at Police Headquarters.

Within five minutes after the woman got away a man who declined to give his name, but who said he represented a theatrical agency, the agent who had booked the Boganny troupe of acrobats, made an effort to placate the customs and immigration officials and the representatives of the Cunard line, who demanded that Mme. Boganny be produced at once upon the pier.

The agent was told the woman had defied the laws of the United States and that she and her agents were likely to be punished by a fine and imprisonment. The man declared that Mme. Boganny was ill and in need of immediate medical attention, but that she would soon return to the pier.

Finding that the officials were not satisfied with this explanation, the agent was taken aboard the Carmania by Detective Mallon for further interrogation and there he became abusive. He was reprimanded several times and finally ordered ashore. Meanwhile the baggage of Mme. Boganny was taken back to the ship and put under lock and key.

Joseph Boganny reported at the theatre last night, and when asked why he had taken the woman from the pier said it was nobody's business. He declared she was ill in bed and it was no concern of any one where she was.

The immigration officials received word from London to watch for Mme. Boganny who was a passenger on the Carmania. The information said she was coming here to live with a man named Boganny and that it would be well to find out if he was her husband. The information further stated that she had used the name of Saunders in London and Clifton in South Africa.

Boy Acrobat Released.

She was met by one of the acrobats, a boy of sixteen, who kissed her and declared she was his mother. He said his name was Cyril Saunders. The boy was held as hostage, but on learning that he had been permitted to land here several days ago with the troupe he was released.

Mme. Boganny told the immigration officials she had been married to Boganny ten years, and had come here to join him.

Because of the vituperative remarks and generally hostile attitude of the man, who said he represented the theatrical agency, the customs and immigration officials declared that hereafter the customary courtesies enjoyed by theatrical managers would be withdrawn.

Mme. Boganny would not have been able to get off the ship if the man who accompanied her had not resorted to trickery. All aliens going ashore are required to present a ticket at the gangway. Mme. Boganny had her ticket, but it was not stamped as "passed." As she was detained the man with her said: "Never mind the ticket. We are going ashore merely to attend to some baggage and will be right back." As soon as they were ashore the couple hurried through the customs lines and were soon speeding away in the limousine.

SIR E. GREY DENOUNCED

Views on Passport Question Objected to by Jews.

London, Feb. 2.—In his presidential address to the board of deputies of the British Jews today, David Alexander denounced Sir Edward Grey's attitude on the passport question. He declared that it was a virtual submission to Russia's claim to discriminate between the British Jews and other British subjects.

The British Foreign Minister announced last November that he would decline to approach Russia with a view to securing the withdrawal of the restrictions placed on British Jews in that country, on the ground that such action on the part of Great Britain would lead to the termination of the Russo-British treaty of commerce.

METZ BLAMES POLITICS

Former Controller Diagnoses a Municipal Complaint.

Herman A. Metz, former Controller and now Congressman-elect from Brooklyn, arrived here last night from Liverpool on the Cunard liner Carmania, after a trip of inspection of the textile districts of Saxony.

"This subway business could have been settled five years ago," he said, "if they had only kept politics out of the Public Service Commission. It could be settled now if they would only yank politics out of it. That is the whole trouble in a nutshell."

Mr. Metz said he expected to make a speech in Congress on the tariff and wished to get some first hand information on textile manufacturing and wages paid the workers abroad before preparing his speech.

LIGHTSHIP'S GLARE CAUSE OF COLLISION

Big Schooner Sinks After Crash with Liner Off Five Fathom Bank Beacon, Near Delaware Breakwater.

Philadelphia, Feb. 2.—The Hamburg-American liner Prinz Oskar, which sailed from this port yesterday for Hamburg, has a large hole stove in her port bow, and the four-masted schooner City of Georgetown is at the bottom of the sea as a result of a collision early to-day near Five Fathom Bank Light, beyond the Delaware Breakwater.

The schooner, laden with a cargo of salt from New York to Savannah, sank within eight minutes.

Captain A. J. Slocum and his crew of seven men lowered a boat and left the schooner just before she sank. They were taken aboard the Prinz Oskar, which returned to this city. The liner, which carried seventy-five passengers, was listing to starboard when she reached the yard of the New York Shipbuilding Company, where she will be repaired.

When the Prinz Oskar arrived here two anchors and much of the forward

rigging of the schooner were wedged in the hole caused by the collision.

The big light from Five Fathom Bank Lightship is said to have been responsible for the accident. The City of Georgetown was heading toward Cape Hatteras, in the southeast, while the steamer's course was toward the northeast, to reach the transatlantic steamship route. The light shone between the two approaching vessels and when the lookouts gave warning it was too late to avoid the collision.

The passengers on the steamer were in their bunks when they were startled by the crash and many rushed on deck clothed only in their sleeping garments. They were speedily reassured, however, by the officers and crew.

The City of Georgetown was built in Bath, Me., in 1902, and hailed from New Bedford. She was 170 feet long, 40 feet beam and had a capacity of 1,000 tons.

KAISER INTERFERES TO SHIELD TURKEY

TO SHIELD TURKEY

Continued from first page.

statements on arriving in London, that the Balkan peoples, who had adapted America's Monroe Doctrine to their peninsula, aspired to become the Americans of Europe. They had inaugurated a policy of sincerity and straightforwardness, as was proved by their frank conduct in the peace conference, where they demanded from the first exactly what they intended to take, after tergiversation and double dealing on the part of the Turks.

The Balkan representatives, he said, would not have waited to their own disadvantage so long before resuming hostilities but for the genuine regard which the Balkan kingdoms had for the advice of the powers. He again rejected the idea that even a small fraction of Adrianople should be retained by Turkey.