

ELEVATED CAR FALLS TO STREET

Dozen People Killed in New York Through Somebody's Blunder.

SIX MEN UNDER ARREST

Train Leaves Track on Curve and One Car Falls to Street With Truck on Top—Over Forty Injured.

NEW YORK, Sept. 11.—Through somebody's blunder, a Ninth-avenue elevated train went through an open switch at Fifty-third street about 7 o'clock this morning. One car crowded with people fell to the street, and 12 persons were killed and more than 40 injured, 14 of them seriously.

The cause of the accident and the immediate responsibility remain to be seen. The motorman of the wrecked train is a fugitive, while a switchman, conductor and four guards are under arrest. The switchman is charged with manslaughter and the trainmen are held as witnesses.

Whatever may have caused the mistake, the accident, the worst in the history of the elevated railroads in New York, came when a south-bound train on the Ninth-avenue line was switched off to the Sixth-avenue line at the Fifty-third-street junction. The motorman, expecting a clear track on the direct line of the Ninth-avenue, without regarding the warning signal that the switch was open, rushed his train along at a high rate of speed.

The first car swung around the right-angle curve, holding to the rails because of the weight of the train behind. Then the switch became too great. The couplings broke, the second car was whirled about almost end for end, and, to the horror of those who looked on from below, pitched into the street.

The first indication the people on the sidewalk had of the wreck was a loud rumbling along the overhead structure. Looking up, they saw a shower of sparks. Then followed splinters and the sound of splintering timbers. Suddenly the outer guardrail of the railroad structure gave way, a score of bodies were hurled through space, and with a deafening crash the car fell to the street. For an instant it stood fairly on end. Then the sides gave way as if they were made of pasteboard, belching out a mass of humanity.

Truck Falls Upon Injured. These passengers who had not jumped from the platforms and windows before the plunge came were thrown into a mass at the forward end of the car. As the injured men and women were struggling to free themselves the heavy front trucks of the third car fell almost in their midst, as the car itself jumped partly off the elevated structure and was wedged against a building at the southeast corner of Ninth avenue and Fifty-third street.

Huge crowds were soon on the scene, and the first work of the hastily summoned police reserves was directed to clearing a way for the rescuing of the passengers pinned down by the car. Almost every ambulance in Manhattan was summoned, and the injured and dead were hurried away with all speed.

Three alarms of fire brought many engines to the scene. A slight fire caused by burning insulation was quickly extinguished, and the firemen set to work chopping out the dead and injured. The task was not easy, for the heavy car in falling had almost completely buried pedestrians in its wreckage. At least one was killed outright in this way. Policeman Henry Aitkens, who was standing directly under the elevated structure, is among those most seriously injured. Eight persons were dead when taken out of the wreck, and four died later at hospitals.

The Dead. JACOB M. ANEPACH, a merchant and member of the Newark (N. J.) Board of Trade. ERNEST F. SCHEIBER, an electrician. THEODORE MORRIS, colored. SOLOMON COCHRANE, employed by the Mutual Chemical Company. CORNELIUS MC CARTHY, a laborer. JOSEPH BACH, a policeman. WILLIAM LEHR, an electrician. JAMES COOPER, employed by Fireproof Tenement-House Association. EMMA CONHOVEN, 60, in Roosevelt Hospital. LOUIS EBERLE, clerk, married and had two children.

Cornelius A. Jackson, was first arrested. Then Conductor J. W. Johnson and Guards Higginson, M. McDavitt, W. L. Berry and B. Clark were taken into custody. At a preliminary hearing this afternoon all the men waived examination.

Two versions of the cause of the wreck were told to the Coroner. One of these was that the switchman had set the tracks for a Sixth-avenue train, and when he saw his mistake had attempted to rectify it while the train was on the curve, the change throwing the second, third and fourth cars off the track.

The switchman, however, declares the wrecked train had Sixth-avenue signals set and he asked it to slow down to take the curve. Instead it maintained the speed usual with Ninth-avenue trains on the direct line.

The curve at Fifty-third street is a sharp one, practically unbanked, according to statements made today. It is intended to be taken slowly, and is not constructed for a higher rate of speed than six miles an hour.

Conductor Blames Switchman. Conductor Johnson this afternoon made a detailed statement to Police Inspector Flood. He said: "I was on the first platform of the second car. We had just left Fifty-ninth street and were going at a fair rate of speed, as it is a long run to Fifty-third street. The car was pretty well crowded. There were a number of men on the platform, and in the aisle of the second car there were a number of shopgirls who were laughing and joking.

"When we reached the curve the first car went on and the second and third cars went together like a jack-knife, striking right up in the air and practically closing against each other. In consequence, from where I was, on the front platform of the second car at the start, I was dropped to the rear platform of the first car. Then the second car dropped to the street. I held on to the front rail like death, and was straight up in the air. I saw girls and women climbing over both of the cars that they might escape.

"Being an old railroader, I pulled out my watch and looked at it. It was exactly 7:06 A. M. The signals were set wrong. That was the trouble. They were set green and yellow, which is for a Sixth-avenue train.

Ball was accepted for all the railroad men under arrest late tonight. The third and fourth cars also left the rails, but did not fall to the street. The third car struck with terrific force against the buildings at the southwest corner of Ninth avenue and rested against a fire escape. This building is owned by Mrs. Crowe, whose family was at breakfast. The passengers in the third and fourth cars were able to save themselves by climbing through the windows of Mrs. Crowe's apartments, from the fire escape, against which the third car rested.

Policeman Describes Scene. Policeman Edward Moran, who was injured, was standing beneath the structure when the accident happened. He leaped when he heard the crash overhead and escaped death. "I turned around and saw the car coming to the street," he said. "It fell with a crash on its forward end. The bottom cracked and the sides shivered and opened. The people were jammed forward, holding to the straps and mistakingly together. When the side broke out they were scattered all over the street. These were the lucky ones. Those who could not get out were the worst injured.

"I saw there was awful work ahead, so I ran to Fifty-first street and turned in a firm alarm. Then I sent in a call for all the ambulances and asked for police reserves.

"As I ran back I called for help from wagons of all sorts. When I got back the street was strewn with injured people. We lifted the great iron wagons, trucks, anything handy and hurried them to Roosevelt Hospital. Many of them were women. They had fainted and it looked as if nearly all were dead.

TO CONTROL KIRIN

Japan Gains Much by Cession of Railroad.

IN EASY REACH OF HARBIN

Russian Army Anxious About Terms in Regard to Railroad—Generals Name Envoys to Arrange Terms of Armistice.

GODZYADANI, Manchuria, Sept. 6.—The peace terms known here to-day. The majority consider them not offensive to Russian honor and dignity. It is not clear at what station the railroad will be turned over to the Japanese, at Kwang Cheng Tse or Chantufu. This question is very important.

If the transfer occurs at Kwang Cheng Tse, then Russia cedes to Japan 100 miles of yet unoccupied line, and likewise the only coal mines south of Harbin. From Chantufu start all the trade routes to the very rich Kirin province, and should the road become the property of the Japanese at Kwang Cheng Tse, the complete possession of Chantufu would place Kirin Province entirely under Japanese influence. This would be undesirable for Russia.

Should the transfer be made at Chantufu or further south, Kirin Province, which has supported the Russian army for six months, would remain Russian, which would be particularly advantageous because the southern portion of the railroad has no natural outlet.

This and many other questions, such as the Russian and Japanese officials or commercial agents at Liao Yang, Mukden, Port Arthur and Port Dalny, should, it is claimed here, be settled before the armies withdraw from their strategic positions. A high officer declared today that it would be impolitic to permit the Japanese to settle in Kwang Cheng Tse, for in case of another war they could reach Harbin in 24 hours, occupy Kirin and cut Russia off from the Amur regions.

It was announced by the Associated Press from Portouton, August 29, that the formal recognition of Japanese possession of the Chinese Eastern Railway between Kwang Cheng Tse and Port Arthur involves the payment by Russia to China of a sum estimated at \$5,000,000. This is the Chinese interest in the road, and for it China must be remunerated.

The question of the ultimate possession of the road is a matter to be settled between Japan and China. Japan can demand the road or surrender it to China, demanding in return the money paid by Russia to China. If she elects the latter course, Japan will, therefore, obtain an indirect "profit" of war from Russia, the \$5,000,000, in addition to reimbursement of the cost of maintaining the Russian prisoners of war.

SKIRMISH FOUGHT SATURDAY Attacking Russian Force Repulsed With Heavy Loss. TOKIO, Sept. 11.—(4 P. M.)—On September 9 the Japanese commander in North China dispatched the bearer of a flag of truce to the Russian camp, but the Russians refused to treat with the Japanese, forcing the non-arrival of any notice that an armistice had been declared.

There has been recent skirmishing in Manchuria. On September 7 two companies of Russian Infantry with two guns opened an attack, but were outflanked by the Japanese, and fled in disorder, leaving 40 dead on the field. The Official Gazette publishes a statement, based on medical evidence, of the use of dum-bullet bombs by the Russians in the battle of Vladimir and other engagements with the Japanese. It also publishes charges of the Russian abuse of the Red Cross flag and alleged cruelties to Japanese killed in battle.

General Linerivitch's answer to Field Marshal Oyama's demand for the arrangement of an armistice was dispatched today by a special messenger. In his answer the Russian commander-in-chief accepts the proposals of the Japanese commander-in-chief, which not only refer to a considerable length to the question of an armistice, but also to neutral zones on land and sea.

General Fukushima and General Ovanovsky, the respective plenipotentiaries, will meet next Wednesday at Chakodsa, on the railroad, as proposed by Field Marshal Oyama. The place is midway between the Japanese lines, separated by a rifle range. At the meeting all questions at issue will be determined, except that referring to the delimitation of the neutral zones which will be left for the consideration of special delegates.

MINISTERS OF BELLIGERENTS

Report From Russian Capital Not Confirmed Officially.

LONDON, Sept. 11.—A dispatch to a news agency from St. Petersburg says it is reported here that Mr. Takahira, Japanese Minister at Washington, will be appointed Minister of Japan at St. Petersburg.

NEW YORK, Sept. 11.—Minister Takahira, when shown the dispatch from London reporting that he would be appointed Minister of Japan to St. Petersburg, said: "I have heard nothing of this appointment. I know nothing about it."

ST. PETERSBURG, Sept. 11.—The report current here lately regarding the appointments of diplomatic representatives of Russia and Japan, in which the names of Mr. Takahira, Japanese Minister at Washington, and Mr. Korostovitz, ex-secretary of Russian legation at Peking, were used, is declared in an excellent quarter today to be quite premature. No decision on the subject has been reached.

Farewell Dinner to Witte.

NEW YORK, Sept. 11.—Mr. Witte was the guest of honor at a farewell dinner given at the Melville E. Stone at the Lotus Club tonight. Invited to meet him and Baron Rosen were: Mr. Brisbane, New York Journal; Sir John Long, Dundee Advertiser; Mr. Polkoff, Associated Press; Mr. Martin, New York Times; Mr. Harvey, North American Review; Mr. Lord, New York Sun; Mr. Hedeman, Mastin, Paris; Mr. Miller, New York Times; Mr. Corbett, Associated Press; Baron Schlippenbach, Russian Consul, Chicago; Mr. Lyman, New York Tribune; Mr. Korostovitz, Mr. Merrill, New York World; Mr. Bailey, Associated Press; Mr. Nakano, Mr. Williams, Associated Press; Mr. Souvorine, Novoye Vremya, St. Petersburg; Judge McLean, Mr. Brinchenbach, Slovo; St. Petersburg; Mr. Johnson, Centurion Magazine; Mr. Ocha, New York Times; Mr. Deloyevsky, Russian Consul-General at New York; Mr. Wright, New York Globe; Mr. Norris, New York Times; Mr. Thompson, Associated Press; General Verzhbitsky, Mr. Martin, New York Tribune; Mr. Piancon, Mr. Kloeber, Associated Press; Mr. Shipoff, Mr. Wardman, New York Press; Mr. Strauss, New York Globe; Melville E. Stone, Jr.

Russians Will Tell Blunders.

LIDZJAFUDZE, Manchuria, Sept. 11.—Chinese and Japanese merchants are assembling large stocks of native merchandise, souvenirs, etc., near The Pass, for sale to the home-going Russian soldiers. The general staff of the Russian army is preparing complete records of the campaign. It is reported it is not their intention to conceal the truth, but, on the contrary, to record all faults with a view to preventing their repetition in future campaigns. Full reports for the press are also in course of preparation.

Armistice Does Not Shield Ships.

ST. PETERSBURG, Sept. 11.—Dispatches from Tokio to the effect that ships which are carrying contraband of war are not subject to seizure during the armistice, is declared here to be incorrect. It was explained today that such vessels are subject to previous existing regulations until the exchange by telegraph by St. Petersburg and Tokio of news of the ratification of the peace treaty. The armistice will be fully effective in all other directions.

Russian Envoys at West Point.

NEW YORK, Sept. 11.—Mr. Witte and Baron Rosen, the peace envoys, were at West Point Military Academy today, traveling as guests of J. P. Morgan in his yacht Corsair. They returned shortly before 6 o'clock this evening and went to one of the art galleries in Fifth avenue, where they opened formally an exhibition of pictures by Russian artists.

Twenty Thousand Sick.

ST. PETERSBURG, Sept. 11.—A dispatch from Constantinople, September 10, only a small portion of which was allowed to pass the censor, says that on August 11 there were 20,000 sick and wounded soldiers and men in all the military hospitals.

INNOCENT MAN HANGED

North Dakota Farmhand Confesses Murder and Commits Suicide. MINOT, N. D., Sept. 11.—"When my lifeless body is found, notify my mother, Mrs. Catherine Herzig, of Girard, O. See the enclosed letter, which will reveal my true name. I can endure it no longer. The foregoing note was found by Frank Byer, who lives on a claim near Hidden Wood, this county. It was written by one of his harvest hands, called Franz, who disappeared. In the letter, the writer who signs himself Charles Herzig, says: "Dear Mr. Byer—in the early '90s Charles Herzig, supposed tramp, was tried for the murder of Lizzie Grombacher, a beautiful young woman residing near Youngstown, in Mahoning County, O. He was convicted on circumstantial evidence and was hanged for the crime in the County Jail at Youngstown.

"Charles Herzig was an innocent man. I am guilty of the murder of that young girl. CHARLES HERZIG."

YOUNGSTOWN, O., Sept. 11.—The murder of Lizzie Grombacher occurred in 1874 and Charles Herzig, a tramp, was hanged for it in 1877. Herzig maintained his innocence to the last.

Across Continent by Auto.

OMAHA, Neb., Sept. 11.—The "Reo Mountaineer," an auto from New York to the Lewis and Clark Exposition at Portland, and thence back home by way of Prisco, arrived here yesterday afternoon. The transcontinentalists will leave for Cheyenne early tomorrow morning. At Omaha a complete camping outfit was added to the equipment of the car. Blankets, firearms and a cooking outfit, as well as a complete line of canned provisions have been placed in the tonneau of the car. It is expected these will be found a necessity in crossing the desert tracks of Western Nebraska, Wyoming and Idaho. An extra gasoline tank holding 30 gallons, has been strapped on the side of the car.

BRIEF TELEGRAPHIC NEWS

Rain has relieved the drought in many districts of India threatened with famine. Ambassador Meyer has gone from St. Petersburg to Berlin and Paris on a vacation. The cotton crop of Mexico this year is estimated at 90,000 to 100,000 bales, against 75,000 bales last year. A stampede occurred at a cattle show at Salamanca, Spain, yesterday, and 120 persons were injured. The call for the American Mining Congress, which meets in El Paso, Tex., on November 14, has been issued. Three Italian laborers were killed last night by the caving in of a sewer trench in Brooklyn, New York. Eleven others managed to extricate themselves. Experiments with the use of fuel oil on British battleships have been so satisfactory that the government has ordered the

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Cloak Store Early Autumn Exhibit

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More New Tailor-Made Suits Special Value at \$25.00. Ladies' High-Class, Tailor-Made Suits of fine all-wool imported Panne Cheviot, in black and navy blue. The jacket is made in the new 27-inch Half-Norfolk shape, with silk piping and tailor stitching, collarless, with inlaid velvet, new full leg-o-mutton sleeves with turned cuffs inlaid with velvet and five rows tucking, all satin lined. The skirt is made in the newest 9-gored style, with fan plaiting, velvet and silk-piped slot seams; special value at \$25.00.

More New Tan Covert Coats Special Value at \$15, \$16.50, \$18.50. Ladies' 44-inch new Empire Coat of fine all-wool tan Covert Cloth, made in this season's most popular fly-front shape with mannish notch collar. This coat is made with 18 plaits stitched half way down, full new leg-o-mutton sleeves with turned-back cuffs. The yoke is lined with satin; special at \$15.00, \$16.50 and \$18.50.

Our Famous \$1 Silks. Come to our Silk Counters today and see Silks here at \$1.00 that you have to pay \$1.25 and \$1.50 for elsewhere. Come here and see beautiful Silks at \$1.00 that can be found here only. Glove Bargains \$1.50, \$1.25 and \$1.00. Gloves On Sale Today at 68c. Silk Lisle and Net Gloves. The greatest Glove Bargains ever offered. Gloves from the best makers, Every pair perfect in fit and finish, all new gloves. These gloves are always sold at \$1.50, \$1.25 and \$1.00; your choice today at 68c.

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