

WHEELS SLIP ON ICE

School Children's Street Car Dashes Into Lackawanna Engine

EIGHT DIE AND THIRTY ARE INJURED

Young Men and Maidens Meet Instant Death in the Crash

ONE BODY LODGES ON MOVING TRAIN

Force of Impact Shown by Scattered Human Forms and Wreckage

MOTORMAN VAINLY STRIVES TO STOP

Puts Brakes on Hard, but Rushes to Doom Through Protecting Gate

Closed by Vigilant Watchman at Crossing

NEWARK, N. J., Feb. 19.—A fast express on the Lackawanna railway cut through a trolley car crowded with school children at the Clifton avenue crossing today. Eight of the children were killed and thirty or more injured.

The motorman of the car, who stuck to his post, will die, and the engineer of the express was so badly hurt that there is little hope of his recovery.

Both the express and the trolley were on steep grades, going at right angles. The express was stalled, and the crossing gates were lowered while the street car was yet only half way down the hill.

The motorman immediately turned off the power and applied the brakes, but the car slipped along the icy rails. It gained tremendous momentum and as the crossing gates crashed through the gates directly in the track of the oncoming train.

The locomotive ploughed its way through the trolley, throwing the children in every direction.

The dead, all of this city except one, are: VIOLA HILL, 17 years.

MAUD BAKER, 15 years.

ERNESTINE P. MUELLER, 15 years.

MABEL E. KARSCHNER, 17 years, Timm, O.

ALMA LOEBENBERG, 16 years.

ROBERT KOHN.

ELLA WERFUEL, 19 years.

EVAN L. EASTWOOD, Jr., 16 years.

The more seriously injured:

Peter Brady, motorman of trolley car, skull crushed, will die.

Oscar Backlie, engineer of train, head crushed, probably fatally injured.

Jennie McLeod, 16 years, skull fractured, other injuries, probably fatally.

Florence Toll, ankle broken and badly hurt about head and shoulders.

Mabel Smith, 14 years; head injured.

George Smith, colored, leg fractured.

Walter Baumgarten, 17 years, ribs broken.

Comrades Watch Disaster

The accident happened within three blocks of the high school building, and in the car at the time were nearly one hundred pupils.

As many as thirty others had managed to throw themselves from the car before the crash.

The trolley was one of the specials which every day bring the children to school. It had more than its ordinary load today, owing to the cold. It contained every child that could squeeze inside, and others stood on the rear platform.

Because this car had been so crowded many were waiting for it before the hill was reached could not get on, although some climbed on the front platform with the motorman.

A score or more children were compelled to follow the car down. They say that when the car was still less than half way down the hill the railroad gates began to drop.

Peter Brady, the motorman, promptly shut off the power and applied the brakes. Speed was checked, but it continued to move slowly down the incline.

There was no thought of danger until the gates began to move faster and faster. The ice-covered rails afforded no hold for the wheels, and although Brady jammed his brake harder and then swung on the reverse, the momentum of the car grew at every yard, and the car shot down toward the railroad.

When it was right at the gates the express thundered into it.

Warned by the cries of those about and by their own sense of danger those on the platform began to throw themselves off into the snow, and as the car sped along the few remaining feet toward the rails perhaps one-third escaped death or injury in this way, but there was no time for those within the car to do more than crush toward the rear door.

The gates were swept aside like toothpicks, and before the cracking of timbers died away came the crash amid the frantic cries of those who saw death dashing down upon them.

The wreck of the trolley was complete. The pilot of the engine struck it almost amidships, turned it partly around and cut it in two. One-half was thrown to one side and lay on the tracks, the other was hurled some distance away.

In every direction lay the injured and dead. The engine was brought to a standstill, and from the train and nearby houses men rushed to the rescue. The spectacle was appalling, and many who started to work had to give up, unnerved.

From the hither side of the crash had been heard come pupils and teachers to aid in succoring their companions. A lad who landed safely in a snow bank thirty feet from the crossing arose, brushed the snow out of his eyes, and with a shriek rushed up the street to a firebox and turned in an alarm.

Within five minutes as many dead bodies had been laid aside by side in the snow alongside the track. One of them, that of a girl, was found a block beyond. It had been carried there on the pilot of the engine.

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TO PRESENT A JOINT NOTE

Nations of Europe Formally Notify Sultan of Intention to Secure Reform

PARIS, Feb. 19.—The Russian minister, Count Lamortoff, has communicated to the French government the full text of a note received yesterday by the latter from the European powers, in which the adherence of the European powers to the joint note to Turkey, on the subject of reforms, thus making the action of the powers unanimous.

He accordingly directed M. Sotouloff, the Russian ambassador at Constantinople, to proceed with Baron von Calice, the Austrian ambassador, to the sultan and present the note today. It was at first intended to present the Austrian note first, but this was considered in order to give added force to the joint personal presentation.

It was desired to secure the full adherence of Germany, which was somewhat conditional at first. The unanimous action decided upon yesterday includes that of yesterday. The note, as finally framed, strikes out all reference to Macedonia, as it was considered that the designation of one part of the empire would increase the anti-foreign agitation which the powers are seeking to check.

The note is generalized so as to cover all the localities where Christian people reside, the only locality specified being three villages in Northern Turkey in which most of the Christians live. The protection of the lives and the complete safeguarding of the interests of the Christians form the chief features of the note.

In view of the unanimity of the powers the officials here consider that the sultan is certain to accept the note, but it is not intended to terminate the question with the presentation of the note. It will be followed speedily by further joint action, including the sending of consuls to the various powers throughout the empire, and the seeing that protection is actually given and that the reforms are really carried out.

The authorities do not hesitate to say that the note is only the first step in the plans for the betterment of the condition of the people under Turkish rule.

An official here said that while the United States was not concerned in the action directly, yet the protection demanded for all Christians would be indirectly beneficial to the American Christians in Turkey.

PARIS, Feb. 19.—There was a revival today of the religious disturbances which characterized the closing of the congregational schools in Brittany last summer.

The news having reached their school at the village of St. Meen, near Lescarven, a police commissary, accompanied by a squad of gendarmes, proceeded to the village to serve the order to close the school.

When he arrived the chapel sounded the alarm, and the gendarmes gathered in front of the school, shouting:

"Death to the commissary. Down with Combes, and Hurrah for the sisters."

Showers of stones greeted the commissary and the gendarmes, who, however, forced their way through the crowd, and the school was closed.

The commissary was again hooted as he left under escort of the gendarmes. The teachers of the school and reports present were also hooted and hooded and experienced some difficulty from the ill usage of the mob. No arrests were made.

ST. JOHN'S, N. F., Feb. 19.—The United States revenue cutter Seminole made another voyage this morning to reach the Bay of Islands.

When it started a northwest gale was blowing and the conditions were decidedly unfavorable. The gale increased to a blizzard at noon, forcing it to abandon the attempt, and it returned to the harbor at 3 this afternoon.

Seminole succeeded in escaping from the storm only by feasting its way for miles around the channel head back to the channel, or it would have probably been crushed against the coast.

It is now generally conceded that Seminole's mission is hopeless.

HONOLULU, Feb. 19.—(Via Victoria, Feb. 19.)—A peculiar bill has just been filed for probate. It was made by the late Mrs. A. B. Carter, a woman who married a Philadelphia physician, who survives here.

The will disposes of property in Philadelphia and New York and the island of Oahu valued at about \$22,000, and provides that there is to be no distribution of the property until after the death of all her children, the youngest of whom is 14 years old. The grandchildren will then share alike in the distribution.

CANNE COPPER COMPANY FIREMEN WALK OUT WHEN PAY IS REDUCED

CANNE, Mexico, Feb. 19.—The engineers and firemen of the Canne Copper company have walked out and the road is again completely tied up.

No ore is being moved from the mines to the smelters. The walkout was due to the company's action in reducing the wages of firemen and brakemen.

HONOLULU, Feb. 19.—(Via Victoria, B. C., Feb. 19.)—What may herald the end of the old feudal system in vogue among the ancient chiefs and still observed by many of the healthy Hawaiians, occurred in the circuit court yesterday. John Bright, a native, secured judgment for \$450 against Prince David Kawananakoa, a brother of Prince David Kalaniana'olaha.

The judge ruled that Bright had been retained at the late queen's dowager, and that the services for which he claimed compensation had been paid for by the use of a portion of her land.

FANAMA, Feb. 19.—Pedro Jose Escalona has been declared elected president of the republic, succeeding General Regalado, and Calix Velado has been declared vice president.

MAY CALL EXTRA SESSION

President Insists Upon Ratification of Cuban and Canal Treaties

WASHINGTON, Feb. 19.—There is a movement on among some of the friends of the statehood bill in the senate to couple the fortunes of that measure with those of the Panama canal treaty and make the ratification of the same depend upon the passage of the other.

The details of the plan have not come to light fully, but it is understood that the scheme is to induce the treaty by delay until an agreement to vote on the statehood bill can be secured.

None of the statehood supporters will admit that this is the purpose, but one of the most prominent of them on the republican side of the chamber admitted that such is the tendency. Many of the statehood advocates on the republican side of the chamber say they will not allow Senator Morgan to be forced by a test of physical endurance to complete his speech in opposition to the treaty before he is willing to conclude of his own accord.

The new bill gives Richardson only two members in the house, the purpose of the bill is to equalize as nearly as possible without gerrymandering. The changes it makes may be seen from the new districts which follow:

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The anti-statehood republican senators made no concealment of their surprise at Mr. Quay's proceeding and all of them who would express an opinion at all said that the move would result in the defeat of the statehood bill, whatever might be its effect upon the treaty. They did not believe that it would prevent ratification of the treaty.

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MAY FORM A COMBINATION

Friends of Statehood and of Canal Treaty May Link Fate If Necessary

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