

THE WEATHER
Generally fair tonight and Wednesday; coldest tonight about 32 degrees; fresh weather winds.
TEMPERATURE AT 10 P.M.

8	9	10	11	12	1	2	3	4	5
35	35	38	40	37	39	40	41	42	43

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**NIGHT
EXTRA**

PRESIDENT TELLS CONGRESS U. S. WILL HELP WORLD

P. & R. Blames Disregard of Orders for Train Crash That Cost 25 Lives as 4 Probes Start

RAILROAD SILENT ON USE OF WOODEN COACHES ON TRAINS

Engineer, Now Dead, Pulled Out Ahead of Time, Officials Say. Will Quiz Conductor

U. S. INVESTIGATORS HERE: 3 PASSENGERS MISSING

"gross violation of the order and rules" was responsible for the fatal railroad wreck near Bryn Athyn, Pa., yesterday, according to a statement today by the Reading Railway. The number of dead, figured out as accurately as possible from a computation of missing persons and the blackened bodies and parts of bodies in the Jenkintown morgue, is twenty-five and may go to twenty-six.

The railway's statement makes no reference to the old wooden coaches, which became tearing coffins of flames for the passengers who were trapped in them when the two trains crashed head-on seventeen miles from Philadelphia in a lonely rock cutting, far from any immediate aid.

Engineer Is Dead

The statement apparently places the blame between the conductor and engineer of Train No. 151, outbound from Philadelphia. The engineer, Edward C. Vogel, of 7233 Rising Sun Lane, Philadelphia, is dead. The conductor, Charles L. Evans, of 1106 Green street, Norristown, is in Philadelphia to answer as a witness before the Reading's investigating board.

According to the railroad's statement, made over the signature of Charles L. Evans, vice-president in charge of operation, Evans was issued signed orders, in duplicate, for his train to stop on the siding at Bryn Athyn, to let Train No. 156, inbound from Newtown, pass on its way to Philadelphia.

The crew of Train No. 156, James H. Rock, of Newtown, engineer, and W. Smith, of Newtown, conductor, received the orders, but the engine at Bryn Athyn, Train No. 151 did not wait, and the crash followed.

The statement is the first official explanation of the wreck. In the last analysis it falls back on the "failure of the human agency" to explain what was an apparent disobedience of all rules.

Board's Official Statement

The railroad's statement follows as full:

"About 7:50 A. M., December 5, Trains No. 151 and No. 156, one Newton bound, pulled about one mile east of Bryn Athyn siding. The accident occurred on a sharp curve, a deep cut-back, and resulted, according to our present information, in the deaths of twenty-two persons."

"Two copies of the following order, written on the standard form, were given to the engineer of the engine at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

"This order was given to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, and signed to Train No. 151, Bryn Athyn, and signed to Train No. 156 at Bryn Athyn, Dec. 5." (See page 5.)

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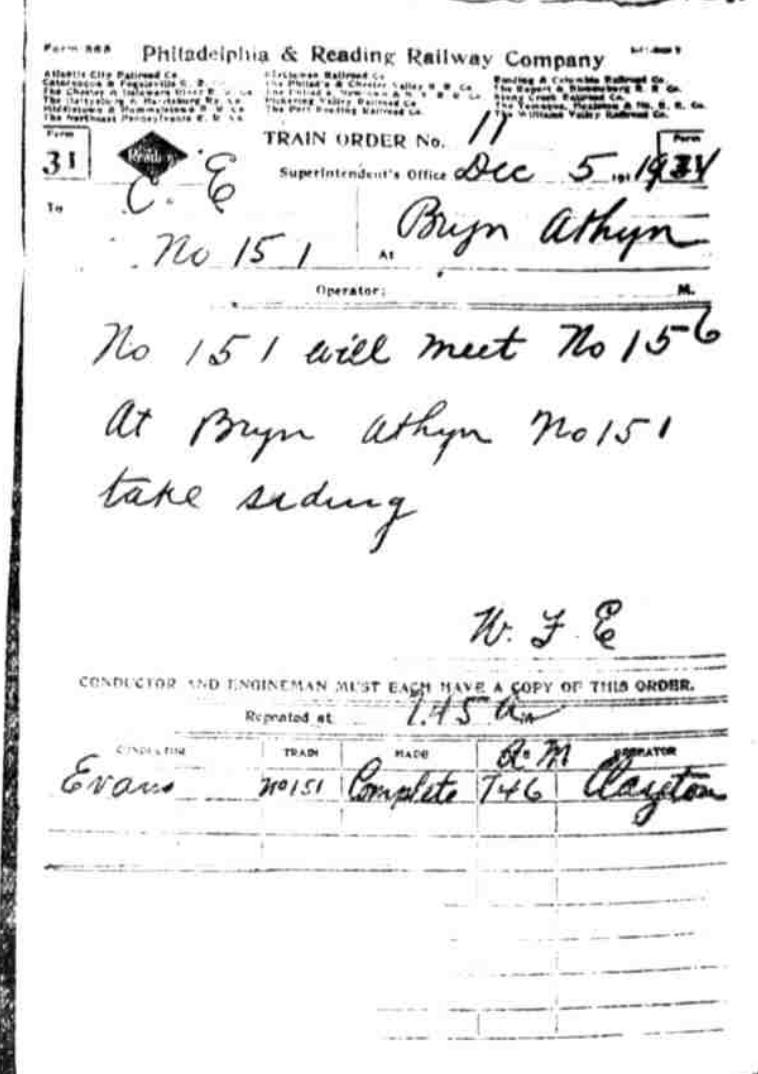
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THE ORDER THAT WASN'T OBEYED



FATTY GOES HOME AFTER DAY SPENT IN COURT HEARINGS

Band Was Needed to Add Proper Touch to Procession to Various Judges

JURY FIXING ACCUSATION APPEARS TO LOSE WEIGHT

By BART HALEY
of the Evening Public Ledger Editorial Staff
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San Francisco, Dec. 6.—There should have been a band. Some one forgot it. In these days of shocking effort, some one is always forgetting the most important thing.

And so men lawyers and Fatty Arbuckle himself had to leg the dizzy round of pressing calls on Judge after Judge and in court after court which preceded the eminent comedian's departure for Los Angeles and rest from his long assortment of troubles.

Virginia Reilly is dead and she died from hives suffered in Fatty's suite at the St. Francis Hotel on Labor Day and her death has yet to be explained and Fatty must return to tell all over again what he knows about it at a new trial that will begin on January 9.

But the social significance of the last scenes of the old trial were none the less diverting for that. There was first of all, a reception at the rooms of United States Commissioner Hayden, where the gossip was all about the whys and wheens and whereabouts of the Scotch whisky and gin that burdened the tables in the Arkleby suite on the day on which Virginia was buried.

From 10 a. m. to 1 p. m. on the afternoon of the old trial were none the less diverting for that. There was first of all, a reception at the rooms of United States Commissioner Hayden, where the gossip was all about the whys and wheens and whereabouts of the Scotch whisky and gin that burdened the tables in the Arkleby suite on the day on which Virginia was buried.

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