

A COLLISION OF BIG BATTLESHIPS

The Alabama Plunges Into the Kentucky.

THE LATTER SHIP WAS DAMAGED.

The Illinois Narrowly Avoids Getting Into the Tangle—A Series of Misses to Admiral Evans' Battleship Squadron in New York Bay—The Kearsarge and Kentucky Run Aground Off West Bank Light.

New York (Special).—The battleship squadron of the United States Navy got itself all tangled up in the lower bay. Before the tangle was straightened out the Kentucky and Kearsarge were aground and the Alabama had struck the Kentucky a glancing blow on the starboard quarter and damaging her so badly that she will have to go to the Brooklyn navy yard for repairs. The Alabama herself was damaged a little. The accident happened while the second division, which was in the lower bay, was trying to get out of New York harbor on its way to Hampton Roads.

The squadron, consisting of five first-class battleships, the flower of the Navy, left Tompkinsville at 11:10 o'clock Sunday morning for the Roads and a winter cruise. Rear Admiral Evans, on the Maine, was in command and Rear Admiral Davis commanded the second division. They proceeded in the following order: Maine, Kentucky, Kearsarge, Alabama and Illinois. The Maine, leading, was the only vessel that carried a pilot. She flew the signal "Follow the flagship."

In close formation, 400 yards apart, they turned into the main ship channel. There was an ebb tide, which raised the 12-knot speed of their screws to about 14 knots. A strong wind was blowing from the west. This gave them a tendency to swing toward the east bank, a rather sudden shoal, with a mud bottom. The end of this bank reaches into the channel at a point between Steinburne Island and Coney Island Point. The tail end of the squadron, extending out like a string of beads, had swung too far in toward this bank. The Maine passed it, but the Kentucky suddenly went aground and was jammed tight in the mud before her engines could reverse.

The Kearsarge, only 1,200 feet behind, saw the Kentucky stop suddenly and went aground. She herself was too far to the east to risk turning westward into the main channel. As the event proved, she would probably have struck the Kentucky had she tried to do so. Her navigating officer sheered her to port. She avoided a collision, but she, too, went aground.

Behind this tangle came the Alabama. Admiral Davis' flagship, Captain S. P. Comly in command. The Alabama's navigating officer saw the two vessels stop before him and saw that they were aground. He turned out into the open water to start the tangle clear. The space was too short. Wind and tide were against him. He passed clear of the Kearsarge, which had gone further inshore before she grounded, but his port bow caught the starboard quarter of the Kentucky and raked it. Just the fraction of a second in the turn of the wheel prevented him from ramming the Kentucky at 14 knots. That would have been something to talk about.

As it was, the Alabama made the Kentucky look as though it had been in action. She carried away the Kentucky's port rail and all belonging to it from the stern to the superstructure—tore away the davits of the captain's gig, even to the heavy steel stanchions into which the davits were set.

BILLION FROM FACTORIES.

Immense Share of Americans in World's Commerce.

Washington, (Special).—Manufacturers participated to the extent of more than a billion dollars in the \$2,500,000,000 worth of commerce of the United States during the 11 months ended November, 1905.

Statistics announced by the Department of Commerce and Labor show that the value of manufacturers' materials imported was \$513,000,000 during those 11 months, and of manufactures exported \$200,000,000, against \$400,000,000 the previous year. The value of crude materials for use in manufacturing imported in this time was \$359,000,000, against \$300,000,000 in the same months of the previous year. During those months there was a remarkable increase in the exports of agricultural products, especially of corn, the value of which rose from \$12,000,000 in the previous year to \$20,000,000 during the first 11 months of this year.

AGAIN SNUBBED BY CASTRO.

French Diplomat Not Invited to New Year Reception.

Washington, D. C. (Special).—Cable advices received here from Caracas bring the news that M. Taiguy, the French representative at Caracas, was ignored by President Castro on New Year's Day and was not invited to the New Year's reception at which the Venezuelan President received the felicitations of the diplomatic corps. At Paris, in view of the withdrawal of the Venezuelan government of the objectionable note to M. Taiguy and the promise of President Castro that relations would be resumed, M. Maubourget, the Venezuelan representative, was received with all the honors appropriate to his rank as if there had been no trouble between the two countries. This latest action on the part of President Castro has been communicated to the French government, but what course it will take is not known here.

Smallpox Ties Up 100 Men.

Fort Wayne, Ind. (Special).—Smallpox in the telephone exchange tied up the service for five hours. When Manager Moller was informed that Lillian Walcott had the disease he notified the health officers and they sent the five girl operators home. Before the girls left their clothing, heads, faces and hands were disinfected. When they arrived home each was examined by a family physician and vaccinated. The force reported again after the exchange room had been fumigated.

Confession Saves Her Life.

Lexington, Ky. (Special).—Sarah Williams, a negro, who shot and killed Carrie Taylor, a white woman, here a few weeks ago, was allowed to enter a confession in Circuit Court, and was given a life sentence in the penitentiary. This case is said to be unprecedented in a Kentucky court, and it has been intimated outside that the officials feared trouble similar to that experienced in Vermont over the hanging of Mary Rogers.

THE LATEST NEWS BRIEFLY TOLD.

DOMESTIC.

In the 12 months just closed the railways of the country have ordered 343,315 freight cars, 6,745 locomotives and 3,289 passenger cars. In 1904 the figures were: Locomotives, 2,530; passenger cars, 2,213; freight cars, 1,285,561.

A commission representing the State of Missouri began taking testimony from railroad officials in New York in the state's suit to have the corporation declared a monopoly in the Western commonwealth.

An 18-ton flywheel at the Morgan Engineering Works, Alliance, O., burst, wrecked a part of the building and a large piece falling on the railroad tracks blocked trains.

Attorneys for Johann Hoek, who is under sentence of death at Chicago for wife-murder, filed in the State Supreme Court of Illinois a motion for a rehearing.

Former Secretary of the Treasury Lyman J. Gage agrees with Banker Jacob H. Schiff that there will be a panic if the currency is not made more elastic.

Dr. Harrison S. Hathaway, a Civil War Veteran and a prominent physician of Toledo, O., was struck by a train and killed.

Charles Elliot Moran, formerly of Harvard, is leading a crusade to chloroform the hopelessly insane and diseased persons.

The express companies have joined with the railroads in refusing to issue passes for the carrying of business freemen.

Dr. J. W. Simpson, who is under sentence of death for the murder of William M. Rice, the millionaire.

The Massachusetts Savings Bank Commissioners have asked for the appointment of a receiver for the Provident Securities and Banking Company of Boston.

C. S. Guthrie, president of the board of the Republic Iron and Steel Company, died at Salisbury, N. C., after an operation for appendicitis.

Eight miners were burned, two of them fatally, in an accident at the Hazleton shaft of the Lehigh Valley Coal Company.

The Louisiana state division of the Southern Cotton Association approved the plan of holding cotton for 15 cents.

A number of collisions between ferryboats and other vessels occurred during the dense fog over New York harbor.

A total of 131,545,148 United States coins was struck off at the United States Mint during the past year.

Safe-blowers got \$11,000 in cash and government bonds from Albaugh's general store in Shoals, Ind.

Dr. D. K. Pearson has given \$25,000 to Guilford College, of Guilford, N. C.

Curtis Guild, Jr., was inaugurated as governor of Massachusetts.

A bill has been introduced in the New York legislature to extend the charter that Chauncey Depew resigned his seat in the United States Senate. Governor Higgins sent a message to the body, urging the passage of more drastic life insurance laws.

James W. Wadsworth, Jr., was chosen speaker of the Assembly.

Plans are being made to extend the Valley Branch of the Baltimore and Ohio from Lexington to Salem, Va., in accordance with plans made 25 years ago. The city of Baltimore has over \$1,000,000 invested in the stock of the road.

Frank Wisniski, the stable boy witness in the hanging of Dr. J. W. Simpson, charged with shooting Bartley J. Hooper, was unable to testify, being alternately stupefied or frantic from fright.

TWENTY-ONE PEOPLE DEAD IN MINE

Gas Explodes in the Large Workings at Coaldale, W. Va.

OCURRED IN THE COOPER SHAFT.

Earth Shaken as by Earthquake for Miles Around—Those Who Were Not Killed Instantly Are Supposed to Have Succumbed to the Gas That Soon Filled the Entire Mine—In the Heart of the Pocahontas Field.

Bluefield, W. Va. (Special).—Twenty-one miners were killed in an explosion of gas in the shaft of the Cooper Mine Company at Coaldale, W. Va. Up to midnight only one body had been recovered. Immediately following the explosion, which was heard for several miles, rescue parties set to work to explore the wrecked shaft.

Never but once before in the history of the Pocahontas coal field has there been such a fearful disaster, and the victims of that other disaster are in the cemetery at Pocahontas.

Before the detonations had died out Bank Boss Thomas Williams, who was a long distance from the explosion, staggered to his feet, and, feeling his way to a mine telephone, called to those on the outside that there had been a terrible explosion of mine gas and asked for help.

Getting about the entries, hastening crowds urged by cool heads and anxious hearts hurried to prepare for the rescue of the missing ones and an exploration of the wrecked workings. At 4 o'clock one man was brought out. He was H. C. Conrad, and his body was literally torn to pieces. His clothing was hanging in shreds.

Up to a late hour no other bodies have been recovered. There was considerable smoke and gas in the entries and, notwithstanding the fact that the big fans were in good order and were working with full capacity, the gas and smoke were not being drawn away very fast.

At noon, while the Coaldale mines were working a full force, there was a sudden and heavy rumbling a mile or more in the depths of the mountain and through the miles of passages and air shafts of the immense mine the shock was felt.

Coaldale is a mining town situated on the line of the Norfolk and Western railway, and is 15 miles west of Bluefield. It is in Mercer county and is difficult of access.

There were 3 white men and 18 negroes entombed and no hope is held out that any of them escaped death.

The explosion was of terrific force and caused the falling of many of the surrounding country, and many people believe an earthquake had occurred. The fans, mining cars and most of the property used in the mines are supposed to have been blown to pieces.

At 5:30 o'clock P. M. the body of one of the miners was discovered some hundred feet away from the mine entry so mutilated that it is unrecognizable.

All hope of recovering alive the entombed miners has been shattered by the pouring forth of gases from the different entries. If the 21 were not all killed instantly by the explosion it is believed that they must have succumbed to the accumulation of gas following the explosion.

Great crowds were attracted by the disaster and a large rescue party soon began work.

The Coaldale operation is mined and operated by Cooper Bros., who are also owners of the Mill Creek and McDowell and Coke Companies. The Coaldale plant is considered one of the best operations in the field.

SEVERAL PEOPLE HURT BY EXPLOSION

Boy Throws Dynamite Package in Philadelphia.

Philadelphia, (Special).—Several persons were cut by flying glass and shocked by an explosion caused by a small boy throwing a package of dynamite up a court in the rear of 619 Fitzwater street. Those injured were members of Italian families who occupy 12 small houses facing the court. The explosion shook these tiny dwellings to their foundations, toppling chimneys into the court, and broke window-panes in every house. Those who were injured were in their houses at the time of the explosion. A few seconds before the dynamite was thrown the entrance of the court was a package wrapped in a newspaper under his arm. A man lounging on the other side of Fitzwater street noticed the boy and watched him as he took deliberate aim and threw his package up the alley into the court. Then the youngster took to his heels, and before the man could stop him the explosion occurred. He will start a campaign for the relief of an overworked stomach.

NO FOOD FOR 28 DAYS.

Allegheny Dentist Said to Have Abstained That Long.

Pittsburg (Special).—For 28 days, it is stated, Dr. S. M. Stauffer, a dentist of Allegheny, has gone without food.

"Reform health methods" are said to be responsible for the starving of Dr. Stauffer. His physical condition was not the best last fall, it is said, and he determined upon drastic methods to build up his constitution, which was what is technically known as "run down."

When his health under the no-food treatment becomes what he desires, whether the time be long or short, he will start a campaign for the relief of an overworked stomach.

Speyer Succeeds Yerkes.

London (By Cable).—At a meeting of the board of the Underground Electric Railways Company, Edgar Speyer was elected chairman of the company in succession to the late Charles T. Yerkes. Sir George Glibb, general manager of the Northeastern Railway, was elected deputy chairman and managing director of the Metropolitan District Railway Company, vacated by the death of Mr. Yerkes.

B. W. Perks continues as deputy chairman of the company. The board passed a resolution recording its deep regret at the death of Mr. Yerkes.

Woodruff Made President.

New York (Special).—Timothy L. Woodruff was elected president of the Provident Savings Life Assurance Society, succeeding Edward W. Scott, who resigned after having served nine years as president. Mr. Scott will remain with the company as chairman of the board of directors, to which position he was elected. Mr. Woodruff, as the holder of 1,125 of the 1,250 shares of the company, was elected to the presidency.

Mr. Woodruff, a resident of New York, announced that he had made a declaration of trust, whereby the society is to receive all the benefits that can be derived from the operation of the trust.

NEW YORK AS SEEN DAY BY DAY.

NEW YORK CITY, N. Y.

For the second time within three months, and the seventh time within three years, the jewelry store of Schwartz Brothers, 1328 Broadway, in the heart of the "Tenderloin" district, was robbed, and about \$4000 worth of diamonds, rings and watches were stolen.

The robbery was most daring, as this part of the city is the busiest and the most brilliantly lighted throughout the entire night. Working during a terrific rainstorm, when pedestrians had sought shelter, the burglars gained an entrance by cutting through a steel folding gate that barred the approach to the front door and through a heavy wire screen that protected the plate glass in the front door. They then smashed the thick glass to reach their plunder. They did not get a single article yet escaped with their booty before the police arrived.

Announcement was made by the leaders of the Housewives and Bridgeport Union that the 3000 members would strike for an increase of pay from \$4.50 to \$5 a day. This, the leaders declare, means that every big building in course of construction in this city and within a radius of 50 miles, on Long Island and in New Jersey, in which structural iron is being done, will be tied up, and, indirectly, will throw out of employment about 75,000 men.

A memorial urn to contain the ashes of Anton Seidl has been placed, temporarily, in the Steinway Building in East Forty-seventh Street, and there was a private view of the urn for subscribers. Former associates and friends of Herr Seidl may see it by applying to Steinway & Sons. The urn was designed and carved by George Grey Barnard. It bears sculptured figures of a dying youth with a harp and of Mystery, bearing the small urn of life.

About 200 laborers in Central Park, who work along the east and west drives, were called to the office of Park Commissioner Parsons and \$5 was handed to each as New Year's present on behalf of Mr. Russell Sage for subscribers. Former associates and friends of Herr Seidl may see it by applying to Steinway & Sons. The urn was designed and carved by George Grey Barnard. It bears sculptured figures of a dying youth with a harp and of Mystery, bearing the small urn of life.

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PREPARING FOR POSSIBLE WAR

Germany Placing Orders For Railway Cars.

ARMY NOW IN FIGHTING SHAPE.

The Step Taken as a Precautionary Measure in View of the Extensive Military Arrangements Going On in France—While War is Not Expected, the Outcome of the Moroccan Conference Cannot Be Foretold.

Berlin (By Cable).—The railway administration placed orders last week for 20,000 freight cars, at a cost of \$50,000,000, with manufacturers of five countries, stipulating delivery by the middle of February, besides utilizing the car works of Germany. These contracts were distributed among makers in Belgium, Holland, Switzerland and Italy, which would not have been done unless some reasons for haste existed. Inquiries made regarding the reasons for urgency resulted in obtaining the statement that the ordering of the cars was a precautionary measure, the general staff desiring to be ready to move troops, if necessary, by the first of March. This is only a proper measure of prudence, it was affirmed, in view of the extensive military arrangements going on in France, which, among other dispositions, include the movement toward the German frontier of six regiments of artillery, or 180 guns.

The ordering of these freight cars, each of which would accommodate 40 soldiers, or would enable the authorities to transport material, is only in consequence of the French preparations, and must not be taken to indicate any hostile design on the part of Germany, whose peaceful intentions remain unchanged. The step taken is due to the conviction, long held and acted upon here, that the best preservative of peace is complete preparedness for any eventuality. The word war is not used, because such a word is itself would be a provocative, and every interest, both in and outside the government, shrinks from such a possibility, unless it be a small group of military men. The government will probably regret the publication of this intelligence, but its transmission seems necessary to a proper understanding of the drift of events, and of how both their diplomatic position on the eve of the Moroccan conference by material preparations.

No doubt exists here that the French and German policies will differ in the conference on the question of policing the Moroccan-Algerian frontier and on some less important questions. Under the terms of the agreement to hold the conference, all participating powers must agree to the conclusion of the conference or the situation reverts to the status quo. In other words, if at the conference all the powers except one agree to a plan for international control of Morocco, the conference will have been in vain, and if the situation be possible, unless it be a small group of military men. The government will probably regret the publication of this intelligence, but its transmission seems necessary to a proper understanding of the drift of events, and of how both their diplomatic position on the eve of the Moroccan conference by material preparations.

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