

A DUAL TRAGEDY.

An Enraged Husband Kills His Brother-in-Law and Then Suicides.

NEW YORK, Aug. 13th.—William H. Carson, Assistant roseator of the Pieas of Camden county, N. J., was shot and killed last night in Belmar, N. J., by his brother-in-law, Alfred Sheets, who immediately afterward fired two shots into his own head, inflicting injuries from which he cannot recover.

The tragedy took place on the boardwalk fronting the beach, at Belmar, in the presence of the wives of both the men, and a large crowd of summer visitors.

Sheets is said to have been intoxicated when he fired the fatal shots, and the tragedy was the result of a family quarrel growing out of Sheets' separation from his wife, for whom Carson acted as attorney.

Alfred Sheets was one of the five children of John A. J. Sheets, a wealthy leather merchant of Philadelphia who died several years ago, leaving a fortune of about \$250,000 to be divided among his children. Sheets twelve years ago married Miss Florence Sharp, the daughter of H. M. Sharp of Camden, whose other daughter, Hattie, became the wife of Carson.

After his marriage Sheets fell into habits of dissipation, and soon squandered his patrimony. He is also said to have ill treated his wife, who left him about two years ago, taking her four children with her. She afterward obtained a divorce, Carson acting as her counsel.

She is at present living at No. 111 West Eighth street, Camden, but has recently been visiting her father, who has a summer residence at the corner of Third avenue and A street, in Belmar.

Recently Sheets issued to have endeavored to induce his wife to return to him, but at the advice of Carson she declined to have anything to do with her former husband. Sheets knew of this and was greatly embittered against Carson. Sheets' residence is unknown, but he has recently been about Belmar, attempting to obtain interviews with his wife.

Carson came to New York on Friday to go down the bay to meet Senator Sewell on his return from Europe. After meeting the Senator he went to Belmar to visit his father in law, whom his wife was visiting.

BOARD WALK WAS CROWDED

After supper last night Carson, accompanied by his wife and her sister, Mrs. Sheets, went out for a stroll along the board walk. The night was fine and the walk was crowded with summer residents and visitors.

At Eighth avenue the little party at half-past eight o'clock was confronted by Sheets who began to abuse Carson for what he called interference in his family affair. He appeared to be intoxicated, and his manner was so threatening that the two women shrank back in terror.

Sheets continued his abuse until a crowd had gathered, and then stepping back a pace or two, he drew a revolver and fired three shots.

The women screamed and the crowd scattered in dismay. Sheets advanced and made as if to fire again on his brother in law, but seeing that he was apparently dead he turned away and walked slowly down on the sand of the beach. Near the surf he halted and raising his revolver fired two shots into his head behind the right ear.

When her husband fell Mrs. Carson preserved her presence of mind most bravely, and while her sister remained by the body, she ran to the house of Dr. Williams to summon assistance. While she was gone several men in the crowd picked up Carson and carried him to his father-in-law's cottage.

DEATH WAS INSTANTANEOUS.

Dr. Williams arrived there a few minutes later, accompanied by Mrs. Carson. He pronounced Carson to be dead. Evidently death was almost instantaneous, for two bullets had struck him in the right side, passing through the lungs. On learning that her husband was dead Mrs. Carson's self-possession abandoned her and she fainted.

Sheets lay where he fell on the beach until it was known that Carson was dead. He was then found to be still breathing but unconscious. He was picked up and carried to the lockup, where a physician attended to him but expressed the belief that he was beyond all human aid, two bullets having crashed through his skull.

A telephone message was sent to Coroner Herbert of Long Branch, who ordered Sheets to be taken to the hospital at that place. He was removed there about an hour after the shooting. In the opinion of the physicians it was impossible for him to survive the night.

The tragedy caused a profound sensation in Belmar, and the greatest sympathy was

expressed for Mrs. Carson and regret for the fearful fate of her husband, who was only thirty four years old and was widely known and liked.

Mr. Carson, who was a republican, and was appointed two years ago as assistant by Prosecutor William H. Jenkins, who is a democrat. He was a fearless official and did much to break up the system of "fixing" juries that created such a great scandal in Camden county a year and a half ago.

WAS TAMPERED WITH.

Serious Charges in the Bridgeport, Conn., Disaster.

BRIDGEPORT, Conn., Aug. 12.—The third session of the coroner's inquiry into the trolley catastrophe of last Sunday developed some sensational evidence.

The feature of the inquest was the testimony of an electrical expert to the effect that the electrical equipment of the wrecked car had been tampered with since the accident, and the testimony of another witness as to the repairs that were made near the bridge the morning after the disaster and before the coroner's jury examined it.

The latter witness exhibited some views which he took at the time, showing the company's men dumping dirt along the track at the northern end of the bridge.

The coroner and jury visited the hospital and took the statements of three of the injured, which, however, failed to bring out anything new as to the cause of the accident.

G. E. Hawes, superintendent of the Birdsey, Somers & Co. corset factory here, was the first witness called to the stand this forenoon. He testified that last Monday morning he visited the scene of the accident. Arrived there at 8 a. m., and remained nearly an hour. At that time a large number of men were engaged in filling in and tamping with dirt the ties bearing the rails on the earthen approach at the south end of the bridge. The men were divided into two gangs, one of which worked about 10 ft from the south end of the bridge and the other 150 ft further on.

During the hour which he remained on the scene, said Mr. Hawes, two car loads of earth were brought up, dumped and tamped beneath and around the ties. Witness produced photographs which he had made as the work progressed, and which he offered to the grand jury as evidence. He said that the photographs were taken merely out of curiosity.

Since they were made, however, he had seen articles in the newspapers to the effect that little or nothing in the way of repairs on the approach had been done between the time the accident occurred and when the approach was viewed by the coroner's jury. He then decided, in order that the jury might have all the real facts in the case, to appear before the members and tell what he knew of the conditions, and offer the photographs in corroboration of his testimony.

G. B. Underwood of New Haven, an expert electrician, who, at the request of Coroner Doten, had examined the contact box on the front end of the wrecked car, next was called. Mr. Underwood testified that he found the door of the contact box partly opened. The condition of the box indicated that it had been opened with a screw driver or a similar implement, as the bolts all were unbroken and in place, which hardly would be the case had the fall from the bridge broken the box, thus causing it to open. An examination of the interior of the box disclosed the fact that two of three of the contact figures were missing rendering the reverse lever useless. I every other way the box was in good condition. The power was turned completely off, but there was no evidence that the power had been reversed.

Mr. Underwood also examined the rail on the bridge at the point which the car had passed over just previous to toppling off into the pond bed. He said that if the power had not been turned fully off at that time, an electric arc would have formed between the motor and the rail.

Evidence of this arc would have remained on the rail, had it existed, in the form of a black stain. The stain not being found, he was certain that the power had been fully turned off before that point was reached.

Mr. Underwood was asked if there was anything about the car to indicate that it could not have stopped in time to avert the catastrophe. He replied:—

"No. I think there was time to stop the car after it left the rails."

"The time was short, to be sure, but there was time enough to stop it either by the use of the reverse lever or the brake."

Of course if the derailment had jolted the

trolley pole from the wire the reverse lever would have been ineffective, as there would have been no current."

Patrick Clarke, of Bridgeport, came forward as a voluntary witness and was sworn. He said that on Sunday afternoon at the time the car went off the bridge he was in a carriage driving across the high way bridge, almost directly under the place where the car fell. He also could procure two or three other men, eye-witnesses of the accident, who have yet taken no part in the inquest. One of these men, he said, was Nelson Hatch of Stratford.

Clarke said that after having read in the papers last evening the statement of Wm. Kelley of Bridgeport, who testified that he was on the car just before the plunge was made, had noticed that the car was not running rapidly, testified that the motor man did all in his power to stop the car in time to prevent an accident, and finally that by a sudden swerve of the car he was thrown from the side, over the bridge and into the mud into the flats below, he thought that the time had arrived for him to make a statement.

"At the time when the car came tumbling down from the bridge," said Mr. Clarke "I saw Wm. Kelley sitting in a carriage on the highway bridge. As soon as the car struck the earth Kelley jumped out and rushed to the spot and attempted to aid those in need. Kelley was not on the car at any time and the mud which he claimed to have got on his clothing by falling in the pond bed after jumping from the bridge came there by his wading through the mud to reach the car as it lay after the fall."

Dr. F. M. Tukey of Bridgeport, who was one of the physicians that responded to render what assistance possible stated that after attending to some of the injured he went upon the bridge and saw close to the trestle a very noticeable depression in the track.

C. G. Coley of Stratford testified that about 5 p. m., after the dead and injured had been removed, he examined the bridge and noticed a decided depression in the track close to the trestle and very little dirt between ties.

The third tie from the trestle shook under his weight when he stood on it.

Several other witnesses were examined, but nothing new was developed. The hearing will be continued to-morrow.

Wild Talk of a Briton.

WASHINGTON, D. C., August 11.—It is probable that Lieutenant Commander P. S. St. John, of the British gunboat Peacock, now at Manila, will be asked to explain an interview accredited to him in which he criticises General Otis and the campaign in the Philippines. The interview was telegraphed from Victoria, and it said to have taken place on the Steamship Empress of Japan, which has just arrived at Victoria from Manila. Lieutenant Commander St. John left his ship at Manila July 8. He was invalided home and went to Hongkong, and from there sailed on the Empress of Japan.

MAKES A PREDICTION

In the alleged interview he is made to say that General Otis is utterly incompetent and that at least 5000 men have been sacrificed by his utter incompetency. It is claimed he said: "Watch my word, the outcome will be that Great Britain will take over the islands. It is a known fact that petitions are now being circulated at Manila among the foreign Merchants, Americans included, addressed to the British Foreign Office, praying that body to take over the islands, suggesting an exchange for Jamaica." He said that two Americans from Manila had been sent to Washington to urge such action.

MAY BE CALLED TO ACCOUNT

The attention of the War Department officials has been called to the statement of Commander St. John and the matter will be referred to the State Department for investigation. Should this be done, the State Department will call upon the British Government to secure a statement from the offending naval officer. Adjutant General Corbin said today that the matter would be referred to the State Department with a request to have it investigated, although he did not himself believe that any British officer would make such indiscreet remarks.

OUR LOSSES IN THE PHILIPPINES

Referring to the alleged statement of Commander St. John that 5000 Americans had been lost in the Philippine campaign General Corbin said that the records at the War Department showed that only 725 soldiers had been killed.

An officer in the Bureau of Naval Intelligence said that he once became

acquainted with Commander St. John while serving on the China station and that, although the British officer referred to was easily approached and a talker, he could not believe that he would be guilty of such an indiscretion as indicated in the reported interview.

The criticisms of our campaign were too severe, he said, to have been made by any officer in the British naval or military service.

THE TERMINAL FACILITIES.—The framework of the I. C. R. grain elevator is being put up on the concrete foundations and presents a most imposing appearance in its gigantic proportions. The tinkling sound of the half hundred or more drills is now drowned out by the clatter of hammers. All the lumber for the big granary is numbered and made to exactly fit in its proper place. On the site of the prospected wharves and new trestle all is apparently idle. The Connolly dredge will not do any more digging until the railway trestle is torn down and this will not be for several weeks yet a new track is not nearly ready.

BRIGHT, PLEASANT BARBER SHOP.—Thos. Black the Indian town barber has some weeks since fitted his establishment up with a hand some three chair case, bevelled mirrors and highly ornamental oak woodwork. The shop has otherwise been renovated and made bright and pleasant.

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