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THE EVENING WORLD
Circulation Books Open to All
NEW YORK, MONDAY, MAY 21 1894

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PRICE ONE CENT.

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LAST EDITION. M'CLAVE A WITNESS.

Lexow Committee Resumes Its Police Investigation.

The Commissioner Questioned About His Business Career.

Odd Coincidence of Inspector Williams's Vacation.

After a lapse of nearly six weeks the Legislative Investigating Committee, of which Senator Clarence Lexow is Chairman, resumed its sessions in the Common Pleas General Term court-room this morning.

It had been understood that the Committee had finished its work on the election fraud cases before the adjournment of the Legislature, and that the remaining sessions would be devoted to the investigation of the charges of blackmail and general corruption which Dr. Parkhurst's society brought against the Police Department.

Police Commissioner McClave was the first witness called. The questions asked by Lawyer Goff, counsel to the Committee, were of a nature to call forth expressions of great indignation from the Commissioner and protests from his lawyer, Delancey Nicoll.

Under the fire of Mr. Goff's questions Mr. McClave grew angrier all the time, and the culmination of his rage was reached when Mr. Goff accused him of banking funds received for bribery.

It created a sensation in court, and for a time there was great confusion as Mr. McClave angrily denied the accusation.

A peculiar fact in connection with the investigation was disclosed this morning, when it was announced that Inspector Williams was absent on leave. This, it is known, was the balance of his twenty days' vacation granted him seven weeks ago.

At that time the Lexow Committee had just begun its work and the Inspector was absent for just one week.

Now when the Committee has again, it is remarked as a singular coincidence that he is allowed to take the remainder of his twenty days' leave.

Dr. Lancelotti Nicoll, counsel for the Police Department, was called to the witness stand by Mr. Goff and had a long talk with the Senator.

The Senators finished a secret caucus at 11:30, and took their places on the bench. Every member of the Committee was present. Senators O'Connor, Cantor and Pound having come in during the caucus. Lexow, the Chairman, was the man who was of the later arrivals. He sat down next to Dr. Parkhurst, but they did not speak to each other.

Mr. Goff after a brief consultation with the Chairman called Commissioner John McClave to the witness stand. He suggested that as the examination of the witness would probably take all day the other witnesses would be examined.

Senator Lexow told Commissioner Sheehan that if he wanted to go he could, but he had better be ready.

Mr. McClave said he had been in the business since 1870, and had no partners, but had conducted his business single-handed.

"Did you ever fall in business?" asked Mr. Goff.

"I was junior member of a firm that failed about 1867."

"Did not fall at that time?"

"No, but you do not explain your debts for 10 cents on the dollar?"

"I did not."

"How did you get your debts against you for old debts?"

"Never."

"Who do you swear it?"

"Positively."

Mr. Nicoll objected to these questions and Mr. Goff wanted to know if Mr. Nicoll represented him as counsel individually or retained by the Police Board.

Mr. McClave said that he had retained Mr. Nicoll personally and so had. Commissioner Sheehan said that he was not a public servant, for the purpose of showing, if they had been living as millionaires, when they had obtained the wealth which they displayed.

Mr. McClave said he had been elected an Alderman in 1870 and had served three terms in that office, always as a Republican. He was elected Police Commissioner by Mayor Edson in November, 1884, and was reappointed by Mayor Grant.

"In your appointments and public considerations you are guided by political considerations," said Mr. Goff.

"If you mean to ask whether my appointments are made on the recommendation of Republicans, I will say that they are usually so. But so far as politics are concerned I will say that during the nine years I have been in the Police Department, the only time that politics ever came up in connection with the Board was when the Board was reappointed."

Mr. McClave emphatically denied that he kept a book in which he charged up appointments to the Republican party, or that he kept a book in which he charged up appointments to the Republican party, or that he kept a book in which he charged up appointments to the Republican party.

STRIKERS REINFORCED Eighty Men of the West End Division Join Their Ranks.

One Trolley Wire Cut and Tracks Slightly Obstructed.

Brooklynites Greatly Inconvenienced by the Lack of Cars.

The Lockout of the Motormen and Conductors of the Atlantic Avenue Railroad Company, Brooklyn, for refusing to buy and wear new uniforms, which began at 5 o'clock yesterday morning, still continues, with very little change in the situation. The lockout has practically turned into a strike, and both sides are confident of victory.

The only line operated yesterday with regularity was the West End Division, known as the old Brooklyn, Bath and West End Railroad. Steam cars were taken off that line a long time ago and the trolley substituted in their place.

The Brooklynites were greatly inconvenienced by the lack of cars. The line, however, is practically tied up to-day. Of the 100 men at work on it, eighty joined the strikers this morning at 10 o'clock.

It was the intention that they should quit two hours earlier, but there was a misunderstanding as to the time.

In anticipation of trouble on that division the Company officials sent for several engineers this morning early and got up steam in seven engines. They will probably run the latter during the day.

The strikers predict that, unless the Company comes to terms soon a general strike of the Brooklyn railroads will be ordered. Nearly all are Knights of Labor, and they have received assurances from the men on the Brooklyn City lines that they will go out at a moment's notice if necessary.

It is also said that employees in the power-houses are in full sympathy with the men and will go out if called upon.

The Brooklynites are confident of victory. The only line operated yesterday with regularity was the West End Division, known as the old Brooklyn, Bath and West End Railroad. Steam cars were taken off that line a long time ago and the trolley substituted in their place.

TWO CITIES UNDER WATER.

Johnstown and Williamsport, Pa., Visited by Great Floods.

THE PEOPLE IN A PANIC.

Railway Tracks and Cars Washed Away—Two Tramps Drowned.

PENNSYLVANIA ROAD BLOCKED.

Fears that the Reservoir at Kittanning Point is Weakened.

(By Associated Press.)
JOHNSTOWN, Pa., May 21.—About 3 o'clock this morning Johnstown was visited by the most disastrous flood since the big flood of May, 1889. At present it is a hard matter to estimate the loss, but it is an assured fact that the damage done in the city and within five miles of it will amount to from \$50,000 to \$100,000. The Pennsylvania road is the heaviest loser, most of its loss being the result of a bad washout in its track above Conemaugh.

For several days the Conemaugh and Stony Creek valleys have been visited by heavy rains of an almost continuous nature. Stony Creek reached its highest point about 9 o'clock yesterday morning, and after that time began to recede gradually. By night it had fallen several feet, so that no serious damage was apprehended. But in the evening a heavy rain fell on the Conemaugh valley, which continued until about 10 o'clock, when a cloud-burst occurred near Ebensburg.

The valley in which the vast volume of water descended is a tributary of the Conemaugh, and shortly after the cloud burst the Conemaugh had swollen to many times its natural size. The volume of water reached this vicinity about 3 o'clock this morning, and was accompanied by wholesale destruction.

The flood was first felt at South Fork, where numerous small buildings were swept away. Further on in the course of the stream the water undermined the track of the Pennsylvania Railroad used by east-bound trains. For almost two miles this track was rendered impassable for trains, and it became necessary for trains going either way to use the one track. All trains were delayed. The fast line, due here at 10:30 o'clock, was held all night on account of the washout at Kittanning.

At East Conemaugh the water beat furiously against the large Pennsylvania Railroad round-house and weakened the foundations so greatly that it was found necessary to remove all the engines to a place of safety. The building, however, stood firm.

Several bridges and wooden structures below Conemaugh were badly damaged, but the greatest damage was in this city. In the Eleventh Ward the Oklahoma House, owned by Peter Seymour, was caught by the raging waters and went to destruction. A three-story building belonging to Philip Brown was blown down by the water. The building was done to ruin and was completely destroyed. The iron bridge at this place was badly wrecked.

Fully \$1,000,000 damage was done to property within one hundred yards of the Pennsylvania passenger station here.

Between the freight station and the city were five loaded cars on a siding. The swift water undermined the bank, which gave way about 4 o'clock, carrying down in the river about two hundred feet of track and the cars.

Two Tramps Drowned.

In one of the cars were five tramps, who are said to be members of Galvin's army. Three of the succeeded in getting away, but two were drowned. Their names could not be learned. When the flood came there was great excitement. Parties went from house to house awakening the occupants. Whistles blew and the city was alive with teams and people, who were taken to Westmont and Prospect. In Woodvale the streets were covered with water to the depth of six feet, and small houses were washed away.

Swank's pottery works, located in the Woodvale section of the city, caught fire, and this conflagration added to the terror of the inhabitants. It was impossible for the fire companies to reach the building, and it was burned before the flames went out of their own accord. The Woodvale bridge is still standing, but is so badly damaged that it cannot be used.

THE SPARROW COP AND THE NEW LANTERN.



It Is Put to Use at Once.

BIG BOILER EXPLODES.

Seven Men Hurt, Two of Whom May Die.

Mass of Iron Crashes Through the Roof of a Stable.

Another Fragment Went Through a Wall into a Sleeping-Room.

NEW AMERICAN BISHOPS.

Seven of Them Announced by the Pope To-Day.

SHOT BY A BOY.

Dime-Novel Reading Leads to Crime in Indianapolis.

SIGNED BY THE GOVERNOR.

LOOKS LIKE A MURDER.

Man Found in the River Had a Knife Wound.

Forty-three Sentenced and Two Hundred Liberated in Montana.

TREES AND SHANTIES DOWN.

THE SPARROW COP AND THE NEW LANTERN.

Considerable apprehension is felt by the residents of the flats, many fearing a repetition of the calamity of June 5, 1882. This is the district which was wiped out by that disaster, with a loss of sixty-nine lives. Men are watching the tanks around the refineries north of the flats, ready to notify the citizens to get out at the least sign of danger.

In the business portion of the city the water has reached a depth of eight feet, and shows no signs of receding. The rain at 1 o'clock was coming down in torrents. The loss has already reached more than a million dollars, and unless relief soon comes, it will be three times that much. No trains have arrived or departed from the city for twenty-four hours.

Pennsylvania Road Blocked.

PITTSBURG, May 21.—The floods have stopped traffic completely on the Pennsylvania Railroad east of Greensburg, which is but twenty-eight miles from Pittsburgh. The last through train to arrive was the Chicago Limited, which reached this city at 10 o'clock last night. Since then no trains have arrived from or departed for the East. The trouble is between Johnstown and Altoona.

The tracks are submerged in four feet of water from Conemaugh to Greensburg, a distance of eighteen miles, and 1,500 feet of track, together with the Conemaugh bridge, have been washed away.

It will take two days to make the repairs and in the mean time all Pennsylvania trains will go over the Baltimore and Ohio Railroad, connecting at Harrisburg. Pa. Passengers for Harrisburg will be compelled to first go to Baltimore.

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BRIBERY INVESTIGATION ON.

Senator Hunton, First Witness—Mr. Bultz Shut Out.

WASHINGTON, May 21.—The committee to investigate the charges of attempted bribery in the Senate were on hand promptly at 10 o'clock to-day in the room of the Committee on Privileges and Elections. Senator Hunton was at the meeting as a witness. The committee was composed of Senators Sherman, W. H. Hunt, and Mr. Bultz, with his attorney, was without the hall when the committee entered, and there were other expected witnesses in the corridors. Senator Sherman, in his seat in the Senate chamber. Mr. Bultz, through his attorney, made a verbal application to be present and examine witnesses. Hearing nothing from it, he then made a written application. At 12 o'clock Mr. Bultz had received no answer to his demand to be present. He said that the committee would give him no opportunity to cross-examine witnesses he would demand a transcript of the evidence taken before he gave his testimony, and if it was not furnished he would refuse to testify.

SHAKE-UP IN SERBIA.

Alexander Suspends the Constitution and Revives That of '69.

BELGRADE, May 21.—King Alexander, in his proclamation to the people of Serbia, suspends the Constitution and restores that of June 2, 1869.

Weather Forecast.

Others Preach.

Williamsport Under Water.

Williamsport, Pa., May 21, P. M.—The water in the river has reached a height of thirty-one feet above low water, one foot higher than the disastrous flood of 1889. The entire city is under water, which ranges in depth from four to twenty feet. The water is still rising at the rate of six inches an hour. All the logs at the boom which broke at 1 o'clock this morning have been swept away, as well as many saw-mills and houses in the lower part of the city. Not a telegraph or telephone wire is working out of the city with a single exception of a shaky long-distance tele-

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Crime in Indianapolis.

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