

Sing Sing Warden Denies Convict Paid for Auto

WEATHER—Showers probable to-night and Friday.

FINAL EDITION

The



Evening World.

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TWO WARSHIPS SUNK BY EMDEN; NEW GERMAN RUSH TO COAST

WARDEN M'CORMICK SWEARS HIS OWN MONEY BOUGHT CAR USED IN PRISON JOY RIDES

Governor's Agent Eager to Find if Convict-Banker's Money Paid for Auto He Drove With Prison Head as Passenger.

Gov. Glynn's inquiry into the Sing Sing prison scandal about the automobile that Warden McCormick rode in and David A. Sullivan, the convict bank president, drove, was begun at the prison to-day by Stephen C. Baldwin, the Governor's special commissioner, and was directed toward discovering who paid for the car. District Attorney Crosby of Brooklyn and others are positive that Warden McCormick bought the car with money furnished by Sullivan, but to-day's testimony did not establish that fact.

Warden McCormick, testifying before Mr. Baldwin under oath this morning swore that he furnished the money with which the car was purchased. William J. Watson, McCormick's confidential clerk, who bought the car in the latter part of August, swore this afternoon that McCormick handed him the money, \$2,100, and that he got a rebate of \$200. "Where did Warden McCormick get the money?" asked Mr. Baldwin.

"He borrowed it from M. J. Lally, who keeps a hotel at No. 9 Palisade avenue, Yonkers," replied Watson, who was a Yonkers contractor before he became private and confidential secretary to Warden McCormick on July 8.

HE SAW LALLY GIVE WARDEN'S MONEY FOR AUTO.

"Were you present when Lally gave McCormick the money?" Watson was asked, "and if you were what was said."

"I was there," replied Watson. "Nothing was said. Lally handed McCormick the money and McCormick handed it to me, saying 'Here is the money for the car.'"

Watson was asked numerous questions about checks. District Attorney Crosby prompted Mr. Baldwin along this line. Watson was not asked if he had tendered a check signed by Sullivan for the car, but he was asked if he had ever been to Lally's place with Sullivan, and if he had ever seen Lally cash any checks for McCormick.

J. H. Johnson, general agent of the Cadillac Motor Company, when seen by an Evening World reporter this afternoon said that he remembered the transaction of the eight-cylinder car sold to Warden McCormick of Sing Sing. It was a cash sale.

"No check was offered," said Mr. Johnson. "Had a check been offered it would have been accepted without question. It is not unusual for customers to pay cash for cars."

McCormick and Watson were the only witnesses heard to-day. The inquiry will be resumed at 10 o'clock to-morrow morning.

Before the inquiry adjourned this afternoon District Attorney Crosby asked Mr. Baldwin to subpoena as witnesses the following persons: Mayor Lennon and Alderman Stillwell of Yonkers, Deputy State Comptroller Michael Walsh, Daniel J. Cahlin, Clerk of Westchester County; Lally, the hotel keeper; Secretary of State Mitchell May, Fred Burkhardt, brother of Lillian Burkhardt, Sullivan's private secretary, who has fled, it is understood, to New Jersey; George Maling, proprietor of the Getty House, Yonkers; civilian automobile drivers from Clinton and Auburn prisons, to testify that it is not customary to use convict chauffeurs; two men employed as bartenders in cafes in Columbus Circle, to be questioned as to whether they ever saw McCormick and Sullivan in their places of business; William J. Cummings, the convicted Carnegie Trust Company officer, who is serving a term in Sing Sing; two Sing Sing

GLYNN PROMISES BUSINESS RELIEF FROM LAWMAKERS

Outlines for Evening World His Plans if Elected Governor.

COMPLETE ERIE CANAL.

Improve State Waterways and Give This City Its Own Way on a Charter.

In the midst of a political campaign, devoted mostly to personal recriminations and destructive attacks, Gov. Glynn paused to-day to outline to The Evening World some striking innovations and policies of construction that he has in mind for State administration. Here are the principal ones:

Stop political attacks upon business.

Push the Erie Canal to completion by 1916.

Improve the waterways of the State and around New York City to help commerce.

Give New York City opportunity to make its own charter without going to the Legislature.

Reduce the cost of insurance under the Workmen's Compensation act.

Organize through the medium of the schoolhouses of the State a system to improve public health.

Run the Government at Albany on a strict business basis and economize as much as possible during these hard financial times.

"I am for giving business a real and a chance," said the Governor. "What with the war and the general depression, business is having enough troubles. We have gone a good way for labor in our legislation during the past twenty years, and now it is time that we recognized the other side."

"I want to see something done to increase the commerce and trade of this State. If I am elected Governor, the thousand-ton barge will be sailing through the Erie Canal before I go out of office. There is no reason why the canal should not be completed and in use in 1916."

"I am for organizing systematic endeavor to improve the waterways of the State, particularly the Hudson River, navigation to Lake Champlain and the harbor around New York."

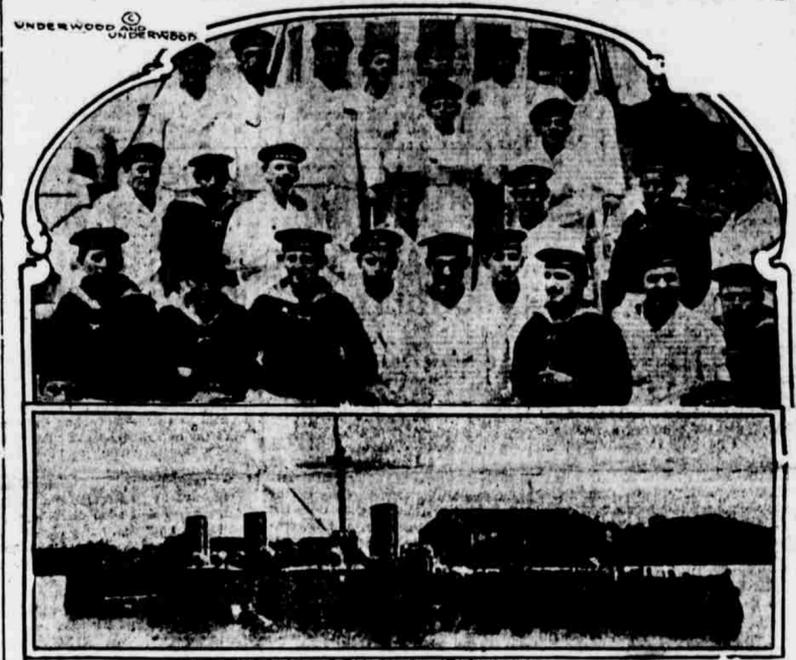
"I am for home rule for cities, and by that I mean specifically this: New York and the other large cities should have opportunity to make and adopt their own form of local government, giving themselves the kind of a character that a majority of their own citizens elect, without going to the Legislature. In the closing days of the last Legislature we passed a law giving to cities of the second and third class the right to make their own charters. New York City should have this same right."

"We plan to establish in the Department of Health a life insurance bureau, designed to save human life. The State has been losing 25,000 babies yearly whose lives might have been saved. This awful slaughter is due chiefly to ignorance. We are trying to establish a system to operate through every little school house in the State to save life and better hygienic conditions. Dr. Bangs, head of the Health Department, thinks typhoid fever can be eliminated and malaria cut down."

"There will be no delay in this business, but I am going to get the facts and a report first. Then there will be no delay."

(Continued on Second Page.)

The German Cruiser Emden's Gun Crew And the Russian Cruiser She Blew Up



THE RUSSIAN CRUISER JEMTCHUG

MOTOR BANDITS GET \$3,736 IN DARING DAYLIGHT ROBBERY

Two Fell Cashier and Companion on West Thirtieth Street and Escape With Second Pair in Automobile.

Another daring daylight hold-up occurred this afternoon at West Thirtieth street, a little east of Tenth avenue, when four men fell upon two bank messengers in the employ of the John P. Stanley soap works, took from them a satchel containing \$3,736.38 which they had just drawn from the bank and escaped in an automobile.

The robbery showed every evidence of having been planned to the last detail. It worked with the smoothness of a clock.

The small, dilapidated car in which the hold-up men made their getaway was found, about two hours after the robbery, standing stalled at Forty-first street and Eleventh avenue. The number had been stripped from it and the starting gear put out of commission.

From an examination of the maker's number the car was identified as one stolen last night from Vito Sylvester of No. 660 West One Hundred and Eighty-third street. Sylvester had left the car standing in front of No. 567 West Thirty-fifth street.

Nelson Dahl, manager of the soap works, located at No. 64 West Thirtieth street, sent Cyril Stapleton, the assistant cashier, who lives at No. 385 Sackett street, Brooklyn, and Earl Denton of No. 1 St. Nicholas Terrace, a clerk, to the New York County National Bank at Fourteenth street and Eighth avenue to draw the weekly pay for the 200 employees of the mills.

The two men drew the money from the bank, put it in an abbreviated suit case and took the Ninth avenue elevator back to Thirtieth street. They descended the elevated stairs, walking abreast, with the money bag, held by Denton, between them.

When they had passed about 100 feet east of the southeast corner of Tenth avenue, four men walked

Twenty-third street to Tenth avenue. Denton went back and assisted Stapleton to his feet. Together they went to the office of the soap works to report their loss; there it was seen that both men needed medical attention, and they were taken to the French Hospital nearby, where Stapleton's cut head was treated. Neither he nor Denton could give any but the most vague description of their assailants.

From people living on Twenty-ninth street it was learned that the highwaymen's car had been waiting nearly an hour for the robbery, its engines going all the time. It had no number.

Though Edith St. Clair, an actress, was indicted for perjury last week in connection with her evidence in the involved criminal charges and recriminations between Abram L. Erlanger, the theatrical man, and Attorney Max D. Steuer, the Grand Jury has not dropped the case.

Max D. Steuer was a witness before the Grand Jury for the first three days of this week.

William Travers Jerome, who was counsel for Erlanger, was in the Grand Jury room yesterday and to-day. Asked what he was doing there, he said: "For the first time in my life I have been trying to stave off an indictment."

Mrs. A. L. Erlanger, who divorced her husband on account of Miss St. Clair, was a witness under subpoena, but did not enter the jury room. Numerous subpoenas have been issued for this week and next.

Mr. Jerome was asked to tell the grand jurors when he first met either Klav or Erlanger and when they became his clients and in what matters other than the St. Clair-Steuer matter. He was also asked whether he knew a theatrical agent named Casey and whether Casey was in a position to give evidence to Edith St. Clair.

Cotton Exports Increase.

Exports of cotton to-day at all ports were 31,837 bales, compared with 4,326 bales a week ago.

Just around the corner on Twenty-ninth street, a street known in this section as "Twenty Gap," an open automobile stood, facing eastward and with engine racing. A fifth robber was already at the wheel, ready to send the car leaping forward the minute the booty was aboard.

With a final flourish of revolvers the four hold-up men leaped into the car and it went roaring east on

EMDEN IN BOLD DASH BLOWS UP WARSHIPS OF RUSSIA AND FRANCE

Latest Exploit Takes Place Under British Guns in Penang Harbor—200,000 New German Troops in Another Move on Calais.

PARIS WAR OFFICE CLAIMS GAINS AT YPRES AND ARRAS

TOKIO, Oct. 29.—The British Embassy hears that the German cruiser Emden, flying the Japanese flag and disguised by the addition of a fourth smokestack, entered Penang, a British possession in the Straits Settlements, and fired torpedoes which sank the Russian cruiser Jemtchug and a French destroyer.

The Emden's entrance into the waters of Penang was audacious. She came in under the guns of the fort, and after sinking the cruiser and the destroyer escaped through the Strait of Malacca. The fate of the crew on board the Jemtchug is not yet known here.

Merchant vessels belonging to the belligerent nations are taking refuge at Colombo, Ceylon.

Before her latest exploit the German cruiser Emden had sunk twenty British merchant ships and captured one.

Penang is a seaport of about 20,000 inhabitants situated in the British Straits Settlements, of which it is the capital, on Malacca Straits, between the Malay Peninsula and the Dutch island of Sumatra. It is about midway between Singapore, the big British colony at the tip of the Malay Peninsula, and Rangoon, the port of Burma.

Penang lies on the great trade route for British ships out of India and through the Malacca Straits to the China coast. The Peninsular and Oriental passenger and freight ships make Penang a port of call. It is the great shipping port for Malay tin and in recent years for rubber, which is grown in large quantities in the native states.

The Russian cruiser Jemtchug is one of the veterans of the Russo-Japanese war, having taken part in the great battle of Tsushima Straits, wherein Admiral Togo smashed the Russian Baltic fleet. Badly crippled and afloat, the Jemtchug managed to withdraw from the fight on the first day and, in company with another cruiser, made a run to Manila, where she was interned for the remainder of the war.

Launched in August, 1903, the Jemtchug was of the class of fast protected cruisers. She was of 3,057 tons burden, was 245 feet long and had a 49-foot beam with a mean draught of 16 feet. Her armament consisted of six 4.7-inch guns in turrets, six three-pounders, two one-pounders and five torpedo tubes. Two-inch armor protected her engines, capable of developing 19,000 horse-power and driving the fighting ship at a maximum of twenty-four knots. Her crew numbered 334 men.

WASHINGTON, Oct. 29.—For the German cruiser Emden to disguise herself by flying Japanese flags was not contrary to the regularly recognized practices of war, naval officials here pointed out to-day. Before firing on a foreign ship, however, or committing any other hostile act, they say, the Emden would be compelled under international law to haul down the foreign flag and hoist that of her own country. No objection could be made, it was said, even if the Emden were to fly the American flag to disguise herself, provided she took it down before attacking a vessel.

200,000 New German Troops Line Up for Rush to Coast

PARIS, Oct. 29 (Associated Press).—The French official announcement given out in Paris this afternoon says:

"During the day of yesterday we made progress at several points along the line of battle, but particularly around Ypres and to the south of Arras."

"There is nothing new on the front between Nieuport and Dixmude."

"Between the Aisne and the Argonne we took possession of

FOR RACING SEE SPORTING PAGE