

HOPE TO WIN FINALLY.

OPINION OF J. J. HILL.

Thinks Supreme Court Will Decide Differently—Views of Others.

The decision of the United States Circuit Court of Appeals for the Eighth Circuit in the Northern Securities case was variously received by those most deeply interested yesterday. Not for a long time has a court decision so thoroughly stirred up the financial and industrial world. All sorts of comment and criticism were to be heard in the financial district and places where the men who direct the affairs of great corporations gather. The people most directly concerned in the case, however, still hope to establish the legality of the merger in the appeal.

There were several conferences at the offices of J. P. Morgan & Co. yesterday, at which the situation was discussed. James J. Hill, president of the Northern Securities Company, was there several times in the course of the day. Mr. Hill said later: "The matter of appeal is now in the hands of our counsel, and it will be taken as soon as the decree is filed. I don't care to criticize the decision, but think that the Supreme Court passes on it with full presentation of facts. It will be seen in a different light. We are still hopeful of a final decision in our favor."

When asked if he had any other plan as a substitute in the event of the Northern Securities Company being dissolved, he replied: "We have made no plans for the future except to appeal. I can't say what course will be taken, but there will be no appointing of trustees from the various roads with the object of their working in harmony. Such action is not necessary."

John W. Griggs, counsel for the Northern Securities Company, was not inclined to discuss the decision, but said: "I will not comment on the decision except to say it is in variance with my own opinions. The roads, it seems to me, are held together by a community of interest in order to be profitable for their shareholders. If the decision is to prevail in this case it must also hold good in the case of all other companies holding stock in competing lines. And, in addition, it might just as well restrain the right of a man to hold stock in one railroad because he held some in a competing line. In these circumstances, why couldn't a law be passed stipulating what securities a man should be restricted to buying; likewise the amount he might purchase? We shall have an appeal ready as soon as the court files the decree."

Colonel William P. Clough, general counsel for the Northern Securities Company, said: "Until the full text of the decision is here I will make no statement, and if any is to be made it will be done when I have read the full decision. The business of the roads will go on just the same as before."

Francis Lynde Stetson, counsel for the Morgan interests, was asked if the decision would affect the United States Steel Corporation.

When several other questions were propounded, his reply was: "You asked me a question; I answered it. I am not going to debate the matter with you. The law department of the New-York Central is asked if the decision would have any effect on the New-York Central-West Shore agreement. Not in the slightest," was the opinion given out.

Senator Chauncey M. Depew, when seen about the effects of the decision, had this to say: "I have not read the full text yet, and therefore cannot differentiate on its effects. My own opinion as a lawyer and the opinion of our legal staff is that it will not affect the New-York Central as the case is entirely different."

SAY P. R. R. IS SAFE.

Officials Do Not Believe Decision Will Touch B. & O. Holdings.

[BY TELEGRAPH TO THE TRIBUNE.] Baltimore, April 10.—While President Loe of the Baltimore and Ohio Railroad Company said to-day that he had not yet thoroughly read the decision against the Northern Securities merger, an official close to the president said:

The decision in no way bears on the situation of the Baltimore and Ohio and the Pennsylvania. The cases are not analogous, and, even should the Supreme Court decision uphold that already given, I cannot see that we would be affected. In the Northern Securities case the stock of two railroads was placed together to form an entirely new company and to place two competing lines under absolutely one management. On the other hand, the Pennsylvania and the Baltimore and Ohio own a much smaller proportion of the Reading stock. Under the present situation, it can be pointed out that the stock outside of this ownership could control the community of interest ownership. Railroad men here believe that if the decision just granted is sustained both the Pennsylvania and the Baltimore and Ohio will escape the effect of the decision, and not controlling owners of the competing railroads.

IT MAY BE FAR REACHING.

W. H. Corbin on What the Decision Seems to Indicate.

Elizabeth N. J., April 10.—Counselor William H. Corbin, of Elizabeth, an authority on New Jersey corporation laws, had this to say to-day with reference to the decision in the Northern Securities case: "The decision seems to me harsh. It is based on the Supreme Court's hard ruling that restraint of trade of commerce in the Anti-Trust Act means not unreasonable restraint, but any direct restraint. When we depart from the rule of reasonableness in the interpretation of the meaning of statutes, we may be led to almost any result. We can find law to forbid anything. One of the questions involved in which we in New Jersey are interested is how far one corporation shall be allowed to own and vote for the stock of another corporation. It has been supposed to be a question for each State to settle for itself, and for its own corporations and other corporations doing business within its borders; but this Northern Securities decision seems to indicate that the federal statutes may result in preventing a corporation of one State from holding stock in a corporation of another State. This is most significant, and the far reaching results of it cannot be foreseen."

KNOX CONGRATULATES WATSON.

Washington, April 10.—D. T. Watson, who took a prominent part as government counsel in the argument of the Northern Securities case at St. Louis, has received the following message of congratulation from Attorney General Knox:

I beg to renew my expression of appreciation of your great argument, and to congratulate you upon the victory.

"One Piece" means that there's no soldered joint in a Krescia-Collar Button.—Adv.

SURVIVING MEMBERS OF TAMMANY'S VICE COMMITTEE.



LEWIS NIXON.

JOHN W. KELLER.

GEORGE C. CLAUSEN.

M. WARLEY PLATZKEK.

(Photograph by Puch Brothers.)

CALLS IT "SNEAK THIEF BILL."

DR. PETERS ACCUSES TROLLEY DIRECTORS OF PAYING "GRAFT" FOR WILCOX MEASURE.

A Fight Against Standard Oil-Whitney-Belmont Syndicate, Says John De Witt Warner at Mass Meeting.

WOULD OSTRACISE THEM.

Minister Names Directors He Would Drive from Churches.

The Goodsell-Wilcox bill, now before the legislature, is denounced by the Rev. Dr. John P. Peters, rector of St. Michael's Church, as a "sneak thief bill," and an attempt to secure by fraud or trickery the property of the people for the benefit of the Metropolitan Street Railway. Dr. Peters gives the names of the directors of these corporations, and declares that they are responsible for this attempted legislation. As chairman of the West Side Citizens' Transit Reform Committee of One Hundred, Dr. Peters gives out this statement:

In the last few weeks much attention has been called to a number of sneak bills introduced in the legislature of this State in the interest and through the influence of the Metropolitan, or, rather, as I believe it now is, the Interurban Street Railway Company. One of these bills, a particularly contemptible piece of legislative trickery, introduced by Mr. Mulvaney and afterward withdrawn by him, under guise of increasing the penalty to be paid by the railroad companies for refusing transfers, in reality, to all intents and purposes, removed that penalty altogether. It was no more honest than an attempt to pick the pocket of the public. When the public found the thief's hand in its pocket, the hand was withdrawn.

Others of these bills are the Follet, the L'Honnemede, the Cadin and, the Goodsell-Wilcox bill, first introduced in the State Senate by the Senator from Orange County, and publicly stated to have been drawn up by Mr. Goodsell, and then introduced in the Assembly by the Metropolitan Street Railway Company, now, after amendment, in charge of Mr. Wilcox, chairman of the Senate Railway Committee. Under the pretense of general legislation affecting the State, this is an attempt to give, without compensation to the public, certain privileges and rights to the Metropolitan or Interurban Street Railway Company, a sneak thief bill, in general to all intents and purposes, to steal the property of the commonwealth when it is not looking.

Any intelligent and honest man must condemn such legislation as dishonest. It is an attempt to give, by fraud, without payment, the property of the people, or to obtain by trick privileges which the people shall not know are granted until after the thing has been done. This is a bill drawn up by the Metropolitan Street Railway Company, and introduced in the Assembly by the Metropolitan Street Railway Company. This company corruptly pays one or both political parties large campaign contributions, in return for which the party in power introduces legislation which is the directors of this corporation or those corporations who are responsible for these corrupt measures who have paid a bribe for the privilege of introducing a bill to rob the community. The names of the directors of these companies are as follows:

Herbert H. Vreeland, president; De Clifford Woodland, Daniel B. Hasbrouck, Richard W. Meade, Henry A. Robinson, William L. Elkins, Peter A. B. Widener, Thomas Dolan, Oren Root, Jr., and De Clifford Woodland.

Herbert H. Vreeland, president; Charles E. Warren, secretary; directors, Herbert H. Vreeland, William H. Baldwin, Jr., Edward J. Crayth, Thomas P. Fowler, Paul D. Haven, Thomas F. Ryan, Mortimer L. Schiff and Charles E. Warren.

It is these men whose names should be published in every paper of the city, who should be indicted in every court, and who should be driven from the community. They must be driven from the community as the men responsible for this corrupt and thieving legislation.

As Mr. Choate said: "The only way election of Mr. Strong as Mayor: 'The only way this legislative corruption can be stopped is by holding up such men publicly to the opprobrium. They must be branded in society as dishonest and unworthy for honest men to associate with. Not until the attack is made against the directors of this corruption will it be responsible to cure this evil.'"

Some of the men named above have the reputation in the community of being honorable and public spirited men. They cannot by this reputation evade the blame upon their less legitimate associates. They are aware of the legislative methods which are being pursued by the Metropolitan Street Railway Company, and they are not to be held responsible for the management of their affairs. It is the directors of these corporations who are responsible for the management of their affairs. It is the directors of these corporations who are responsible for the management of their affairs. It is the directors of these corporations who are responsible for the management of their affairs.

There is no question as to the efficiency of management of the Metropolitan Railway Company, and, I presume, also of its successor, the Interurban, but there is a most serious question as to the morality of its methods, or rather as to the morality of the methods of the Metropolitan Street Railway Company. It is the directors of these corporations who are responsible for the management of their affairs. It is the directors of these corporations who are responsible for the management of their affairs. It is the directors of these corporations who are responsible for the management of their affairs.

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GRAB BILLS DOOMED.

GOVERNOR'S VETO SURE.

Legislature Unlikely to Pass the Obnoxious Measures.

WOULD OSTRACISE THEM.

Deal Political Death To "Grab" Bill Supporters, Says Cooper Union Mass Meeting.

"Finally, we also know that, generally speaking, these schemes are pressed on behalf of a single group of associated interests. This meeting is, in fact, held to fight the Standard Oil-Whitney-Belmont crowd, in its first attempt to loot the city through Albany? Why was it not so announced?"

With these words John De Witt Warner addressed the meeting at Cooper Union last night, at which hundreds signified by their presence their protest against the passage of the so-called "grab" bills now before the legislature. He also declared that the present Corporation Counsel was engaged in pushing the interests of the Whitney syndicate. In opening the meeting Mr. Warner said:

Contemplating the rich bed of "grab" blooms before me, before picking out those that best deserve the name, certain considerations occur to me. First, it is the old story. We are startled by threats of "grab" legislation, pushed by rural legislators, to steal our local franchises. It is State interference with our local concerns that we resent. In short, what we need is home rule.

Second, the greater number of such scandals, our perils arise from the effort of private corporations to monopolize our local franchises. Going back to the city history, whenever we find a stretch it generally comes from an unburied franchise grab.

Our Governor is well known to us. No one doubts that, with his little finger, he could long since have killed every one of these grabs. And we all know that, should any of them pass, the stroke of his pen will bury them. Then why do we allow the bills to which we are so opposed to be introduced by Governor Odell. But what do we think of ourselves?

Amidst any one so innocent as to think the so-called Goodsell grab is made for the sisters and the cousins and the aunts of the Hon. Louis Goodsell? Or that any other of the list is for the honor of the young ravens of the Bedford family? Not a bit of it. We know perfectly well that the bills to which we are so opposed are really introduced by New-York City financiers, who are perfectly well known principals in the Whitney syndicate.

James S. Lehman, chairman of the West Side Transit Committee of One Hundred, said that the meeting had been called to denounce measures which were intended to rob the people of this city of their rights, and to reassert the fact that the people were the masters, and not the legislators.

"Never before has there been such a powerful lobby as at this session of the State Legislature, and we have seen with amazement that these 'sneak' bills have been distributed with impartiality among Republicans and Democrats alike," he said.

T. C. Fulton told of a conversation he had with the president of the Metropolitan Street Railway five years ago, in which the latter informed him that the Third-ave. line was illegally operating its cars in front of the Grand Central Station, in Forty-second-st., and in Broadway, between Sixty-sixth and Seventy-second sts.

A resolution was then adopted denouncing the Foley, Goodsell, Grady, L'Honnemede, Wilcox, Bedell, Cadin and Mulvaney bills, and demanding that the Governor and Senate and Assembly, the resolution pledged its support to their utmost to punish with political death every legislator who should prove false to the trust reposed in him by the people.

The resolution also declared that the State Railroad Commission had shown incompetency to deal with local problems and was more mindful of the interests to the railroad than of the people, and demanded the passage of the bill creating a local Railroad Commission whose members should be appointed by the Mayor.

A letter was read from Mayor Low to Robert Fulton Cutting, saying that if any of the "grab" bills should pass the legislature it would be necessary to carry the protest to the Governor, and declaring that he would be glad if the meeting would authorize him to appoint such a committee.

On a motion by President Fornes of the Board of Aldermen Mr. Warner was authorized to appoint a committee of ten to present a protest against the "grab" bills to Governor Odell. Frank Moss, who spoke next, said, in part:

I tell you frankly it is impossible for any administration to purify a police force from the taint of graft when graft business interests of the city are involved in schemes for plundering the public of its rights without making just return, and when they seek to accomplish their purposes by improperly influencing legislation.

J. Brooks Leavitt said in part: Now, when Mr. Vreeland, the president of the street railroad company, or Mr. Robinson, the counsel for that company, each of whom may be defended in legal circles that they are keeping a perjurer and a liar out of the city, and who are the benefactors of accident cases, tries to grab a franchise, we should be horrified to hear him called a thief. Or, if he put on a sentimental air and asked for the love of God to give him a little bit of a public franchise, so that he might keep his family a few more dividends, we should think it very disgraceful to refer to him as a beggar.

Another resolution advocated the appointment of a committee by the delegates of the various civic bodies represented to devise means for the permanent defence of the right of self-government of municipalities.

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THE EAST SIDE THEN AND NOW

TAMMANY COMMITTEE'S SUPPRESSED REPORT ON CONDITIONS UNDER TAMMANY RULE.

What the Reform Administration Has Done in Cleaning Up the Old "Red Light" District.

The Tribune presents to-day extracts from the suppressed report of the Tammany Committee of Five, which so suddenly suspended its activities when it learned the horrible condition of affairs existing under Tammany rule in this city. This picture of vice as it existed on the East Side under the Croker administration cannot be regarded as an unfriendly one.

In contrast to it is the story gathered from unbiased sources, which The Tribune also presents to-day, showing how completely an honest government in city affairs has eliminated these abuses.

The public after a perusal of the report will not be surprised that Tammany did not care to have it see the light of day.

A CLEAN EAST SIDE NOW. SHAME THAT WAS HIDDEN

Residents Without Political Bias Say Low and Jerome Did It. Committee Kept Secret.

The following testimony obtained from residents of the East Side concerning the present condition in that quarter of the city is expressive of the great and sweeping change that has come since Tammany was driven out of power. The effort has been to get the opinion of those who were not connected with political or even municipal organizations. Residents of the district, social workers and clergymen have been asked for a frank statement of the present situation and for a contrast with that which formerly existed. Their unanimous verdict is that the change is immeasurable; with one accord they agree that under the Low government the moral conditions are satisfactory.

"Not even under Mayor Strong did we have so clean an East Side," was the opinion of the headworker of a women's settlement. This is an index of the character of the judgment passed on the present situation by those who live in it and under it.

But to complete the investigation a house to house canvass was made along Allen-st. Under the old regime there existed no less than thirty-three disorderly houses in this street between Houston and Canal sts., and twenty-six in Chrystie-st. north of Hester. The investigation, a detailed account of which will follow, showed that with hardly an exception they were closed. The stories of the residents show conclusively that they have not moved into adjacent streets.

"Six sind gemovod" is the Yiddish statement of the situation, and the words that follow will show how completely they have been driven out of the old "red light" district, once their home and hunting ground.

No single incident in the whole era of Tammany vice on the East Side created more attention or more contributed to the public information of the conditions then existing than the letter in which Bishop Potter called to the attention of Mayor Van Wyck the state of affairs on the East Side. The circumstances calling out the letter are well known and are recited in the letter. The Rev. Robert L. Paddock, at that time rector at the Pro-Cathedral, in Stanton-st., in the heart of the "red light" district, made a complaint to Captain Herlihy. At the Eldridge-st. station he was not merely treated with contempt and derision, but also with the coarsest insult and obloquy. On the basis of the conditions faced by the Rev. Mr. Paddock, Bishop Potter, in his letter to ex-Mayor Van Wyck, wrote:

For nowhere else on earth, I verily believe—certainly not in any civilized, Christian community—does there exist such a situation as defile and dishonor New-York to-day. Vice exists in many cities, but there is at least some persistent restriction of vice concerning the carnival of vice which flourishes on the East Side in Tammany days, some and unnamable forms.

It is pertinent to the question, then, to learn what condition confronts the workers at the Pro-Cathedral to-day. The Rev. Mr. Paddock has gone to the Church of the Holy Apostles. His successor, the Rev. P. M. Kerridge, yesterday gave The Tribune the following summary of the conditions as he observed them:

I suppose there is no one on the East Side who is more constant and on duty than I am at all hours of the day or night. I call on the average thirty or forty tenement houses each week, and visit me there. In my trips I do not wear clerical, so that I am not conspicuous and thus am able to come here at the same time the Low government came into power, and I have never been solicited on the street, have never been called to my rectory, but have received no address, no have I ever had any complaint made to me of these conditions. I have never found any of these people, and they visit me there. In my trips I do not wear clerical, so that I am not conspicuous and thus am able to come here at the same time the Low government came into power, and I have never been solicited on the street, have never been called to my rectory, but have received no address, no have I ever had any complaint made to me of these conditions. I have never found any of these people, and they visit me there. 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