

HAD ELEVATED IN VIEW. SUITS BLOCKED PLAN.

So Testifies W. C. Whitney Regarding Interurban—M. S. R. Lease.

William C. Whitney, who, with Thomas F. Ryan, Jacob H. Schiff, H. H. Vreeland, president of the Metropolitan Street Railway Company...

MORE WARRANTS ISSUED. ARRESTS LIKELY SOON.

Youngs May Act in Brooklyn—Fight for a Contract.

From a statement made yesterday by United States District Attorney Youngs in Brooklyn, it seems likely that there will be arrests in his district in connection with the postoffice scandal...

According to Mr. Ryan's testimony, the plan was nearly abandoned soon after it had been decided on, because at a conference between Mr. Whitney, Mr. Schiff, himself and Mr. Cravath...

W. C. WHITNEY TESTIFIES.

Mr. Whitney followed Mr. Ryan, and agreed that Mr. Schiff wanted to bar the stockholders of the railway company from holding shares of the Securities company...

The Metropolitan system had an indebtedness of \$11,000,000 or \$12,000,000, and required about \$30,000,000 more to complete improvements...

GOT ONLY STOCKHOLDER'S SHARE.

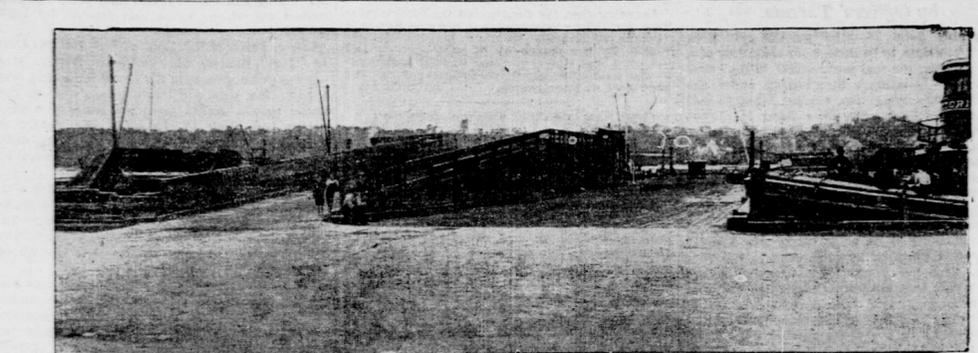
Mr. Whitney, on returning to the witness chair after recess, told of the plan to get a controlling interest in the elevated road, saying: "It was in contemplation that the \$30,000,000 of the Securities Company would be available for the development and business I referred to..."

OWNED THE MANHATTAN L. I. ASKED COUNSEL.

"Owned a controlling interest in the stock so that the transit facilities of all New-York could be improved." The only interest he had in the Metropolitan Securities Company was what he took as a stockholder...

Mr. Schiff testified that he had charge for Kuhn, Loeb & Co. of the negotiations looking to the financing of the lease. A cancelled check for \$200,000 was put in evidence...

Mr. Guthrie explained that the Securities company redeemed Mr. Flynn's note for \$200,000 and repaid to Kuhn, Loeb & Co. the money expended by the firm for interurban rights...



WEST FIFTY-FIFTH-ST. PIER. Showing a typical dumping board.

GREAT LOSSES OF LIFE AND PROPERTY THIS YEAR. NEARLY A THOUSAND PERSONS KILLED BY FLOOD, TORNADO, AVALANCHE AND COLLISION ON THIS CONTINENT.

This year, although less than one-half of it has passed, has had a remarkable record for loss of life by disasters, some of which have been of a unique character. Landslides, floods, tornadoes and collisions on both land and water have contributed to the loss of hundreds of lives.

On January 27, near Westfield, N. J., an express train dashing by the block signals on the New-Jersey Central Railroad, and crashed into a local train, causing the loss of twenty-three lives and the injury of a far greater number of persons.

On February 19 a heavily loaded trolley car in Newark, N. J., got beyond the control of the motorman and ran down a sharp incline, coming in collision with the engine of a Delaware, Lackawanna and Western train, causing the deaths of nine persons, nearly all of them High School girls.

On March 20 a collision occurred on Long Island Sound between the Fall River freighter City of Taunton and the passenger steamer Plymouth, off Fisher's Island, in which six persons were killed and over five hundred were in peril.

On April 9 tornadoes wrought destruction in Arkansas and Alabama, nine persons being reported killed in the former State, and twelve in the latter.

On April 29 the side of a mountain slid down on the town of Frank, in Southwestern Alberta, Canada, causing the death of fifty-six persons and a property loss estimated at \$1,500,000.

On May 30 and the following days floods caused great loss of life and property on the Kansas, Missouri and Des Moines rivers. The loss of life at North Topeka and Manhattan, Kan., was first reported at 150, but proved to be about half of this number; twenty-five lives were lost in Kansas City, Kan., and a dozen in Kansas City, Mo., while in these cities and in Des Moines, as well as many smaller places, there were thousands of persons made homeless.

The property losses in Kansas were estimated at \$17,000,000, and the damage to crops at \$5,000,000.

On June 1 a tornado swept over Gainesville, Ga., causing a loss of about one hundred lives and property damage estimated at half a million dollars.

On June 6 a cloudburst at Clifton, S. C., caused the loss of fifty-eight lives and property damage to manufacturing villages of \$3,500,000.

On June 8 thirty-five lives were lost by the rush of waters when a levee broke at Granite City, Ill., on the Mississippi River, and great damage was done at other places in the vicinity of St. Louis. Thirty more lives were lost the next day, when an embankment broke and East St. Louis, Ill., was two-thirds submerged.

On June 14 the latest of this series of disasters befell Heppner, Ore., in the shape of a cloudburst, which it is estimated caused the loss of the lives of no less than five hundred persons, with great property damage.

To the list of disasters of the year must be added the property losses due to the forest fires which raged early this month in the Adirondacks, White Mountains and the Catskills, due largely to the excessive drought that prevailed for nearly two months.

ACCEPT CONCILIATORS. DEATH LIST GROWING. BAER'S WORD TO MINERS. MANY BODIES ARE FOUND.

Danger of Strike Averted—Men Deserting Union. Investigation Reveals Awful Work of Oregon Cloudburst.

[BY TELEGRAPH TO THE TRIBUNE.] Scranton, Penn., June 16.—The anthracite miners' convention ended to-day with all the delegates satisfied, the coal operators having decided to accept the district presidents of the United Mine Workers as members of the conciliation board...

Seattle, June 16.—Meager news from the flood devastated portion of Oregon indicates that the loss of life will be much greater than was at first reported. In Ione, Keppner and Lexington, fully five hundred people have been drowned. Coffins are being rushed from Portland and Spokane. One hundred and fifty bodies were buried to-day. The people are in great want and almost every town within a radius of two hundred miles is sending aid.

The flood came so suddenly that no one was able to save anything and rescues were few and far between. The bodies of the drowned are decomposing and special efforts are being made to prevent the breaking out of disease. About one hundred bodies are still unidentified and some of them are being buried without identification. The loss in Heppner alone is \$1,000,000 and the town is three-fourths destroyed.

The creek in the valley down which the flood raced is usually only ten feet wide and six or eight inches deep. Many houses were built right on the bank. The flood lasted not more than two hours, during which time the water, fifteen feet deep, surged through the town. Several Seattle and Portland people who were in Heppner at the time of the flood are missing and it is believed that they are drowned.

The stricken town is entirely cut off from outside communication, the nearest telegraph wire working being at Echo, about thirty-five miles away. Everything possible is being done to relieve the sufferers.

The Dalles, Ore., June 16.—A telephone message from Ione says that the latest investigation in the ruins of Heppner indicate that the loss of life will be much greater than was at first supposed. The casualty list will total 500, and many of the bodies will never be recovered. The property loss and destruction of buildings alone will aggregate probably \$1,000,000. This is regarded as a conservative estimate. One hundred and fifty of the best dwelling houses were swept from the earth. The debris is piled along the railroad track to the height of freight cars.

Seventy-five men are digging graves on the hillside. Prompt measures are being taken to prevent a plague. The weather threatens to become hot, and a relief corps to clean the town is urgently needed.

A list of the dead who have been identified and buried includes eighty-five names. One hundred and fifty known persons are missing.

Among the incidents of the catastrophe was the saving of three lives by Julius Kettley, seventy years old, who rode a mile and a half on the roofs of houses. James Kernan, the Oregon Railway and Navigation Company's agent, met his death at the telegraph key trying to call Portland, to give information of the impending calamity. His daughter Katie, who was saved by remaining in the station, said that her father and mother were lost in the whirl of the waters.

Continued on second page.

FRIARS ATTACK TAFT. Want Guild Ordered to Work for Wood as Governor.

[Special to The New-York Tribune by French Cable.] (Copyright, 1903, By The Tribune Association.) Rome, June 16.—The Vatican has received a strong report from the friars in the Philippines against the Apostolic Delegate, Monsignor Guild, saying that he is entirely in the hands of Governor Taft, whom they call an agent of the Free Masons, with an intention to banish, not only Roman Catholicism, but Christianity, from the archipelago. They urgently request the Vatican to order Monsignor Guild to follow a different policy, and to use all influence possible for the recall of Governor Taft. They favor the appointment of General Leonard Wood, who they say, would as easily settle Roman Catholic questions in the Philippines as he did those in Cuba.

CONNECTS WITH THEM ALL. Every line across the continent, from the Canadian Pacific on the North to the Southern Pacific on the South, connects with the New York Central lines, the central railway system of America.—Adv.

RICHLIFF SPRINGS SLEEPER. via Lackawanna Railroad daily at 8:45 p. m. Parlor cars on 10 a. m. train.—Adv.

PLEASANTEST PATHWAY LEADING OUT OF OR INTO THE PLACENTIA BOAT RACES, Foughkeepsie, June 20. Chester W. Chapin. Tickets, \$1.00; at Fall River Line office, Pier 12, N. R.—Adv.

JEROME STARTS. BEGINS JOHN DOE PROCEEDINGS TO CATCH "GRAFTERS" OF OLD BOARD.

Murphy, Cram and Meyer Subpoenaed to Explain Why They Gave Leases to Tammany Favorites at Low Figures.

District Attorney Jerome announced yesterday afternoon that he had just begun "John Doe" proceedings to discover the alleged "grafters" in the old Tammany Dock Department. "The inquiry will be before Justice Mayer, and the examination will be conducted by my assistant, Marshall B. Clarke, and is on information that I personally have presented," said Mr. Jerome.

An examination by expert accountants of ten of the leases granted by the old board shows that the city is in a position to lose \$1,960,500 on account of undervaluation of leases by the old board, which parcelled them out to political favorites without advertising.

Mr. Jerome has been informed by a contractor that when he (the contractor) tried to obtain a pier he was told to write out an application, but not to mention any price, as the department did not want figures of that kind on file. It is believed that this will be construed against one of the old commissioners as conspiracy to defraud the city.

"John Doe" proceedings in this particular instance mean that District Attorney Jerome believes he has struck the trail of the "grafter." Charles F. Murphy, now leader of Tammany Hall, and J. J. Sergeant, Cram, chairman of the general committee of Tammany Hall, dock commissioners under the Van Wyck administration, were in conference yesterday afternoon. These two and Peter F. Meyer, Richard Croker's former business partner, comprised the old Dock Board. Under their direction leases were made with favored Tammany contracting firms at suspiciously low rates.

In the case of the lease to the mysterious Joseph Egan, the Corporation Counsel charges that conspiracy and fraud were practised to change the terms of the lease from three years to thirty years, and the annual rental from \$1,250 to \$700.

WITNESSES FOR THE PROCEEDINGS. It is understood that the following have been subpoenaed to the inquiry: A. C. Chenoweth, of No. 7 East Thirty-first-st., and John A. Bouker, of No. 24 State-st., both of whom had "trouble" with the old Dock Board over pier lease matters.

Charles F. Murphy, J. Sergeant, Cram, and Daniel F. Meyer, former Dock Commissioner, Peter F. Meyer, former Dock Commissioner, John J. Murphy, brother of Charles F. Murphy.

Alderman James E. Gaffney, supposed to be the mysterious "E. L." Gaffney, treasurer of the New York Contracting and Trucking Company, leasee of the Seventy-ninth and Ninety-sixth-st. piers, North River, and Daniel F. McMahon, of Naughton & Co.

Charles Brown and John Fleming, of Brown & Fleming, against whom the city has just obtained a judgment for \$5,000 for illegal occupancy of the old slip pier.

William H. Burke, secretary of the old Dock Board, named in the complaint in the action brought by the Corporation Counsel to cancel the Joseph Egan lease on the grounds of conspiracy and fraud.

District Attorney Jerome has heard a number of stories concerning the alleged "grafter" system practised while Messrs. Murphy, Cram and Meyer ran the old Dock Board. One of them is substantially as follows:

The applicant for a pier lease was never, unless a personal friend of the commissioners, allowed to see any of the three. He stated his business and was told to come again, as the commissioners were too busy to see him that day. The next forenoon the man who wanted the lease would be visited by a stranger, who would say:

"I hear you want a pier. I've got considerable influence with the Dock Board, and maybe I can help you."

This would be thrown out as a feeler. If the man who wanted the pier "caught on" readily and exhibited the proper spirit of reciprocity the caller would note it and the deal for a rake-off would be made then and there. If, on the other hand, the man declared against doing business in that manner, the caller would go away. The next time the man tried to see the dock commissioners he would be informed that it was of no use to hang around any longer, as he couldn't get a lease anyway.

The old board started in January, 1898, by advertising the lease of a Harlem pier on the North River at public auction. It brought a good price. That was the last one advertised. Thereafter up till Election Day in 1901, when Tammany was voted out of office, all permits and pier privileges were granted "at the pleasure of the board."

This is the entry made under the column headed "Term of Tenancy" in 138 cases of corporation wharf property granted by the Cram-Murphy-Dock Board, according to the records of the Dock Department for the year 1900.

AT PLEASURE OF THE BOARD. Back of this phrase, "at pleasure of the board," is believed to lie a "grafting" system.

The records of the Dock Department now being overhauled by Mr. Jerome's experts show that while the old Dock Board was in office every pier permit which by any means could be let "at pleasure of the board" was so let, and the records further show that after Tammany Hall was defeated in the fall of 1901 all leases were granted to Tammany favorites for long terms—twenty or thirty years, for instance.

The explanation is believed to be that where the term of tenancy was "at pleasure of the board" there the "grafter" got in his work. As soon as the Van Wyck administration was turned out, "at pleasure of the board" was no longer of use as a club to hold over permit holders, and accordingly the long term leases were made on terms which, in one case, the Law Department of the city is trying to prove constituted conspiracy and fraud.

The Commissioners of Accounts find that the old Dock Board violated the law in granting to Brown & Fleming a thirty-year lease of a portion of the Old Slip pier for a dumping board. Section 835 of the charter says: "It shall not be lawful to build a dumping board on any pier in the navigable waters of the East River which has heretofore been used by sailing vessels regularly employed in foreign commerce of over 18 feet draught."

Despite this plain provision of the charter, the old Dock Board at 2 p. m., on December 31, 1901 (after Tammany's defeat in November prior), granted to Brown & Fleming, a well known Tammany concern, a dumping board privilege on the Old Slip pier, which, being narrow, is not well designed for any such purpose. In order to clinch the lease, Messrs. Cram, Meyer and Murphy met in special session at 4 o'clock on the same afternoon, and approved the minutes of the meeting held two hours before. This was their last official act. Nothing was known of it until the merchants and brokers around lower Wall-st. noticed a large force of carpenters working all night Saturday and Sunday to erect a dumping board on the side of the pier. A dock inspector reported to the new commissioner, Mr. Hawkes, that the dumping board was being built. He ordered the work stopped at once, but it had been pushed with exceptional celerity, and was nearly ready for use.

PAID \$1,000 A YEAR. TOOK IN \$1,000 A MONTH. Commissioner Hawkes told Brown & Fleming they must give up the pier. They refused to get off, saying they had expended \$6,000 in building the dumping board and ramp, and they obtained from Justice Gieseler an order restraining the Dock Commissioner for one month from interfering with them. A similar order was subsequently obtained from Justice O'Gorman, but an appeal to the Appellate Division gave the city a victory, and the lessees were ousted. Then the city brought suit for damages for illegal occupancy of the pier. Lavin Kelllogg defended the contractors. On Friday of last week, before Justice Amend and a jury, the city recovered a verdict of \$5,000 for seven and a half months' occupancy of a pier which the Murphy-Cram-Meyer board had leased for only \$1,000 a year. The books of Brown & Fleming were produced in court, and the cash entries showed that the company had taken in less than eight months about \$9,400. Corporation Counsel Rivers in commenting on the decision said:

I understand that this firm, Brown & Fleming, were under particular favor with the Tammany board, and received extended privileges. They were so much in favor that it was suggested that Mr. Croker was a silent partner. Of this I am not sure.

Now, the question, to a mind blind as I: When they received the permit for \$1,000 a year from the Tammany board, and the jury award \$5,000 as a reasonable price for two and a half months' occupancy, how much should the Tammany board charge them for one year? It is strange, isn't it?

When A. C. Chenoweth was seen yesterday he said: "I will not talk about the old Dock Board. If I should be called to testify in court then I certainly would tell of my experiences as a contractor with the board. Until that time comes I will have to be excused from saying anything."

COULD NOT REACH COMMISSIONERS. John A. Bouker, of No. 24 State-st., one of the oldest water front contractors in the business, when seen last night by a Tribune reporter, said: "I told Mr. Jerome when I saw him on Friday that ever since I went into business I had made it a rule not to trust politicians when they came around and said they could do certain things for me. If the old Dock Board was corrupt, I don't know it, as I was not looking for anything crooked when I had business dealings with them. I recall that once when I wanted a pier I found it impossible to reach the commissioners, and was told to go and see Mr. O'Sullivan. I did not go. Until the advent of Messrs. Murphy, Cram and Meyer, it was the custom of the old Dock Board to advertise its leases, and after they came in there was no more of that. Some of the leases they gave out just before they went out of office were on very low terms."

"Were you deprived of the use of a dumping board at Seventy-sixth-st.?" "Yes," said Mr. Bouker, "but that was not at the instance of Murphy, Cram and Meyer. The West Side Association protested to the Park Department against the continuance of a dumping board there, and I was ordered off."

"Is it not a fact that John J. Murphy and Mr. Gaffney got from the old board a dumping board privilege in the same locality?" "Yes," said Mr. Bouker, "that is true, and I don't know how they got it. They got a dump at Seventy-ninth-st., and so far as I know, the West Side Association has not complained of it."

Mr. Bouker was so disgusted with the West Side Association and the attitude of the Dock Board that he did not try to get another upper West Side pier.

A well known contractor, who, for obvious reasons, did not wish to have his name appear, in answer to a Tribune reporter's inquiry with reference to the value of dumping board privileges, said:

The public has no idea what these privileges are or their value. The old dock boards, they are little short of a gold mine. Think of the thousands of cubic yards of earth excavated daily in Manhattan from broken stone, brick and plaster arising from not only such undertakings as the underground railroad, but also from the construction of houses and skyscrapers. Add to this the material arising from demolitions, and there is a big business in hauling this stuff off the island, so that it all has to go from the water front, you know. The old board makes a second profit by selling the stuff to people who need filling, such as the United States Government in building a road in Governors Island. If there is no demand for filling he tows the stuff to sea and dumps its contents. All can be recovered, and the business is made a fortune in political pull strong enough to secure the place and frighten competitors, money enough to buy a few acres, hire a tug and build a dumping board and its approach, about 200 feet in length and twenty feet broad.

If noticed some time ago that President Cram said that a dump on a pier takes up the whole surface of the pier, and that this is funny, as none of the carts go on the pier, but on the ramp. Go and take a look at the Canal-st. pier on the North River, and you will see what I mean. I am talking about this. This was given by the old Dock Board to Brown & Fleming for \$200 a year and a few days of work. The money was paid to get it at \$10,000.

The value of a dump depends upon the section of the city where it is. If we went to the department to ask for a dump we were told to make an application in writing, but not to mention any price, and that thing that happened was that some member of the trust got the privilege. We had asked for a dump on the pier, and we were willing to give it. We didn't understand why we shouldn't mention any price. Wasn't that funny? They can say they had a right to do that, but we were willing to give it. They charged. They did put up a dump at auction, though before they did that they were willing to give it. The man who got it away up in Harlem would about \$2,500 a year for it. Compare this with Brown & Fleming's lease, and you will see what a fortune the city. They never put up another one at auction after that; they were parcelled out to favorites. That auction was an eye opener.

JEROME TO PROBE AQUEDUCT BOARD. John Doe Proceedings Because of Charges Made by Merchants' Association.

District Attorney Jerome said yesterday that he would at once begin "John Doe" proceedings in connection with alleged irregularities of the Aqueduct Board. It is understood that Mr. Jerome wants more light on the charges against the board made recently by the Merchants' Association. Mr. Jerome said he could not tell before how long the matter would be brought, as he had not yet made any arrangements. District Attorney Train will conduct the case for the people.

POCONO MOUNTAIN SPECIAL. via Lackawanna Railroad, leaves New York for Pocono Mountain, Stroudsburg and Mt. Pocono Thursdays, Fridays and Saturdays at 1 p. m. Returning Thursday, Friday, Sunday nights and Monday mornings.—Adv.

Increased Dining Car service on Shore Line trains to Boston. Dining cars now on 10:30 a. m., 1:00, 3:00 and 5:00 p. m. trains.—Adv.