New-York Tribune.

VOL. LXV....No. 21,577. To-day, partly cloudy, or cloudy. To-morrow, rain or snow and colder. NEW-YORK. WEDNESDAY. DECEMBER 13. 1905.—SIXTEEN PAGES.— Copyright, 1905, by The Tribune Association. PRICE THREE CENTS.

GUNBOAT SAILORS SAFE.

BALING SAVES THE SHIP.

Lightship's Crew, Too, Had Desperate Fight with Seas.

Newport, R. I., Dec. 12.—The little gunboat Wasp, formerly the yacht Columbia, limped into port to-day under one boiler and several sails after a terrific battle with a North Atlantic hurricane, during which she sprung a leak, and was kept afloat, after her pumps choked, through hand baling by her entire crew. The little vessel was blown nearly to the Gulf Stream by Sunday's storm, and was two days getting back to port. At one time the water, which came in through a leak in the stern, flooded her engine room, and for ten hours on Sunday the Wasp was at the mercy of the waves. The crew of sixty men, a third of whom were naval apprentices, baled for many hours with buckets, and finally succeeded in clearing the engine room. Hospital Steward White sustained a broken rib, but refused to give up his place in the baling line.

Chief Boatswain Hugh Sweeney, the commander of the Wasp, received the commendation of the officers at the naval training station here, to which the Wasp is attached.

The Wasp left at 1 o'clock on Saturday for the relief of the brig Harry Smith, which was thought to be in a dangerous position at the entrance of Vineyard Sound. At 7 o'clock on Saturday night the storm broke. On Sunday morning, while the Wasp was entirely helpless, heavy seas came aboard, breaking in the deckhouse, smashing doors and carrying away the deck fittings. Early on Monday one boiler was started up, and the Wasp headed back toward Newport, never making a greater speed than two knots an hour. She reached here about 3 o'clock this afternoon.

The gunboat Hist, which went to the relief of the Nantucket lightship, is expected back to-morrow.

New-Bedford, Mass., Dec. 12.—Persistent bailing by hand for twenty-four weary hours and wireless telegraphy that brought help saved the lives yesterday of the thirteen men on board the Nantucket South Shoal Relief Lightship No. 58, but the vessel went down a few minutes after the crew had tumbled over the side into their lifeboat.

For six hours Monday the lighthouse tender, Azalea, which had answered the call for help, lay alongside the waterlogged lightship, unable to render assistance, owing to the fearful sea. At length the weather moderated, and an effort was made to tow the lightship to New-Bedford. But, after eighteen miles had been covered, the water, which had been coming in steadily through a leak in the fireroom compartment since early Sunday morning, began to gain on the already exhausted crew, and the distress signal was hoisted.

Without stopping for any of their belongings, the crew launched their boat and jumped into it. They had rowed only a short distance when No. 58 plunged beneath the waves. The men were pulled on board the Azalea, which had steamed back to rescue them, and every one was brought here safe and sound, early to-day.

The relief lightship No. 58, commanded by Captain Jorgenson, of Dennis, took the place of No. 72 on December 5. The vessel was equipped with wireless telegraphy, and constant communication could be kept up with Newport.

At 2 o'clock on Sunday morning a leak was discovered just above the fireroom plates in the midship compartment of the vessel. For several hours the vessel was kept free by aid of her steam pumps, but at 8 o'clock it was apparent that the water was gaining, and a message was sent to Newport for aid.

During the next few hours the water rose rapidly, until the fires under the boilers had been quenched and pumping by mechanical means ceased.

At 4 o'clock on Monday morning the Azalea was sighted, and at 10 o'clock the sea, under the influence of the northwester which had followed the easterly storm, calmed down to a moderate roll, and a line was sent to the lightship from the Azalea.

But the new strain from the towline on the bow seemed to open up the breach in the side of the lightship still more, and the water began to gain on the crew. About noon after eighteen miles had been covered, Captain Jorgenson hoisted distress signals on the lightship, and the towing stopped. The Azalea ran back toward the sinking vessel, while the crew of the lightship pushed their lifeboat over the side. No one stopped to gather up any belongings. One by one they slid down the rope into the boat. Captain Jorgenson was the last to leave his ship. Ten minutes later the lightship sank.

The crew rowed around on the leeward side of the Azalea and were dragged aboard, almost too exhausted to stand.

CELL FOR BURBANK.

Army Lieutenant Sentenced for Deserting Filipino Wife.

[By Telegraph to The Tribune.]

Fort Leavenworth, Kan., Dec. 12.—Information has reached Fort Leavenworth that Lieutenant Sidney S. Burbank, 6th Infantry, is under sentence of fifteen months' imprisonment in a penitentiary. The findings of the court-martial with the sentence are ready for approval by President Roosevelt, and, if not set aside, Lieutenant Burbank will be confined in the penitentiary here or at Alcatraz Island, California. It is said that Lieutenant Burbank was found guilty on three charges: First, conduct unbecoming an officer in deserting his wife, the Filipino woman, and making a false report, denying the marriage; second, embezzling company funds intrusted to his care; third, forgery.

This removes the last of his family from the army rolls. Lieutenant Burbank is the fourth in direct family line of Burbanks to be officers in the regular United States Army, beginning with the Revolutionary War. His grandfather was a brigadier general and his father a captain.

INSPECTOR LOCKED UP.

Election Official Admits Fraud in the 19th District.

James Francis Waters, an election inspector of the 19th Assembly District, was locked up in the Old Slip station last night on charges of aiding and abetting illegal voting and of perjury.

He was arrested by Deputy Superintendent Keegan after an examination in Superintendent Morgan's office before Emil Fuchs, of Mr. Morgan's staff, in the course of which, it is said, Waters swore that Harry W. Jennings had lived in his house as a lodger at No. 182 West End-ave., and that he had told the inspectors of election in the 40th Election District of the 19th Assembly District that a man who presented himself to vote as Jennings was his lodger.

It was declared that this man was James A. Maguire, who has already been arrested for illegal voting and is under $5,000 bail. Maguire was chairman of the board of inspectors in the 9th Election District, and Waters himself was an inspector in the 34th Election District.

THE FASTEST LONG-DISTANCE TRAIN in the world is Twentieth Century Limited, the 18-hour train between New-York and Chicago by New-York Central Lines.—Advt.

INCREASE FOR MILL HANDS.

Woollen Trust to Pay $1,000,000 More to Its 30,000 Employes.

Boston, Dec. 12.—Beginning on Monday, January 1, thirty thousand hands employed by the American Woollen Company, of this city, will have their wages advanced 10 per cent.

The increase will become effective in the thirty plants of the corporation, which are located in seven States, and it is expected that several mills not owned by the company will grant a similar advance.

The Scotia Worsted Mills, of Woonsocket, R. I., controlled by an independent concern and employing 175 hands, posted notices to-night announcing a 10 per cent increase on New Year's Day.

It is estimated that the advance will give the American Woollen Company's hands an aggregate of about $1,000,000 more each year than they have been receiving. The following mills are affected:

Massachusetts — Washington, Prospect and Globe mills, Lawrence; Bay State and Beaver Brook, Lowell; Saranac, Blackstone; Fitchburg and Beoli, Fitchburg; Assabet, Maynard; Puritan, Plymouth; Chase, Webster; Ray, Franklin; Hecla, Uxbridge.

Rhode Island—Weybosset, Riverside, Valley, National and Providence, Providence; Manton, Manton; Anchor, Harrisville.

New-Hampshire—Baltic, Enfield; Lebanon, Lebanon; Sawyer, Dover.

Maine—Vassalboro, North Vassalboro; Kennebec, Fairfield; Brown, Dover; Anderson, Skowhegan.

Connecticut—Moosup, Moosup.

Vermont—Burlington, Winooski.

New-York—Fulton, Fulton.

DEMOCRATS GET BOSTON.

Reduced Plurality for Fitzgerald, Owing to Factional Fights.

Boston, Dec. 12.—The Democrats were victorious in Boston to-day, the municipal election resulting in the success of the party mayoralty candidate, former Congressman John F. Fitzgerald, in a field of four candidates. Fitzgerald's plurality over his nearest competitor, Louis A. Frothingham, Republican, Speaker of the Massachusetts House of Representatives, is 8,380. The vote for Mayor follows:

John F. Fitzegarld (Dem.), 44,316; Louis A. Frothingham (Rep.). 35,936; Henry S. Dewey (Ind. Rep.), 11,637; James A. Watson (Cit. and Ind. Dem.), 515.

An analysis of these figures and a comparison with the mayoralty results in former years are practically impossible, owing to the number of candidates and the factional fights which figured greatly in the final result. The vote today was unusually heavy for a city election, more than 92,000 votes being cast out of a total registration of 114,000. Two years ago the late Mayor Patrick A. Collins, a Democrat, was re-elected by a plurality of more than 30,000. In the recent State election the Democratic candidate for Governor carried the city by a plurality of approximately 16,000. It was evident to-night that Fitzgerald did not receive his ful party vote.

LABOR MEN SUSPECTED.

Dynamite Placed Under Bridge, but Fuse Went Out.

Miller's Falls, Mass., Dec. 12.—That the State police and local officers have been at work for several days to apprehend those responsible for an attempt last Friday to blow up the Central Vermont Railroad's new bridge over Miller's River was disclosed to-day. No arrest has been made. The authorities are inclined to connect the attempt with recent labor troubles over the work on the structure.

According to the officials, twenty-seven sticks of lynamite, weighing twenty-five pounds, were placed beneath the railroad track on the bridge on Friday night, and a fuse one hundred feet long was laid to the Erving side of the river. The fuse was lighted, but after burning for thirty feet went out.

The attempt was discovered on Saturday morning, but the railroad officials, after consulting with the local authorities, decided to keep it quiet in the hope of finding the person who purchased the dynamite. Armed watchmen have since been guarding the bridge, and an investigation is being made by Deputy Sheriff Edward J. Pratt and State Detective James McKay.

DYNAMITE ON TRACK.

Explosive Taken from Rails Just Before Train Passes.

[By Telegraph to The Tribune.]

Indianapolis, Dec. 12.—Two boxes of dynamite, each weighing one hundred pounds, fell from a wagon on the crossing of the Vandalia and Belt Line Railroad tracks and burst open, strewing the explosive along the rails. A Vandalia train was approaching, and the driver of the wagon jumped off and cleared the rails of the explosive just as the train reached it.

Within a few feet on a sidetrack was a freight car loaded with dynamite. An explosion might have set off the thousands of pounds contained in the car.

DYNAMITE A FACTORY.

War Among Tobacco Factions—Masked Men Hold Up Train.

Louisville, Ky., Dec. 12.—A special from Elkton, Ky., says:

The tobacco factory here owned by Mrs. M. B. Penyck and operated by the American Snuff Company was blown up by dynamite early today. There was no loss of life, but the factory was completely destroyed. There was no insurance on the plant. Several houses in the vicinity and the railroad station were damaged.

The conductor of a passenger train on the Elkton and Guthrie Railroad reported this morning that late last night he was flagged at Bradshaws, a small station two miles south of here. When the train stopped, the engine was boarded by masked men, who covered the engineer with revolvers, while 150 men, all heavily masked, boarded the train, marching from one end to the other with drawn revolvers.

The leader of the gang told the passengers not to get excited as they were only looking for tobacco buyers. After a search of the train all the men left the coaches and the engineer was ordered to proceed. The train then moved on to Elkton.

For a long time there has been trouble between different factions among the tobacco men of this section, and this is believed to have been the cause of the destruction of the plant. It was learned to-day that a tobacco factory at Trenton, Ky., was burned several nights ago. The fire is thought to be incendiary.

HONGO, THE SOOTHSAYER, KILLED.

Notable Figure Lost in Fight with Germans in East Africa.

Berlin, Dec. 13.—A dispatch to the "Lokal-Anzeiger" from Dar-es-Salam, German East Africa, says that a German detachment was surrounded on three sides by two thousand insurgents in the Didi District. The insurgents, who were led by the great soothsayer, Hongo, were defeated. Hongo and a number of the native leaders were killed. Several of the German soldiers were slightly wounded.

FOR JUDICIARY REFORM.

DISCUSS JEROME ATTACK.

Bar Association Against Candidates Paying Campaign Assessments.

The Bar Association had a hot discussion last night over District Attorney Jerome's recent attack on the judiciary at a dinner at the City Club, and decided, by a large majority, that it would neither call Mr. Jerome to task and require him to prove his charges and make them specific, nor would it take any action which might be construed as supporting him.

Having done this, it adopted resolutions looking to the reform of the judiciary in this judicial district. The first resolution presented was one dealing with certain reforms in the judiciary considered essential, and it was adopted with little or no opposition. This resolution was presented by Austen G. Fox. It was the second one, also presented by him, and a development of the idea contained in the first, that brought on the discussion on Mr. Jerome. The first resolution, which was adopted, follows:

Resolved, That in the opinion of this association it is desirable that the payment of assessments by candidates for judicial office, or contributions by them, or on their behalf, to campaign expenses, should be prohibited by law.

There was little or no opposition to this and Mr. Fox presented his second resolution, which said:

Resolved, That it is incompatible with that degree of dignity and independence of the judiciary, which this association is striving to promote, that judicial office should be held concurrently with membership in and close affiliation with organizations devoted directly or indirectly to the management of political parties.

This was no sooner put before the meeting than half a dozen members were on their feet and a lively discussion was precipitated. It was pointed out that the mere act of enroiment in the primaries brought about membership in and close affiliation with political parties, and Edward Mitchell offered as an amendment a resolution saying

Resolved, That in the opinion of this association it is incompatible with the dignity and independence of the judiciary that any judicial officer should be a member of any committee of any political party.

Both the motion and the amendment were lost, but in the debate it was made clear that the association was overwhelmingly against any action that could be construed as a covert support of Mr. Jerome in his charges. Indeed, in the course of the debate this direct statement was made and was accepted by the members as voicing their sentiments. And it was insisted that the adoption of either this resolution or Mr. Mitchell's amendment would be committing the association to the support of the District Attorney.

When this matter was out of the way, the following resolution was offered by Henry S. Hotchkiss and was adopted

Resolved, That the committee on judicial nominations be and is hereby requested to inquire into and report at its earliest convenience what, in its opinion, if anything, should be done by this association to increase and make more effective its influence in the matter of judicial nominations in this judicial district. Also, that when the committee has completed its report the same be delivered to the president, that it then be printed and distributed among the members of the association, and that notice be given to such members of the time when the report will be presented to the association for its consideration.

Then came on the big fight of the meeting. John H. Judge offered a resolution calling on Mr. Jerome to prove his charges. Immediately Mr. Moore offered a resolution reciting various portions of Mr. Jerome's address at the City Club, as published in the newspapers, and directing the president of the association "to appoint a committee to request the District Attorney for a specification of the judges whom he condemns and of the acts which he condemns, and pledging to the District Attorney assistance in the prosecution of individual judges as may be justifiable under the facts that may be produced."

Mr. Judge consented that this resolution of Mr. Moore should be added to his, and the debate was on. District Attorney Jerome found his ardent supporters as well as his critics, and there was a lively time.

After the younger members had had an opportunity to talk, David McClure and William D. Guthrie explained that it was the sense of the Bar Association that it was better to allow Mr. Jerome to talk, if he so desired, and the association would take no official cognizance of his remarks. This was accepted as laying down the attitude of the meeting, and the resolution was laid on the table without a division. Mr. Judge, however, said that his resolution had not been voted on, and wanted it brought before the meeting. A point of order was made that, as Mr. Moore's resolution had been appended to his, the one vote tabled both.

The meeting was the stated meeting for December. In the absence of Secretary Root, the president of the association, in Washington, Vice-President Julian T. Davies, presided. Mr. Jerome is a member of the Bar Association, but he was not present. About two hundred and fifty members answered to the roll. The annual meeting will be held in January and the following inspectors and canvassers of election were chosen: Albert S. Bard, Francis S. Huntington and Howard Taylor. J. Archibald Murray, George L. Nichols and Herbert L. Satterlee were selected for the auditing committee. Thirty-seven new members were elected, among whom was ex-Judge Edward W Hatch, now a partner of ex-Judge Alton B. Parker, in the firm of Parker, Sheehan & Hatch; Carl L. Schurz, Frank A. Lord and William Van Rensselaer Erving.

RAMAPO BLOCKS RELIEF.

Protests Against Scheme of Water Supply from Catskills.

Kingston, N. Y., Dec. 12.—At the hearing before the State Water Supply Commission to-day the Ramapo Water Company showed its hand as an active opponent of any rival scheme for the relief of New-York City. The hearing was on the application of New-York City to get a water supply from the Catskill Mountains. The first matter before the commission was a protest from the Ramapo Water Company that it had prior rights to the Catskill supply.

J. Waldo Smith, chief engineer of the Municipal Water Commission of New-York, explained the engineering features of the Catskill plan and told of the necessity of an additional supply. He exolained conditions along the Croton watershed and declared that every eighteen years there is a dry period. One of these is about to begin, but of course the lightness of the rainfall could not be foretold.

The commission handed down a decision that all further testimony before it must be given under oath, and that New-York City must prove the need of an additional water supply and the merit of the Catskill plan, as if before a court. The hearing was adjourned until Monday.

FLORIDA'S FAMOUS TRAINS.

"Fla. & West Indian Ltd.," 9:25 A. M., A. C. L. Express, 9:25 P. M. Unexcelled service via Penn. & Atlantic Coast Line, 1161 B'way, N. Y.—Advt.

FREIGHT RATE FIGHT ON.

U. S. ATTORNEYS TO ACT.

Railroad Men and Shippers Summoned in Many States.

Washington, Dec. 12.—Attorney General Moody to-day sent a circular letter to all the United States District Attorneys, eighty-five in number, directing them vigilantly to enforce the provisions of the Elkins act against rebates and discriminations of all kinds by carriers. The method of proceeding suggested is by way of indictment. It is the expectation that this letter will result in the prompt investigation of all complaints made of discriminations by carriers, followed by indictments where the evidence warrants. The department itself, it is said, has investigated thoroughly all cases of discrimination brought to its attention, but it has not the facilities for a prompt investigation of the discriminatory practices all over the country, and it has been felt that these cases were of a nature that could be safely intrusted to the discretion of the District Attorneys.

The following is a copy of the letter sent today to the District Attorneys:

Office of Attorney General,
Washington, December 8, 1905.

To United States Attorneys:

An act entitled "To Further Regulate Commerce Among Foreign Nations and Among the States," approved February 19, 1903 (32 States, 847), commonly known as the Elkins act, is directed against the rebates and other discriminatory practices by common carriers. It makes such practices misdemeanors and provides for their punishment by fines. It further provides for their prohibition by the injunctive process of the courts. There is no provision that criminal prosecution shall be by the special direction of the Attorney General, but in Section 3 it is provided that proceedings for injunction shall be begun "whenever the Attorney General shall direct."

You are directed diligently to investigate all complaints which may come to you from any source of violations of this law, and upon your own initiative to make investigations if there appears to you to be any reasonable ground for suspecting violations of this law. In every case in which you can secure sufficient evidence you will submit that evidence to the grand jury, with a view to securing an indictment. Whenever it is practicable it is desirable that indictments should be returned both against the shipper and the carrier. In some cases, however, it may be impossible to obtain sufficient evidence without the aid of testimony of one of the guilty parties to the transaction. In such a case it would be wise to use such testimony, of course affording to the witness or witnesses immunity from prosecution.

Under the Elkins law the only penalty for its violation is a fine. I suggest to you, in all cases where the evidence would warrant it, that an indictment for conspiracy to commit an offence against the United States, based upon Section 5440 of the Revised Statutes, be obtained. The Supreme Court has held, in Clune v. United States (159 U. S., 590, 595), that a conspiracy to commit a crime, itself punishable only by fine, may be punished by imprisonment. In the event of obtaining a conviction upon a charge of conspiracy of this kind, you are directed to present to the court the desirability of inflicting the penalty of imprisonment, to the end that these unlawful practices, which have received almost universal condemnation, may be discouraged and prevented, as far as existing laws will accomplish that result.

Your attention is especially directed to that part of the act which renders unlawful "any rebate, concession, or discrimination in respect of the transportation of any property in interstate or foreign commerce, whereby any such property shall, by any device whatever, be transported at a less rate than that named in the tariffs published and filed."

I desire to impress upon you the importance of using every effort to execute these directions. You will report to the department from time to time any action which you may take upon this subject.

Very respectfully, WILLIAM H. MOODY,
Attorney General.

Chicago Dec. 12.—Exhaustive investigation of some of the railroad companies centring in Chicago has been decided upon by the local federal officials. Subpœnas have been issued for a large number of railroad men and heads of large industrial concerns, which have heavy yearly shipments, to appear before the federal grand jury, which has been summoned for December 19. Evidence obtained at various sessions of the Interstate Commerce Commission has given rise to the investigation. The matter came to a climax to-day when Special Attorney J. T. Marchand, for the Interstate Commerce Commission, called at the office of District Attorney Morrison, and, it is declared, delivered evidence into his possession which resulted in the issuance of the subpœnas.

The present investigation, it is said, will be limited to the roads against which specific charges can be made, leaving the other roads for further investigation should the occasion arise. The specific matters upon which the grand jury will search for evidence will be whether some of the large shippers were preferred over other shippers by certain railroads which granted large rebates to obtain their business.

Philadelphia, Dec. 12.—Subpœnas were served to-day by United States deputy marshals on a dozen persons who have been summoned by United States District Attorney Thompson to appear before the federal grand jury to-morrow and give testimony in the prosecutions to be brought against certain railroads and shippers for rebating. Ten witnesses were summoned in this city, one in New-York and one in Washington. The District Attorney still refuses to make public the names of witnesses or defendants.

It is said the contemplated prosecutions have to do with at least three transportation companies, the headquarters of one of which is in the West. District Attorney Thompson said today that the investigation of complaints of rebating and other forms of discrimination has been thorough, and it is probable action will be taken in several other large cities against certain carriers as a result of the prosecutions to be inaugurated here.

THOMAS J. DUNN DEAD.

Ex-Sheriff and Tammany District Leader Expires in Home.

Thomas J. Dunn, ex-Sheriff and Tammany leader in the 26th Assembly District died at his home, No. 321 East 68th-st., last night after a short sickness from acute pneumonia. "Tom" Dunn, as he was known widely, was popular with men of both parties on account of his ready wit and cordial disposition. As Sheriff during Mayor Van Wyck's administration Mr. Dunn was the best liked of all the officials of the city.

Mr. Dunn was born in County Tipperary, Ireland, fifty-three years ago, and came to this country to work on a farm when he was a boy. He drifted to the city about the time he was of age, and learned the trade of a stone mason. He worked at the trade until he saved enough to start in business for himself, and for years he had a thriving trade in blue stone, with a yard at Avenue C and 67th-st.

Mr. Dunn became Tammany leader of the 26th Assembly District in 1892. He was asked to run for Assemblyman, but he declined, saying: "Excuse me, I guess I'll save the stoneyard for myself."

The only office he held was that of Sheriff, and when he received the Tammany nomination in 1897 he sent by cable the news to his old mother in Ireland.

"If there's hanging in it, Tom, don't take it," she replied.

He was in office when the Spanish war broke out, and was asked if he was going to fight the Spaniards. "Sure, I'm not," he replied; "I have all the fight I want with the Civil Service Board."

For years Mr. Dunn was president of the Delaware Club, which controlled the Tammany district organiazion in the 26th District. He was a member of the Catholic Club and Democratic Club.

Mr. Dunn came from Monticello a few days ago, where he took his little girl, Grace, who is delicate. He was at the Delaware Club on Monday night and was in his usual cheerful mood. He stayed only a few moments, but in that time gave no signs of feeling ill. At the annual ball of the club in Terrace Garden last week Mr. Dunn led in the carnival of fun. It was his peculiar duty, he thought, to see that everybody was happy. Mr. Dunn's wife died about fifteen years ago, and he leaves five children, Charles, Thomas, Agnes, Grace and George.

OFFERS COREY LETTERS.

Steel President's Uncle Asks $100,000 for Jews in Return.

[By Telegraph to The Tribune.]

Pittsburg, Dec. 12.—J. B. Corey, uncle of William Ellis Corey, president of the United States Steel Corporation, issued a remarkable letter this afternoon, addressed to "the newspaper reporters of Pittsburg." In it Mr. Corey tells of how his quiet life has been made miserable by the demands upon him for information about the Corey scandal, and says he has decided to make good use of the additional information he possesses.

Mr. Corey tells in his letter of having recently given $20,000 to the fund for the relief of the suffering Jews in Russia, and says that more money is needed. He says that, inasmuch as the public likes to read about scandal, they should be compelled to pay for it. He declares that he has a number of letters which were exchanged between himself and Andrew Carnegie, Charles M. Schwab and E. R. Corey relative to the scandal, which he is ready to hand over to the public for $100,000, the total amount to be applied to the Hebrew relief fund. He does not care, he says, in what sums the money is subscribed, or whether it is made up by one individual, one hundred, one thousand or a hundred thousand. In giving the letters to the public, in consideration of the above mentioned amount, Mr. Corey says he will guarantee the contributors "that they will get their money's worth, or their money will be refunded."

Mr. Corey was seen after he had issued the statement and declared he was in earnest about the matter.

According to a high official of the United States Steel Corporation, there is little likelihood that the directorate of that company will take official notice of W. E. Corey's marital disturbances. While his friends among the officials deeply regret his trouble with Mrs. Corey, they feel that it is his personal affair, separate and distinct from his business career.

"In my opinion, this affair never will be brought before the directors," said this official. "Mr. Corey, unlike Mr. Schwab, his predecessor, has attended strictly to business since his connection with the Steel Corporation. His personal troubles have nothing to do with the company's business, and I don't see why any official notice should be taken of them. Many of these stories that he will be forced out of the company seem to originate in Pittsburg. The men who are running this company don't live in Pittsburg. They are right here in New-York."

Official denial was made that any project to move the general offices of the corporation to Pittsburg had been considered.

BOY IN LIFT FIRE HERO.

Takes Over a Hundred Girls Out of Blaze Which Destroys Factory.

The six story factory building No. 49 Elizabeth-st., occupying nearly two lots, was gutted by fire last night. Several Italian families living in houses in the rear of the factory had to be driven out. The roof of the house they occupied was afire several times, but they were so excited that they gathered in a corner of a hallway instead of rushing to the street.

The fire started in a cork factory on the second floor, where over a hundred girls were working after regular hours. It spread rapidly, and within five minutes had swept through to the upper floor. The girls, however, kept their heads and made their way to fire escapes.

Mike Odello, the elevator boy, proved himself a brave fellow. He carried the news to the top floors, and, though the smoke was suffocating, made five trips, and saw every one out of the building before he left his car. Four alarms were turned in, but the fire had gained great headway when the firemen reached the place.

The entire contents of the building were burned, the owners estimating their loss at $150,000. The building was owned by the McVicker Company, of No. 29 Pine-st., and Otto Lorenz is the lessee.

RUN OVER BY SIX TRAINS.

Man Dies at Hospital—Legs Cut Off on Elevated.

While at work replacing a fuse that had blown out of an elevated car on the 6th-ave. elevated railroad at 53d-st., just west of the curve at 6th-ave., Louis Spatt, an electrician employed by the Interborough, was run over last evening by the starting of the train without any warning. He had both his legs cut off a few inches from the hips, and lay for forty-five minutes on the track, during which time at least six trains passed over him. He was finally rescued by Patrolman Edward Judge and sent to Roosevelt Hospital, where he died fifteen minutes after his arrival.

The man was conscious when found, but was barely able to give his name. He failed to give his address before dying, and gave only the slightest hint as to how his injuries were sustained.

Patrolman Judge was standing at the corner of 53d-st. and 8th-ave. when some boys rushed up and told him that blood was dripping from the elevated structure on 53d-st.

The policeman went to a point opposite No. 127 West 53d-st. and climbed the nearest elevated pillar. When he reached the tracks, after groping around in the dark, he found Spatt lying outside the northbound track, while inside the tracks lay both of his severed legs. With the aid of several citizens Judge lifted the wounded man to the wooden path between the tracks. As they lifted him the man opened his eyes and moaned slightly. Judge stooped down and asked him his name. The injured man, though suffering frightfully, answered in a whisper that it was Louis Spatt, and said he was an electrician.

Leaving the wounded man in care of citizens, Judge descended to the street again and telephoned for an ambulance from Roosevelt Hospital. He then rushed around to the "L" station at 50th-st., and gave orders to have all trains but the first northbound train stopped. He accompanied this first train to the point where the wounded man was lying. The train was stopped and the wounded man was lifted to the platform of the car. This was seen by many of the passengers and several women fainted.

The train was rapidly sent to the 53d-st. station, where Dr. Johnson, of Roosevelt Hospital, was in waiting. He hurried the injured man to the hospital. Although every effort was made to save his life, he died a few minutes after his arrival.

Policeman Judge gleaned from Spatt before he died, that he went under a train to put in a fuse to replace one burned out under one of the cars. Spatt said that before he could climb from under the train, some one gave the motorman the signal and the train started.

The wheels of the car under which he was at work caught him just below the hips, severing his legs.

Judging from the time Spatt said he went under tht train to the time he found him, the policeman said that at least six trains must have passed over the man.

MME. BERNHARDT TO DINE WITH HYDE.

Mme. Bernhardt announced last night that she had accepted an invitation to dine with James Hazen Hyde next Sunday. It was not learned where Mr. Hyde is to entertain the French actress. Mr. Hyde's last notable French guest was Mme. Réjane, whose husband has just divorced her.

DEWEY'S WINES FOR HOLIDAY GIFTS.

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RYAN TELLS OF "THREATS."

TESTIMONY LIKE HYDE'S.

Says Harriman Intimated Use of Political Influence.

Thomas F. Ryan yesterday appeared before the insurance committee and testified that E. H. Harriman had demanded that he give him one-half of the Hyde stock and permit him to name two more trustees, and said that if he did not he would use all his influence, political and otherwise, and in connection with possible legislation, against him.

Senator John F. Dryden, president of the Prudential, testified that his company had contributed $26,000 in all to the last three Republican national campaign funds and had employed "Judge" Andrew Hamilton for legislative work in two cases.

It is expected that E. H. Harriman will take the stand to-day and tell his side of the Ryan incident on his own initiative. If he does not he will probably be subpœnaed for to-morrow.

HARRIMAN WANTED HALF.

Objected to Ryan's Buying Equitable, Latter Says.

Obeying District Attorney Jerome's decision that he must answer Mr. Hughes's questions, Thomas F. Ryan yesterday appeared before the insurance investigating committee. He testified with great explicitness that E. H. Harriman had demanded one-half the Hyde stock. This demand, he explained, was accompanied by a statement that if such a division were not made all Mr. Harriman's political influence in legislative matters would be used against him. According to Mr. Ryan, there was no specific threat of a legislative investigation, no mention of definite legislation, such as James Hazen Hyde named in the Ambler bill; it was merely a general "threat," without any revelation of what Mr. Harriman's "political influence" was or how it was to be used. Apparently Mr. Ryan contemplated it without apprehension, for he declined to be coerced.

Mr. Harriman, according to Mr. Ryan, not merely asked for half the Hyde stock, but bitterly opposed the trustee plan, finally proposing as a compromise that he should name two more trustees. This and all other requests to have a share in the transaction were denied. The threat concerning "legislative action" was made in the presence of Mr. Ryan's attorneys, Elihu Root and Paul D. Cravath.

It is inevitable now that Mr. Harriman will testify again. He may request the committee to hear him to-day; he may wait for the committee to ask him to-morrow or next day, but it is agreed that he must now tell the committee just what his "political influence" suggestion meant. If his account of the interview with Mr. Ryan fails to agree with Mr. Ryan's, then Mr. Root and Mr. Cravath may take the stand. Former Governor Odell's name was not mentioned in Ryan's testimony.

Mr. Ryan's story of the Harriman "threat" recalled the testimony of James Hazen Hyde regarding the advice he said that Mr. Harriman gave him, to have the Mercantile Trust Company settle former Governor Odell's suit for $75,000 to avoid "retaliatory legislation" under the influence of "that powerful gentleman." The verbatim testimony in the two cases is wonderfully alike. In his examination of Mr. Hyde regarding Mr. Harriman's advice Mr. Hughes asked Mr. Hyde:

Q.—Did Mr. Harriman say anything about the repeal of the charter of the Mercantile Trust Company? A.—Yes, sir; he said it was a possibility.

Q.—By legislation? A.—Yes, sir, and it was rumored in the newspapers.

In connection with the "threat" accompanying the Harriman demand for half the Hyde stock, Mr. Ryan was yesterday asked by Mr. Hughes:

Q.—Did he say his political influence would be against you? A.—Yes.

Q.—Did he refer to the legislature? A.—He referred to probable legislative actions or action or said that the legislature would probably take action.

Both former Governor Odell and Mr. Harriman denied the Hyde story emphatically when on the stand.

Mr. Ryan's testimony follows:

Q.—Mr. Ryan, at the hearing on Friday you testified that E. H. Harriman desired to share the purchase of the Equitable stock with you and that you refused. The question was then asked: "What did Mr. Harriman say to you in connection with the matter?" That question I now repeat. A.—Mr. Chairman, I trust the committee will understand my motive in not answering the question when I was on the stand before. I did not wish the committee to understand I meant any disrespect. I wish to preserve harmony—I did not wish to answer the question until I was satisfied that I was obliged to answer it.

The Chairman—I think we understand that, Mr. Ryan.

The Witness—The District Attorney has determined I shall answer the question, and I shall give my best recollection of the conversation.

The Chairman—Yes; that is all I desire.

The Witness—The question, Mr. Hughes, please.

MR. HARRIMAN'S OBJECTIONS.

Q.—The question I put to you before was, "What did Mr. Harriman say to you in connection with the matter?" And in answering that I will be very glad if you will state fully what was said and done. A.—Immediately after my purchase of the Equitable stock Mr. Harriman called upon me and we had a conversation. We had several conversations during the few days following the purchase. One of these conversations was in the presence of my counsel, Mr. Root and Mr. Cravath. Some of my conversations were over the telephone.

Mr. Harriman, as near as I can remember, said that as he had devoted a large amount of time and work to the Equitable situation I should not come into the situation; should not have come into the situation without consulting him. That is, I had bought Mr. Hyde's stock, and, as I bought Mr. Hyde's stock, he demanded I should share—let him share—in the purchase and have an equal voice in the management.

This I declined. He also objected to the trustees; objected to having the stock trusteed. He finally said if I would allow him to share in the purchase and in the management and would allow him to name two trustees, with Mr. Cleveland and Judge O'Brien and Mr. Westinghouse, that he would assent to my plans. He also said that he did not think I could carry out my plans without his aid. I said that I had determined in the interests of the policyholders of the Equitable and in the public good to divest myself of all control of the Equitable; that while I desired very much the continuance of the operation of Mr. Harriman and all other large financial interests, the task doubtless would be a hard one, and I regretted very much to have his opposition, but that I could not give up my intention to trustee that stock, as I had made up my mind to do as soon as I purchased it, and that whether I had his opposition or not I was going to try to carry out that plan.

SAW HARRIMAN SAME DAY.

Q.—The purchase was effected by you on Friday, June 9? A.—I don't remember the date, but it was completed late on Friday.

Q.—Friday appears to have been June 9. A.—There was an agreement reached on Friday night or early Friday morning, but no papers signed.

Q.—It was on Friday afternoon that Mr. Morton was elected chairman of the board? A.—It was.

Q.—When did you first hear from Mr. Harriman in

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