

HAS A COSTLY FARM.

ASKS \$545,000 OF CITY.

Peekskill Man Has Railroad, Spring and Park on Aqueduct Route.

Herman D. Le Vno, who uses the stationery of "The Dry Goods Economist" and of the Root Newspaper Agency, at No. 200 Greene street, in his correspondence with the Law Department, has filed claims with the Corporation Counsel for \$545,000 on account of alleged prospective damages to his farm back of Peekskill because the city plans to run the Catskill Aqueduct across his place.

Le Vno's farm consists of 240 acres, but the city plans to take only 10 1/2 acres of it for a right of way. The farms in the town of Philipstown, Putnam County, where Le Vno's farm is situated, say that the farm is one of the poorest in the country, and that \$5,000 would be a big price for the city to pay.

To have some sort of basis for his surprising claims, Le Vno has built a crazy looking railroad up the side of a wood lot, crossing and recrossing the survey for the city's aqueduct. His railroad he calls the Putnam & Westchester Traction Company. It seems to start on Le Vno's farm, miles away from a trolley line, and to end at the top of a knoll.

Le Vno bought the farm from James Gale in the summer of 1903. This was the summer that the city's surveyors made their preliminary survey for the line of the Catskill aqueduct, when they ran the line across the Gale place. The official map for the aqueduct was filed October 9, 1903. Since that date, in addition to building his remarkable railroad, Le Vno says in his correspondence with the Law Department that he has discovered that his farm is a natural park and health resort. He says he has discovered a marvellously healing spring on the place. This he has named Miracle Spring, and has built a cheap shed over it.

The whole business would be farcical but for the fact that Mayor McCheslin, Corporation Counsel Pendleton and Henry T. Dykman, counsel specially retained to protect the city's interests in Westchester and Putnam counties, have learned beyond the shadow of a doubt that there is a movement amounting to a practical conspiracy on the part of certain lawyers to compel the city to pay extortionate prices for right of way along the Catskill aqueduct.

"The attempt of Le Vno," said Mr. Dykman to a Tribune reporter last night in White Plains, "is the most barefaced attempt to compel the city to pay unwarranted prices for right of way that has ever under my observation during my connection with the Law Department as counsel since 1876."

COUNSEL ON THE TRAIL.

"The Mayor and the Corporation Counsel," continued Mr. Dykman, "instructed me to keep under constant supervision the land needed by the city for its additional water supply, and to spare no effort or necessary expense in protecting the city's interests or ferreting out any claim seeming to be fraudulent. Under these general instructions I have made a personal inspection of the Le Vno matter and shall forward all the data to the Law Department to-morrow."

Mr. Dykman is a son of the late Justice Dykman and brother of William N. Dykman, of Brooklyn.

All of the documents, correspondence and photographs involved in Le Vno's claim will be filed with the Corporation Counsel this forenoon. When seen last night Mr. Pendleton said:

"The city is ready and willing to pay a good price for all the land needed for the Catskill aqueduct, but we will not submit to extortion." Mr. Pendleton is making an investigation of the rights of so-called guaranty and indemnity companies, which have obtained more than three hundred options on parcels needed by the city for the water supply right of way, and it is likely that he will call the attention of the courts to the conduct of the lawyers engaged in it.

These companies have persuaded more than three hundred owners of land needed by the city to give them options, and the owners, under the impression that the companies can compel the city to pay three or four prices for their land.

The United States Title Guaranty and Indemnity Company, which holds options on between two hundred and three hundred parcels in Ulster, has had nothing to do with the Le Vno case, so far as the Law Department is concerned. The city is in a position to manipulate these people over any business with this company, whose directors, as given elsewhere, would seem to be a guarantee of legitimate dealing.

Le Vno's demands are the most astounding of any that have been made up to date. After making them, he writes under date of December 31, 1906, to Mr. Dykman as follows:

"I do not care to stand in the way of progress, and wish to take any steps that would appear arbitrary or block the wheels of progress."

"Among the papers in Mr. Dykman's possession there is an unsigned memorandum in connection with the letter of December 31, 1906, which says: 'I have just learned that most of the farmers around Peekskill have placed their claims in the hands of lawyers. Mr. Le Vno is in a position to manipulate these people over the lawyers' heads in the interest of the city if the city wishes him to do so. This is a mere suggestion, and take it for what it is worth.'

It is scarcely necessary to say that Mr. Dykman gets down to the task of figuring his prospective damages that he says things which make the lawyers wink.

SOME ITEMS OF DAMAGE.

First of all, there is the damage to his private railroad, having it to a certain extent on the product of a stone quarry which, he alleges, he owns. The city's engineers have hunted in vain for the quarry, or something that resembles a quarry, without success. But Le Vno seems to have a quarry right on the route of the aqueduct, for his little railroad, with rails weighing about twenty pounds to the yard, runs right along the survey made by the city's engineers. For damage to this railroad Mr. Le Vno demands \$200,000.

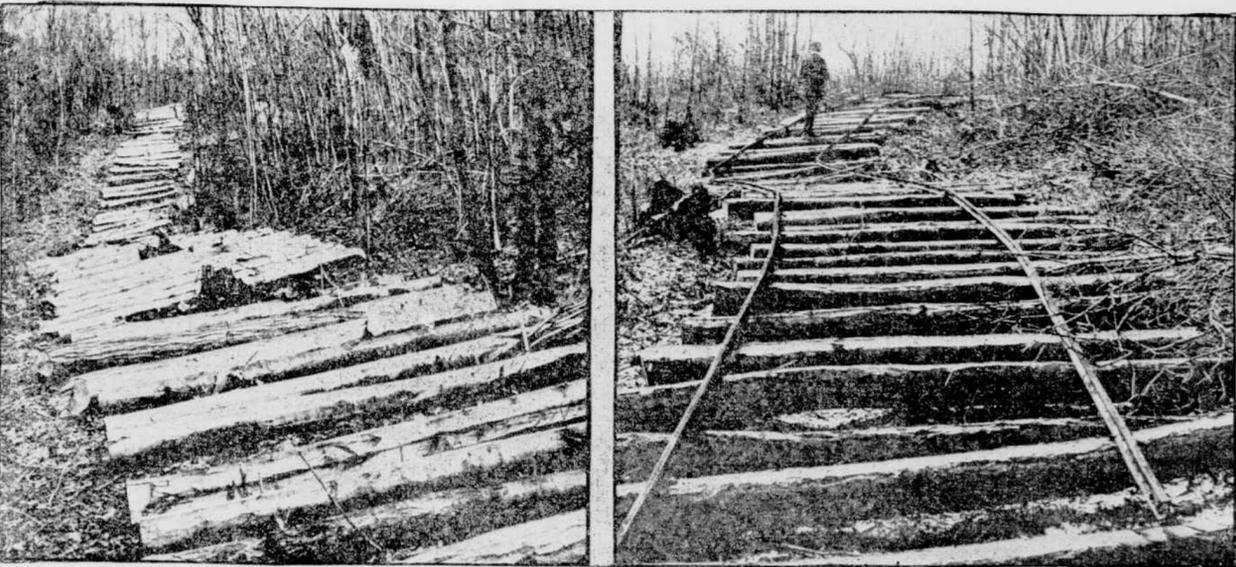
Then there is his "Miracle Spring." There is a suspicion that Le Vno has visited Lourdes in France. He says that he intends to establish a health resort around this spring, with a string of cottages on a rise of ground known as Cat Hill. The damage to this prospective enterprise is put at \$150,000.

Next comes the destruction by the city of his hunting ground. Le Vno says that his wood lot is a natural park, and that it is a natural sliding place for quail, partridge, rabbits and deer. He asserts that he cancelled an option for \$20,000 for this park on account of the proximity of the aqueduct.

Then there is the item of general and all around damage to his place because of deprivation of a natural park, and that is \$300,000. Under date of December 31, 1906, over his own signature, Le Vno says that what the city acquires is the best spot on his farm. Among the items aggregating the \$150,000 here referred to is the damage to the "lake" on his farm—a body of water, by the way, not yet discovered by the city's engineers—and damage to the proposed hotel he was going to erect on the highest point. He says that there is sufficient water to furnish electric lights for the entire section, and furnish power for his railroad.

After scanning the sum total of the items and noting that it reached the round sum of \$500,000, a yearning to make it more seem to have

VIEWS ON HERMAN D. LE VNO'S FARM, NEAR PEEKSKILL. FOR DAMAGES HE WANTS \$545,000.



RAILROAD, BEFORE AND AFTER LAYING OF RAILS, VALUED AT \$30,000.

SCHOONER CUT IN TWO.

STEAMER PLOWS INTO IT.

Three Fishermen Lost When Romanic Looms Up Out of Fog.

When ten miles west northwest of the Nantucket South Shoals Lightship in a dense fog for a few minutes after midnight Thursday the fishing schooner Natalie B. Nickerson was cut in two by the big White Star liner Romanic, and three of her crew went down with her in twenty-seven fathoms of water.

The Romanic, which was on her way from Boston, where she had discharged her passengers from Naples, arrived here last night with Captain John S. Seavey and fourteen of the Nickerson's crew.

The schooner had more than \$1,000 worth of mackerel in her hold, and was about to return to Newport with her catch, when the big Leviathan bore down upon her. The fishermen felt safe, as they were out of the track of transatlantic liners, and never thought of being run down in the fog. But the Romanic loomed up before them without a minute's warning and, according to the schooner's crew, it was a miracle that the captain and fourteen men were saved.

Atwell P. Davis, of West Boothby Harbor, where the Nickerson falls from, told the story of the collision and the rescue yesterday on the deck of the Romanic. Davis is about twenty-five years old. He declined to take any credit for what he did when he heard the alarm of the Romanic, but the crew declared that had it not been for his quick wit all would have gone down with the schooner, for she only stayed afloat about ninety seconds after the big liner struck her. Davis said:

"We were jogging along under mainmast, foremast and forestays. We had a ninety-eight-horsepower engine aboard, which could drive us along at eight knots, but it was not running. John Miller and I were on watch. The skipper and the rest of the boys were below asleep. 'It was clear overhead, but it seemed as if we were in a well of fog, for we could not see six fathoms in any direction. I had been forward, and as I was walking aft I heard one blast of a steamer off the port bow. I ran to the hatch and shouted, 'Steamer! steamer!' Everybody on deck took to the deck, lit their torches, and I with a match and waved it from the stern. I had only swung it once when I saw the mast light of the Romanic. In another instant her bow struck us aft of the main rigging, and before we could get to the deck the schooner was cut in two. We were floating in the water."

"The Romanic forged ahead into the darkness, and we didn't know she had stopped until two of her lifeboats, burning blue lights from the bow, came up to us and picked us up. A dory which had been resting on the deck and was not lashed down floated when the schooner was cut in two. The men got into the Romanic's lifeboats, and we heard the cry of a drowning man. He rowed about a boat length and grabbed Captain Seavey of the Nickerson, who was about to go down for the last time."

"Just as he pulled the skipper into the dory he heard a yell, and found that Spot Seavey, the captain's dog, had stayed by her master and was trying to follow him into the small boat. Farmer and I reduced speed to mere steerageway. We heard the submarine bell on the Nantucket South Shoals Lightship a few minutes past midnight and knew that we were a little over a mile southeast of it."

"Chief Officer Hickson was with me on the bridge and we heard the horns of dozens of fishing schooners all around us. We blew our whistle continually and were actually crawling along—I might say we were barely moving. After blowing once a few minutes before we struck the schooner we heard one blast of her horn."

"When I saw her flare torch I tried to swing to port, but as we were going along so slowly the steamer did not have enough headway to respond quickly and we struck her. I stopped as soon as I could and First Officer Winslow and Third Officer Turlon each took a lifeboat, but back to the wreckage and brought back the captain and fourteen of the men."

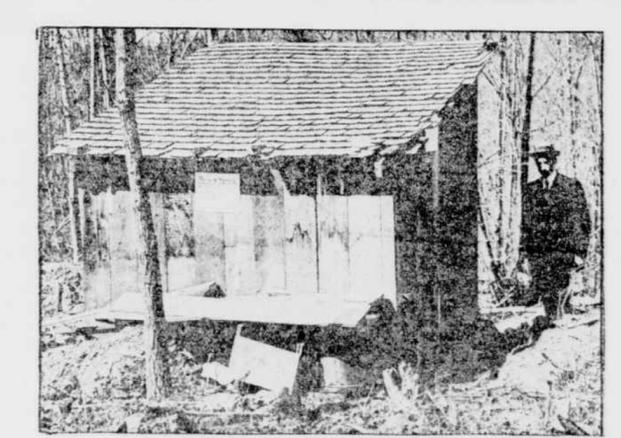
"When they told me that three men were missing I stayed by for nearly two hours, hoping to get the other fellows, who might possibly be floating, hanging to the wreckage. The men in our boats went over the spot carefully, burning blue lights at intervals, and I think if any of the missing men were afloat they would have got them, too."

"When the Romanic's boats went back for the last time they found 'Best' Wylie, whose arm had been shot off several years ago, clinging to a spar. He was exhausted when the lifeboat came alongside, and, being unable with his one arm to help himself aboard he had to be hoisted to the deck with black and tackle."

"Capt. Seavey was suffering from shock when taken aboard the steamer. He revived somewhat under the care of Dr. Joseph C. Hines, but before the Romanic reached Quarantine the captain became delirious and last night he was said to be in a serious condition."

"His pet dog, Spot Seavey, remained beside her master through the day, and had to be dragged from the door of the steamer's hospital yesterday when the photographers asked to take her picture. The missing fishermen are William Winchester of Ditch County, Nova Scotia; Everett Greenleaf and Elwell Greenleaf, brothers, of Trenton, Me. Charles Greenleaf, cook of the Nickerson, a son of Everett Greenleaf, was grief-stricken yesterday over the loss of his father and uncle."

The Natalie B. Nickerson was built in West Boothby Harbor, Me., in 1891, and was owned by Robinson Brothers, of Boothby Harbor. She was 105 feet long, had a 25-foot beam and her tonnage was 23. She was refitted about a month ago at a cost of \$5,000.



"MIRACLE SPRING," VALUED, WITH EQUIPMENT, AT \$150,000.

TURBINES REJECTED.

Reciprocating Engines for 20,000-Ton Battleship.

Washington, July 12.—Acting Secretary Newberry to-day settled the question of the character of the engines to be installed in the new 20,000-ton battleship of the Delaware class to be constructed by the Newport News Shipbuilding Company by approving the recommendations of the board of constructors for the use of reciprocating engines. The board made the recommendation for the reason that the installation of the Parsons turbine engines which it had been proposed to use would, in its judgment, require more longitudinal space than the reciprocating engines, making necessary an interference with the ammunition supply of the after turret and a weakening of the structural support. The ship will be built on the department's plans at the contract price of \$3,987,000.

AFLOAT IN SEA OF OIL.

Petroleum Pumped Into Boilers of Steamship in the Gulf.

New Orleans, July 12.—A vast lake of oil in the middle of the Gulf of Mexico, seventy miles off the coast of Texas, held fast the British steamship Cuban, which arrived here to-day from Tampico. The petroleum was so deep that water was cut off from the boilers, and the feed pump took in oil. The surface was like liquid glass, and did not make a ripple as the ship ploughed through it.

TIDY BROADWAY OR QUIT.

Street Cleaning Commissioner Issues Ultimatum to Contractor.

Commissioner Bense of the Department of Street Cleaning called J. P. Holland, who has the contract for cleaning Broadway from the Battery to 14th street, before him yesterday, and told him that if the work of cleaning the street were not better done the contract would be revoked. This contract can be cancelled on three days' notice, and the Commissioner said yesterday that if matters did not improve the city would at once undertake to do the work itself.

"I told Mr. Holland," said Dr. Bense, "that I was not interested in details of the work. That was when he began to tell me why the work was not properly done. I said that his contract called for the cleaning of the street and that I wanted to see results."

"The first trial under the new fine system took place at the department's headquarters. Dr. Bense sat with Deputy Commissioner Murphy in the trial of half a dozen men from Brooklyn charged with minor offences. All were discharged with a reprimand and told that future offences would be dealt with more severely. The foreman who made the charges came for a severe reprimand from the Commissioner because of the appearance of the men."

"I told the foremen," said Dr. Bense, "that they must see that their men were in good condition. No man can do his work right and pride in his uniform and his appearance. I will accept no excuses on this point, and the foremen must see that this rule is enforced. Otherwise they will be brought up on charges."

TWO ALPINE CLIMBERS KILLED.

Grenoble, July 12.—Two members of the Italian Alpine Club lost their lives in a mountain climbing expedition to-day. They fell over a precipice 1,200 feet high on Mount Miele-Pelvoix. Their bodies were horribly crushed and could not be recognized.

SIX DROWN IN RIVER.

Gasoline Launch Goes Over Dam at Russell, Penn.

Jamestown, N. Y., July 12.—Six people were drowned late this evening near Russell, Penn., eleven miles south of here. Nine people had taken a gasoline launch on the Conewango River, which was very high, owing to yesterday's rains. The boat was swept over a dam. The list of dead follows: BAKER, Mrs. George, Warren, Penn. BEST, John, Warren, Penn. BEST, Miss John, Warren, Penn. BEST, Miss Violet, 15 years old, Warren, Penn. BUTTS, O. F., travelling salesman, Philadelphia. KNOX, Miss Hilda, Warren, Penn.

Mr. and Mrs. Best had invited a company of friends to take supper with them at their cottage on the Conewango River, and had gone down to the Russell boat landing to meet them. The visitors were in one naphtha launch and Mr. Best and his party in another. The boat containing the visitors became lodged on a pile a short distance above the dam, and Mr. Best had gone to assist them, when the engine in his launch broke and the boat, containing nine persons, drifted toward the dam without an opportunity to stay it. When the boat reached the dam it was drifting broadside, and as it went over it turned upside down. Six of the nine persons were caught under it. Men ran from the village, and when at last the boat was righted and drawn ashore none of the bodies was found in it. Without a doubt the swift current carried them down the stream.

The accident occurred at 6:30 o'clock. Coroner Pierce, of Warren, was informed, and will have the river watched at that place. The body of Mrs. Best was recovered just below the dam shortly after 9 o'clock.

IMMUNITY FOR BOXTON.

Clever Trap Which Caught 'Frisco's Temporary Mayor.

San Francisco, July 12.—Mayor Charles Bixton, as a witness in the trial of Louis Glass, charged with bribing supervisors to procure a telephone monopoly, to-day told the story of his entrapment last fall at the home of Mr. Roy, who bought for \$500 Bixton's supervisory vote against an ordinance prohibiting child patronage of skating rinks, only to turn Bixton over to the law.

Mayor Bixton told how Rudolph Spreckels, Assistant Prosecutor Honey, District Attorney Langdon, Detective Burns and "a dozen others" walked in on him during the "deal" and offered to let him go free if he would "turn up" his confederates and accomplices, inside and outside of the Board of Supervisors. He agreed, and a written guarantee of immunity was drawn up, signed and placed in Spreckels' pocket.

AMERICAN CUP RACE.

Belief That Sir Thomas Will Send Challenge for 1908.

London, July 12.—It is probable, although Sir Thomas Lipton will not admit it, that the New York Yacht Club will receive a challenge for the America's Cup for 1908. The time for challenging does not expire until October, and it is likely that the challenge will not be sent until the last moment. Speaking of the matter to-day Sir Thomas said he would not say whether Sir Thomas intended to send a yacht across the Atlantic next year or send a challenge before the time for an expired, as it would simply be giving the holders of the Cup more time in which to arrange for its defence.

Friends of Sir Thomas say he is most anxious to make another try, and that unless something unforeseen happens, another Shamrock will cross the Atlantic next year.

Sir Thomas to-day sent to Boston a handsome silver cup as a prize for sailing a race between fishermen.

AFTER ALL, USHER'S THE SCOTCH that made the lightning famous.—Adv.

SECOND JAP CAPTURED

MADE PLANS OF FORT.

Employed as Cook at Rosecrans, but Showed Expert Knowledge.

San Diego, July 12.—The capture of a second Japanese spy to-day has confirmed the belief that there is a systematic plot to obtain a complete set of plans of the fortifications at Fort Rosecrans. The Japanese who was captured several days ago while engaged in making drawings of the placements and positions of the big guns was an entire stranger to both officers and men at the fort. The man who was caught to-day, however, had been employed at the fort as cook for the officers' mess. Suspicion was directed toward him several days ago, when he was seen on the top of Point Loma, near the old lighthouse. He was first observed by a soldier, and at the time was making drawings.

The soldier reported what he had seen and the man was watched. He made several trips to the top of the point afterward. To-day his room at the fort was searched. Among his effects was found a blue print of the fortifications, which he had made and which was clearly the work of an expert. It was printed on paper such as engineers use.

The work demonstrates beyond a doubt that the man was highly educated and has an advanced technical knowledge of fortifications and drawing. The entire set of drawings which he had apparently intended to make had not been completed, but would have been finished in another day. The officers are confident that the Japanese has not sent out any drawings of the fortifications, because he was detected before he had time to complete his work.

In the man's room were also found many books printed in the Japanese language on architecture and mechanical drawing, including Bentley's works printed in Japanese and illustrated with cuts.

The Japanese was discharged this afternoon and escorted from the military reservation by an armed guard.

ABDICATION IN COREA?

Belief in Seoul That the Emperor Has Resigned Throne.

Tokyo, July 13.—The correspondent at Seoul of the "Jiji," a journal which enjoys a high reputation for the accuracy of its news service, telegraphs his paper saying that he believes the Emperor of Corea has abdicated.

HUSTON IN ADIRONDACKS.

Architect of Pennsylvania State Capitol at Brother's Cottage.

Washoe, N. Y., July 12.—Joseph M. Huston, of Philadelphia, architect of the Pennsylvania State Capitol, who left that city early in June after the investigation of graft charges, was found to-day at a little cottage owned by his brother, Samuel Huston, at the foot of Panther Mountain, near Rustic Lodge, a short distance from this place.

WOMAN KILLED BY AUTO.

New Haven, July 12.—Miss Grace Crittenden was killed to-day by an automobile run by Vance Schrier, of Bridgeport, as she stepped from a trolley car in front of the home of her sister, Mrs. William Ull, of Westhaven. Her skull was crushed and she was badly bruised. She was removed to Dr. Adams' sanatorium, where she died late this afternoon. The Westhaven police have arrested Schrier and will press a charge of manslaughter against him. It is said that there is evidence that he was racing with another automobile.

Schrier said that Miss Crittenden seemed to grow confused when she saw his car approaching, and that he blew his horn till his machine struck her and dragged her a hundred feet. Miss Crittenden's friends say that she was nearsighted. She was twenty-four years old. The Westhaven police have been unsuccessful in trying to cope with the case. Automobiles have been meted out for recent accidents in that borough.

AUTOMOBILE OVERTURNED CAB.

A cab in which were Charles Shamroth and Joseph Schultz, lawyers, of No. 122 Nassau street, and two women, was overturned in a collision with an automobile yesterday morning at 8th street and Central Park West. Francis E. Cremen, of No. 156 West 53d street, who was running the machine, was locked up in the West 100th street station, charged with reckless driving and violating a corporation ordinance in being on the wrong side of the street.

When the automobile hit the cab and it was overturned, the horse was thrown down and the driver, William Murray, pitched into the street. No one was injured. Patrolman Ahemfeld ordered the cab occupants and the two drivers into the automobile and took them to the station house. Cremen said that the slippery pavement alone was responsible for the accident.

BILL TO PROHIBIT AUTOMOBILES.

Montgomery, Ala., July 12.—In the House to-day a bill was introduced to prevent automobiles running on public roads.

GREAT BEAR SPRING WATER.

"Its purity has made it famous."—Adv.

JAPANESE WELCOMED.

GUESTS OF PRESIDENT.

Cordial Friendship of Two Nations Attested at Oyster Bay.

(By Telegraph to The Tribune.)

Oyster Bay, July 12.—Another significant incident in the visit to this country of Admiral Yamamoto was the reception of the Japanese admiral by President Roosevelt to-day. The cordial meeting at Sagamore Hill ought to be the final argument against the sensational talk of possible trouble between the two friendly powers. The following statement was issued by President Roosevelt through Secretary Loeb after the departure of Admiral Yamamoto from Oyster Bay:

The President had a long interview with Admiral Baron Yamamoto, and it was most satisfactory in every way. It simply confirms (what had already been made clear by Ambassador Aoki) the thoroughly good understanding between the two governments and the fundamental friendliness between the two nations."

ADMIRAL YAMAMOTO PLEASSED.

Admiral Yamamoto had nothing to say, but his expression as he boarded his special car to return to New York indicated his complete satisfaction over the meeting with the President. The exchange of friendly greetings and expressions of good will evidently pleased him more than any other honor that the American people have shown him.

Admiral Yamamoto was presented to President Roosevelt by Ambassador Aoki. He was accompanied by Captain Motoki Kondo, of his staff. The party arrived at Oyster Bay at about 12:30 p. m. and entered a waiting automobile, arriving at Sagamore Hill a few minutes later. At the station there were only a few villagers and a number of newspaper correspondents to greet him.

In contrast to the formal afternoon dress of the Japanese was the cool white suit worn by the President when he greeted his guests. When the latter arrived he was on the veranda. He stepped eagerly forward, and almost before the ambassador had time to present Admiral Yamamoto, had clasped the admiral's hand in a firm, hearty grip, saying:

"Baron, I am glad to meet you."

Then there was a general exchange of congratulations, and Admiral Yamamoto handed to the President with the compliments and best wishes of the Emperor of Japan a square package, of which Captain Kondo had been the careful custodian on the trip. When opened just before the departure of the visitors, it was found to contain a Japanese lacquer box of the finest workmanship that the artisans of Nippon are capable of turning out. The box measured about a foot around and contained several drawers.

LUNCHEON AT SAGAMORE HILL.

The President had also as guests at luncheon Robert Bacon, Assistant Secretary of State; Congressman Herbert Parsons and Mr. and Mrs. E. D. Morgan. President Roosevelt and Admiral Yamamoto led the way to the dining room. The visit of the Japanese lasted about two hours. Just as they were about to depart black clouds loomed up directly overhead that were altogether out of keeping with the occasion. A faint rain fell, but the Japanese, by the imaginary dark clouds alarmists have pretended to observe gathering to obscure the sunshine of peace. But these clouds were real, and soon there was a heavy downpour of rain. The 2:30 train was held for about ten minutes on a telephone request from Sagamore Hill. Then came a fair, however, the automobile to break up the imaginary dark clouds alarmists have pretended to observe gathering to obscure the sunshine of peace. But these clouds were real, and soon there was a heavy downpour of rain. 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