PROBE M'INTYRE FIRM

SEEK $400,000 SECURITIES.

Judge Holt Authorizes Examination of Seven Partners.

Developments of a sensational character in connection with the failure of T. A. McIntyre & Co., the brokerage concern, are expected from the examination of the seven partners, authorized yesterday by Judge Holt of the United States Circuit Court upon the application of Irving L. Ernst, attorney for Charles C. Burlingham, the receiver. The examination will be held before Commissioner Gilchrist. Arthur Heck, of Syracuse, assignee and co-receiver of the bankrupt firm, will also be examined. The firm consists of T. A. McIntyre, John G. McIntyre, his brother; T. A. McIntyre, jr., a son, and Edward T. White, George C. Ryan, of Syracuse; James E. Hulshizer, of Hoboken, and James M. Hudson. Subpœnaes will be issued for the appearance of the firm members, including Thomas A. McIntyre, the senior member, who is ill at his place in North Carolina.

Maurice Léon, counsel for Thomas A. McIntyre, said yesterday that he had not heard from his client, but added that he had seen a telegram from Mr. McIntyre dated at Onslow, N. C., in which he denied many of the stories now being told. "I would take with a grain of salt," said Mr. Léon, "these stories that the securities said to be missing will reach $400,000." The most important fact the receiver seeks is the disposition of this $400,000 worth of securities.

The same crowd of clamorous creditors collected outside the offices of T. A. McIntyre & Co., at No. 71 Broadway, yesterday, and the letters from owners of the missing securities continued to arrive until they made a formidable looking stack. The creditors who called, some of them from out of the city, did not get into the offices, the guard at the door explaining that an examination of the books was being made which would not be finished for several days. Among those in the hall were employes of the firm who had not received their salaries. Some of them said that when the crash came there was not sufficient funds left to pay them.

While there has not been time yet to assort and classify all the letters that have reached the receiver, some items were taken from them which show among the missing securities the following: Sixty shares of Rock Island preferred, 20 of Southern Pacific, 20 of American Smelting and Refining, 20 of Anaconda, 100 of Amalgamated, 100 of Cast Iron Pipe, 100 of New York Air Brake, 2 of Great Northern, 18 of Pullman, 100 of Great Northern, for which $12,525 was paid by the party purchaser, who had at that time $17,000 with the firm; 10 of Anaconda, 75 of Missouri Pacific, 20 of Yukon, five St. Paul bonds; 200 shares of Southern Pacific, 4 of Great Northern, 100 of Nevada-Utah, 50 of Yukon gold, 100 of Steel preferred, 200 of St. Louis and San Francisco preferred, 10 of Erie, 100 of Pittsburg Coal, 5 Missouri, Kansas & Texas bonds, 5 shares of Steel preferred and 50 of Missouri, Kansas & Texas preferred.

"These items were taken from letters which the customers of the firm have been sending to the receivers asking that they be restored," said Mr. Ernst. "They represent about one-quarter of the total amount of securities which cannot be accounted for. Several local banks have been selling out securities which the firm had deposited with them, in order to protect themselves. Among these are the Consolidated National Bank and the East River Bank. The receivers have not been able to find these securities. The firm had no right to put them up as collateral. They were the personal property of customers."

In reference to possible action to call the affairs of T. A. McIntyre & Co. to the attention of the District Attorney Mr. Ernst said: "I think that is a matter for the creditors, not for the receivers. The receivers have not taken any such step."

It was said that immediately after the company failed its banks that held securities as collateral for loans sold them. Some of the securities, it was said, disappeared a short time before the failure was announced. It is expected that numerous suits will be brought against the members of the firm to recover securities fully paid for.

Arthur P. Heinze, of the firm of Otto Heinze & Co., said: "My personal relations with McIntyre & Co. are friendly, and this action was taken without my knowledge or consent. I personally am in no way responsible for this step, the proceeding having been taken by an officer of the court."

SEEKS FILIBUSTER IN SENATE.

Culberson's Effort and "Pork Bar'l" May Postpone Adjournment of Congress.

[From The Tribune Bureau.]

Washington, April 28.—Senator Culberson, the Democratic leader in the upper house, is trying assiduously to organize a Democratic filibuster. Thus far he has not received great encouragement from his colleagues, but should he prove successful it may materially postpone the adjournment of Congress. The Senator from Texas would like to force a vote on the Warner bill, which is the Senate edition of the Hepburn-Civic Federation measure in the House; on the Brownsville resolutions, on his railway car bill and similar measures.

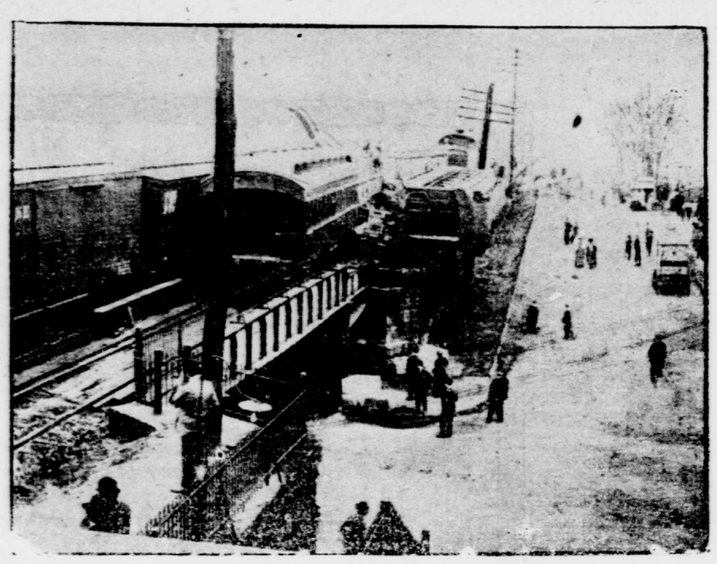
The House leaders are holding the "pork bar'l," as the public buildings bill is termed, to compel favorable action on the financial measure, but they are determined that the "pork bar'l" shall not fall through a Presidential veto, and they say, therefore, that it will be necessary to remain in session until the President has signed or vetoed the bill, which may mean ten days after it has finally passed both houses, and longer if it is necessary to pass it over a veto. While the Senate leaders are still talking about adjournment on May 16, therefore, the House leaders are now talking of June 1, although they will be glad to get away at the earlier date if that proves practicable.

ATTENTIVE TO PRESIDENT'S MESSAGE.

Washington, April 28.—Ostensibly considering the sundry civil appropriation bill, the House devoted most of its time to-day to speeches covering a wide range of subjects and closed the session by giving an attentive hearing to the President's special message.

Although nearly every member had read the message in the newspapers, a large number remained in their seats, carefully following the reading. When the portion of the message referring to the "multi-millionaire whose son is a fool and his daughter a foreign princess" was reached there was applause on both sides.

PASSENGER CAR LEFT HANGING OVER 15-FOOT EMBANKMENT, SUPPORTED BY A TELEGRAPH POLE, BY WRECK OF PENNSYLVANIA RAILROAD TRAIN IN NEW JERSEY.



NEAR DEATH IN WRECK

Car Filled with Passengers Left Hanging Over High Embankment.

Elizabeth, N. J., April 28 (Special).—Work will be continued all night on the tracks of the Pennsylvania Railroad near South Elizabeth to clear away the wreckage caused by a local passenger train running into the ditched cars of a freight train early this morning. A broken axle on a freight car caused several cars to leave the track directly in the path of an approaching commuters' train. Three passenger cars left the track, one overtopping a fifteen-foot embankment and supported only by a telegraph pole, which kept it from tumbling down into the street with all its passengers.

Had the car fallen over the embankment several persons would have been killed. As it was, only the brakeman on the freight train, Robert G. Wible, of Camden, was severely injured. He was taken to the General Hospital and was reported to have received internal injuries.

Paxton Booz, of Perth Amboy, conductor on the passenger train, was thrown from the steps and received several cuts and bruises. There were only six persons in the coach which fell halfway over the embankment. Henry Markthaler and Frank Flood, both of this city, were injured by being thrown against the side of the car. Markthaler recovered consciousness to find himself lying on the side of the car with his head through a window.

The train taking Democratic delegates to the state convention at Trenton this morning was stopped east of South Elizabeth, and the Philadelphia train bearing persons going to the Catholic centennial in New York was held up west of the wreck. These two trains managed to get through before noon, however, and others passed on the westbound tracks later in the afternoon. The eastbound tracks were both badly tied up by the wreck.

The freight train was loaded with bricks and iron pipe, which were scattered all over the tracks. Commuters on their way to New York were obliged to take trolley cars to Elizabeth and proceed from there on the Jersey Central. Later trains on the Pennsylvania for New York were stopped at Rahway, and that city was crowded with New York business men seeking means of transportation to the city. Some of them had to walk all the way to this city, owing to the few trolley cars which are run on the Rahway-Elizabeth line.

SENATE APPROPRIATES $175,000,000.

Pension and District of Columbia Bills Passed—Elkins and Culberson Dispute.

[From The Tribune Bureau.]

Washington, April 28.—To-day's session of the Senate was comparatively quiet after the energetic debate of the last few days, but while there was comparatively little talk, almost $175,000,000 was appropriated—the pension bill, carrying $165,053,000, and the District of Columbia appropriation bill, carrying $11,500,000, being quietly passed, the former in just four minutes.

Earlier in the day there was a somewhat heated colloquy between Senator Elkins, who sought consideration of his resolution postponing enforcement of the commodity clause of the railway rate bill, and Senator Culberson, who opposed it, saying he was unwilling to have this measure, which was wholly in the interest of the railroads, passed, when he was absolutely unable to secure action on a bill which he had introduced having for its purpose to compel the railroads to furnish an adequate number of cars to meet the necessities of shippers. Mr. Elkins said his committee had considered the measure of the Senator from Texas, and Mr. Culberson replied that was the trouble—the committee did much considering, but failed absolutely to act.

The discussion threatened to become acrimonious when Senator Lodge demanded the regular order, and Senator Warner went on with his speech on Brownsville. When he closed the Senate passed the appropriation bills and, after a brief executive session, adjourned until to-morrow.

There now remain six appropriation bills to be acted on by the Senate, namely, the agricultural, the postoffice, the diplomatic and consular, the sundry civil, the military academy and the general deficiency bills. The leaders expect to pass these bills, and also the child labor bill for the District of Columbia, and no other important measure not already acted upon. They still regard May 16 as the probable date of adjournment.

THINKS BILL SIGNED SUNDAY VALID.

Washington, April 28.—The peculiar situation arising from the fact that President Roosevelt signed the bill increasing the pensions of widows of soldiers of the Civil War on Sunday, April 19, has not been cleared up. The assertion is made that a bill signed on Sunday is invalid, but informally Attorney General Bonaparte holds that if the signature of the President to this bill on Sunday is not recognized under the statutes, the bill became law in ten days anyway, the President having failed to notify Congress in that period of a veto.

FURRIERS IN NEW QUARTERS.

H. Jaeckel & Sons, the long established firm of importers and manufacturers of furs, have decided to follow the procession uptown and have taken possession of and are now in the new twelve story Jaeckel Building, Nos. 16, 18 and 20 West 32d street. The firm was founded in 1862 and has been for years at No. 37 Union Square West, with a European branch in Leipsic. A feature of the new Jaeckel Building, constructed for the sale and manufacture of furs, is the cold dry air storage plant on the premises for the care of furs and delicate fabrics.

WESTERN COAL TRUST

Commerce Commission Makes Charges Against Railroads.

[From The Tribune Bureau.]

Washington, April 28.—An account of the extent to which large corporations, especially the railroads, have succeeded in obtaining and perpetuating a monopoly of the coal supply in certain Western states was given to the Senate to-day by the Interstate Commerce Commission, pursuant to a joint resolution adopted on March 7, 1906, instructing that commission to investigate alleged railway discrimination and monopolies in coal and oil. The report submitted to-day is the third received pursuant to this resolution.

The report affirms that the coal supply of Oklahoma, Utah and Wyoming is almost entirely in the control of a somewhat complex monopoly, consisting primarily of the Pleasant Valley Coal Company, which is owned by the Utah Fuel Company, a New Jersey corporation, with a capital of $10,000,000, this being owned in turn by the Rio Grande Western Railway Company, which is itself owned by the Denver & Rio Grande Railway Company. All these roads are understood to be part of the Gould system.

The report charges that extensive frauds have been perpetrated by the Pleasant Valley Coal Company to acquire coal lands, which have been entered upon by "dummy" entrymen, school teachers and others, and that the company has thus obtained all the coal lands worth having in its vicinity. The report says: "The Interstate Commerce Commission finds that the acquisition of coal lands by such coal and fuel companies had been attended with fraud, perjury, violence and disregard of the rights of individuals."

The report further alleges that the Colorado Fuel and Iron Company has been getting rebates from the railroads, which gave it practically a monopoly, the rate to said company being from 37½ to 56 cents a ton, while the rate to private dealers was from 75 cents to $1 25 a ton.

With regard to leases in Oklahoma, the report says that of 109 coal land leases made fifty-eight were controlled by railways, and it alleges that the railways, through the manipulation of cars and other methods, forced all the owners of leases into a combination known as the McAlester Fuel Company, which acted as a selling agent for the entire product. This company, the report affirms, was controlled by a directorate composed of one representative of each of the contracting parties. As a result of this combination, the commission finds, the price of coal in Oklahoma City, 120 miles from the mines, was forced up to $7 and $7 50 a ton, while the price to farmers within a radius of two hundred miles was $9 a ton.

With reference to the fuel monopoly in Wyoming the report says: "It does not appear that the officers of the Union Pacific Railway have ever been personally interested in the development of any coal property, or that they have ever benefited from operations in coal along the line of that road." It says further, however, that "the Union Pacific Railway Company does absolutely dominate the mining, transportation and selling of coal along its line. The Union Pacific Railway Company and the Union Pacific Land Company have been smothering competition, and if the policy of withdrawing public coal lands is discontinued it will lead eventually to smothering all competition."

MAXIM SEES WAR IN AIR.

Inventor Pictures an Airship Battle in the Future.

"All through the ages men have tried to fly. Now we have no longer to look to the future," said Alexander Graham Bell at the "Balloon Night" dinner given by the Aldine Association last night. Mr. Bell reviewed the history of the struggles of mankind for supremacy over the air, and said it was surprising that the history of aero experiments had never been written.

F. Hopkinson Smith said he had dealt in hot air all his life, but was not versed in balloons. He believed he would live to see the practical success of airships.

Hudson Maxim said:

At the present time some prominent writers are wailing in the columns of the magazines because of our lack of great men in America. It is claimed that we have no poets, painters, sculptors, musical composers, essayists, physicists, philosophers and scientific research workers of the siege gun calibre of certain foreigners. They grant, however, that we have had our Walt Whitman, our Carrie Nation and our Sweet Singer of Michigan, but these, they say, can hardly be compared with Tolstoy, Ibsen and Maeterlinck.

Quite right. There are some things about Walt Whitman, Carrie Nation and the Sweet Singer of Michigan not exactly ecstatically admirable. Nevertheless, I would pit Walt Whitman against Tolstoy, and I should like mighty well to get Carrie Nation after Ibsen.

There are many kinds of greatness in men, and America has her share of the greatest kind of greatness.

I have noticed that great personal bravery is often a concomitant of great intellectuality, and it is proverbial that inventors are the daredevil men in the world; and when the flying machine inventor casts the earth loose and rounds the ecliptic with the Pleiades, leaves the earth road and cup races with Jupiter on the cloud way, or goes toboganning down the sky slide, as some of you here have already done, then the old soldier's oft spun yarn of how his company mixed their bones with grape and canister becomes commonplace.

In the not distant future we shall have our automobiles of the air, and in the wars of the future we shall have our aerial battleships, our cruisers, our torpedo boats and torpedo boat destroyers. But they'll be airy, frail and fairy craft indeed compared with the grim steel monsters of the sea.

Although the value of the flying machine in future wars will be mainly as a scouting craft, still its value and importance for that service alone are hard to overestimate, for the flying machine vedettes will be at once the eyes and ears of the armies of the future; and they will have their use in naval warfare too, for there will be the aerial torpedo scout on the lookout for torpedoes and torpedo boats which will signal the approach of danger.

The inventors of deadly war engines place in the hands of scientific and enlightened nations means controlling wars; and as mercy is largely a product of civilization, future conquest will be more and more tempered with mercy until mercy shall have conquered war. Altruism is born of love, but international lovemaking must be done with armor on.

LOW CLEVELAND FARES TO-DAY.

Cleveland, April 28.—It was announced this afternoon that the three-cent rate of fare will go into effect to-morrow morning, and that the wages of all employes will be equalized. Streetcar service was free to-day, not a fare being rung up. It is proposed to celebrate the same date each year with free service.

BOY KILLED IN FIGHT.

Philadelphia, April 28.—Edward Wischoski, aged fourteen years, was struck over the heart and killed by his opponent in a boys' fight here last night, his body being found later by a policeman. Early to-day John Pzeski, fifteen years old, was arrested charged with striking the blow.

WARSHIP ACCIDENTS

BRITISH NAVY HIT AGAIN.

Explosion on Battleship—One Life Lost in Collision.

Portsmouth, April 28.—The explosion of a boiler tube on the British battleship Britannia during a full speed trial to-day injured five men, four severely and one slightly. The Britannia reported the accident by wireless telegraph to this place, and late to-night she anchored at Spithead. The injured were not brought ashore and no communication could be had with the battleship to-night.

The details of the explosion, which is not believed to have been serious, cannot be obtained until the injured men are landed to-morrow morning.

Harwich, England, April 28.—The British torpedo boat destroyer Gala was cut in two and sunk early this morning off Kentish Knock, in the North Sea, by the scout boat Attentive. The torpedo boat destroyer Ribble was also involved in the collision, and returned to Sheerness with two compartments full of water. The flotilla was engaged in night manœuvres when the accident occurred. Engineer Lieutenant Frank A. Fletcher, of the Gala, who was in his bunk at the point where the destroyer was struck, went down with the vessel. There was no other loss of life.

The accident of to-day resembles in many respects that which was met by the torpedo boat destroyer Tiger, which was sunk by the British cruiser Berwick while engaged in night manœuvres off the Isle of Wight on April 2. The number of lives lost on that occasion, however, was thirty-six.

The first class battleship Britannia is one of the recent ships of the King Edward VII class and is of 16,350 tons displacement. She is 425 feet long and 78 feet beam and has engines of 18,000 horsepower. Her armament consists of four 12-inch, four 9.2-inch and ten 6-inch guns, with twenty-four of small calibre and rapid fire, and two torpedo tubes. She has a speed of 18.5 knots and carries a complement of 800 officers and men. The torpedo boat destroyer Gala is a vessel of 570 tons, 225 feet in length and 23.5 feet beam, was launched in 1904 and has a speed of 25.5 knots. Her complement is eighty officers and men. The Attentive is a 26-knot ship of 2,670 tons.

NO ONE BLAMED.

Verdict on Collision Between the St. Paul and the Gladiator.

Yarmouth, April 28.—A coroner's jury, comprising among others Sir Henry Earle as foreman; Captain Alexander, who played an important part in the work of rescue, and three ex-naval captains, after hearing the evidence of the captains of the American Line steamship St. Paul and the cruiser Gladiator, respectively, which were in collision in the Solent on Saturday, and other witnesses, to-day brought in a verdict declaring that nobody was criminally to blame for the loss of life. This inquiry, however, does not entirely settle the question as to whether any one was actually to blame for the collision, which question will be minutely investigated at the court martial to be held on the loss of the Gladiator.

As the coroner explained after the conclusion of the evidence, which disclosed a discrepancy of views as to whether the Gladiator gave one or two siren blasts, the men died as a result of what undoubtedly was an accident. The other question, he said, would be a serious one.

Captain Lumsden was the first important witness, and testified as to how the collision occurred. He said he was on the bridge of the Gladiator when he saw the St. Paul approaching, about half a mile away. The St. Paul swung to port, and Captain Lumsden starboarded the helm of the Gladiator to pass the liner. The captain said he did not hear any blast from the siren of the St. Paul, but he observed that she was swinging to port. It was reported to him, he said, that the liner had given two blasts, indicating that she was putting her helm to starboard. He ordered that the Gladiator's starboard helm be eased, intending to pass the liner on the starboard side. Asked by the coroner why he had decided to pass the St. Paul on the starboard side, Captain Lumsden said he would prefer not to answer, as he had made a confidential report to the Admiralty on this point.

Continuing, the captain said the liner struck the Gladiator just abaft of the forward end of the after stokehold. At the time of the impact he ordered his engines to stop and then go astern. This order was carried out. When across the St. Paul's bows Captain Lumsden hailed some one on board, saying, "If you will go astern and clear me I will go ahead." This the St. Paul did, and the Gladiator was swept rapidly by the wind and the tide to Sconce Point, where she grounded.

Captain Passow, commander of the St. Paul, testified that he was with the pilot on the bridge of his steamer, and that he had an officer in the lookout in the bows. After passing Yarmouth he went at halfspeed, in accordance with the Admiralty regulations. This would be ten knots. Suddenly a heavy snow squall came up, and a vessel was reported ahead. He believed she was from a quarter to a half mile off, on the port quarter. He stopped the engines and then heard one blast, indicating the direction of a course to starboard. He answered the blast and put his engines full speed astern, and the helm hard aport. Then, noticing that the cruiser was closing in upon him, apparently on the starboard tack, he put his port engines full speed astern as well.

Directly the collision occurred he stopped both engines. The responsibility, he said, would rest with the pilot until they passed Hurst Castle. After the impact, and as quickly as possible, he ordered the engines "slow ahead," in the hope of filling the gap and keeping the vessel afloat, but being hailed by an officer on the cruiser to go astern he complied, and ordered his boats out. Five boats were lowered within seventeen minutes of the collision, and he stood by until all the survivors had been rescued. Captain Passow gave it as his opinion that the collision would not have occurred had the rules of the road been observed. They were steering the course they steered every month. The boats of the company, he said, were examined by Board of Trade officials before they left Southampton.

At the close of the evidence the coroner said that he thought the jury would agree that there was no criminal responsibility attaching to any one, as all orders had been carried out, and there was no officer on either vessel who was not fit for duty.

Southampton, April 28.—The American Line steamer St. Paul was drydocked here this morning. Beyond straining she does not appear to have sustained any damage below the water line.

FIGHT ON LICENSE EXPECTED.

Parliament Facing Sharp Contest Over Measure.

London, April 28.—The House of Commons, which assembled yesterday after the Easter holidays only to adjourn for a day in respect to the memory of the late Sir Henry Campbell-Bannerman, made a fresh start at its labors to-day under the leadership of the new Premier, H. H. Asquith. After the formal business had been disposed of Mr. Asquith moved the second reading of the highly controversial licensing bill.

The debate on this measure promises to bring on a great fight, one that will make the session memorable. The vote will not be taken before the evening of May 4. The rejection of the bill will be urged by the united opposition, but the ministerial forces are equally unanimous in its approval, and the second reading will be carried by a large majority. What will happen when the measure is sent on to the House of Lords cannot be stated with equal certainty. The Conservatives, however, are confident that it never will pass the upper house in anything like its present form.

WANTS TWO STEAMERS FOR PANAMA.

[From The Tribune Bureau.]

Washington, April 28.—Senator Lodge introduced in the Senate to-day an amendment to the Sundry Civil bill appropriating $1,600,000 for the purchase of two more steamships for the Isthmian Canal Commission.

DULL IN SANTA BARBARA.

Sailors Go to Los Angeles, Overstaying Their Leaves.

Santa Barbara, Cal., April 28.—There were no fixed features on Santa Barbara's entertainment programme in honor of the battleship fleet to-day, the officers and men being allowed to pursue their own ways. Many of the latter went to Los Angeles to spend the day and will overstay their leaves, which expire at 1 a. m. The officers report many as overstaying their leaves to visit Los Angeles.

The amusements offered the bluejackets in Santa Barbara are naturally rather meagre, owing to the size of the city, and consist largely of flying horses, shooting galleries and a large variety of catchpenny affairs brought here for the occasion. Dancing on the canvas covered asphalt on the Ocean Boulevard each evening is the only picturesque feature of the bluejackets' entertainment. They seem to enjoy it hugely, however, and when the available supply of eligible girls gives out they dance with each other. It is no easy task to provide partners for a thousand or more dancing sailors.

For the officers to-day there was a garden party, attended by personal invitation, in the afternoon, and this evening a dance at the Country Club. A number of luncheons and tea parties on the battleships were given, with the juniors as hosts.

TORPEDO FLOTILLA AT SAN DIEGO.

Second Division Delayed by Target Practice and Loss of Torpedo.

San Diego, April 28.—The second Atlantic torpedo flotilla, Lieutenant Commander S. I. Cone, arrived early this morning from Magdalena Bay. It had been expected here since last Thursday, but was delayed by target practice, the loss of a Whitehead torpedo and by foggy weather on the way up the coast. It was stated that the target practice has not been exceptional, although of high efficiency.

FOREIGN PLANS FOR ENTERTAINMENTS.

Paris, April 28.—The American Club of Paris is arranging to entertain the officers of the American battleship fleet when the vessels reach the Mediterranean on their way around the world. A banquet will be given, either here or at some Mediterranean port.

Kobe, April 28.—A naval review of unprecedented scope is planned by the Japanese to welcome the American squadron on its visit to Kobe.

Peking, April 28.—China has begun to arrange for the entertainment of the American battleship fleet when it comes to Chinese waters. Admiral Sah has issued instructions that the officials of Shantung and Che-Foo co-operate in organizing a plan of reception.

Melbourne, Australia, April 28.—The Commonwealth government has been in consultation with the governments of Victoria and New South Wales with regard to the entertainment of the American fleet during its visit here. It is understood that more than $500,000 will be devoted to this purpose.

SISTER OF MERCY DIES.

St. Vincent's Hospital Loses Three in Short Time.

Sister Mary Vincent, who before taking the veil was a Miss Nally, of Philadelphia, for thirty years a Sister of Mercy and during all that time connected with St. Vincent's Hospital, will be buried to-day in Calvary Cemetery, following mass at the hospital chapel. Sister Mary died on Sunday from pneumonia. She was the keeper of the hospital records and also organist in the chapel.

On Good Friday Sister Gonzaga, the Sister Superior, died from pneumonia after thirty-five years spent in ministering to the sick and afflicted. On the Saturday before Easter Sister Bona, for twenty-five years one of the sisters at St. Vincent's, died. Pneumonia was the cause of her death.

B.R.T. ON ISLAND RECEIPTS

Says It Lost Money Last Year on Passengers to Resort.

The Brooklyn Rapid Transit Company sent out a statement yesterday saying that there was a misapprehension abroad as to the value of the traffic to Coney Island. According to the statement, the gross earnings on the Coney Island business last year were $2,688,552 50, while the operating expenses amounted to $3,151,997 42, leaving a deficit of $463,445 92. These figures are based on the statements of the company's auditors.

At the hearing before the Public Service Commission yesterday on the complaint that the 10-cent fare to Coney Island was excessive, it appeared from the testimony that the routes of the Brooklyn Rapid Transit Company were so arranged that practically all trains and trolley cars running to the island passed over some section of track operated under a steam railroad franchise. Through regard for passengers, however, cars are run through to the island, the operating company paying eight cents a car mile for the use of the cars on the tracks not belonging to it.

ITALIANS HUNT FOR BANKER.

Find Disconcerting Notice on Door of His Place in First Avenue.

Fully two hundred excited, gesticulating Italians gathered around the establishment of Eliseo Saggese, a private banker, of No. 2123 First avenue, yesterday, wailing that they had been cheated out of their money. Since Saturday there has been a notice, written in Italian, pasted on the door. Translated it reads:

The owner of this bank, being unable to collect his money, advises his customers that he will return in seven days, when they will get all information about their credits. Everything is guaranteed.

Saggese has been in the private banking business about a year, and, it is said, has a large number of depositors. He has not been seen for about a week, and his brother was in charge of the establishment for the last few days preceding Saturday. There have been many calls on the bank because of the outgoing tide of Italians bound for their native land.

BOWLES SAYS PROFITS ARE SMALL.

Washington, April 28.—One of the main charges of Representative George L. Lilley, of Connecticut, against the Electric Boat Company, namely, that that company had received excessive profits on its contracts with the United States government, was flatly denied to-day by Francis T. Bowles, formerly chief of the bureau of construction of the Navy Department and now president of the Fore River Shipbuilding Company, which is building the boats for the Electric Company.

Admiral Bowles said that the Octopus, the last submarine boat built for the government, but which has not yet been accepted, would cost the Electric Boat Company for construction alone $235,000. This figure, he said, did not include royalties or the general expenses of the Electric Company, and he thought that the total cost of the boat would exceed the contract price of $250,000.

Several other witnesses were examined to-day by the committee in an effort to close up the inquiry. Adjournment was taken until Thursday.

MIKADO HONORS HENRY CLEWS.

In recognition of valuable services rendered to Japan thirty-seven years ago, when the Japanese government undertook to formulate a currency system, Henry Clews, the banker, received word from Baron Kaneko, the Japanese statesman, yesterday, that the Emperor of Japan had conferred upon him the Imperial decoration.

JAIL FOR CONFESSED BLACK HANDER.

Baltimore, April 28.—Salvatore Lupo was to-day sentenced to fifteen months in jail. Lupo confessed that he was concerned in the attempt to blow up the home of Joseph di Giorgio, at Walbrook, last December, and testified against Antonio Lanasa, who was recently convicted of conspiracy to destroy Di Giorgio's property.

TO STRENGTHEN CHINESE NAVY.

London, April 29.—A dispatch to "The Morning Post" from Shanghai says that the Chinese Board of War has drawn up a scheme to strengthen the navy by the formation of three new squadrons, each consisting of one battleship and several cruisers.

CALLS FIREMEN AFRAID

WON'T TELL ABOUT GRAFT

Witness Says Men Have Been "Hounded" for Testifying.

James D. Clifford, until 1900 a captain in the Fire Department, and now a practising attorney and president of the Firemen's Mutual Benefit Association, was the first witness called before John Furroy Mitchel, Commissioner of Accounts, yesterday in the Stewart Building. The association of which Mr. Clifford is the president is composed of twenty-five hundred members of the uniformed force, from "blueshirts" to battalion chiefs, and opposed to the organization is the New York Fire Department Benevolent Association, of which Chief Croker is a member. Clifford was dismissed from the department for "pernicious activity" in the two-platoon agitation.

"Stories of various abuses have come to us," said Mr. Clifford. "We tried to find out about transfers, but we were told that it was for the good of the service."

"Do you know of any money being passed to obtain transfers?" asked Commissioner Mitchel.

"I do not," said the witness.

"Did you not tell me on March 16," interrupted Commissioner Callahan, "a few days before Commissioner Bonner's death, that you would tell me things that would shock the community, or words to that effect; that money had been paid for transfers or promotions in the way of graft?"

"I don't remember. I may have."

"Wasn't there an understanding that if a certain commissioner were ever appointed, certain men would come forward and testify concerning abuses?"

"I don't remember."

"Wasn't it understood that if Sheriff Hayes were appointed the men would not be advised to come forward and tell what they knew?"

"Commissioner Hayes always looked out for the men."

"Didn't you receive a letter from me on March 30 promising that the District Attorney would furnish immunity to men who would testify as to money being paid as graft for promotions, etc.?"

"I believe I did."

Witness then said that the men were afraid to come forward because there might be action taken against them by those in authority after Commissioner Hayes's term had expired. Two men, he said, had been hounded out of the department for giving such testimony. After a time Mr. Clifford said that he had no knowledge of the paying of graft for transfers or promotions and said that he would not advise a man to come forward to testify.

C. A. Wanzer, formerly acting purchasing agent of the department, said that he had talked with two hundred men on the graft subject. John O'Brien, a fireman, said that he would tell the names of certain men if Clifford would advise him to do so. Clifford, it was said, advised him afterward to say nothing. Clifford, Mr. Wanzer said, was looked up to by the men in the department.

F. A. Harned, chief examiner for the commissioners, said that he had heard Clifford say that he could get men to tell of abuses in the department. Thomas Sturgis, Fire Commissioner under Mayors Low and Strong, testified concerning the telegraph alarm system and the disadvantages of the private signal service companies. Canvassers for certain of the companies, Mr. Sturgis said, told business men that the Fire Commissioner would sooner or later compel them to install the system. The license of one company was revoked by Commissioner Sturgis after a hearing.

E. C. Cowles, president of the Automatic Fire Alarm Company and a director in other companies, told of the operations of his concern and of its earnings. "We swore off on graft before we began," said the witness. "We gave our signals to the Fire Patrol, and they got to fires that the department never heard of. That was in 1875."

Irving B. Ferguson, of the American District Telegraph Company, told of the company leases on small signal companies' equipment. James Quinn, a fireman, was called in the afternoon. He was an unwilling witness, but the minutes of previous testimony were produced by the Commissioner. He said that he had been transferred from Manhattan to Staten Island. A man known as Emanuel S. Berge, a salesman, met him near the engine quarters one day and told him that he could be transferred back again, "but it would cost him something." Later the salesman told him to meet him and bring $25. He said that he did not know that the man was in any way connected with a clerk named Rosenthal in Chief Croker's office.

Joseph W. Storer, treasurer of the Manhattan Fire Alarm Company, indignantly denied that his company's license or franchise had been revoked. He said that his company pays the city 20 cents each for the boxes which it places in buildings at from $5 to $50 each. The company, he said, was a great public benefactor, and should not be charged anything by the city. Commissioner Gallagher brought out by questioning that the company paid about $2,000 a year for a permit which it valued at $10,000. Mr. Storer denied that any offer of money had been made to Commissioner Sturgis to hold off.

Commissioner Mitchel asked for the figures of the company so that the commission might make recommendations to buy the plant for the city, grant the company a franchise, or have it pay an amount each year on its net earnings.

BOMB THROWER DEAD.

Selig Silverstein, Mutilated, Succumbs to Tuberculosis.

Up to the last minute of his life, which ended in Bellevue Hospital yesterday morning, Selig Silverstein, the boy anarchist, who threw the bomb in Union Square on March 28, killing an innocent bystander, declared that he was glad he did it and emphatically asserted that he was the only person responsible for the act. As if in mockery of the terrible injuries he received, he died from tuberculosis.

His one explanation of the crime was that he intended the bomb for a policeman who had beaten him on a former occasion, but that he would not have been displeased had it also killed the rest of the force congregated in the park that afternoon to suppress the illicit meeting of the unemployed.

The crowd in the park had been dispersed, and Captain Miles O'Reilly, now an inspector, and a squad of mounted policemen were drawn up on one side of the fountain preparatory to being dismissed and going back to the station house. Across the corner of the fountain stood Silverstein, and beside him Hildebrandt, an onlooker. The young anarchist took the bomb from under his coat, touched a lighted cigarette to what he thought was the fuse and was blown to the ground before he could draw back his arm to throw it. His arm was torn off at the elbow, his eyes were put out and his face was in shreds. Hildebrandt was instantly killed.

"THE CONVICT IS MISSING."

Mobile, April 28.—A mob of men is reported to have taken a convict from officers at Hurricane, Ala., to-day. The convict is missing.

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