

# Corpus Christi Death List Is Growing Hourly

## Nearly 300 Now Known to Have Perished; Shore of Bay Reported as Strewn With Bodies of Others

## Twenty Soldiers Missing

## Heavy Rain Hampers Work of Relief; Food Situation Is Growing Acute

CORPUS CHRISTI, Tex., Sept. 17.—Darkness fell on the storm-stricken city of Corpus Christi and environs tonight with the list of dead from Sunday's hurricane hovering around the 300 mark, and with a heavy rain, which fell almost continuously throughout the day, hampering the work of clearing the debris and increasing the sufferings of thousands of homeless.

The bay front is lighted to-night by a score or more of huge bonfires which cast a sickly, yellow light over the wrecked portion of Corpus Christi, adding a strange pallor to the scene of desolation left by wind and wave. Into these fires are being cast the carcasses of cattle drowned when the tidal wave swept over Mustang Island, which lies across the mouth of Corpus Christi Bay.

Heavy rainfall to the east of Corpus Christi was threatening to stop relief trains hurrying here over the San Antonio & Aransas Pass Railway. Last reports said the Nueces River was rising rapidly and a railway bridge between Robstown and Odem was in danger of being carried away.

The food situation, serious from the outset, took a more acute turn to-day with the arrival of several hundred refugees from the surrounding country. All visitors and sightseers were

warned to remain away from Corpus Christi on pain of being met at the train with a shovel and put to work.

**Many Buried Unidentified**

The temporary morgue opened in the Corpus Christi Court House was closed to-day and all bodies now are being carried directly to the cemeteries where they are buried with simple rites by waiting clergymen. Pieces of clothing, jewelry and other keepsakes found on the bodies of the victims are being preserved and filed with the County Recorder in the hope they may be of use later to relatives and friends as a means of identification.

An airplane that had circled over Corpus Christi and over Port Aransas reported that many bodies could be discerned at Port Aransas, but that a landing was impossible because of the high water.

Fifteen hundred rations sent by boat from Corpus Christi to Aransas Pass this morning reached there for 300 people reported homeless.

**Reports 4,000 Homeless**

Dr. Caldwell, the Red Cross physician here, has informed the Southwestern division of the Red Cross that 4,000 persons in Corpus Christi are homeless. In his message he estimated the dead at 150 and the property loss at \$10,000,000. Dr. Caldwell's message said one relief train bearing supplies of food and clothing, doctors and nurses and relief workers had arrived and another was expected.

Dr. Caldwell further stated that the death list would be much larger when a search could be made in surrounding towns more exposed to the fury of the storm.

Military officials were exerting every resource to-day to ascertain the fate of twenty or more soldiers who were washed out into the bay while the storm was at its height, and of whom no trace had been found. The men, members of Company I, 37th Infantry, and other regiments on border duty, were at the government rest camp here for a week-end furlough when the camp was washed away.

Captain B. M. Egeland, of Webster, S. D., camp commander, was drowned and his wife also is believed to have lost her life.

Attempts were being made to-day to rig out several sailboats to cross Nueces Bay to rescue twenty-five persons who are reported in desperate straits at White Point.

A message from Judge P. A. Hunter, of Rosita, Tex., was brought into Cor-

pus Christi to-day, saying twenty-five bodies were at White Point and twenty-five refugees there were starving.

All bodies recovered at White Point will be buried there by a military squad because of the lack of coffins here and because no boats are available with which to transport them seven miles across the bay.

Reports from other smaller towns in the path of the storm stated the authorities were burying bodies, some unidentified, as rapidly as possible for sanitary reasons.

Although business here was at a standstill and wire communication demoralized, a more cheerful spirit seemed to pervade the city to-day, due largely, officials thought, to the arrival of relief trains with food and supplies for the thousands made destitute by the storm.

Many strange incidents are coming to light as the story of the storm unfolds.

Floating on the open bay more than two days a ten months' old baby was hauled to shore late yesterday, fastened to a raft. The baby was alive and in fairly good condition.

Eli Rollins, of this city, reported missing, was brought in on a relief train from Robstown, having been picked up three miles from Odem, where he was carried on wreckage. He was severely bruised about the face and body and was suffering from exposure.

## It Rains Red Dodgers

"Awake and change your old methods," advised a revolutionary dodger, hundreds of which came eddying down yesterday from the roof of 245 Canal Street. Among the pedestrians overwhelmed in the shower of circulars were Detectives Cavanaugh, Ford and Culhane.

They entered the building. In a woman descending the stairs they recognized Molly Stelmer, a vivid Red, and were seized on a charge of criminal anarchy. She was locked up at headquarters.

## Brown Has 400 Freshmen

PROVIDENCE, Sept. 17.—Brown sophomores in the forthcoming flag rally will be confronted by the largest freshman class in the University's history. More than 400 men have applied for entrance. Other class registrations show that three out of every four Brown men who went to war are coming back.

# Mayer Asserts Hylan Befogs Transit Issues

## Request That Order Suspending Four East Side Storage Battery Lines Be Rescinded Is Refused

## Mass Meeting Approved

## Public Mised by Mayor in Regard to Necessities of Situation, Says Court

Judge Julius M. Mayer declined yesterday to suspend temporarily his order shutting down four storage-battery car lines on the East Side Saturday. A committee representing East Side citizens appeared before him, the appointment having been made by Job E. Hedges, receiver for the New York Railway Company, which operates the lines, and asked for the suspension of the order, and that a mass meeting be held at which the transit situation should be made clear to the East Side.

Judge Mayer approved of the latter suggestion, saying it was most necessary for the public to understand the critical situation of its transportation lines. The situation was simple enough, and would have been generally understood, he said, but for the efforts of Mayor Hylan and his administration to befog the issue.

The trouble was, Judge Mayer said, that, excluding the entire railway company was not making enough money to pay operating expenses and taxes. The Board of Estimate could have given temporary relief through higher fares, but that would have been to do so, and now it was necessary to suspend the operation of the most expensive lines.

**Mass Meeting Called To-night**

An announcement last night by the Community Councils of National Defense, an outgrowth of the Mayor's Committee on National Defense, showed that another spirit than that which sent the committee to Judge Mayer yesterday was abroad on the East Side. The Community Councils announced that a mass meeting of protest against the cessation of operation on the storage battery car lines would take place this evening in the public school at Hester and Essex streets. Among the speakers are to be Justice Jacob Fankon, Justice Aaron Levy, Lillian Wald, Florence Kelly, Alderman Jacob Feld and Assistant District Attorney Maskowitz.

The committee which called upon Judge Mayer was headed by Magistrate William Blau. Other members were Justices Gustave Harman and Benjamin Hoffman, Abraham Goodman, Tax Appraiser Harry Kopp, Assemblyman Sol Ullman, Assistant Corporation Counsel Alphonse Stern, Harry P. Schachtel, Daniel Weiss, Henry Horn and Nathan D. Perlman.

"It is no longer a question of bondholders," Judge Mayer told them, after saying there was time for plain speaking and declaring Mayor Hylan was to blame for the situation, "it is no longer a question of paying interest upon the investment of thousands of people—literally widows and orphans and estates that hold funds for women and children. The sole question now is: How shall the income of these roads be such as to enable the receiver actually to run them? That is the question."

**Operating Cost the Issue**

He then declared that it was the operating expenses—the money to keep the cars running and the employees paid—that the receiver now was trying to husband.

"No one who has examined into the matter has the slightest doubt," he continued, "that it is absolutely necessary at least temporarily to increase the fares. Mr. Connors—I think it was—referred to part of my memorandum in which I spoke of the permanent solution of the problem. I quite agree with him that the permanent solution of this problem will take some time and will require the combined efforts of the most impartial minds."

"It will be noted that in my memorandum I pointed out that some money must be devised for at least temporary relief and that seems plain and urgent. The question that you are dealing with has been befogged by constant talk about 'titles,' the constant use of all sorts of expressions having the effect of confusing the public mind. As the receiver has pointed out to you, gentlemen, the great arteries of travel covered by the Fourth and Madison Avenue line, the Sixth Avenue line, the Eighth Avenue line and the Ninth Avenue line have continued to be operated without paying a single dollar of rental."

**Transfer Withdrawal Justified**

Judge Mayer then outlined the difficulties under which the entire transportation system of the city was operating, and particularly the heroic efforts made by 217, 218 and 219 to keep the surface cars running. He explained the withdrawal of Staten Island transfers, saying it was done strictly in accordance with an agreement with the city and after due notice had been served upon the city.

"The city made not a single proposition," he said, "which would enable the court to see its way clear to enter into some new arrangement which would at least be sufficient for the railroad to make its operating expenses. On the contrary, the Commissioner of Plant and Structure gave out the first misleading, inaccurate and improper statement as to the state of facts, endeavoring to make it appear that the court had ruthlessly ordered a breach of contract."

Although bondholders and their savings came into the situation only in connection with the permanent solution of the problem, Judge Mayer said, he outlined their primary interest in the matter, saying the \$18,000,000 first mortgage bonds were not held by financiers or millionaires, but represented the thrift of people of moderate means. The same was true of the \$10,000,000 of \$30,000,000 of 5 per cent bonds, and he asked what the East Siders would think if suddenly told that they were entitled neither to principal nor interest from the savings banks in which they had deposited their savings.

**Strike Raise Ordered Paid**

Judge Mayer directed Lindley M. Garrison receiver for the Brooklyn Rapid Transit to pay the 25 per cent increase in wages which brought an end to the strike on the system, and set September 29 as the date for discussion of the financing of the surface lines of the system whose deficit for the coming year is reckoned at \$1,213,000.

At about the same time tariffs were filed by the Brooklyn Rapid Transit with the Public Service Commission and notice to the same effect posted at Brooklyn Rapid Transit stations, that beginning October 15 a most generous transfer would be issued between elevated or subway lines and surface lines.

According to the new tariff the

changes will affect the Brighton line at Cortelyou Road, Church Avenue and Prospect Park; the Culver line at Ditmas Avenue, and at Thirty-seventh Street and the Fourth Avenue-West End line at Eighteenth Avenue; the Fifth Avenue line at Sixty-fifth and Thirty-sixth Streets; the Broadway and Canarsie line at New Lots Avenue, and the Myrtle Avenue line at Metropolitan Avenue, Fresh Pond Road and Wyckoff Avenue. In Coney Island it will affect transfers at the West End terminal between the Norton's Point, West End, Sun Beach and Brighton lines, Gravesend and Church avenues, and Sixteenth and Gravesend avenues.

The only three points which will retain their free transfers will be at Sands Street, where transfers are made to the Fulton Street ferry; Marcy Avenue, where transfers are made to the Broadway ferry, and at Fourth Avenue and Eighty-sixth Street, where the subway contract with the city requires that such transfers be continued.

**Interference With Buses Denied**

Public Service Commissioner Nixon denied yesterday reports that he might seek to obstruct the establishing of motor bus lines along the routes formerly traversed by storage battery cars.

Mrs. Harriet Watson, through William De Ford, attorney for William R. Hearst, brought an action in the Supreme Court yesterday to test the right of the New York & North Shore Traction Company to increase its rate of fare. Mayor Hylan, through the Corporation Counsel, already has brought a proceeding to compel Mr. Nixon to rescind his action in consenting to the increase.

Mrs. Watson is suing as a taxpayer. She obtained an order from Justice Finch, directing the railway company to show cause next Wednesday why it should not be enjoined from charging more than 5 cents a fare.

## Admiral Knapp Is Given Farewell Dinner at London

LONDON, Sept. 17.—Rear Admiral Harry S. Knapp, commander of the American naval forces in European waters, was guest of honor at a farewell naval dinner given last night by the Knights of Columbus.

More than 500 guests were present, including Brigadier General W. D. Connor, chief of staff of the American Department of Supply in Paris, and a number of prominent naval and military officers.

# Victory of Penrose Means Knox Boom For the Presidency

## Senator's Grip on State Organization Made Secure by Nomination of Moore in Philadelphia Primary

WASHINGTON, Sept. 17.—The victory of J. Hampton Moore in the Mayoralty primary in Philadelphia marks the complete return to power in Pennsylvania of Senator Boies Penrose, indicates strongly that the Pennsylvania Senator will have no serious opposition in his own fight for reelection next year and probably means that Philander C. Knox will have the Pennsylvania delegation to the Republican convention pledged to him for the Presidency.

This is the view of the situation taken here to-day by politicians who have been watching the Philadelphia battle. Control of the municipal organization of Philadelphia is variously estimated as being worth from 50,000 to 75,000 votes in a Republican primary. The success of the Penrose candidate, Representative Moore, means that this strength will be at the disposal of Senator Penrose next year not only for his own renomination, but for the selection of delegates to the Republican convention.

Had the Vares faction put their candidate over for Mayor there is no doubt in Washington that Governor Spruol, who was elected last year by a combination of the Vares with Penrose, and who is reported to be very ambitious, would have been a candidate against Mr. Penrose. Also the Vares could have looked forward to controlling the delegation to the convention, in which case Mr. Penrose would not have been the important figure at the convention which he usually is. Incidentally, Mr. Penrose is understood to think that Senator Knox

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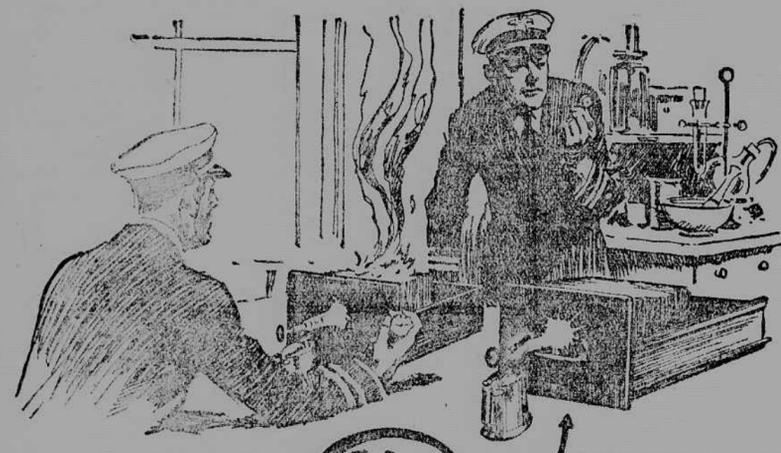
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