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# The Sun.

THE WEATHER PREDICTION
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Showers; east winds.

VOL. LXI.—NO. 264. NEW YORK, TUESDAY, MAY 22, 1894.—COPYRIGHT, 1894, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. PRICE TWO CENTS.

## GRANGER ACCUSES M'CLAVE.

### VOLUBLE CHARGES OF BRIBERY BEFORE THE LEXOW COMMITTEE.

**A Liar, a Scoundrel, a Thief, and a Forger Is the Commissioner's Retort on His Discovered Brother-in-Law—The Informer Proves to Have Kept a Memorandum of Sales of Appointments to the Police Force While He Was Living for Seven Years Under His Father-in-Law's Roof—His Testimony Is so Far as Mr. Goff Has Got Yet in His Promise to Show that Mr. McClave Made Use of the Proceeds of Bribery and Corruption"—No Cross-Examination Was Allowed Yesterday.**

The committee appointed by the Senate to investigate the Police Department of this city resumed its work yesterday morning in Part II. of the Court of Common Pleas with a downright attack on the good name of John McClave, a Republican Police Commissioner, based on the evidence of McClave's son-in-law, Gideon Granger, whose wife got a divorce last week. It was the first day of Lawyer John W. Goff's appearance, and was the beginning of that attack upon the Police Department for which Dr. Parkhurst, the Chamber of Commerce, and half the free-lance politicians of the city have been preparing for nearly a year. The session began in excitement, continued in excitement, and ended in excitement. Only two witnesses were examined—the first, Commissioner McClave himself; the other his son-in-law, who testified that for years he had been selling appointments on the police force, and whom his father-in-law denounced in the court room as a forger, a liar, a thief, and a swindler.

The morning session began at 11 o'clock. Every member of the Senate committee was present, and among the spectators who sat near the platform were Dr. Parkhurst, President Charles Stewart Smith of the Chamber of Commerce, DeLancey Nicoll, Assistant District Attorney Weeks, and Lawyer Goff's assistants, Frank Moss and William Travers Jerome. As soon as the committee were seated Lawyer Goff arose and cried:

"Will Commissioner John McClave please take the stand?"

There was a loud, bustling, shuffling sound as the crowd pressed forward to get a look at the well-known Police Commissioner, who, after carefully depositing his hat and overcoat upon a chair, mounted the stand and took the oath.

"I think it but proper, Mr. Chairman," said Lawyer Goff, "to say that Mr. McClave's examination will probably occupy the entire day and that the other police officials who are subpœnaed here need not wait."

Commissioner Sheehan, who was the only other police official in the room, smiled cheerfully, and settled himself comfortably in his seat, whereupon everybody smiled and followed his example. After asking the witness a few preliminary questions which disclosed the facts that Mr. McClave was in the lumber business, had been in the lumber business since 1860, and had no partners, Mr. Goff asked:

"How many times have you failed?"

"I was junior member of a firm that went into liquidation in 1870."

Q.—Was that the only time? A.—It was.

Q.—Did you ever put your affairs in liquidation and offer to settle them at ten cents on the dollar? A.—Never.

Q.—Has not Charles Grissman a claim against you for a transaction in 1866? A.—I swear positively that he has not.

OBJECTIONS NOT WANTED.

"I object to this," exclaimed Mr. Nicoll, rising. "If he had failed at any time what difference does it make? You are here to inquire into his conduct as a Police Commissioner, and not into his business affairs. He himself will never claim a privilege, but will go right on answering Mr. Goff's questions, but I object, on the ground that it is improper."

"Before I comment on Mr. Nicoll's objection," said Mr. Goff, "I want to ask Mr. McClave one or two questions. Mr. McClave, have you counsel here?"

"Mr. Nicoll is counsel for the Police Department in this investigation."

Q.—How can you claim that he is acting for the department? Is it on the record or was he selected by a resolution of the Board? A.—No.

Q.—The simple fact is that you gave Mr. Nicoll your retaining fee, is it not? A.—Yes.

Q.—And Mr. Sheehan paid his fee and Mr. Martin paid his fee? A.—Yes.

Q.—And Mr. MacLean refused to pay his fee?

Mr. McClave, who had slowly been growing angry under this fire of questions, leaned forward in his chair, and said emphatically:

"I don't know anything about what Mr. MacLean did or did not do, but I want to say for myself that I have nothing in my career to conceal. Your insinuations are uncalled for, and thoroughly improper. There is nothing in connection with my entire life that is not as open as daylight."

MR. GOFF'S THEORY OF INQUISITION.

Mr. Goff sat down, remarking: "I'll wait until you have finished." Arising in a moment, he said:

"We might as well settle Mr. Nicoll's point right here at the threshold of this investigation, because if it germinate into a fusillade of objections it might impede our work. Now there is not a bank President in the United States, who, if he learned that an employee was living beyond his means, would not call that employee to order and inquire into his mode of life. If he did not do that he would be false to his trust. Now the people of New York have this man on the witness stand. He has been their servant. He has lived upon a stated salary—so far as the public know—fixed by law. It is the duty of this committee to find out, if this man has been living like a millionaire, where he has obtained the money. If any witness refuses to answer the questions that are put to him, his refusal will be more damatory than any answer he could make."

Mr. Nicoll replied to this by saying that the committee had no right to pry into any person's household affairs.

"Why," he said, "the subpœna which Mr. McClave received orders him to bring with him the three bank books of his personal, private, and household accounts."

Chairman Lexow then informed Mr. Nicoll that it was only by the courtesy of the committee that he was permitted to act as counsel for Mr. McClave, but that every opportunity would be afforded to him to protect his client. The examination was then continued.

MR. MCCLAVE'S BANK ACCOUNTS.

Q.—Mr. McClave, you have three accounts in the Bowery National Bank, have you not? A.—I have.

Q.—What are they? A.—There is an account of the pension fund of the Police Department, of which I, as treasurer, am trustee, my business account, and my personal account.

Q.—Did you ever have an account marked "private"? A.—No, sir.

Q.—Did you ever have an account marked "household"? A.—No, sir.

Mr. McClave then produced his various bank books and the books containing the stubs of checks that had been issued. Mr. Goff laid these aside for a while and started off on another track.

"Have you been engaged in speculation in Wall street?"

"Yes, very much. I have speculated a little." (A start of surprised virtue from everybody present.)

"Had you any special firm of brokers?"

"Yes; Hornblower & Bonnerman transacted what little business I had in Wall street. I don't think I have bought any stock for three or four years. The last thing I did was to buy some National Lead stock—I think it was in 1890—I bought it outright for myself. I drew the check on my business account, but of course, transferred the money afterward from my personal account to make up for it."

"Don't you remember your brokers telling you that there was going to be a rise in Lead and advising you to take all the money you could and invest it?"

"No, sir; it is not true. I bought it on my own judgment."

WHO'S YOUR LIAR, MR. GOFF?

"Now, Mr. McClave," said Mr. Goff, moving nearer to the witness, "will you swear that that check which you sent to your brokers was not upon the police pension fund?"

For an instant there was breathless silence, and every eye was turned upon the witness.

(Continued on Second Page.)

### MAY'S FACE MAY SMILE TO-DAY.

**The Storm Has Stuck to This Coast with Unusual Pertinacity.**

It is likely that erratic May will resume her normal spirit of cheerfulness to-day. At least that is the happy prophecy of Cloud Reader Elias B. Dunn, the weather seer of this neighborhood. The wind in and about New York yesterday was as strong as it was on Sunday. Its velocity in the open sea was a matter of conjecture.

At Sandy Hook the last report of the fierceness of the gale put it at sixty-eight miles. That was on Sunday morning. The wires were crippled by the storm, and nothing more was heard from the Hook until yesterday afternoon. Mr. Dunn conjectured that the anemometers along the Jersey coast had recorded between seventy and ninety miles an hour, which is hurricane force. The winds all along the New England and Long Island coasts were principally from the northeast, and blew a moderate gale. The rainfall was excessive.

All incoming steamships were more or less affected by turbulent seas combed up by the gale. The marine sharps were much stirred by a report from the steamship Kaiser William II. of the North German Lloyd line that a little steamer had been sunk about a mile and a half this side of the Hook, near the Southwest Spit. Later news from Sandy Hook said that there was no steamer sunk. The tug William McCaldin passed a large coal barge anchored at the Spit with the seas breaking over her. She was deep laden, but apparently was not in distress.

The storm still covered the country from the central Mississippi States to far out on the Atlantic, and from the Tennessee Valley to Canada. The centre was spreading out, and was not so well defined as on Sunday, but the pressure gradient was equally steep over the middle Atlantic and New England coasts, with a very dense fog in the morning.

### NO INCOME TAX.

**The Democratic Club Is For a Bill to Reduce the Tariff Immediately.**

Franklin Pierce and Edward O'Dwyer came to the front for Democracy at the meeting of the Democratic Club, held at the club house, 617 Fifth avenue, last night. The following preamble and resolutions had been prepared for submission to the club and were discussed:

*Whereas*, The present stagnation of business and financial depression in this city and country is due to the hesitation of Congress in the passage of a remedial measure of tariff reform; and

*Whereas*, The Democratic party is pledged by its national platform to an immediate reduction of these taxes on imports which impede commerce, increase the expenses of manufacture, and foster monopoly, it is

*Resolved*, By the Democratic Club of the city of New York that both Houses of Congress are urged to immediately pass a bill for the reduction of the tariff; and it is further

*Resolved*, That a copy of this resolution be sent to each Democratic member thereof.

Franklin Pierce denounced the resolutions as not strong enough; said that the bill at present before Congress was worse as a fosterer of monopoly than the McKinley bill, and should be denounced by every true Democrat.

He offered an amendment calling on Congress to pass a tariff bill which should represent the principles of the Democratic party declared at the Chicago Convention. This was declared out of order, as it should have been offered as a substitute. It was agreed to strike out the first preamble, reciting the reason for the present depression, after which the resolutions were adopted.

Vice-President Edward O'Dwyer then offered the following as a separate resolution, and it was adopted without division:

*Whereas*, Congress has provided in the so-called Wilson bill for a tax on all incomes exceeding $4,000; and

*Whereas*, The Democratic Club of the city of New York believes such tax to be undemocratic and unnecessary; therefore be it

*Resolved*, By the Democratic Club of the city of New York that it is opposed to the tax on incomes irrespective of the amount thereof; and it is further

*Resolved*, That a copy of these resolutions be sent to each Democratic member of Congress.

### BY INLAND WATERS.

**The Run of the Torpedo Boat Cushing from Washington to Newport.**

NEWPORT, May 21.—Lieut. Fletcher, in command of the torpedo boat Cushing, has forwarded to the Navy Department the report of his recent run from Washington to Newport by inland rivers and canals, which closed with her arrival here on Wednesday evening.

The purpose was to learn whether the Cushing, or a similar craft, in time of war could be used as a despatch boat to bring messages from the seat of Government to this naval station through protected inland water courses. The Cushing was weighted as in actual service and drew six feet, but such a run as was made by her was found to be perfectly practicable.

The time from Washington to Newport was 36 hours. The log showed 90 miles on the Potomac, 11 miles to Chesapeake City, on the bay, 14 miles in the Chesapeake and Delaware canals, 55 miles on the Delaware River to Bordentown, N. J., 44 miles in the Delaware and Raritan canals, and 37 miles on the Raritan River and the upper bay of New York; thence by way of the East River and the Sound to Newport. The time from New York to Newport was 6 hours and 50 minutes, believed to be the best on record.

### REFERRED THIS RESOLUTION.

**The Southern Presbyterians Avoid Discussing Col. Breckinridge.**

NASHVILLE, May 21.—The Southern Presbyterian General Assembly approached the Breckinridge case on another tack this morning, the Rev. William H. Woods of Baltimore introducing a resolution which, while not referring especially to Breckinridge, reaffirmed the position of the Assembly that, "sins against the seventh commandment cannot be tolerated in our members, and we assert our abhorrence and condemnation of such sins to society and the State."

Dr. Woods's idea was that the idea of the Assembly in tabling a memorial on the same subject the other day might place the Assembly in a bad light by being misunderstood.

The Rev. E. E. Erwin moved to table the resolution, on the ground that it would precipitate a political discussion. After a lengthy discussion the motion to table was lost, 54 to 53, and the resolution was referred to the Committee on Bills and Overtures.

### ALLIGATOR IN THE LETTUCE PATCH.

**The Floridan Saurian Had Escaped from Its New Jersey Tank.**

PLAINFIELD, N. J., May 21.—Mrs. John J. Kenney, wife of a Plainfield merchant, was pulling lettuce for the Sunday dinner, when the head of an alligator popped up from among the green and snapped its capacious mouth at her hand.

With a scream Mrs. Kenney fled to the house and summoned her husband, who, with a bean pole, slipped a feed bag over the animal's head. Then he pulled the strings taut, and had Mr. Alligator a prisoner.

The creature was then chained to a tree, and crowds came to view it during the day. This morning it was identified by Capt. William Hand, who brought it from Florida last winter and gave it to a Plainfield friend. Last month the alligator smashed its tank and ran away. It will be restored to its owner.

**Labor Riots in Port Said.**

PORT SAID, May 21.—Two thousand coal porters, who struck on Saturday for higher wages, have been rioting in the streets and have fought the police called out to subdue them. In a dozen encounters some twenty-five strikers and several policemen have been injured. All the workingmen of the town are greatly excited, and the whole police force has been ordered out to patrol the streets.

**Married on a Mountain Peak.**

MURPHY, N. C., May 21.—A young couple giving New York as their residence met here several days ago. They gave their names as G. W. McClure and Miss Lizzie Evans. They wanted to get married in a romantic way and had selected the summit of the Unaka Mountain, on the line between North Carolina and Tennessee, as the place.

Accompanied by a preacher selected near the spot they went to the top yesterday. In the valley it was raining heavily, but on the top of the mountain the sun was shining brightly, and above the clouds the pair were declared husband and wife.

## ALL PENNSYLVANIA A-FLOOD

### MANY PERSONS FRIGHTENED OUT OF THEIR HOMES.

**Railroads Greatly Crippled—Industrial Institutions Forced to Shut Down—Bridges Washed Away—Dams Broken—Rooms Carried Out—Houses Swept from Their Foundations—Rainfall Almost Unprecedented, and Not Yet Stopped—Rivers Almost Up to the 1889 Mark, and Still Rising—Hundreds of Thousands of Dollars' Damage Done—Several Persons Drowned.**

PITTSBURGH, May 21.—For five days and nights western and central Pennsylvania have been storm swept. Cloud bursts have occurred at different points, lives have been lost, booms have been torn to pieces, and immense quantities of valuable timber scattered.

Many county and railroad bridges have been carried away. Miles of railroad track have been either obliterated by extensive landslides or washed away by the floods. From Wednesday morning to this morning the rainfall in Pittsburgh has been 2.28 inches. In the Allegheny Valley, at Warren, it was 6.91 inches. At Oil City, 5.01; at Johnstown, 4.31; in the Monongahela Valley at Confluence it was 2.81; at Fairmont, 1.56; at Lock 4, on the Monongahela, it was 2.50; at Rowlesburg, on the Cheat River, it was 5.45. To-night it is still raining at many points and further loss is expected.

In some sections the memorable floods of 1889 and 1891 were surpassed by several feet. This was the case in the Juniata Valley of southern and southwestern Pennsylvania and along the west fork of the Susquehanna River in the northern central portions of the State.

The water has not done much damage about Pittsburgh yet, but by morning it will cause considerable loss. At this hour it is nearing 24 feet and rising. The Pittsburgh and Western tracks in Allegheny are covered. Traffic between Pittsburgh and Altoona is suspended, the Pennsylvania trains going around by the Baltimore and Ohio.

At Bradford the heavy rain has ceased, but the weather is still showery. The loss there is about $20,000. No trains on any of the railroads reached Bradford to-day. During the flood time in the slacking process caused a fire, which burned the Oil Well Supply Company's warehouse. Firemen who were engaged in rescuing flood sufferers had to turn their attention to fighting the fire. This they did standing waist deep in water.

At Warren the flood was the greatest since 1873. Business was practically suspended, and to-night the water shows no sign of abating. Row boats took the place of street cars in the lower part of the city. On the island the water reached into the second stories of the houses. In the west end four feet of water covers about eight squares. The flood came gradually, and the people were pretty well prepared, but, unless the rain stops, the worst is yet to come.

At Brookville the Allegheny Valley Railroad bridge was washed away, and passengers were transferred in busses by a roundabout way. The Buffalo, Rochester and Pittsburgh tracks are washed out between Du Bois and Punxsutawney, and traffic is suspended.

The Philadelphia and Erie road east of Driftwood is flooded, and there is no train service west of Williamsport. A bridge on the Clearfield and Mahoning near Curwensville has gone out, and traffic on that line is suspended. The lower portion of Freeport is under water, and the loss will run into the thousands. The same situation prevails at Newport.

In Allegheny to-day William Weightman, aged 19, while trying to capture driftwood from the Allegheny lost his balance and fell in, and was swept away and drowned from near the Allegheny water works. Hiram A. Gillen, a teamster, was drowned while attempting to ford an overflowed place on horseback in Sharpsburg.

WILLIAMSPORT, Pa., May 21.—The great boom here broke early this morning and 60,000,000 feet of logs were swept away. The Susquehanna River has risen to thirty-three feet, more than four feet higher than at the flood in 1889. The Pennsylvania Railroad bridge over the river is standing the pressure solidly, but the city bridges have been badly damaged. Four spans of the Market street bridge have been washed away, and three of the four spans of the Maynard street bridge have gone. Both are iron structures, and the loss will be heavy. No lives have been lost here. A number of small boats were capsized to-day, but all of the occupants, many of whom were endeavoring to save logs and other property, were rescued.

The entire city is under water from four to twenty feet. The water is still rising at the rate of six inches an hour. Many sawmills and houses in the lower part of the city have been swept away. The rain is coming down. The loss has already reached more than a million dollars, and unless relief soon comes it will be three times that amount. No trains have arrived or departed for twenty-four hours.

JOHNSTOWN, Pa., May 21.—By 2 o'clock this morning the Conemaugh was over its banks. The alarm was sounded by the fire whistles and bells of the city, and almost all of the people who live in the neighborhood of the Conemaugh left their houses and took shelter on higher ground.

The water continued to rise rapidly, and by 3 o'clock had reached the highest point since the big flood of May 31, 1889. In many places it was but from six to eight feet over the banks. The loss is variously estimated at from $70,000 to $150,000. The Pennsylvania Railroad Company, whose tracks follow the river for twenty-five miles above this city, is perhaps the heaviest loser, and its loss is placed at $50,000.

On the north bank of the river, at the Pennsylvania freight depot, is a side track built upon an ash and cinder bank fifty feet above the bed of the stream.

This embankment was washed out and at 4 o'clock about 200 feet of the track fell into the water, carrying with it twenty common box cars loaded with merchandise and a palace horse car. In one of the box cars were five tramps. Three succeeded in escaping, but two were drowned. Their names are not known and the bodies have not been recovered.

The greatest damage to houses was within a stone's throw of the Pennsylvania station. A store, owned by Tony George, at the north end of the Lincoln bridge, was completely swept away, with all its contents.

A frame building in the rear of the Grand Central Hotel, owned by Emanuel Janes, was also swept away, as was the starrier residence on the opposite bank of the river.

The body of a flood victim floated past the city at noon, but could not be recovered.

The large offices of the Cambria Iron Company and the Gautier steel department and the store of the Pennsylvania Traffic Company were submerged to a depth of four feet, and some valuable books and papers were badly damaged. The Lincoln bridge was badly damaged by the floating logs and cars. The bridge at Cambria was also wrecked.

As is customary in all floods of this kind, a great amount of blame is attached to the stone bridge used by the Pennsylvania Railroad here. Frequent threats were made this morning to blow up the bridge, but they amounted to nothing.

Many dwellings in the Second and Thirteenth wards and in the Woodvale district were swept away. The dam at Loretto and at Wildwood bridge broke during the storm. It is reported that 300 feet of the Pennsylvania track near bridge No. 6 is washed away.

All wire connection with the East is cut off. A drizzling rain has set in, and there is much anxiety. Hundreds of feet of the stone-retaining wall along the Conemaugh has been swept away, entailing thousands of dollars loss upon the city.

At Woodvale, a mile below, almost every house on the main thoroughfare, Maple avenue, was inundated, and an Oklahoma house, belonging to a man named Seymour, was washed away. Another larger building, belonging to Philip Brown, was torn from its foundation.

READING, Pa., May 21.—The city water works located at the mouth of the Maidy Creek, seven miles north of Reading, are flooded, and the fires have been drawn. It will take several days before the pumps can be started after the water subsides.

The north-bound track of the main line of the Reading road half a mile north of Mohrsville has been so badly damaged by the flood that the company has decided to abandon its use for the night. Every precaution will be taken to guard against accidents. The river is still rising.

The stream is a raging torrent, and it is still raining in this city. The train due in Reading at 1:45 P. M., on the Reading road, came through the flood at Spring Mill, and arrived here forty minutes late.

The Pennsylvania tracks above Reading are flooded to the depth of three feet, and passenger and freight trains have been abandoned for the present. The water is now over the tracks in front of the Pennsylvania station at the foot of Penn street, this city.

The people residing in the lower part of the city are greatly excited, and many have temporarily vacated their dwellings, for fear some of the dams north of Reading may break and cause a sudden rise and cut off their escape.

Three bridges have been carried away on the Pine Grove division of the Reading Railroad at Suedberg, Stony Creek, and Dauphin, and traffic is completely checked. The reports from the coal regions, especially in the vicinity of Shenandoah, say that many of the collieries have been flooded and it may take a week to pump them out. South of Reading very little damage is reported.

PHILADELPHIA, May 21.—The flood that has swept down the Schuylkill River all day has been gathering strength and volume with each hour, and to-night the river is raging like a mountain torrent. Above the dam at the city water works the river is wide and it had room to spread over the grass lands and driveways of Fairmount Park, and the damage there is confined principally to washouts on the drives.

Below the dam the waters overflowed the wharves and backed up into the streets and houses two squares from the banks. The water is three feet deep over the tracks of the Baltimore and Ohio Railroad, and two feet of water covers the ground floor of the company's station at Twenty-third and Chestnut streets.

There is six feet of water in the Baltimore and Ohio tunnel between Arch and Springgarden streets, and all travel south over the road has been interrupted since noon. Above South street bridge a fleet of schooners was moored at the wharves, and one of them was torn from its moorings this afternoon and swept down upon another schooner and within a few minutes six schooners and a canal boat were whirling down the river in a tangled mass toward the bridge. The bridge tender saw the danger and threw the draw open in the hope that the vessels would pass through.

They struck one abutment of the bridge and jammed against the other and came to a stop. The mizzenmast of the Robert H. Barr snapped off close to the deck, the bowsprit of the Laurel broke short off, and the Mary Lord capsized and the mizzenmast went over the side. To-night the schooners are still jammed together against the pier and all are in danger of capsizing.

On the Delaware River front the water overflowed the wharves into Delaware avenue, and considerable freight that had not been removed was ruined.

The British ship Norwood, Capt. Roy, for Dunkirk, broke adrift from her pier in the Schuylkill River, and grounded at the lower end of Continental Oil pier to-day.

She has port quarter damaged, bulwarks on starboard side carried away, mizzen topgallant mast gone, and lower mizzen chains on starboard gone. The ships Glenalvon, Tam o'Shanter, and Waterloo are lying off the lower end of the Continental Oil pier all lashed together, apparently uninjured, with anchors down and all hands with them.

The Waterloo is apparently aground. The freshet is 7½ knots, and if it increases much stronger other vessels are likely to be damaged.

The Schuylkill River is twenty feet above the low-water mark at Manayunk. Every mill along the river banks is flooded in the lower story, and a general shut-down has occurred.

The Pencoyd Iron Works, which are situated on comparatively high ground, are flooded, and were to-day compelled to suspend operations. The river is rising at the rate of seven inches per hour, and the overflow is believed to be the greatest since 1889.

Since Friday night four and one-half inches of rain have fallen in Philadelphia, and there is no evidence of an abatement.

HARRISBURG, Pa., May 21.—At 8 o'clock this evening the river was twenty-four feet above low-water mark and still rising. It is expected that it will exceed the flood of 1889. The Pennsylvania Railroad Company is running its trains via Columbia and York, using the tracks of the Northern Central from the latter city. Street-car traffic is suspended.

In South Harrisburg the people are moving out of their houses, owners of wagons were getting $10 each for removing pianos late this afternoon. All the industrial establishments in the southern section of the city, including the iron and steel plants, have shut down.

HOLIDAYSBURG, Pa., May 21.—At 3 o'clock this morning a Pennsylvania Railroad locomotive brought the warning to Gaysport that the Kilkenning Point reservoir, the source of Altoona's water supply, had given way, and the valley below would soon be covered by two hundred million gallons of water.

A Gaysport telegraph operator later received this message from Kittanning:

The dam has burst. For God's sake, tell Gaysport people to fly!

The result of these warnings was that the entire population at Gaysport, Duncansville, and West Holidaysburg deserted their homes and spent the night on the hills.

Many accidents occurred in their flight, and there are scores of cases of nervous prostration. The alarm, however, was not followed by the dreaded disaster. The dam was partially broken, four large crevasses being made, but the water lacked fifty feet of the Pennsylvania track near bridge No. 6 is washed away.

All wire connection with the East is cut off. A drizzling rain has set in, and there is much anxiety. Hundreds of feet of the stone-retaining wall along the Conemaugh has been swept away, entailing thousands of dollars loss upon the city.

At Woodvale, a mile below, almost every house on the main thoroughfare, Maple avenue, was inundated, and an Oklahoma house, belonging to a man named Seymour, was washed away. Another larger building, belonging to Philip Brown, was torn from its foundation.

READING, Pa., May 21.—The city water works located at the mouth of the Maidy Creek, seven miles north of Reading, are flooded, and

(Continued on Fourth Page.)

## THE CARS WILL RUN TO-DAY.

### BROOKLYN MOTORMEN NEEDN'T BUY UNIFORMS UNTIL JULY 1.

**And Those With Old Uniforms in Good Condition Needn't Get New—President Norton's Concessions Made and Accepted Last Night—Few Cars Run Yesterday—Excuses Resorted To in Atlantic Avenue—Three Seventh Avenue Cars Attacked by Sympathizers With the Motormen—Their Windows Smashed and One Derailed.**

The strike, or lock-out, of the 700 motormen and conductors on the Atlantic Avenue Railroad Company's trolley system in Brooklyn was continued yesterday, and extended to the Brooklyn, Bath and West End road, which is known as the Eleventh or West End division of the company's system. This branch was formerly operated by steam, but, like all the others, is now worked by electricity. At 10 o'clock the eighty employees on this line joined in the strike, and no trolley cars were run out during the day. Two or three of the old steam engines, however, were utilized, and trains ran at prolonged intervals.

Traffic was practically at a standstill on all the other routes. Instead of the 250 cars which are usually in operation, not more than a dozen were run out during the day, and in each of these two or three policemen were stationed. Patrons of the road were put to much inconvenience by having to walk several blocks out of their usual way to reach the nearest stations of the elevated roads or other trolley lines.

At a meeting on Sunday of District Assembly No. 75, K. of L., in which all the lines are included, it was determined under no circumstances to accept the company's conditions about the purchase of the blouses and other articles of uniform. For the purpose of carrying out their view of the difficulty, which represents it as a lockout and not a strike, the men went through the form of reporting in the morning for duty at the various depots.

Joseph F. McDonald, Michael Gaffney, W. L. Holcomb, Matthew Shieretz, and James Kelly were appointed an Executive Committee from the District Assembly to negotiate a settlement and in a general way take charge of the fight. At an early hour the committee made a call on Mayor Schieren in his office in the City Hall and talked over the situation with him. Mayor Schieren told the committee that he had heard its side of the story on Sunday night and that during the morning President Norton had seen him and explained the company's side.

"I don't know," the Mayor said, "what I can do in the matter. I have no right to interfere between a corporation and its employees."

Mr. McDonald told the Mayor that the men were not on strike; that they had been discharged, and that the company had only three or four cars in operation, and that these were in the charge of inexperienced men. He thought the Mayor should see at least that the lives and limbs of the public were protected.

The Mayor told the committee that the Police Commissioners would see that the people were amply protected. He added:

"The thing at issue is so small that a settlement ought to be easily arrived at. The company contends that it is a matter of discipline, and that if they give in to disciplined it might be well cease to run the cars altogether. If both sides are willing, however, I am willing to act as arbitrator."

The committee then called upon President Norton, but the conference with him was exceedingly brief, and left matters in the same condition. After the departure of the committeemen Mr. Norton said:

"It is a clear case of insubordination on the part of the employees of the road. The rules and regulations of the road, which the men made a written agreement to obey, called for uniforms, but they now say they will not provide them. There is nothing clearer than that this is a revolt against the authority of the company, and it cannot be tolerated.

"Applications for appointment are coming in abundantly, and the country, it seems, must be full of motormen. We don't propose to take back the old men, and in future it won't make any difference whether the employees belong to the union or not."

Some of the trolley wires on the outlying lines were cut and otherwise interfered with, but the Assembly's Executive Committee said that the men were in no way responsible for such occurrences, as three was a stringent regulation not to interfere in any way with the property of the company.

The most serious trouble occurred on the Seventh avenue line, near the Twentieth street depot. At 4 o'clock three cars were run out from the stables in charge of new motormen and conductors. They had only gone a short distance when a crowd of men and boys in sympathy with the strikers rushed forward from the adjoining street corners and stopped the cars by blockading the tracks with rocks, barrels, window shutters and other obstructions. A shower of stones landed on the cars, smashed the windows, and frightened the motormen so badly that they deserted the cars and took to flight. The few policemen on duty were unable to prevent the riotous demonstration, but before the arrival of the reserves from the Fifth avenue station the crowd had dispersed.

During the scrimmage one of the cars was derailed. The cars were taken back to the stables and no further attempt was made to start them. At 6 o'clock traffic was suspended for the night on all the other lines.

President Norton receded last night from the uncompromising position he had assumed earlier in the day, and agreed to this arrangement:

The company would insist on the purchase of the uniforms by the men, but was willing to postpone it until July 1. The men would not be required to make any deposits, and those who wore uniforms were in good condition would be allowed to wear them. As a further concession the men would not be docked for the time the lockout continued.

Edward Feeney of the State Board of Arbitration had a conference with President Norton and the men during the day, and it was mainly through his influence that the former agreed to make the concessions named.

The Executive Committee of District Assembly No. 75 submitted President Norton's terms to the employees of the Fifth avenue line at a meeting in Centennial Hall on Fifth avenue and Twenty-fifth street last night, and, after a prolonged discussion, it was decided to accept them by a vote of 179 to 82. All the dissenting voters were "extras" on the line.

The employees of the Bergen street line decided to abide by the decision of the Fifth avenue men, whatever it might be, and similar action was taken by the employees of the other lines.

It was practically assumed that the strike was at an end, and that all the lines would be running as usual in the morning.

### A QUARREL OVER KINDLING WOOD.

**Charles Zola Fires Three Shots into Leon Williams in a Brooklyn Tenement.**

Leon Williams and Charles Zola, negroes, aged 25 and 28 years, have, with their families, been fellow occupants of the house at 28 Quincy street, Brooklyn.

Recently they made a joint purchase of a cart load of kindling wood and put it in the cellar. Last night they had a dispute about the wood in the apartments occupied by Williams, and came to blows.

During the fight Zola drew a revolver and fired four shots at Williams. Three of the bullets took effect, one lodging in Williams's abdomen, another in his left side, and another in his right leg. Zola threw away the revolver directly after the shooting and ran bareheaded from the house. At Grand and Gates avenues he seized a boy's hat and jumped on a Greene and Gates avenue car going toward the bridge. He had not been arrested up to a late hour. The wounded man was taken to the Brooklyn Hospital. The doctors said he could not recover.

**The Ives Pool Law Declared Valid.**

UTICA, May 21.—The General Term of the Supreme Court in this district has handed down a decision in the case of Reilly agt. Gray, holding the Ives Pool law to be constitutional. The plaintiff bought pools at Saratoga, and when he lost demanded the return of his money.

Being refused, he brought an action before Justice McLennan to recover, on the ground that the law of 1887, under which the pools were sold, was unconstitutional, because betting on horse races is a lottery within the meaning of the law. The decision was in favor of the plaintiff. An appeal was taken to the General Term, and the decision of the lower court was reversed. An exhaustive opinion was written by Judge Merwin.

The Southern Hotel, Long Branch, opens June 23; rooms engaged at Hotel St. Lorenz, 72d st. and Lexington av. Richard Meares.—Adv.

### BRIBERY INVESTIGATION.

**The Fact that a Direct Offer of Money Was Made Proved by Senator Kyle.**

WASHINGTON, May 21.—The special committee appointed to investigate the charges of bribery alleged to have been attempted by Major Buttz, and also to consider the doings of the Sugar Trust in connection with legislation, met this morning a few minutes after 10 o'clock in Senator Gray's committee room.

The first witness called was Senator Hunton, who told the committee all he knew about the case, his story being as heretofore published. Major Buttz was also summoned to appear this morning, but when he arrived was compelled to wait outside until the committee called him in.

Major Buttz asked that he be permitted to be present and hear the other witnesses and cross-examine them, but he was told that the committee was investigating the case behind closed doors.

Major Buttz then reduced his demand to writing, and through his attorney, ex-Congressman McGowan of Michigan, served it upon the Chairman of the committee, insisting that it was his right as an accused person to be present by counsel and have his interests protected.

Senator Hunton left the committee room at 11:30 but declined to make any statement beyond saying that the committee had requested him to say nothing to anybody. Senator Kyle was the next witness.

When the bribery committee shortly after 1 o'clock took a recess until 2 P. M. Senator Gray, speaking for the committee, said that as soon as this case was concluded the committee would print the testimony and lay it before the Senate. The fact that a direct offer of money was made has been proved by one witness at least, according to the statement of the Chairman of the committee. Mr. Hunton knew nothing except hearsay evidence, but told the committee what he had learned from his son, Theodore Hunton, Jr. His son was next put on the stand, and told the committee how he had been approached by Major Buttz and offered a sum of money if he would induce his father to vote against the pending tariff.

Mr. Kyle was on the stand longer than any one else, but it was developed that the offer to bribe had been made to him directly by the man charged with the offence. Senator Kyle testified that Major Buttz had offered him money for his vote, saying that he could have $75,000, and made an offer of $14,000 down.

### MRS. CLEVELAND'S VISIT TO BUFFALO.

**Mrs. Perrine, Her Mother, Says It Was for a Season of Rest and Quiet.**

BUFFALO, May 21.—An afternoon paper prints an interview with Mrs. Henry E. Perrine, Mrs. Cleveland's mother, on that part of the story recently printed in a New York newspaper regarding Mrs. Cleveland's withdrawal from society.

"Mrs. Cleveland has come to me for a season of rest," Mrs. Perrine said. "and I refuse to allow her to do anything except to rest and enjoy herself. She is in the hands of her friends, who are entertaining her, and, for the time, Washington, with all the duties that her life there entails, is forgotten. She is my guest, and I insist that she must enjoy herself.

"All through the season in Washington Mrs. Cleveland entertained at the White House. There was a constant round of gayety, so much in fact that when the season closed she was thoroughly tired and much in need of rest and quiet. But she continued to give her Monday receptions, even after the season had closed and nearly all of the Cabinet ladies had left the city. It is folly to ask that she, who is the mother of two young children, should be asked to keep up an incessant season of gayety. There is no precedent for such a change. With the close of the season the President's wife is at liberty to leave Washington. It has always been so, and Mrs. Cleveland is only doing as her predecessors have done."

On Wednesday morning Mrs. Cleveland and the babies will return to Washington.

HATTERAS, N. C., May 21.—The Violet, having on board the Presidential party, arrived at Bodies Island last night from the trip across the Sound. Early to-day the party disembarked and are now shooting snipe and marsh birds along the shore.

### TOOK HALF AN OUNCE OF LAUDANUM.

**A 19-year-old Lad Attempts Suicide in the Presence of His Sweetheart.**

BINGHAMTON, May 21.—Edward P. Hanrahan, a well-known young man of this city, attempted to end his existence by taking half an ounce of laudanum this afternoon in the presence of his sweetheart, Miss Mabel Lackey, to whom he says he is married. Hanrahan met Miss Mabel several months ago and became infatuated with her, and some time after a notice was published in the city papers that they were married. The girl's mother asked her daughter for her marriage certificate, and she was unable to show one, and since then the couple have been closely watched, and every means has been tried to separate them.

There was some talk of moving West on the part of her parents, and when Hanrahan heard of this he complained to his sweetheart that she was neglecting him, and told her he was going to kill himself. She laughed at him. Hanrahan then entered a drug store, purchased the laudanum, for so he said, he said, returned to the street where Miss Lackey was standing, and drank the contents of the bottle before the girl could stop him. Medical aid was summoned, but it is thought that Hanrahan will die. He is 19 years old, and Miss Mabel is sixteen. The girl is being closely watched, as she also threatens to kill herself.

### MR. ISELIN'S BROUGHAM BROKE DOWN.

**The Rear Springs Snapped and the Carriage Collapsed, but He Was Not Injured.**

Mr. C. Oliver Iselin met with an accident yesterday afternoon which, though not resulting seriously to him, occasioned much excitement in front of the Hotel Brunswick. Mr. Iselin lunched with Miss Hope Goddard, his fiancée, and Mrs. William Goddard at Delmonico's. At 2:45 o'clock he left Mrs. Goddard and her daughter with acquaintances in the lobby of Delmonico's, intending to go up town in his brougham.

Mrs. Goddard and Miss Goddard reached the Brunswick, where they are staying, just as Mr. Iselin drove by. They turned and saw the rear springs snap. The wheels remained in place until the brougham reached Twenty-seventh street, when the body of the carriage dropped to the pavement with a thump. Mr. Iselin fell in a heap in a corner of the carriage. The horses became unruly and ran up on the sidewalk. The footman jumped off and held the bridles while the coachman helped Mr. Iselin up, who, after assuring his future bride that he was unhurt, hailed a cab and went on up town.

### NO MORE LOVE DUETS FOR LILLIAN.

**Perugini Gets a Posy of Roses at a Williamsburgh Theatre.**

The love duet in "Girofl