# HUSHED IN SHERIFF'S OFFICE.

### *WHEN ALBERT L. MEYER IS ARRESTED NOBODY TELLS.*

**It Has Happened Twice, Now—Sheriff Says "If Anybody Got Any Money for It We'd Like to Know Who He Is"—Naturally—Society of Silence.**

The Society of Prosperous Silence has gained a new member. Who he is is not definitely known, but his business address is believed to be the Sheriff's office of this county. William J. O'Brien, the Sheriff, does not seem to know the identity of the new member nor do his deputies appear to be any the wiser. But as a lawyer who has frequent dealings with the Sheriff's office remarked yesterday, "there's a nigger in the woodpile somewhere."

The latest instance in which an "inconvenient" news item did not reach the papers through the usual channels is the arrest on a civil process of Albert L. Meyer, whose financial troubles in connection with the so-called Webb-Meyer Syndicate stocks were notorious last summer. Mr. Meyer was arrested by a deputy sheriff on civil writs signed by a Supreme Court Justice on two occasions, Nov. 6 and Feb. 9. When an arrest of this character is made and the prisoner is released on giving bail, as was Mr. Meyer on each occasion, the indorsed writs and the legal papers attaching to them become public and are placed where all who wish to inspect them may do so.

Sometimes, however, they are not and this happened each time that Mr. Meyer was arrested.

Sheriff O'Brien was asked yesterday if he could explain. He replied that such matters did not pass through his hands, but that he could not understand why any satisfied writs had not been made public. As to Meyer's arrest, Sheriff O'Brien declared that he had never heard of it. He called Chief Deputy Edward Moen to his office and explained the situation.

"Well," said Mr. Moen, "I don't exactly recall the arrest."

After a little reflection, however, Mr. Moen did recall the later arrest, though in a very vague way. But as to why the legal papers in the case were "mislaid," he professed ignorance. After some more reflection Mr. Moen brightened up considerably, however.

"You see," he exclaimed, "there are many cases where the plaintiff's lawyer asks that the papers be not made public, and we always try to oblige them that way."

"Yes," chimed in Sheriff O Brien, "and you must remember that if there are other arrests to be made, we don't make the paper public then."

"But there were no other defendants in this case," remarked the reporter.

"Um—well, I didn't know."

"No," interspersed Moen, "but the plaintiff's lawyer may have requested the matter to be kept quiet."

"Did he?" was asked.

"I can't recall," said Moen, "but he probably did."

"Then you admit that you sometimes do fail to make public, in the usual way, certain orders of arrest?"

"If the plaintiff's attorney is anxious, and especially requests that it be done, it sometimes is," replied Moen.

"And this meets with your approbation, Sheriff O'Brien?" pursued the reporter.

"You see," replied the Sheriff, "in a case of that kind the plaintiff has full charge of the process, and if he wanted to withdraw it he could. So we are just doing him a small favor."

"And you think this happened in the Meyer case?"

Moen replied that he thought it probably had. Sheriff O'Brien declared that he would give orders that in future all satisfied writs should be made public. Both he and Moen reiterated that if the plaintiff's attorneys had not asked that the Meyer arrest be kept secret, they could not understand the situation.

"If any one got money for secreting that writ, we'd like to know who he is," they declared.

The statement that the papers had not been put in the usual box was not denied or even questioned.

The plaintiff's lawyers in the suit against Meyer are Johnston & Johnston of 8 Centre street. They flatly denied ever asking that the arrest be kept secret.

"We expected to see the matter published," said Mr. Johnston," and we have been unable to understand why it was not. We have two suits against Meyer, one by J. A. Duffy and the other by Hugh E. O'Reilly, in both of which conversion is charged. In each case we arrested Meyer and wondered that the newspapers had missed it. As to Moen's failing to recall this arrest, which is but a week old, I might mention that we sent our managing clerk over to him to request that the same deputy sheriff be employed for the second as for the first arrest."

Arthur L. Meyer referred all inquiries to his lawyer, Julius Offenbach, who was in Meyer's office.

"Mr. Meyer is quoted as having said that he was being blackmailed, and begging that the story of his arrest be not printed," said Mr. Offenbach. "He made that statement without consulting me and I quite disapprove of it."

Mr. Offenbach denied that his client had paid money to any one to keep the arrest out of the papers.

The Meyer arrest is not the first one which lawyers have found occasion to wonder at the methods pursued in certain cases in the Sheriff's office. There have been many complaints and rumors, but nothing definite has resulted, the aggrieved lawyers seeming to have an indisposition to "buck up" against the Sheriff's office.

But, nevertheless, the impression has grown that but little consideration is shown to a litigant whose opponent is more liberal. The posers devolving on even the lesser lights of the Sheriff's office of are of such a nature that they be may be used to the discomfort of one person or the ease of another without any open transgression of the law.

The Sheriff is a granite cutter by trade and before he became Sheriff was walking delegate of the Granite Cutters' Union and president of the board of walking delegates. He was continuously for a number of terms chairman of the Legislative committee of the Workingmen's State Federation. The committee's functions are supposed to be lobbying for labor bills at Albany. O'Brien was largely instrumental in having the bill passed providing that all granite used in this State for State or municipal work should be cut and dressed in the State, and in getting through the Prevailing Rate of Wages and Eight-hour laws. He was active in the strikes of the granite cutters at the new Tombs prison, and on the new East River bridge. He spent a great part of his time in committee work interviewing city officials about alleged violations of labor laws by the city and contractors for the city. He was put on the Fusion ticket to strengthen it with the labor vote and ran 3,000 to 4,000 behind the ticket.

Among the securities sold at auction yesterday in the Real Estate Salesroom were 1,400 shares of the Hackensack Meadows Company and 588 shares of North American Lumber and Pulp Company, which, with the Dominion Securities, were among the stocks involved in the so-called Webb-Meyer syndicate crash. The Hackensack Meadows stock sold at 17 and the pulp company stocks at from 7 to 6½. On the curb yesterday the former was 17 bid, 19 asked, and the latter 8 bid and 10 asked.

Sales of 1,900 more shares of Hackensack Meadows and 800 shares of pulp company as well as 140 shares of Dominion Securities were advertised, but the stock was withdrawn. The sales were announced as "for account of whom it may concern."

**Fifteen Policy Men Say "Guilty."**

Fifteen men, indicted for violation of the Policy law, pleaded guilty in the General Sessions yesterday and were remanded for sentence. One case was dismissed.

### *NOT LARCENY AT COMMON LAW.*

**Court Rules That It Is Not a Crime for Finder of Lost Property to Sell It.**

ROCHESTER, Feb. 18.—The Monroe County Court has held that it is not a crime for a person who finds property to sell it. The point was made in the case of William Smith, who found a sixty-dollar diamond ring in the street, and immediately sold it for $10. A man who saw him pick up the ring told on him and Smith was arrested.

His attorney made the point that there can be no larceny in the sale of found property. In the Franklin Syndicate case the Court of Appeals held that larceny at common law did not exist except the original taking was a trespass and the intent then existed in the mind of the person at the time of the commission of the crime to misappropriate the property. He said the section under which the indictment was found was passed in 1881, when the new penal code was adopted, and has never been amended since and follows the common law. He quoted the case of the people against Anderson, in 1837, in which it was held that a bona fide finder of lost property was not guilty of larceny by any subsequent conversion of it, even after he had found the owner.

Judge Sutherland ruled that if the defendant found the ring, there being no evidence to show that he knew the owner or that there were marks of identification upon it, and sold it before he found the owner, he was not guilty of larceny, but if he knew the owner before he made the sale a larceny was committed. Smith was acquitted.

### *SUICIDE FOLLOWS MURDER.*

**Boarder Kills the Wife of the Man With Whom He Lived—Then Shoots Himself.**

RACINE, Wis., Feb. 18.—Robert Hebblethwaite yesterday shot Mrs. Ruby Reimer, wife of Herman Reimer, and killed himself near the home of Reimer.

Hebblethwaite was infatuated with Mrs. Reimer, and for five weeks he had been a boarder at the Reimer home. Lately the husband was informed that the relations between Mrs. Reimer and the boarder were causing much comment. Yesterday morning, after Hebblethwaite had left the house, Reimer questioned his wife, and she begged her husband to forgive her. Upon her promise to have nothing to do with Hebblethwaite she was forgiven. When Hebblethwaite was informed of this the shooting resulted.

**Want Extra Approach to Blackwell's Island Bridge.**

Not wishing to be left outside of the area of development that is expected to follow the completion of the Blackwell's Island bridge, property owners along the shore front in Long Island City have requested Bridge Commissioner Lindenthal to add approaches to the bridge from that section. The plans show an approach from the anchorage on Vernon avenue to a point directly over Van Alst avenue. The approach is directly under the bridge and in order to permit teams reaching the structure the steel work spreads at that point, leaving a passage that opens on each roadway of the bridge.

**Mail Tube Clogged Again.**

The pneumatic mail tube between the Post Office and the Grand Central Station was suspended practically all day yesterday owing to clogging of the tube. The trouble was located late in the afternoon in the downtown section, and after several steel carriers had been blown out at Station D, at Ninth street and Third avenue, service was resumed at 5 o'clock. Because of the accident and the snow, nearly a score of extra mail wagons were used carrying the mails. Incoming mails were three to seven hours late.

**Williamsburg Poolroom Case Collapses.**

Mack Reardon and Daniel Carmichael, who were arrested on Monday afternoon by Police Captain Dooley of the Bedford avenue station, Williamsburg, with about 100 other men in a raid on an alleged poolroom at 265 Bedford avenue, were arraigned yesterday in the Lee avenue police court on a technical charge of vagrancy, the police asserting that they made a living by gambling. Reardon declared that he was no gambler, but was possessed of considerable property. Witnesses corroborated him and he was discharged, as was Carmichael.

**Mrs. W. A. Duer Very Ill.**

Mrs. William A. Duer, mother of Mrs. Clarence H. Mackay, is seriously ill in her apartments at the Waldorf-Astoria. She has been ailing for almost a year, but her condition was not considered dangerous until a few days ago. She is being attended by Dr. Delafield and Dr. Martin. Mr. and Mrs. Mackay have moved in from their home in Roslyn and taken up quarters at the Waldorf, so that Mrs. Mackay may be near her mother.

**Rio Grande Will Sail With No Passengers.**

The Mallory Line steamship Rio Grande, which was afire yesterday morning at her pier at the foot of Burling slip, will sail to-morrow afternoon for Mobile, as advertised. She will carry no passengers. The charred joiner work of the saloon will be ripped out on the trip South, and when she returns to New York the saloon will be refitted.

**Manhattan Elevated Motors for China.**

The American-Asiatic Steamship Company, which is associated with the American-China Development Company, has chartered the steamship Benarty, which arrived yesterday, to take to China, among other materials, two of the little locomotives of the Manhattan Elevated for use in construction work on the railroad between Canton and Hankow.


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Sale Friday, February 20, and Afternoons following, at 2 o'clock.

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of cold weather enables us to make our OVERCOAT SALE still more interesting. A large number of broken lots have been added—all this season's make and style. Have been exceptionally good value at $20, $25 & $28.

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Some that were $15 and $18,

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### *DEALT IN MILLIONS ONLY.*

**Crank Visits a Police Station With a Demand for Enough to Build a Canal.**

A middle-aged man went into the Eldridge street station yesterday afternoon and shouted to Sergt. McDermott: "I am Bill Monday and I want $5,000,000 right away!"

"What do you want of that money?" asked the sergeant.

"I want to build a canal to connect the East and North rivers," replied the man.

He was hustled into a patrol wagon and taken to the Essex Market police court, where Magistrate Hogan committed him to Bellevue.

"This will cost the city just $5,000,000 for this outrage," he shouted, "and as for the Judge there, it will cost him just a million personally."

The man wouldn't say anything about himself except that he was Bill Monday, with no home.

### *MASONS GIVE SKIN TO BROTHER.*

**Grafting Operation Begun On One Who Was Scalded in Westfield Wreck.**

PLAINFIELD, N. J., Feb. 18.—A skin-grafting operation was begun last night on Wilson S. Fredericks, who was injured in the recent wreck at Westfield. More than a third of his body was scalded. Members of Anchor Lodge, No. 149, F. & A. M., of which Mr. Fredericks is a member, are furnishing the skin for the operation.

Last night three Masons submitted to the removal of skin from their forearms. A sufficient number of members have volunteered their services.


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Palatia, Mar. 2, 2 P.M. | Phoenicia, Mar. 19, 2 P.M. IPAVLuSeMar. 12, 11 A.M. | *Ravenna, Mar. 29, 2 P.M. *Ravenna belongs to Nav. Co. "Italia." †To Madeira, Gibraltar and Genoa.

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PACIFIC MAIL S. S. CO. OCCIDENTAL AND ORIENTAL S. S. CO. TOYOKISEF KAISHA. Between San Francisco, Honolulu, Yokohoma, Kobe, Nagasaki, Shanghai and Hong Kong. Steamers leave San Francisco at 1 P. M.

Nippon Maru, Mar. 3 | Coptic, Mar. 19. Siberia, Mar. 11 | America Maru, Mar. 27. For freight, passage and general information apply at 349 Broadway, or 1 Battery place, Washington Bldg, and 287 Broadway, N. Y. city.

AMERICAN LINE.

NEW YORK—SOUTHAMPTON—LONDON.

St. Paul, Feb. 25, 10 A.M. | St. Paul, Mar. 18, 10 A.M. Phila., Mar. 11, 10 A.M. | Vaderland, Mar. 21, 10 A.M.

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Vaderland, Feb. 21, 10 A.M. | Zeeland, Mar. 7, 10 A.M. Kroonland, Feb. 28, 10 A.M. | Finland, Mar. 14, 10 A.M. Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

CUNARD LINE TO LIVERPOOL via Queenstown. From Pier 51, North River.

Lucania, Feb. 21, noon. | Campania, Mar. 7, 11 A.M. Etruria, Feb. 28, 6 A.M. | Umbria, Mar. 14, 6 A.M. VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND

FALL RIVER LINE via Newport and Fall River. Leave Pier 19, N. R., foot Warren St., week days only, at 5:00 P. M. Steamers PLYMOUTH and PILGRIM. Orchestra on each.

STONINGTON LINE, via Stonington. Lve. Pier 40, N. R., ft. Clarkson St., week days only, at 6:00 P. M. Steamers RICHARD PECK and NEW HAMPSHIRE.

NORWICH LINE, via New London. Lve. Pier 40, N. R., ft. Clarkson St., week days only, at 5:30 P. M. Strs. CITY OF LOWELL and RHODE ISLAND.

NEW HAVEN LINE, for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot Clarkson St., week days only, at 4:00 P. M. Steamer CHESTER W. CHAPIN.

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Fast and elegant Steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catherine St.

RAILROADS.

Pennsylvania RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. FAST MAIL.—Limited to two Parlor Cars and Dining Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No Coaches to Pittsburg.

8.55 A. M. FAST LINE.—Pittsburg and Cleveland.

9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louis.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Indianapolis, Louisville, St. Louis, Dining Car. For Welch, W. Va. (via Shenandoah Valley Route).

5.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday, Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, and Cincinnati.

WASHINGTON AND THE SOUTH.

7.55, 8.25, 8.55 (Dining Car), 10.10 (Desbrosses and Cortlandt streets, 10.20) (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 3.25, "Congressional Limited," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 8.55 (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), 3.25, "Congressional Limited," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night.

SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m., 12.10 night daily. "The Southern's Palm Limited," 12.40 p. m. (Desbrosses and Cortlandt Streets, 12.50 p. m.) week-days.

ATLANTIC COAST LINE.—Express, 8.55 a. m. and 9.25 p. m. daily. "Florida Special," 2.10 p. m. (Desbrosses and Cortlandt Streets, 2.20 p. m.) week days.

SEABOARD AIR LINE RAILWAY.—Express, 2.10 p. m. week days. Mail, 12.10 night daily. "Seaboard Florida Limited," 12.55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3.25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7.55 a. m. week days and 4.55 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week days and 8.55 p. m. daily.

ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, 7.55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches on Sundays.

CAPE MAY.—12.55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station) 8.55 a. m., 12.10, 3.25, 4.55 and 11.25 p. m. week days. Sundays, 9.25 a. m., 4.55 p. m. (from Desbrosses and Cortlandt Streets), 9.00 a. m., 12.20, 3.40, 5.10 and 11.20 p. m. week-days. Sundays, 9.45 a. m., 5.15 p. m.

FOR PHILADELPHIA.

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.55, 9.25 (9.55, Penna. Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 1.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 2.55, 3.25 (Dining Car), 3.55, 4.25, 4.25 (Dining Car), 4.55 (Dining Car), 5.25 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night. Sundays, 6.10, 7.55 (Dining Car, no coaches), 8.25, 8.55, 9.55 (Limited), 9.55, 10.55 (Dining Car) a. m., 12.55 (Dining Car), 1.55 (Dining Car), 3.25 (Dining Car), 3.55, 4.25 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night.

Ticket offices, Nos. 461, 1354, 111 and 261 Broadway; 192 Fifth Avenue (below 23d St.); 262 Fifth Avenue (corner 29th St.); 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

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2-5-1903.

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