PENNA. R. R. REPORT ON GRAFT

PRACTICAL EXONERATION OF THE CASSATT MANAGEMENT.

Recommendation That Officers and Employees Be Dismissed From the Service Who Have Retained Their Forbidden Interest in Coal Producing Companies.

The special committee of Pennsylvania Railroad directors, which was appointed to investigate the charges of graft made before the Interstate Commerce Commission last summer, gives the old Cassatt management a clean bill of health in a final report which is made public to-day.

The special committee is made up of C. Stuart Patterson, William H. Barnes, Effingham B. Morris, Thomas DeWitt Cuyler and Rudulph Ellis. The scope of their investigation included the conduct of the business of all the roads in the Pennsylvania system since January 1, 1900.

Practically the only point at which the testimony before the Interstate Commerce Commission is sustained is that some of the officers and employees owned stock in companies, notably coal companies, which sold supplies or shipped freight over the Pennsylvania's lines. If such ownership resulted in unjust discriminations against competing companies, it is not apparent in the committee's report.

"The stenographic report of the testimony taken before the Interstate Commerce Commission," says the report, "shows that only fifty-one of the 198,930 officers and employees of the companies constituting the Pennsylvania Railroad system were examined as witnesses, and that of this number twenty-one officers and employees were shown to have acquired, by investment, and in a few cases by gift, any interest in coal companies, or properties.

"This committee has interrogated 2,505 officers and employees, there being included in that number every office of the several companies whose individual action or whose order to any subordinate could effect any undue or unreasonable discrimination for or against any customer of the railroads, or could prejudice the interests of the company in any way. Of the 2,505 offices and employees 266 were found to have interests in coal or other corporations or firms or with individuals. The majority of those interests are in corporations whose shares are dealt in on the open market. Of those 266 officers and employees 251 had acquired their interests by purchase. The few remaining officers and employees received gifts of shares or interests in various corporations."

The committee regrets that any officer or employee of the Pennsylvania Railroad "should have so far forgotten that which was due to the service and that which was also due to his own character as to accept a gift whose acceptance might bring a suspicion of conflict between his official duty and his personal interest."

Another comment which the committee makes is that "when it is remembered that the several companies have in their service almost 200,000 officers and employees, it is not surprising that some few of that large number have been found to have erred."

In the opinion of the committee a mistaken public opinion, misinformed as to the facts, because of the publication of portions and not the whole of the testimony taken before the Interstate Commerce Commission, has done grave injustice to the whole service of the Pennsylvania Railroad Company.

"That service," says the committee, "is of more than sixty-years growth; it is constituted in the main of educated, trained and self respecting men, whose honorable lives have won the esteem of those who know them best; it has its traditions of loyalty, and it has had in its successive officers, examples of unselfish devotion to duty and steadfast adherence to the right."

The committee's report does not mention the names of the 266 who owned stock in coal companies, nor does it contain any information in regard to the extent of the holdings. The committee reasserts the position which it took in its preliminary report that under former conditions it was right that officers and employees should have been encouraged to invest their money in industrial enterprises along the road, so as to induce other people to come in, but now, in the opinion of the committee, the problem is to provide adequate facilities in line, rolling stock and movement for the business of the country and it is essential that all officers and employees should be "absolutely free to discharge their duties impartially."

The committee thinks that a reasonable length of time has been given to the officers and employees to allow them to comply with the President's order that they shall divest themselves of all interest in coal producing companies, and it is recommended that any officer or employee who has failed to obey the order be dismissed from the service. The committee says further that it has reported to the presidents of the several railroad companies for appropriate action the names of those officers and employees who have, in the committee's judgment, failed in the performance of their duty.

No hint is contained in the report as to who the delinquents are or how many of them are going to get their walking papers.

One of the most serious charges made against the Pennsylvania Railroad management was that in distributing bituminous coal cars it discriminated in favor of companies in which officers or employees of the road were interested. The Berwind-White and the Keystone Coal corporations, known in the coal regions as the "Cassatt companies," were two that were mentioned before the Interstate Commerce Commission.

The special committee reports that it engaged the Audit Company of New York to investigate the facts as set forth in the railroad's records of distribution for the period from January 1, 1900, to June 30, 1906, for the purpose of determining whether the distribution of cars, as between shippers, had been in fact fairly and impartially made. The Audit Company began its work on June 18 last and made its final report to the committee on December 27. It examined about 16,000 daily car distribution sheets and 7,500 special orders for distribution. In carrying on this work the Audit Company had 35 accountants, 50 clerks and 12 stenographers. The Audit Company reported as follows:

"We have compared the facts set forth in the mine sheets and special orders with the testimony taken before the Interstate Commerce Commission in Philadelphia in the late spring of the present year. We have carefully read and considered so much of that testimony as relates to the distribution of cars, and consider that few if any of the matters alleged before the commission to the prejudice of the officers of the railroad company are borne out by the results of our examination.

"Many of the cases of seeming preferences and discriminations—both those attended by special orders and not so attended—have been examined into by us, with the result of finding that the officers of the railroad company have fair operating or other reasons to present in explanation of such seeming preferences and discriminations.

"Our company is of the opinion, therefore, and reports as its best judgment that in general the distribution of cars was controlled and administered by the officers of the railroad company in good faith and without showing continued preferences and discriminations as toward the owners of bituminous coal mines."

The special committee itself reports on this subject:

"The committee has had from each distributing officer full statements as to his acts and orders in distributing cars. After a careful and exhaustive inquiry and examination of the orders the committee reports that the special orders, whether increasing or decreasing for a time the number of cars for distribution to any particular mine, were issued not for the purpose of favoring one or discriminating against another but for adequate reasons, such as operating disturbances due to weather or accidents or the necessity of preferring in periods of coal scarcity mines upon which the company or other railroads were dependent for their fuel supply or other mines supplying fuel to ships or to municipal lighting plants, &c. In other words, the great majority of the special orders were issued to protect consumers and not to favor mine owners or operators, and the other special orders were issued to meet difficulties in moving cars."

In regard to the charges that the Pennsylvania Railroad Company granted other special privileges to the Berwind-White company, such as sending their cars through to tidewater under a "blind billing," that is, taking an estimate instead of the actual weight of the contents of each car, the committee says that this "non-weighting" at certain periods was ordered only for the purpose of relieving freight congestion and resulted beneficially to other shippers and to the railroad company.

The committee was unable to find that there had been any discriminations, as charged, in the matter of building sidings. In regard to the construction of a siding at Salina, on the West Penn division, which was mentioned frequently in the Interstate Commerce proceedings, the committee says that the siding was authorized by the board of directors after full investigation and upon a report by the road committee, and was made only in the interest of the railroad company and because of no favoritism to the shipper at that point.

The committee reports that the purchasing of coal for the different lines has been made only in the interest of the railroads and without intentional favoritism to any shipper.

The Pennsylvania Company has been charged with having acquired through subsidiary companies control over a large part of the watersheds along its lines, thus compelling municipalities to buy their water from these companies. The committee admits that the company has, in the manner and to the extent authorized by law, promoted the organization of water companies at various points and has made advances to such companies of the amounts necessary to enable them to acquire adequate water supplies and to erect and construct works to deliver the water to the company's lines.

"It is believed," says the report, "that through this outlay the company will be enabled to acquire an adequate supply for the present and for a long time to come, and at a cost per gallon materially lower than that heretofore paid. No director, officer or employee of the railroad company has, or ever has had, any interest, direct or indirect, in those companies."

Since 1899 the company has spent $62,703,367 in the purchase of real estate right of way, and the committee reports that it has satisfied itself that purchases have been made under a system which has adequately protected the interests of the shareholders.

Since 1899 new construction has been undertaken which cost $268,778,763, and in this department also the committee reports that interests of the shareholders have been carefully guarded. The same is said to be true of the purchase and supply department, which has bought $412,499,698 worth of supplies in the last six years.

The committee says that its statement before it began its work that it intended to investigate every fact brought to its notice was equal to a general invitation to communicate to the committee. Of the 40,000 odd shareholders in the Pennsylvania Company only one has communicated with the committee. From the general public suggestions were received from twenty-five persons. Each of these complaints is answered in the report.

The committee concludes as a final result of its examination into the whole subject committed to it that "with few exceptions the officers and employees of the company constituting the Pennsylvania Railroad system have been faithful to duty."

KNOX NEW YORK

The Spring shapes in

Knox Hats

will be presented for the public's favorable consideration on Wednesday, February Twentieth.

E. M. KNOX,
452 Fifth Avenue,
N. Y. City.

NEW CLUE IN CORTESE MURDER.

Paterson Police Now Seek Two Women Whose Relative Is in Prison.

PATERSON, N. J., Feb. 17.—The police are following a new clue in connection with the assassination of Justice of the Peace Robert Cortese. They are seeking two women. One of these women, it is said, lives in Bridgeport, Conn., and the other an Italian girl, is believed to be on her way to Italy in company with one of the men concerned in the infernal machine plot.

Both women, it is declared, are relatives of a man who is now serving a long term in the State prison and who was convicted on evidence gathered by Justice Cortese.

The Italian Government has been asked to keep watch on all steamers arriving from this country in Italian ports within the next few days.

THOUGHT FIRST OF HIS PETS.

Why Berquist Did Not Succeed in Attempt to Commit Suicide.

August Berquist, a tailor of 313 East Thirty-eighth street, tried to kill himself with gas on Saturday night, but spent so much time in making sure that his pets, a cat and a dog, should not share his fate that he was discovered and revived. Before turning on the gas he placed his pets in an inner room and carefully calked the door with strips of cloth.

His wife, returning from a ball early yesterday morning, found him unconscious with the gas tube in his mouth. He was taken to Bellevue Hospital and revived.

The Weather.

There was a general rise of temperature yesterday over all the middle Atlantic and New England States. There seemed to be a general breaking up of the cold weather over all parts of the country, the zero line being confined to the extreme eastern section of Canada.

Fair weather was general over all districts, except for a few scattered snows in the Northwest and Lake regions.

A high pressure over the eastern Rocky Mountain States was carrying forward a large belt of clear weather into the central States.

In this city the day was fair and warmer; temperature generally above the freezing point; colder at night; wind, fresh northwest to westerly; average humidity, 59 per cent.; barometer, corrected to read to sea level, at 8 A. M., 29.76; 3 P. M., 29.77.

The temperature yesterday as recorded by the official thermometer is shown in the annexed table:

	1907.	1906.		1907.	1906.
9 A. M.	34°	28°	6 P. M.	29°	36°
12 M.	37°	34°	9 P. M.	21°	34°
3 P. M.	35°	36°	12 Mid.	21°	34°

Lowest temperature, 18°, at 10 P. M.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York, eastern Pennsylvania, New Jersey and Delaware, partly cloudy to-day, cloudy and warmer to-morrow; diminishing northwest winds.

For New England, fair and colder to-day, increasing cloudiness and warmer to-morrow; northwest winds on the coast.

For Maryland, the District of Columbia and Virginia, fair and somewhat colder to-day, increasing cloudiness and warmer to-morrow; fresh northwest winds.

For western New York and western Pennsylvania, fair and warmer to-day, rain or snow to-morrow; variable winds, becoming fresh south.

W. C. DE LANOY AND WIFE HURT

IN FIRE WHICH DESTROYED THEIR HOME AT SHORT HILLS.

They Waited Too Long to Dress and Pack Up Jewelry and Had to Fight Their Way Out Through the Flames—Not Seriously Burned—Nurse Saves Children.

SOUTH ORANGE, N. J., Feb. 17.—William C. DeLanoy and Mrs. DeLanoy, were badly burned this morning in a fire which totally destroyed their residence, on Forest Drive, in the fashionable section of Short Hills. They are now in the private hospital of Dr. Mefford Runyon, on South Prospect street, South Orange. Their two children were saved by a nurse.

The fire was discovered about 8 o'clock by some of the servants, who saw a blaze in the conservatory, at the rear of the house, where Mr. DeLanoy had a collection of costly plants. It is supposed that an oil stove which was used to heat the place exploded and that the blaze communicated to the woodwork.

An alarm of fire was telephoned to Millburn, about two miles away, and Mr. and Mrs. DeLanoy, who were about arising, were told of the fire. The children, who were fully dressed, were carried across the street to the home of William G. Sickel. At this time the smoke had not penetrated the upper part of the house, and thinking that there was no immediate danger Mr. and Mrs. DeLanoy finished their dressing and then gathered up some jewelry and valuables preparatory to leaving the house.

As they opened the door into the hallway they were met by a great gust of smoke and heard the roar of flames in the lower part of the house. Mr. DeLanoy grasped his wife and started down the stairway. They were blinded and choked by the smoke and were well nigh overcome by the time they reached the foot of the stairs.

Downstairs they found the flames had spread in such a manner that escape by the front of the house was entirely cut off. They fought their way through the blazing hallway to a rear door which was not far from the place where the fire started. Neighbors were rallying to their aid, for the word quickly spread that Mr. and Mrs. DeLanoy were in the blazing building, and as they staggered out of the rear door with their clothing afire they were caught and hurried to the residence of Mr. Sickel and made as comfortable as possible pending the arrival of Dr. Wellington Campbell of Millburn.

Dr. Campbell applied temporary dressings, and the private ambulance of Frederick Ardrey in South Orange and one of the *Record* ambulances from Orange were summoned and Mr. and Mrs. DeLanoy rushed to Dr. Runyon's hospital as fast as possible. Their injuries are not serious.

Meanwhile the firemen, who had made good time over the uphill roads, which were blocked with snow, got to work, but the handsome stone and frame house was doomed, and every effort had to be exerted to save other houses in the neighborhood. The building was burned out within an hour. The damage is estimated at $50,000. Some of the contents were saved.

Mr. DeLanoy is a member of the insurance firm of DeLanoy & DeLanoy of 2 Wall street.

BANK AND TRUST CO. TO MERGE.

The Astor Trust Company Will Start in With $1,250,000 Capital.

The Astor National Bank, Thirty-fourth street between Fifth and Sixth avenues, and the New Netherlands Trust Company, recently organized to do business at Fifth avenue and Thirty-sixth street, are to be merged in a new trust company to be called the Astor Trust Company and to start business with a capital of $1,250,000. The trust company will occupy banking offices at 389 Fifth avenue, between Altman's and Tiffany's. Its officers will be: President, E. C. Converse; vice-presidents, Alexander H. Stevens, Thomas Cochran, Jr., and Seward Prosser; cashier, George W. Pancoast; assistant secretary, Howard Boocock.

The Astor National Bank was organized in 1898 with a capital of $350,000 and isn't going out of business because it hasn't been a success or hasn't had the right sort of backing. On the other hand it has been so phenomenally successful that it was able to report recently loans of $5,125,000, deposits of $5,835,000 and surplus and undivided profits of $710,000. Its stock was quoted Saturday at 650 bid and 750 asked. Among the heavy stockholders are John Jacob Astor and William Waldorf Astor, and both John Jacob Astor and Charles A. Peabody, William Waldorf Astor's business representative, are directors. George F. Baker, president of the First National Bank, is president of the institution, and the other directors are: Archibald D. Russell, John I. Downey, Harrison E. Gawtry, Adrian Iselin, Jr.; Roy A. Rainey, Douglas Robinson and Alexander H. Stevens.

The New Netherlands Trust Company was organized last fall by a group of men identified as directors with the Bankers' Trust Company. Its capital was to be $1,000,000, and like the Astor National it had on its directorate men prominent in the financial world. The company planned to begin business as soon as its new offices were completed, but not long after its organization secured large holdings of Astor National Bank stock and began negotiations looking to a merger of the two institutions. It is understood that the directors of the Astor National, with possibly one exception, looked upon the proposition as quite as much to their interest as to the interest of the other party and that all arrangements for the merger were completed practically without friction.

The Wall Street financiers on the New Netherlands board were E. C. Converse, president of the Bankers' Trust Company; H. P. Davison, vice-president of the First National Bank; Charles W. McGarrah, president of the Mechanics' National Bank; Edgar L. Marston of Blair & Co., George W. Perkins of J. P. Morgan & Co., Daniel G. Reid of the Rock Island, Albert H. Wiggin, vice-president of the Chase National Bank, and John F. Thomson and T. W. Lamont, vice-presidents of the Bankers' Trust Company. Other directors were William H. Porter, president of the Commercial National Bank, the largest mercantile bank in the city; Benjamin Altman of B. Altman & Co.; Charles L. Tiffany, vice-president of Tiffany & Co.; Robert Walton Goelet, George B. Case of the law firm of White & Case, Thomas Cochran and Seward Prosser.

All of the New Netherlands directors and all of the directors of the Astor Bank, with the exception of W. Emlen Roosevelt, will constitute the board of directors of the Astor Trust Company. Altogether, it was remarked by a well known banker, the board is as representative of large financial, mercantile and real estate interests as any other financial institution in the country. The entire capital stock has been taken by the Astor Bank, New Netherlands and Bankers' Trust interests and bids for it have been made at a considerable premium. The affairs of the Astor National Bank will be liquidated as soon as possible after the new institution begins business.

DEMAND TARIFF REVISION.

Wisconsin Republicans, Including Spooner and La Follette, Want a Change.

MILWAUKEE, Feb. 17.—A demand for immediate tariff revision is being made by Republicans in the State, and within a few days the State Legislature will probably adopt a resolution along that line introduced by Assemblyman Lawrence Ledvina.

Many Wisconsin Republicans, regardless of faction, have been interviewed on the subject and with few exceptions have expressed themselves in favor of revision. Even such political opposites as Senators Spooner and La Follette, who rarely agree on any subject, for once are of the same opinion.

LIVE TOPICS ABOUT TOWN.

There seems to be no end to the discovery of new employments in New York, and among those which threaten to become professions are literary adviser and what, in default of any illuminating phrase, may be called songwright. Literary advisers have been known in one sense since book publishing became a business, but at the moment the phrase is used to designate two men who make their living by advising authors with respect to their writings. These men are not attached to any publishing house, and they never act as literary agents. Their sole business is to tell authors when they have written rubbish and how to make their manuscripts readable and marketable. They sometimes undertake to rewrite books or parts of books, but in the main they limit themselves to criticism for which the author pays them and then does the revision himself.

Every music publisher has at least one man on his staff who undertakes to lick into shape the work of ignorant composers when it has the promise of popularity, but the songwright, like the literary advisers, is unattached. It seems that a legion of persons have some slight gift of melody without the faintest knowledge of how to put it correctly on paper with effective accompaniment. The songwright—there is at least one in New York—puts the impossible manuscript in such shape that the publisher's reader can find out what it means.

"It is curious," remarked a married woman the other day, "how simple the great mysteries of life are once they are solved. We have a number of the usual style of eight day clocks in our house and it has always been my ambition to keep those in the bedrooms from striking; but I could never discover which side to wind to keep the clock going and which to let alone to keep it quiet at night. I dropped into a clock store one day and asked the young man behind the counter. He seemed very much astonished at the question, but an old man who was repairing watches in the corner looked up and told me that the right hand key was the going part in most clocks, but that if I would watch the hands when I put the pressure on the key they would move slightly backward if I was about to wind the going part. If I was about to wind the striking part the hands would remain perfectly still."

"A snowstorm in New York may be undesirable from a good many points of view," said an interne of one of our large hospitals, "but it has one thing to recommend it that ought to counterbalance a great many objections. It is the greatest muffler of sound we have. Not for years has the city been so quiet as during the last week and the effect upon nervous people is very noticeable. This is especially true of sick people. Since the snow fell it has been as quiet in our hospital as though we were in the country instead of in the heart of New York."

It is not often that a passenger receives bad money in change on the street cars, because the conductors are very careful not to take in coins that look at all doubtful. But there was an exception the other day on a Madison avenue car, and the way in which the recipient disposed of his bad quarter furnished amusement for several persons who saw it. The man detected instantly that the coin handed to him by the conductor was lead, for without a moment's hesitation he took the quarter between the thumb and forefinger of each hand and snapped it cleanly in two. Never was there a more astonished look than that on the conductor's face.

"I always do that with 'em," said the man genially. "Perfectly easy to break a thin piece of lead with your fingers. Thank you," and he pocketed the good quarter which the still dazed conductor held out to him.

"Heredity in handwriting is a queer thing," said the city salesman. "I received a letter this morning from a boy in Hartford. I had never seen his writing. Before opening the letter I thought it was from his father, who is a friend of mine. Of course upon closer examination I detected differences in the writing, but at first glance the resemblance was startling. I had always known the lad was a chip off the old block so far as looks, tastes and disposition went, but I was not prepared for the similarity in writing. The daughter of the family, my wife tells me, writes like her mother. They, too, are alike in looks and temperament. I had always heard that persons with the same disposition display the same characteristics in handwriting, but this is the first time I ever saw the theory so strikingly displayed."

A letter to THE SUN the other day telling of the difficulty a composer had experienced in getting a hearing for his work led another composer to point out one of the difficulties that follow after publication and porduction have been accomplished.

"The composer in question may have had a genuine grievance," said he, "but it is only when his work has been published that his real troubles begin. If he has written a choral work, oratorio or cantata, he naturally expects to get some return for his labor when his work is publicly performed. The composer looks for money returns fo the sale of his books to choral societies precisely as a novelist looks to the sale from his stories to the public. What happens in the case of the composer is this: a few choral organizations will buy his work from the publisher, but the vast maj rity hire them of a New York man who makes it his business to buy a limited number of copies of successful cantatas and rent them to societies all over the country. Royalties of course are paid to the composer on the copies bought by the man in the lending business, but thereafter the man who made the music gets nothing. I could name scores of examples like that of a man whose cantata was produced about ten years ago. As soon as it proved its popularity about 200 copies were bought by the lender, and these copies have been traveling ever since from Maine to the Pacific coast, used now by one chorus and now by another, the composer getting merely the satisfaction of knowing that his music is in constant use, which is pleasant ut doesn't pay the grocer's bill."

It's impertinent here, may be—but did you ever hear of "Podunk," except as a convenient term for indicating beginnings that were no bigger than they ought to be? Did you know that Podunk was and is a real place? It came out at a hotel dinner the other night where seven adopted New Yorkers happened to be at the same table. The and-where-were-you-born stage arrived, and it was the New Englander s turn to confess. He said: "Me?—I'm from Podunk and proud of it. Podunk is in Brookfield, Mass. The word is Indian and meant 'burying place.' At the north end of Quaboag Lake a settlement was built on the site of an Indian cemetery and it's Podunk district to this day. That is the real, original Podunk. Connie Mack, the Philadelphia baseball manager, came from there, too. You address a letter to Podunk and that is where it will go, all right."

MANY WANT TO MARRY MOON.

Widower Who Advertised for a Wife Overwhelmed With Applicants

NEW HAVEN, Feb. 17.—As a result of an advertisement for a wife, George Moon, a widower, 40 years old, of Ansonia, has been so overwhelmed with applicants that he has posted a "No Wife Wanted" sign on his front door.

Every evening for a week Moon has had from fifteen to thirty female callers and he has received more than one hundred letters, most of them with photographs enclosed.

One woman came from New York and insisted on his paying her expenses. He demurred at first because she was a negro, but when she pointed out that his advertisement did not draw the color line he gave her car fare.

When it is just as easy to get good, honest office furniture, why look at any other kind? It costs nothing, nor incurs any obligations, to examine my stock.

CHARLES E. MATTHEWS,
Office Furniture,
275 Canal St., 1 door East of Broadway.
Telephone 1299 Spring.

STRANGE TRAIN WRECK STORY

TOLD BY WOMAN, IT CAUSED MAN'S ARREST.

Plot, She Says, Was to Wreck an O. & W. Express, Loot It, Lay the Crime on Her Husband and Then Elope—She Balked and Now Confesses to Detectives

SIDNEY, N. Y., Feb. 17.—L. D. Harrington, who resides on Orchard street in this village, was arrested yesterday by Sheriff Warner and taken to the county jail at Delhi. The Grand Jury of the February term of the Supreme Court in Delaware county had been taking evidence in the case and an indictment was reported yesterday morning charging Harrington with an attempt to wreck passenger train No. 5, on the Ontario and Western, the sleeper from New York to Chicago, on March 9, 1906.

On the night of March 9 an extra freight train running a few minutes ahead of the sleeper ran into some railroad ties piled high on the track a short distance above the roundhouse at an abrupt and dangerous curve, with steep embankments on each side of the track. The engine was not running fast, and although it was damaged and the roadbed torn up, it was not thrown down the embankment. Had the fast train, filled with passengers, ran into the obstruction it must have been thrown down the steep embankment at fearful loss of life. Detectives began work on the case the next morning and Harrington, the accused man, came to them and volunteered his services. He said that he had been a detective for many years and as soon as he learned of the wreck had looked over the ground carefully and had found a broken button, which he said he recognized as similar to those he had seen on a coat usually worn by one Harry Cotton, an employee of the Ontario and Western, who was then employed as a night worker at the roundhouse, near where the attempt to wreck the train had been made. He said that Cotton had attempted to wreck a train at Earlville in the same manner several years ago and he told the officers to go and see Cotton's wife and she would give them enough evidence on which to have him arrested.

They went to the home of Cotton and found that he was able to prove an alibi, as he had not been working that night, and Mrs. Cotton assured them of her husband's innocence.

The detectives then began to suspect their coworker, who seemed so anxious to prove Cotton the criminal, but as no evidence could be found against him the investigation was discontinued. It was learned, however, that Harrington had been for some time a frequent and welcome visitor at the Cotton home when the husband was absent at work and that the husband had discovered some fervid love missives written by Harrington to Mrs. Cotton that were not intended for his perusal and each had threatened to shoot the other.

Soon after the unsuccessful attempt at train wrecking Harrington and Mrs. Cotton had a quarrel in which she threatened to inform the authorities of his connection with it and he vowed vengeance on her for not giving the officers evidence against her husband. Several months passed and the matter was being forgotten when Harrington came into the office of Police Justice Hoffman with a young man, Arthur Waters, who had received a threatening White Cap letter, and they demanded a warrant for the arrest of Mrs. Cotton as the author of the letter. Harrington showed the Justice a number of letters written to him by Mrs. Cotton for comparison with the White Cap letter and made an affidavit positively identifying the letter as written by her, and a warrant was issued and she was arrested charged with a violation of section 559 of the Penal Code.

Mrs. Cotton protested her innocence and claimed to have no knowledge of such a letter and pleaded not guilty. The case was set down for trial in police court, but on the adjourned day Waters, the complainant, did not appear to prosecute, much to the chagrin of Harrington, and Mrs. Cotton was discharged. She then told the following story in substance to Justice Hoffman and her attorney, A. G. Washbon:

Harrington, she admitted, had been a frequent welcome visitor at her home and they had planned leaving for the West together, but the lack of money by each prevented them from making the secret journey. Several schemes were discussed by them for getting money, and finally Harrington told her he had a scheme for getting a lot of money and at the same time get rid of Cotton, her husband. He said he was going to wreck the Ontario and Western sleeper some night and in the excitement he could get a lot of money from the dead and injured passengers and express and mail cars, and they would swear it onto Cotton, who worked near where he would wreck it. He was to tell the officers that Cotton did the job and was to send them to her and asked her to help in laying it onto her husband. She told him she did not like his plan, but he thought he could depend on her to play her part in it. A few days after the attempted wreck she met Harrington on the street and he told her that an extra frieght train had spoiled his plan and told her she ought to have helped him in trying to lay it onto Cotton. He told her if she ever told on him he would kill her.

She said the Whitecap letter had been written by Harrington in imitation of her handwriting, which he was able to do from the large number of letters written by her in his possession, and his purpose was to drive her out of town, or by reason of her arrest and conviction of a crime to so discredit any story she might tell regarding him that she would not be believed. Her story was investigated and witnesses were found who had seen Harrington standing by the pile of ties beside the track late on the evening of the attempted wreck.

Harrington is a married man with no children and has lived in Sidney since the close of the Spanish-American war. He is about 45 years of age. During the war he was in Col. Scott's command that was stationed at the Sandwich Islands.

BROWER'S ROOMS FULL OF LOOT.

Detective Says He Found Nearly $7,000 Worth of Stolen Property There.

Isidor Brower of 250 West Thirty-eighth street, who was locked up at Police Headquarters on Saturday on the charge of receiving stolen goods, was arraigned in the Jefferson Market police court yesterday before Magistrate Wahle. Brower was arrested on the statement of Joseph C. Rogers, a burglar, who pleaded guilty when caught, and who said that he had disposed of some of the stuff to Brower.

Detective Sergeant Stransky told the Magistrate that the police had found nearly $7,000 worth of stolen property in the rooms occupied by Brower, some of which had been identified by the owner.

Brower was held in $3,000 bail for a further examination.

Evening Dress Garments for Men

RADICAL AND CONSERVATIVE MODELS

Grant us at least that our disposition toward the thing is right, since one of our shops is devoted exclusively to the tailoring of formal garments.

So much for our disposition. The garments demonstrate our ability. They are designed and tailored to honor the higher function of a dress garment—with distinctiveness and dignity which have their source in the finer phases of the craft.

Evening Dress Suits,	$28.00	to	$50.00
Tuxedo Suits,	$25.00	to	$50.00
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BOOKLET "THE RESPONSIBILITIES OF DIRECTORS," ON REQUEST

C. F. U. ON WOMAN'S RIGHTS.

Turns Itself Into a Debating Society on Equal Pay Question.

The assertion that women are not the equal of men in intelligence which was made by a delegate at yesterday's meeting of the Central Federated Union came within an ace of breaking up the meeting in disorder. The assertion was resented by a number of the delegates.

The occasion was a proposition by Delegate Barry of the Actors' Protective Union that the C. F. U. indorse Senator McCarren's bill before the Legislature equalizing the pay of men and women teachers. Barry alleged that, though the women teachers got less than the men, there was a great scarcity of women teachers. He could not see why they should not be paid as much as men.

Then James Dooley of the Printing Pressmen's Union declared that in his opinion women on the whole were not entitled to as high pay as men. He said that women were all very good for primary education, but when it came to the higher education men had to be chosen.

"Aw, what do you know about it?" said a delegate.

Other delegates expressed their disapprobation in different ways. Dooley continued amid a chorus of interruptions and whistling:

"A man is generally worth more than a woman. I don't believe in equal pay for men and women. The proper place for a woman is at home. They ought to get married and attend to their families."

Timothy Daly of the Metal Polishers' Union said he was in sympathy with the bill but didn't like its source.

He did not like to have anything to do with the bill that Pat McCarren had a hand in. Several of the delegates said that women were coming to the front and it was the fault of the men if they did not get as high pay. When they got as good a chance as the men they made just as good lawyers or doctors.

"I know I am on the unpopular side," said Dooley, "but I am not a woman hater."

The latter assertion was questioned by a number of delegates, and a heated discussion followed. Dooley went on to defend himself but several men began to talk at once. The gist of their talk was that women were just as intelligent as men. With regard to the fathering of the bill by Senator McCarren, Delegate Brown of the cigarmakers said:

"The fact that Pat McCarren is behind the bill does not scare me. If it is a good measure I'll vote for it, no matter who is behind it."

Daniel Harris of Cigarmakers' Union No. 144 said that the Workmen's State Federation was going to indorse the bill on Tuesday. The C. F. U. then decided to indorse it.

JERSEY LOCAL OPTION FIGHT.

Pastor Scudder Says the Battle for Freedom Will Go to a Finish.

The Rev. John L. Scudder, pastor of the First Congregational Church, Bergen and Boyd avenues, Jersey City, declared last night in a sermon on "The Saloon vs. the Anti-Saloon" that the church people of the State will work for the passage of a local option bill, prepared by the Anti-Saloon League, which will be introduced in the Legislature this week.

"What we are fighting for and what we intend to get," he said, "is the power to say whether a saloon shall or shall not exist in the district in which we live. We think we are competent to rule ourselves and we do not propose to be the slaves of the liquor traffic any longer. We are free Americans and we propose to let our legislators know it.

"The demand for local option is a reasonable one. If the majority in any community want a saloon or 100 saloons they can have them and drink as much as they please. We do not contend, neither do we believe, that this law will extirpate the saloon in New Jersey. But we claim that it is nothing more than right that a town or ward should determine how many or how few saloons shall exist within it. What we want is absolute freedom.

"At this juncture we want to know exactly how our Senators and Assemblymen stand in relation to this local option bill; which of them are in favor of liberty and which in favor of the slavery which now exists. Soon we shall know which are the sheep and which are the goats. Very soon we shall brand as traitors to popular liberty every so-called representative of the people who refuses to grant this growing and well nigh universal demand.

"The most noticeable feature of the present State wide agitation is that the churches of all sects are working shoulder to shoulder for the enactment of this new law of local self-government. They now possess superlative organization in the Anti-Saloon League, which is growing in strength."

Resolutions were adopted by the congregation requesting the members of the Hudson county delegation at Trenton to use all honorable means to secure the favorable and speedy consideration of the proposed bill.

FAVROT INDICTMENT QUASHED.

Court Says Grand Jury That Indicted Congressman-Elect Was Not Legally Constituted

NEW ORLEANS, Feb. 17.—Judge H. F. Brunot last night sustained the motion of counsel for Congressman-elect George Favrot to quash the indictment charging Favrot with the murder of Dr. Harry Aldrich.

Judge Brunot held that the Grand Jury which returned the indictment was not properly constituted. The State will appeal.

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CAUGHT RIFLING THE MAIL.

Newark Letter Carrier Stole Because He Didn't Get Enough Pay.

Postal Inspector John Boltby of Jersey City arrested yesterday James Farrell, 33 years old, of 38 Mott street, Newark, a letter carrier who has been attached to the Newark post office for twelve years.

The arrest was made in the carriers' room at the post office while Farrell was on special duty sorting mail matter. He had been assigned to this work after suspicion had been directed to him to enable the inspector and others to watch him.

The watchers counted fifteen letters that Farrell slipped into his pocket and then Boltby accused the carrier. Farrell at first denied any wrongdoing, but when told that he had been under surveillance signed a statement acknowledging that he had been stealing systematically since November 13 last. Most of the extracted letters were addressed to Newark installment firms. Farrell's only excuse was that is salary was insufficient to enable him to spend as much as his associates.

The local authorities had been trying to locate the thief since last December, and Farrell was the last one to be placed under suspicion.

Farrell was locked up at police headquarters and will be arraigned to-day before United States Commissioner Bigelow. He has been the sole support of his father and is unmarried.

President of Williams College Says There's No Fear of an Epidemic.

WILLIAMSTOWN, Mass., Feb. 17.—President Hopkins of Williams College gave out this evening the following statement concerning the scarlet fever conditions:

"All the scarlet fever cases at Williams are very light and there have been no new cases since Thursday. Only one man is really ill and he is not seriously so. There is no fear here of an epidemic."

GRAPE-NUTS.

FOOD QUESTION

Settled with Perfect Satisfaction by a Dyspeptic.

It's not an easy matter to satisfy all the members of the family at meal time as every housewife knows.

And when the husband has dyspepsia and can't eat the simplest ordinary food without causing trouble, the food question becomes doubly annoying.

An Ill. woman writes:

"My husband's health was poor, he had no appetite for anything I could get for him it seemed.

"He was hardly able to work, was taking medicine continually, and as soon as he would feel better would go to work again only to give up in a few weeks. He suffered severely with stomach trouble.

"Tired of everything I had been able to get for him to eat, one day seeing an advertisement about Grape-Nuts, I got some for him to try for breakfast the next morning.

"We all thought it was pretty good, although we had no idea of using it regularly. But when my husband came home at night he asked for Grape-Nuts.

"It was the same next day and I had to get it right along, because when we would get to the table the question, 'Have you any Grape-Nuts?' was a regular thing. So I began to buy it by the dozen pkgs.

"My husband's health began to improve right along. I sometimes felt offended when I'd make something I thought he would like for a change, and still hear the same old question, 'Have you any Grape-Nuts?'

"He got so well that for the last two years he has hardly lost a day from his work, and we are still using Grape-Nuts." Name given by Postum Co., Battle Creek, Mich. Read the book, "The Road to Wellville," in pkgs. "There's a reason."