

Company had been interested in many contracts. Sigretto purchased cement pipe from the company.

"What happened to the \$25,000 you got from Green?" Samuel Berger, associate counsel, asked.

"I turned it over to Phillips for selling the contract; I did not care what happened to the \$25,000 as long as I got rid of the contract," Sigretto said. The witness identified a check for that amount.

"Did Phillips tell you what he was going to do or what he did with the check?"

"He told me a lot of things I didn't pay much attention to, because I didn't believe him anyway."

"When you were before a subcommittee of this committee did you testify that Phillips said he was going to put \$1,000 into the Connolly campaign fund?"

"He did say that."

"Did you believe that was true?" Assemblyman Block asked.

"I wouldn't believe him under oath," the witness said. "He is a notorious liar."

"But a very useful liar?" Senator Robinson asked. The witness grinned and answered, "Yes."

"Why did you take Phillips into partnership with you?" Mr. Berger asked.

"As a lookout for my finances on the outside; if there was an estimate due from the department to go to it and see to it. He was useful getting through payments from the Comptroller."

"How much did you pay him for that service?"

"Five per cent. on contracts."

"What would that be in dollars while he was your partner?"

"Oh, around \$47,000 or \$48,000."

"So you paid Phillips \$48,000 for getting through payments to which you were entitled?"

"Yes; a lot of people are entitled to money they never get. I know contractors who have not got their money for ten months and are willing to pay as much as I did to get mine from the city."

There finally was a break between Sigretto and Phillips because the witness said they could not get along together and there was trouble over payments and "we got tied up on everything."

"Then you got out of Queens?"

"Yes; I didn't want any more business there. I could not get anywhere and I wanted to get rid of Phillips."

Phillips Had Invaluable Power.

"Did you ever have any talks with Borough President Connolly about contracts or payments?"

"No."

"How long did it take Phillips to earn his \$48,000?"

"About two years."

Lewis Walters, formerly employed in the Bureau of Sewers in Queens and now in the Finance Department, testified regarding Phillips' strange position in Queens politics. He said:

"Phillips did not have an official position but he came into the offices frequently and talked to the men. He directed the men about as though he were an official. He seemed to have a lot of power, and when the men wanted to get salary raises they went to 'see Jack' to get them. When he gave an order and it was not carried out some official would come around later and give the order. He had free access to the blueprints and drawings that were made up before the contracts were bid on. He seemed to be interested in any contract that contained lock joint pipe."

Mr. O'Rourke amused the audience by his testimony concerning the activities of "Doc" Matthews. The witness is president of the O'Rourke Engineering Construction Company and has handled some of the city's biggest contracts in the last twenty-five years. He described a trip to Detroit with Albert Decker and Frederick Seelye, employees in the Bureau of Sewers in Queens, to inspect a big tunnel being built with concrete block. Mr. O'Rourke was trying to convince the officials that would be best and cheapest type of construction. Mr. Seelye saw great merit in concrete block after inspecting the Detroit works. Leonard Walters, of counsel, asked:

"You know William F. Matthews in Queens, popularly known as 'Doc' Matthews?"

"Yes."

"Is he a doctor or physician?"

"I imagine he is; I don't think he is a doctor of divinity."

"He does not act as if he were?"

"Well, I don't know, they don't behave themselves always the same—"

"You cannot tell now, times have changed," Elton R. Brown, senior counsel, commented.

"Did you pay Mr. Matthews any money?"

"Yes."

"How much money?"

"\$3,500. I sent him two checks."

"What were the amounts?"

"One for \$3,500 and the other for \$5,000."

"Do you remember the dates of the checks?"

"Some time in October, November or December, 1920."

"Why did you employ Doc Matthews in this particular matter?"

"Because he looked a very likely person to help me get a contract. He stands well, seemed to know everybody that was interested in getting these blocks introduced."

"Who suggested to you the advisability of retaining Doc Matthews?"

"Myself."

Did Not Bother About Politics.

"Did you know anything of his connections politically or otherwise?"

"No, I was not worried at all about the politics; politics has nothing whatever to do with the contract. It is a tunnel, if you know your business."

"Just what did you pay Matthews \$4,500 for?"

"For his services. The work that he did in preaching the gospel of concrete blocks."

"To whom did he preach that gospel, and where?"

"Like a good missionary, to everybody he could buttonhole."

"We may be simple minded, but we want to know why you paid \$4,500 to Matthews to preach the gospel of your blocks?"

"Because he earned it."

"How long a time did it take him to earn it?"

"God knows. Some people can earn it half a minute, but some can earn it for months. My idea are that anybody who can get me a contract in ten seconds I will pay him \$3,500 for ten seconds. He had nothing whatever to do with getting the contract, but anybody who can help me to take a lot of people who are blind and deaf and dumb and devoid of feeling and realize them into favorable action, if he can do that in ten seconds that would be a tremendous salary for a year, wouldn't it?" O'Rourke asked.

"We would like to know some of the people who were deaf and blind and dumb and who needed converting through the medium of Doc Matthews?"

"The people generally."

"Which people?"

"I had nobody in mind. I mean the people in Queens, to start with, the officials in Queens, the engineers in Queens, the people who pay for and use sewers—the point is to get public opinion that is favorable to what you are trying to do."

"You don't mean official opinion?"

"Oh, yes, I do. I am very strong, for the fact that those engineers had to be brought into a frame of mind in which

they could see something and the final action of the seeing was done in seeing a tunnel in Detroit."

"To be perfectly frank, what was that \$3,500 paid for?"

"For the services of Mr. Matthews."

Mr. Seelye, assistant engineer in Queens, said he was much impressed by what he saw in Detroit on his trip with Mr. O'Rourke, as the work there was the first case where pre-cast block had been used in the soil of that kind. He made it clear his interest in the work was entirely and solely technical.

Borough President Connolly listened closely to all the testimony regarding contracts given under his administration. Finally he addressed the committee, saying that he was not invited to attend, but would give any information desired regarding his campaign funds if the committee wished the truth. The committee had called for Thomas F. Purcell, whose name was mentioned in connection with Phillips' and who did not respond as a witness. Mr. Connolly said the committee sought to be able to get him, as Purcell had been employed by the investigators for weeks. That was denied by Senator Meyer and others, who said Purcell never was employed.

Senator Lockwood asked to be heard in answer to the Dwyer charges. He related how Detectives Burns, Daly and others had gone to him asking for support for a detective bureau bill. He told them he would not introduce the measure unless it had the approval of Mayor Hylan, Commissioner Enright and the police association. Commissioner Enright urged him to support the bill, but when opposition arose Lockwood moved to refer it back. The Senator said:

"At no time or at no place did anybody, directly or indirectly, suggest or attempt to pay \$1 or anything of value for the passage of the bill. It was at the time of the passage of it. It was at that time a question of those who favored making this rank permanent under certain conditions and those who opposed it. All of the hearings held on it were open and public in Albany. All of the conferences were the same way, and there were many of them between representatives of the different groups."

"I hope that Inspector Dwyer, now or at any other time, will have the fullest and completest opportunity to present any question to me on this matter, or any representative of the city or the press, and if any of the press have any question to ask relating to the legislation I would like them to offer such questions to the counsel of the committee, because this story has been going around in an underground whispered form for weeks and weeks, and I want to get it absolutely known to be false by the people who circulate it. I never saw or met Inspector Dwyer in my life."

Mr. Murphy said, answering Dwyer: "I have never had any fee, gift, retainer or anything else, either directly or indirectly, from any member of the detective bureau of New York city or others connected with this bill or any other bill upon this subject or any other subject connected with the Police Department."

"In 1920 I prepared the detective bureau bill for a member of the detective bureau. The bill was afterward approved by Commissioner Enright, as I remember, revised by me, and introduced by Senator Lockwood. I appeared at the hearing on behalf of the bill and did all I could to have the bill approved by the Legislature, and I am very glad I did, as the bill of 1920 should have become a law. What I did was entirely proper. I was glad to do it and would do it again. The work was entirely voluntary, and I never received a fee, retainer, gift or any other compensation, nor did I ask any, or accept any, nor was there ever any conversation with any person or persons either connected with the Police Department or otherwise which could be in any way construed to lead me to believe, or any one else to believe, that I would ever receive any."

The hearing will continue this forenoon at 10 o'clock.

F. H. LA GUARDIA COMFORTABLE

F. H. La Guardia, President of the Board of Aldermen, was "resting comfortably" at Roosevelt Hospital, where he was recently operated on for an abscess near the base of the spine. It was said there yesterday.

### DEMOCRAT TO OFFER NEW TRANSIT PLAN

#### Guaranty of 5 Cent Fare Features Modification of Commission Plan.

#### OUTLINED TO M'ANENY

#### Curran and Lockwood Are Said to Have Been Told About the Measure.

#### FIRST HEARING OCT. 18

#### Commission to Ask Traction Officials of Company Affairs.

An independent Democrat, who has made a close study of transit and other municipal affairs, is at work upon a plan for the reorganization of New York's transit situation, which will have for its main feature the guarantee of a five cent fare, according to information obtained last night, and will offer it to the public in a speech within a week or ten days.

It was stated that the plan will contain important features other than the five cent fare guarantee representing modifications if not radical departures from the Transit Commission's proposal, and that the new plan has been outlined to Henry H. Curran, Republican candidate for Mayor, and to Senator Charles C. Lockwood, candidate for Comptroller.

Mr. Curran was informed of this report over the telephone and said: "It is true that I have been told about such a plan. I have had only a few minutes' conversation about it, however, and am not prepared to say what I think of it until I know more about it."

Senator Lockwood could not be reached.

It is known that the advocate of the new plan has conferred with George McAneny, chairman of the Transit Commission, and with Mr. Curran and Senator Lockwood. He refused to discuss the report last night or to allow his name to be used in connection with it.

It could not be learned what was the nature of the discussion with Chairman McAneny. It was learned, however, that the Transit Commission will not consider this proposed modification or any other radical departure from the course it already has announced with regard to transit reorganization. In that connection it was emphasized that least of all would the Transit Commission consider any suggestion which might appear to be tinged with political expediency.

Neither Mr. Curran nor Senator Lockwood has expressed a view regarding the recent report of the Transit Commission.

The Transit Commission expects now to begin its public hearings upon its proposed plan for the readjustment of the transit lines and companies in the week of October 17. It was learned yesterday. The first hearing probably will take place October 18.

The commission has the powers of a legislative committee, and will submit for examination the heads of the Interborough and the Brooklyn Rapid Transit companies and other transit company and receivership officials. It

has not been decided who will be summoned first.

The purposes of the public hearings will be to subject the companies to examination in relation to their affairs in addition to the examinations which the commission's staff of investigators is making. The inquiry will have particular reference to the attitude of the companies toward the commission's plan, and the opportunity will be afforded for criticism and constructive suggestion.

The tort creditors of the transit companies in receivership already have notified the commission informally of their approval of its plans. It was learned that attitude indicates the belief of those creditors that it will enable them to receive payment of their claims, most of which now are more than three years overdue.

The commission's declaration that its valuation, upon which the transit lines are to be turned over to the city, will be minus current obligations, including judgments awarded tort claimants. Among those are the persons entitled to recover damages from the Malbone street disaster three years ago, which has not to do with the B. R. T. going into the hands of a receiver.

A committee known as the Tort Creditors' Committee has been organized with offices at 33 Park Row, consisting of Samuel Seabury, chairman; John V. Bouvier, Jr., Robert H. Ernest and Charles Stecker. Members of the committee have conferred with members of the commission, and it is understood their views generally met.

The committee represents 10,000 creditors who have judgments or compromised awards amounting to \$5,000,000 against the Brooklyn Rapid Transit Company, the New York Municipal Railway, the New York City Street Railway and New York Consolidated Railroad Company. Among the creditors are many widows and orphans. The claims grew out of deaths and thousands of injuries resulting from transit accidents.

#### HYLAN ALSO ATTACKS MOVIE CENSORSHIP

#### Says People Back of It Fight Five Cent Fare.

Borough President Henry H. Curran, Republican candidate for Mayor, having expressed his opposition to the moving picture censorship on Wednesday, Mayor Hylan yesterday went to a luncheon of the Motion Picture Advertisers at the Cafe Boulevard and said:

"You know that the Democratic party has placed a plank in its platform calling for the repeal of the present censorship law recently enacted in this State. With this platform I most heartily concur. This blow at the fourth largest industry in the world is in harmony with other oppressive legislation enacted in Albany. The people who put over this censorship measure are the same who are back of the fight against the five cent fare."

Mayor Hylan will speak to-night at what is called an enrollment meeting of Republicans who are to be gathered into the Hylan League. It is to be held at Floral Gardens, Broadway and 146th street. To-morrow the Mayor will have a busy day. At noon he and Comptroller Craig and Dock Commissioner Hulbert will speak at a luncheon of the Women's Civic League, of which Mrs. Grace Strachan Forsythe is president. From there he goes to open the trackless trolley in Staten Island and then jumps over to Brooklyn to attend a football game at Ebbets Field.

### HULBERT DISAVOWS \$25,000 PIER BRIBE

#### Shows Amazement That Capt. Mayer Should Pay to Get Lease of Wharf.

#### DOESN'T KNOW LOUGHEED

#### Only Influence Used, He Says, Was Put Forth by French Government.

Murray Hulbert, Dock Commissioner, issued a statement last night in which he explained the leasing of Pier 74, Hudson River, to the France and Canada Steamship Company in 1918 and expressed amazement at the testimony of Capt. Mayer, president of the company, before the Mayor's committee on Wednesday. Capt. Mayer testified that his company had paid \$25,000 to B. W. Lougheed, a ship broker, for "his influence" in getting a lease of the pier.

"This is the first time," said Mr. Hulbert, "that I have heard of any payment by any one in behalf of the France and Canada Steamship Line or any one else to secure this lease, and I am amazed that any intelligent business man would make such a payment for such a purpose."

"I do not know Lougheed and never heard of him until his present mention. Nor did I know Capt. Mayer until he called on me about a month ago in connection with leasing a pier. All my negotiations with the France and Canada Steamship Corporation for the leasing of this pier at the foot of West Thirty-fourth street were conducted with Mr. Mcintosh, treasurer of the company. Except from the French Government, there was no influence used to obtain this lease for them, nor was there any consideration of any kind, outside of the rental level, so far as the city of New York and my own action were concerned."

"This Pier 74 was leased in 1902 to the Italian line for a period of five years at a rental of \$20,000 for the first year and \$1,000 additional for each succeeding year. At the end of this period it was relet for two five year periods at a rental for the first term of \$35,000 per year and for the second term at \$37,255 a year. This second period of five years expired April 1, 1917, but the Italian line was permitted to hold over until Piers 5 and 7 were built and finished for their use. It was then necessary to find a tenant for Pier 74, which the Italian line had vacated."

Mr. Hulbert's statement said that under the lease to the France and Canada Steamship Corporation this company pays to the city of New York \$75,000 a year, which is twice what the Italian line paid, and amounts to about 74 per cent. of the estimated cost of the premises. This lessee also is obliged to make his own repairs and do his own dredging. Mr. Hulbert says that the rental now received is estimated to be an increase of 114 per cent. over the old lease of \$37,255 a year.

Mr. Hulbert said that he did not lease the pier to the France and Canada line until he had been urged to do so by the French Government, and his statement includes a letter from Major P. L. La Forge, manager of the French shipping department in this country during the war, urging that docking facilities be found for the steamship company because of its value to France. Mr. Hulbert said that no one objected when the Sinking Fund Commission authorized him to lease the pier to the line.

STANDARD OIL NOT IN BLAIR & CO.

#### A. C. Bedford Makes Denial of Printed Article.

A. C. Bedford, chairman of the board of directors of the Standard Oil Company of New Jersey, wrote to The New York Herald last night stating that the Standard Oil Company has no interest whatever in Blair & Co. of 24 Broad street, which, according to an article in Tuesday's New York Herald, controls the Oriental Navigation Company and the Brooks Steamship Company.

The article in THE HERALD said that Standard Oil interests were "paraded" in Blair & Co. Mr. Bedford's letter says that not only has the Standard Oil no interest in Blair & Co., but that he knows of no Standard Oil man who has personal interests in the firm.

"This is the first time," said Mr. Bedford, "that I have heard of any payment by any one in behalf of the France and Canada Steamship Line or any one else to secure this lease, and I am amazed that any intelligent business man would make such a payment for such a purpose."

"I do not know Lougheed and never heard of him until his present mention. Nor did I know Capt. Mayer until he called on me about a month ago in connection with leasing a pier. All my negotiations with the France and Canada Steamship Corporation for the leasing of this pier at the foot of West Thirty-fourth street were conducted with Mr. Mcintosh, treasurer of the company. Except from the French Government, there was no influence used to obtain this lease for them, nor was there any consideration of any kind, outside of the rental level, so far as the city of New York and my own action were concerned."

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#### SAY TAMMANY PACKED LABOR'S COMMITTEE

#### Central Trades Conference Has Lively Session.

Charges that a committee named by the Central Trades and Labor Conference last night to sound out the various candidates as to their attitude on labor matters was packed by Tammany Hall caused a disturbance at the meeting at Beethoven Hall, 210 Fifth street, which subsided only when a South American delegate got up to speak. The personnel of the committee was not changed.

A resolution denouncing Mayor Hylan for refusing to reinstate 360 discharged street cleaners was ruled out of order because it had not been passed by the street cleaners' organization.

Abraham Lefkowitz of the Teachers' Union and Rose Schneidermann of the Women's Trade Union League led the attack on the committee and attacked Mayor Hylan for refusing to say where he stood on collective bargaining, for not reinstating street cleaners and for not putting a labor man on the Board of Education. James P. Holland, president of the State Federation of Labor, defended the committee, saying it was non-partisan.



A view of the House of Parliament from Westminster Bridge, which spans the River Thames. On the opposite bank of the river is St. Thomas's Hospital.

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- \$395 Nat'l Muskrat Coat at \$250 (Hudson Seal collar and cuffs)
- \$450 Nat'l Raccoon Coat at \$250
- \$495 Civet Cat Coat at \$295 (Large Skunk collar)
- \$650 Short Caracul Coat at \$450 (Dyed Vintka Squirrel collar, cuffs and pockets)
- \$650 Hudson Seal Wraps at \$395
- \$1050 Taupe Caracul Wrap at \$650

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