

## POSTAL INVESTIGATION RESULTS IN INDICTMENT AND THE DISMISSAL OF EX-INSPECTOR J. W. ERWIN

### TRAVELERS NEED NO LONGER FEAR HONOLULU INSPECTION



ROBERT B. ARMSTRONG



W. B. HAMILTON



JOSEPH J. SPEAR, JR.

ASSISTANT SECRETARY OF THE TREASURY, COLLECTOR OF THE PORT AT HONOLULU, AND PROMINENT LOCAL CUSTOMS OFFICIALS, WHO HELD AN IMPORTANT CONFERENCE IN THIS CITY.

### Treasury Officials Find Way to Administer Customs Laws Without Annoyance to Passengers.

**F**IRST ASSISTANT SECRETARY OF THE TREASURY ROBERT B. ARMSTRONG arrived in the city yesterday and within forty minutes of his arrival had conferred with a number of prominent Federal and steamship officials and settled the vexed question as to how the baggage of passengers from the Orient and Hawaii should be examined. The complaints of travelers and transportation companies regarding a recently adopted but temporarily suspended system of baggage examination at Honolulu have been heeded and the grievance removed.

Many complaints have been made as to the examination of baggage at Honolulu and an order from the Secretary of the Treasury that all baggage on Oriental steamships should be examined at Honolulu and not on arrival in San Francisco caused no end of complications.

The order was suspended a few days ago, but Collector Stackable of the Port of Honolulu came on to San Francisco in order to meet Assistant Secretary Armstrong and urge his side of the question.

When the Portland express arrived at Oakland mole yesterday morning it carried the private car of President Fish of the Illinois Central Railroad Company, in which Hamilton Fish, Assistant United States Treasurer, of New York, had crossed the continent. His guests were Assistant Secretary of the Treasury Armstrong, Collector of the Port of New York N. N. Stranahan, Hamilton Fish Jr. and George Parsons Jr.

The distinguished visitors were met on their arrival by Acting Collector W. B. Hamilton and Colonel J. Spear, Surveyor of the Port.

The party of visitors proceeded to the Palace Hotel, where quarters had been reserved for them, and Assistant Secretary of the Treasury Armstrong was greeted by many Federal officials.

**SEEKS MUCH INFORMATION.**

In speaking of his visit to San Francisco, the Assistant Secretary said: "I am on my vacation trip, and this is my first journey to California. I am taking the opportunity to familiarize myself with the many details of the customs service on this coast so that I shall be in a better position to handle various matters as they come before me in the future. "I am going to devote myself to busi-

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### SIXTY SHIPS LOST, FIFTY LIVES GO OUT

### Storm's Ruin Over Great Britain General.

### Coast Towns and Agricultural Districts Suffer.

### Bodies Washing Ashore Continue to Swell List of Fatalities.

Special Dispatch to The Call.

LONDON, Sept. 12.—Stories of disasters caused by Thursday's storm occupy columns of the morning papers. More than fifty lives were lost and some sixty wrecks are reported. Damage in this line alone will amount to thousands of pounds sterling. An enormous number of telegraph and telephone wires are still down throughout the United Kingdom.

While the details of the havoc wrought by the storm are necessarily incomplete reports come in from all parts of the United Kingdom showing that the devastation was general. All sorts of vessels were caught in the gale and many foundered, several with their entire crews. A great number of minor craft is believed to be lost and the bodies washing ashore continue to swell the terrible list of fatalities.

The gale sprang up with sudden fury from the southwest, and the wind blew with a velocity at times reaching fifty miles an hour, and this continued several hours.

All the coast towns suffered more or less and the agricultural sections in the interior report incalculable damage, owing to the late harvest. The beautiful hop gardens of Kent have been ruined and in many places the valleys of the Thames and the Severn are submerged, quantities of sheep and cattle being drowned.

**TELEGRAPH LINES DOWN.**

For some time telegraphic communication was completely stopped and the land lines are still in terrible shape. The telegraph companies report that the wires and poles are down everywhere. Great numbers of fine trees in the parks of London and other cities were torn up by the roots or stripped of their branches, and the list of minor damages and casualties is amazing. In addition to the deaths from drowning reports from inland give many fatalities resulting from various causes incident to the storm.

Dispatches from France and Germany indicate that widespread damage has been caused by the storm on sea and land. Telephone communication between London and Paris had not yet been restored and there is much delay in telegraphic dispatches owing to the damage to the continental land lines.

The suburbs of the metropolis are littered with trees and branches which have been blown down. The tents of the First Army Corps, which was under canvas preparatory to taking part in the maneuvers, were almost blown to pieces. It is possible that the whole force may be recalled from Aldershot.

**BREAKWATER DESTROYED.**

The breakwater of the new harbor in course of construction at Dover has been entirely swept away, involving a loss of many thousands of pounds sterling. The channel steamers from France arrived in late this morning after perilously riding out the storm for six or seven hours. Many lifeboats were made and several fatalities and many accidents were recorded. Much wreckage is being washed up all around the coast.

From Dungeness it is reported that a Ketches crew, numbering eight men, were all drowned.

At South Sea several bodies have been washed up. Poole, Whitestable and Portsmouth all report wrecks and fatalities. A derelict yacht has been towed into Portsmouth. The fate of her crew is not known.

Much damage has been done at Bath and Hastings.

A vessel is in distress off the Goodwin Sands, where the lightship is adrift.

The lifeboats have been busy all along the coast. The hop crops have suffered great damage.

A Lloyd's dispatch from Cowes, Isle of Wight, reports that the American steam yacht Enchantress was badly damaged in the English Channel.

A South Sea lifeboat went out to a distressed bark off Weymouth. There were no signs of life on the vessel and it is supposed that her crew was drowned.

### SEA TEMPEST WHIRLS NEAR OUR SHORES

### Mariners Warned Off Florida's Coast.

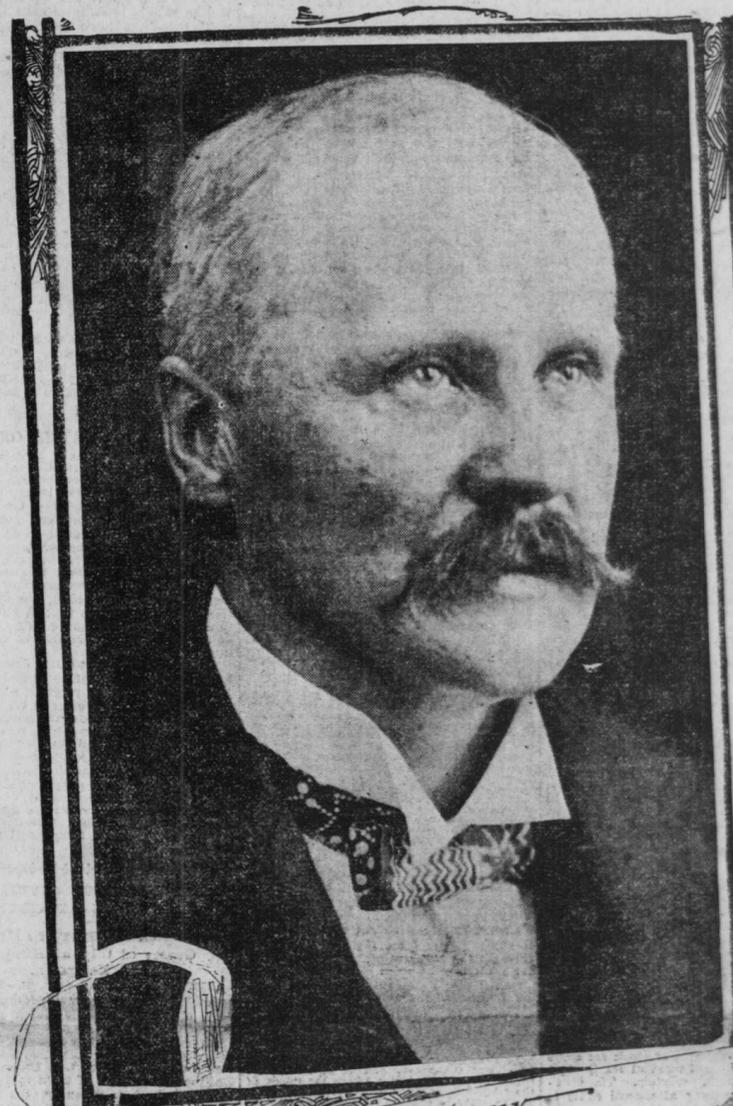
Special Dispatch to The Call.

NEW YORK, Sept. 11.—Although still making violent movements of its vortex in the vicinity of Nassau, the West Indian cyclone which stealthily reached the Bahamas on Thursday, apparently increased in intensity to-day and maintained, though very slowly, its approach to our shores.

As its front impinged on the western margin of the gulf stream a northeast wind at Jupiter (on the Southeast Florida coast) rose in the morning to a velocity of thirty-two miles an hour and presumably continued to rise all day, though unfortunately no telegraphic report could be obtained from that important station at New York, which apparently indicates that the telegraphic wires on the adjacent Florida coast were carried away by the storm. It therefore appeared necessary to extend the storm warnings as far north as Charleston.

But the northward advance of the storm which was indicated on Thursday night and even this morning has been temporarily retarded. Over the ocean area from the Carolina and Georgia coasts eastward to the meridian of Bermuda, as to-night's reports show, the barometric pressures were rather strengthened than weakened and consequently the cyclone cannot at once overcome this bank of high pressure in its effort and directly recurve toward Cape Hatteras. It will therefore have to wait until this aerial obstruction in its path is removed before the track to the northward is cleared, and the storm may lose some of its present energy and possibly it may be diverted from its original northwesterly course.

But until it reaches a position in which its character and future course can be definitely discovered the commanders of vessels sailing now to the southward will be cautioned. Thus far no shipwrecks are reported off our coast.



JAMES W. ERWIN

### The Indictment.

**T**HE indictment returned against James W. Erwin, assistant superintendent of the free delivery system in this city, charges him with conspiracy to defraud the United States by using undue influence to secure the adoption by the Postoffice Department of a patented device for announcing the time of the next mail collection.

### Erwin's Reply.

**"T**O say that I am surprised beyond measure expresses it mildly. Knowing my complete innocence I have never for a moment considered the possibility of such action. I have had no opportunity to consult with friends or to secure legal advice, and so must be excused from making any statement in connection with the case."

### Special Dispatch to The Call.

WASHINGTON, Sept. 11.—Four new names are dragged into the postoffice scandal in indictments returned by the Washington Grand Jury last Tuesday and made public by U. S. Attorney Morgan H. Beach to-day. Six persons in all were indicted. Additional indictments were returned against George W. Beavers, superintendent of division of salaries and allowances, and against August W. Machen, former superintendent of free delivery. The new names are: James W. Erwin of California, former postoffice inspector; Isaac S. McGlehan of New York, George H. Huntington of New York, Eugene W. Sheble of Toledo, Ohio. Postmaster General Payne has forwarded to Erwin his dismissal from the postal service.

Sensational statements concerning the connection of former Assistant Postmaster General Heath with the Postal Device and Improvement Company of San Francisco are made in the testimony submitted to the Grand Jury within the last few weeks. One thousand shares of stock of the San Francisco company are alleged to have been distributed among postoffice officials to obtain the adoption by the department of the device for registering on letter boxes the time or the next mail collection.

**INTRODUCES RICHARDSON.**

Daniel S. Richardson, president of the California company, came to Washington accompanied by Erwin to introduce the device. Erwin was then serving as postoffice inspector. He introduced Richardson to Beavers, Machen, Heath and other at the department. One thousand shares of the company's stock are said to have been distributed to the Postoffice Department employees, who took it under assumed names.

### Special Dispatch to The Call.

BERKELEY, Sept. 11.—James W. Erwin returned to his home at 2828 Benvenue avenue this evening after a week's stay with his family at Capitoia. He said he had received no official advice concerning his indictment and dismissal from the service.

"I don't know what to think about it all. It is terrible to blast a man's name in this way without a hearing. I do not know what I am accused of and as for being dismissed from the service I cannot believe such a thing is possible except that such work has been done because of the recent trouble in the department.

"I am very tired and have been sick with ptomaine poisoning for a week and have just arrived at home, but I have started here to write a statement and without knowing how it sounds I wish you would run it as it is."

Erwin then furnished the following statement written by himself:

"I have just returned home after a week's absence and the only knowledge I have that an indictment has been returned against me for conspiring to defraud the United States Government is derived from the newspapers. To say that I am surprised beyond measure expresses it mildly. Knowing my complete innocence, I have never for a moment considered the possibility of such action.

**OFFICIAL CONSIDERATION.**

"I am glad that the officers of the Postoffice Department, with which I have been connected for more than sixteen years, still have sufficient confidence in me to make public the fact of my indictment before the papers could be served on me. They are correct in assuming that I will be found when wanted.

"I have had no opportunity to consult

PROMINENT LOCAL POSTAL OFFICIAL INDICTED BY THE WASHINGTON GRAND JURY.

### CASTAWAYS FOUND UPON SHIP'S KEEL

### Schooner Rescues Starving Woman and Men.

Special Dispatch to The Call.

PROVIDENCE, R. I., Sept. 11.—One of the most gruesome of sea tragedies was told to-day when the schooner W. S. Fielding reached port from West Indian waters.

When nearing Fort au Prince on her outward voyage the Fielding ran near a dark object bobbing over the seas, and, heading for it, found it to be an overturned small schooner, with seven men and a woman clinging to it and striving with the little strength that was left in them to hold on to its slippery bottom.

How they managed to do so is a miracle. The coasting schooner to which they belonged had struck a rock, had partly filled and then suddenly "turned turtle." The crew of seventeen persons had all managed to get upon the bottom of the overturned craft. There ensued days of starvation and thirst, in which nine of the seventeen died, and then on the fifth day came the thrilling rescue of eight survivors.

The Fielding was about twelve miles distant from the island of Gonaves when the boat was sighted. Captain King, who was in command, took a long survey of the object through his binoculars, and

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