

BATTLESHIPS IN CRASH.

TWO RUN AGROUND.

Alabama Rams Kentucky in Avoiding Stranded Kearsarge—All Off.

While five of the big battleships of the North Atlantic squadron, under Rear Admiral Evans, were steaming out to sea yesterday, bound for Hampton Roads, the Kearsarge and the Kentucky went aground, about noon, off the northwest point of the East Bank, about a mile and a half south of Norton's Island and two miles east of West Bank Light.

The Alabama, fourth in line, tore through the channel and struck the Kentucky on the starboard quarter with terrific force, tearing a hole in her own port bow and seriously damaging the Kentucky. The fleet was proceeding under reduced speed, probably not more than seven or eight knots, when the high wind and strong tide eddies played havoc with the Kentucky, forcing her to swing almost half a mile off the main channel.

The Kentucky rammed her nose into the bank first, then the Kearsarge, stationed 400 yards in her wake, tried to veer to the eastward to avoid her, but the strong tide and heavy winds made her slip, and she drifted to the westward of the Kentucky and went aground rather than ram her. Neither of the battleships had time to reduce speed. Hardly were they aground, and, before she could reduce speed or swing away from the mud flat battleships grounded ahead of her, she rammed the Kentucky with all the terrific force behind the impetus of 12,000 tons of steel. The Kentucky was forced to return to Tompkinsville, where an immediate inspection of her hull was ordered. It is said to be badly strained, but this could not be confirmed. The diver who inspected her hull would not make public the damage, if any, sustained below the waterline. Her starboard quarter rail was torn away. Her steel davits snapped off and the captain's gig cut in two as though by a keen blade knife. Besides this, her plates were torn and twisted from waterline to superstructure. Apparently her steering gear also structure was damaged, for she lipped back to Tompkinsville like a wounded bird. Besides splitting her port bow fifteen feet above the waterline, the Alabama's forward davits were torn in two, all the rail of the port bow snapped off, away, and the huge iron shutter on one of the gunports torn away.

The Alabama veered off into the channel and proceeded down to the Southwest Spit, where she was able to swing around. Coming back she drew alongside of the Kentucky, and remained there until the Kentucky and the Kearsarge pulled off under their own steam and joined the flagship Maine, which was already outside Sandy Hook.

Rear Admiral Evans ordered the Kentucky back to Tompkinsville for examination. She will go to the navy yard this morning for a survey. It is believed that her hull is seriously strained. After making temporary repairs the Alabama joined the fleet outside the Hook, and all except the Kentucky went to Hampton Roads. It was exactly 5:25 o'clock when the fleet left. The Illinois was in the rear of the column, and, having enough sea room to overcome the high wind and tide, got off into the main channel in safety.

DANGER ALWAYS PRESENT.
The accident is one that, according to mariners, is liable to happen any time in the lower bay, because of the narrowness of the channel, the high winds and strong tide that prevail there the year round. Rear Admiral Robley D. Evans, commanding the fleet, was outside the Hook when the accident occurred. Rear Admiral Davis, who was on the Alabama, stated briefly how the accident occurred, but would not make any comment.

According to the official statement, all five battleships left Tompkinsville at 11:15 o'clock yesterday morning, under orders to steam to Hampton Roads. Rear Admiral Evans, on the flagship Maine, led the column, displaying the signal "Follow the flag." This order means a single column formation, each vessel four hundred yards in the rear of the preceding one. They steamed out in the following order: The Maine, the Kentucky, the Kearsarge, the Alabama and the Illinois. The Maine passed on to Sandy Hook, but the Kentucky, when about a mile and a half south of Norton's Island, found it impossible to follow the order, because of the high wind and heavy tide. The Kearsarge, four hundred yards behind her, had already been forced eastward on account of the tide, but had hoped to get into the column any moment. The Kentucky lowered her speed, struggled for a few minutes and then ran aground.

The Kearsarge could not get to the eastward of the Kentucky and, seeing no other way, swung to westward and went aground, rather than ram the Kentucky. The Alabama, coming behind under the same speed, was confronted with the same conditions at this point, except that she was eight hundred yards away from the Kentucky. She tried to pass to the eastward of the Kentucky, now lying with her nose in ten feet of mud, but her steering gear was not working properly and the wind and tide became stronger every moment. Before she could reduce speed she rammed the Kentucky's starboard quarter, then veered off into the channel.

BLAMES WIND AND TIDE.
The fleet got into communication with the navy yard at once by wireless telegraph, and Rear Admiral Coghlan dispatched the three big ocean going navy tugs, Powhatan, Apache and Uncas. It was 2 o'clock when the tugs got to the scene. They were not needed, however, as the Kearsarge and the Kentucky got off under their own steam, and after temporary repairs the Alabama followed.

Rear Admiral Charles H. Davis, who is division commander of the North Atlantic squadron, received the newspaper men on board the Alabama shortly after the accident and explained it in detail, but would not comment on it other than to say that the high wind and the action of the tide and the narrowness of the channel were directly responsible.

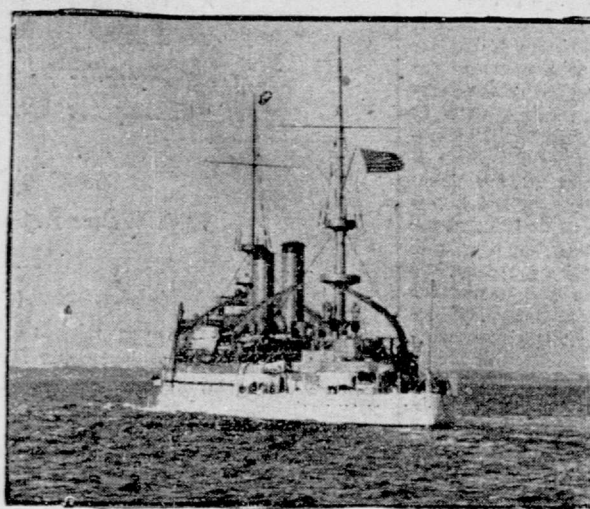
"These conditions," he said, "explain the whole situation. There is hardly any comment to be made. Such accidents are always likely under conditions such as we had to-day in a narrow channel."

Rear Admiral Davis would not say that the Kentucky was seriously disabled. He was of the opinion that his own vessel, the Alabama, was not.

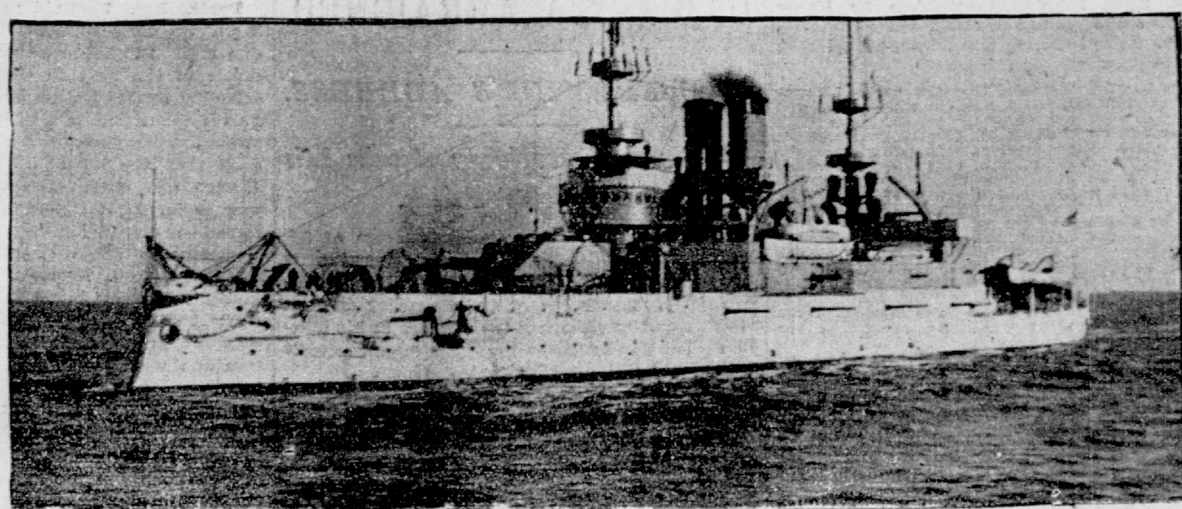
Officers of some of the ocean liners when they heard of the grounding of the Kearsarge and Kentucky called attention to the fact that although they pass in and out of New-York harbor by their present main ship channel, often and with greater regularity than any man-of-war, they never do so without a pilot. Even then an accident occasionally befalls them, through thick weather or on account of the crowded condition of the narrow channel.

One British officer, with pardonable pride, in comparing the handling of British and American warships, recalled the recent visit to this port of Prince Louis of Battenberg's squadron. Without a pilot or board any of the ships they entered and left the harbor at a speed of something like eighteen knots an hour, maintaining perfect distances, in single column formation, without a mishap, showing that their officers have knowledge of the depth of water in our channels that may be said to be alarmingly accurate.

BATTLESHIPS WHICH WERE IN COLLISION IN THE LOWER BAY YESTERDAY.



THE KENTUCKY.



THE ALABAMA. (SHOWING TWO SAILORS REPAIRING THE BREAK ON THE SIDE.)

EARTHQUAKE IN WEST.

Slight Shocks Felt in Kansas and Nebraska.

Kansas City, Mo., Jan. 7.—A slight earthquake shock was felt here at 6:17 p. m. to-day. No damage was done. The movement, which appeared to be from north to south, lasted about twenty-three seconds, shook chandeliers and rattled dishes. The shock was felt most distinctly in the residential districts in the north-eastern, eastern and southern portions of the city. An occupant of the Rialto Building, a five story office structure at 9th-st. and Grand-ave., in the business centre, felt a slight tremor.

Topeka, Kan., Jan. 7.—A slight shock of earthquake was distinctly felt in Topeka and throughout Eastern Kansas at 6:15 p. m. to-day. In several places a second and slighter shock was noted. The most severe shock apparently was felt at Manhattan, where citizens left their houses in alarm. No damage is reported.

Lincoln, Neb., Jan. 7.—Residents of Lincoln this evening felt an earthquake shock that was severe enough in several instances to shake globes from chandeliers. No damage is reported to buildings. The shock was indistinct in some parts of the city and very noticeable in others.

St. Joseph, Mo., Jan. 7.—A distinct earthquake shock was felt last evening. Dishes and tinware rattled, and small children were frightened. The shock lasted about ten seconds.

FIGHTING IN GUAYAQUIL.

Police Disperse Reserves—Regular Troops Join Insurgents.

Guayaquil, Jan. 7.—A body of reserves attacked the police station here this afternoon. The police fired, dispersing the reserves, one of whom was killed and two wounded.

Part of Colonel Larrea's troops have gone over to the insurgents. Colonel Larrea has returned to Quito.

TRY TO KILL OFFICIAL.

Attack on Health Inspector Follows Threatening Letters.

Because of the crusade against the keepers of unsanitary cow stables by the Department of Health in Queens, the life of Sanitary Inspector John B. Moore has been attempted. Dr. Moore had received several anonymous letters warning him that his life would be forfeited unless he stopped his interference with the milk dealers and dairymen.

Months ago Dr. Moore's inspectors reported that most of the cow stables were in a filthy condition, and that the greater part of the milk offered for sale in the borough was far below the standard set by the Department of Health. Dr. Moore caused the arrest of a score of dairymen, and they were heavily fined in the Court of Special Sessions.

Then Dr. Moore was annoyed by the receipt of threatening letters, but, on the advice of friends, he kept the matter quiet until a few nights ago, when an attempt was made on his life.

Dr. Moore was returning at a late hour to his home, in Woolsey-st., when he noticed that he was being followed by two rough-looking men, whose features were hidden by large felt hats whose features were hidden by large felt hats whose features were hidden by large felt hats.

One of the men grabbed him from behind. The other struck at him with what appeared to be a piece of lead pipe. The doctor threw him a kick, and the man who held him self to one side, carrying the blow, at the same time calling loudly for the police. A roundsman ran up while Dr. Moore was grappling with the men, but they managed to effect their escape.

Two nights after a second attempt was made to assault Dr. Moore. Two men answering the description of those who had attacked him on the street rang his door bell about 11 o'clock. A servant responded, when the men rushed in, one of them dropping a piece of lead pipe, who was evidently frightened lead pipe. They had evidently been frightened lead pipe. They had evidently been frightened lead pipe.

Dr. Moore is greatly alarmed, and the police are making every effort to run down his assailants.

ALL HER CHILDREN DIE.

Woman Who Fled from Moscow Riots Is Prostrated.

Two months ago Mrs. Dratsky fled from Moscow with her three children, Moses, seven years old; Louis, four years old; and Israel, nine months old, to escape the Jewish persecution, which was then at its height there. To-day Mrs. Dratsky is mourning the loss of all of her children, who died at the Kingston-ave. Hospital, Brooklyn, within a week of each other.

The family arrived in New-York on the steamship Blucher, and it was discovered that the children were suffering from typhoid fever. They were sent to the hospital, where the mother was in constant attendance. She left the hospital alone on Friday afternoon, when the last of her boys succumbed.

When the riots broke out in Moscow Mrs. Dratsky fled with her children to the roof of her house. She had been there for four days when a mob started to burn the house. The almost starved mother managed to escape, but while leaving the house Mrs. Dratsky was robbed of everything except tickets for the steamer, which she had previously bought and had hidden in her wallet.

The mother is prostrated, and the case has aroused so much sympathy in Brownsville, where she is now living with her brother-in-law, Israel Ruskoff, at No. 56 Hopkinson-ave., that considerable money has been sent to her.

Buffalo and Niagara Falls are still open. Twenty trains a day by the New York Central Lines.—Adv.

CONGRESSMAN GOT \$7,500

ADVERSE BILLS KILLED.

Fee for Influencing Pennsylvania Legislators for Insurance Co.

[By Telegram to The Tribune.]
Philadelphia, Jan. 7.—Samuel R. Shipley, the retiring president of the Provident Life and Trust Company of Philadelphia to-day frankly admitted that the company had influenced legislation at Harrisburg and paid large sums for killing bills.

Martin E. Olmsted, one of the leaders of the Harrisburg bar and a United States Congressman, received last year from the Provident \$7,500 for using his influence to have two unfavorable insurance bills buried in committee.

For a number of years, also, the company paid a salary of \$2,000 outside of his regular commissions to William J. Scott, one of the agents, for staying in Harrisburg while the legislature was in session, looking out for bills that might affect the company, and influencing legislators to kill them.

Mr. Shipley declared in defence of these things that they were done openly and legitimately, solely for the benefit of the policyholders in the Provident, and that not a cent of money had been paid to legislators.

"Mr. Olmsted and Mr. Scott are gentlemen of the highest integrity," he said. "It was known to them that this company would not tolerate the payment of a single \$5 to a legislator, and I am sure that what they did was entirely above board and legitimate."

"Last year two bills came up in the legislature which we recognized as unfavorable to the interests of our company. One, the least important, concerned the right of policyholders to vote, and the other was a bill which touched upon the report of the company to invest its money in sterling securities. The bill was very technically drawn up, so, while we had a man at Harrisburg looking after legislation, I thought it best to have a lawyer look after this bill."

"I went to Mr. Olmsted, therefore, and told him about it. I said: 'You have influence with the legislators and I thought you might be able to convince them these bills are unfair.'"

"Mr. Olmsted said: 'You wish to retain me then?' and I told him I did."

"Nothing more was said until the legislature adjourned. In the meantime the bills died. They never were brought out of the committee. Then Mr. Olmsted sent me his bill. It was for \$7,500. The company paid it and that ended the matter."

WEALTHY MEN WAIT ON CADDIES.

Push Aside Regular Servants at Dinner at Philadelphia Cricket Club.

[By Telegram to The Tribune.]
Philadelphia, Jan. 7.—Men prominent in the city's financial, social and political life acted as waiters at the annual dinner to the caddies of the Philadelphia Cricket Club, which was given in the clubhouse at Wissahickon Heights last night. Brushing aside the regular waiters, the wealthy members of the club with one another in showering attention upon the little boys who have followed them patiently over the golf links. Among the more prominent "waiters" were: William Potter, Wilson H. Brown, the Sheriff, Sheldon Potter, Director of Public Safety; William Diston, Harlan Page and others.

KING EDWARD MAY GO TO ATHENS.

Report That British Sovereign Will Be Present at Next Olympian Games.

London, Jan. 8.—A telegram to a news agency from Athens says that it is announced there that King Edward will go to Athens in the spring to attend the Olympian Games.

HUNDRED MINERS DIE IN FLAMES.

Japanese Laborers Cut Off Underground After an Explosion.

London, Jan. 8.—A dispatch from Tokyo to "The Daily Telegraph" says that on January 4 an explosion set fire to a mine at Akita, on the mainland of Japan, and that 101 persons were burned to death.

FAMINE IN MEXICAN PROVINCE.

Great Losses Reported Caused by Rains in Sinaloa.

Mazatlan, Jan. 7.—According to Ignacio Fuete, government director in the town of Ahone, the people of that town and the surrounding country are facing starvation. Losses from floods through Sinaloa have aggregated several million dollars. Crops have been almost entirely destroyed and the roads have been rendered impassable. Thousands of cattle perished in Northern Sinaloa.

Much of the cane of the Aguila plantation has been destroyed and the loss will be heavy.

ELECTRICITY FOR ONTARIO TUNNEL.

[By Telegram to The Tribune.]
Pittsburg, Jan. 7.—Horn J. Arnold, of Chicago, an electrical engineer, has completed plans for the use of electric power in the Sarnia Tunnel, on the Grand Trunk Railroad. This tunnel connects Sarnia, Ont., with Port Huron, Mich. In changing to electricity Mr. Arnold has adopted the alternating current, single phase system. It is said that this will be the first tunnel in the world where this system of electricity will be used.

NEGRO REPUTED 135 YEARS OLD DEAD.

Philadelphia, Jan. 7.—Mary McDonald, a negro, who said she was 135 years old, is dead at the Home for Aged and Infirm Colored Persons in this city. According to Mrs. McDonald and her surviving relatives, she was born on November 14, 1770, in a settlement near Froggton, near Valley Forge, Penn. She often told of the scenes in and about the camp of Washington's soldiers at Valley Forge during the winter of 1777-78. Mrs. McDonald was of robust physique and was an inveterate smoker up to a short time ago.

GRAND CENTRAL WRECK

CAR ON CONCOURSE.

Goes Through Bumper and Gate—One Man Killed.

Pelgrino Landi, of No. 2,231 1st-ave., was killed and George Griffin, of No. 14 West 136th-st., was injured at the Grand Central Station at 6:20 p. m. yesterday in one of the most peculiar railroad accidents that have ever occurred in this city.

In making up the Adirondack and Montreal express, which leaves the station at 7:30 o'clock, six cars were shunted with such force against three extra cars that stood on the track as to drive the last of these onto the concourse and up against the building. The car broke into fragments the buffer against which it stood, knocked down the iron railing and smashed into splinters one of the exits from the station. The forward part of the car was demolished and every pane of glass was broken.

Mrs. Henry Smith, of Mount Vernon, who was waiting on the platform and was a witness of the killing of Landi, described the accident, although she had not recovered from the shock and spoke with some difficulty.

"I was on the platform," said Mrs. Smith, "with my back to the track on which the cars stood. I was startled by a terrific report, and, turning to see the cause, saw the car come up on the platform."

"There were a man and woman directly in front of the car. They were in a frenzy of fright, and in their effort to escape became separated. The woman escaped through the exit to the street, while the man attempted to get into the building. He pushed the door, but it would not open. It was a door that opened outward. Before he realized it, however, the car had reached him, and he was crushed between it and the door of the vestibule exit. Then the woman, with a shriek I shall not soon forget, fainted."

A TERRIFIC NOISE.

"The breaking of wood and glass, which flew in every direction, made a terrific noise; but the whole thing was over in a moment."

An ambulance surgeon from the Flower Hospital said that Landi had met instant death.

The train that caused the accident was No. 55 of the New-York Central, and was made up at the Mott Haven yards. It was hauled down to 47th-st. by a switching engine, of which F. Fitzgibbons, of No. 580 East 146th-st., was the engineer. Jeremiah Sullivan, of No. 692 East 182d-st., was the conductor, and the others of the train crew were Edward Conery, of No. 559 West 58th-st., and Frank Koller, of No. 124 East 51st-st., brakemen. The train consisted of six cars. At 47th-st. the engineer made a flying switch, the locomotive was uncoupled and switched off on another track, allowing the train to go into the station.

The train went along at about ten miles an hour, it was said. On the rear platform, the conductor controlled it with a safety device, connecting with the airbrakes. When Sullivan tried to slow up the train the device failed to work, and he opened the airbrakes wide, but without result. The shunted train, with undiminished momentum, crashed into the three extra coaches. The impetus knocked down the bumper, the rear car of the "dead" coaches was ripped off its trucks and was pushed thirty feet over the concourse and crashed into the vestibule doorway leading to the station waiting room.

Just inside of this doorway is the package room, and the attendants ran to shelter. The car lay on its side.

MANY NARROW ESCAPES.

There was a crowd on the concourse at the time and there were many narrow escapes from injury, if not death.

The dead man was an Italian clothing designer. He and his wife, a bride of six months, had gone to the Grand Central Station in the course of a stroll. His body was so panned in under the wreck that it required an hour's work by the wrecking crew before it could be removed. Mrs. Landi had a narrow escape. She was removed to the office of the station master, and it was not until two hours later, on the arrival of her father, Felix Rubano, that she was told that her husband had been killed.

At about 10 o'clock Miss Annie Landi, a sister of the dead man, arrived at the station, and her hysterical grief was pitiful. She was half-carried, half-dragged, into the women's waiting room, and remained there until she had partly recovered her composure, when she was permitted to join Mrs. Landi. A large number of the friends of the family came down from Harlem and obtained a permit for the removal of the body from the Grand Central sub-station to the man's home.

George Griffin, who was slightly injured by flying glass, is a station porter.

A physician was called to treat Mrs. Landi, who was said to be in a critical condition.

Mr. Slater, the station superintendent, said last night that he could not advance any explanation of the accident until he had made an investigation, which he would undertake immediately. Captain Stevenson, who was in charge of the police at the accident, said he would make no arrests last night, and that if it became necessary, he could find the men responsible for the accident when they were wanted.

PIONEER GLASS MAN'S BIRTHDAY.

[By Telegram to The Tribune.]
Pittsburg, Jan. 7.—Thomas Wightman, pioneer window glass manufacturer of the United States, will to-morrow celebrate his eighty-ninth birthday. Banks of which he is a director have ordered large bouquets sent to him. He was the first travelling salesman between Pittsburg and Chicago, making the trip by stage in six days.

FLORIDA'S FAMOUS TRAINS.

"N. Y. & Fla. Special," 2:10 P. M. "Fla. & West Indian Ltd." 9:25 A. M. Unexcelled service, via Penn. & Atlantic Coast Line, 13th E-way, N. Y.—Adv.

O'BRIEN ASKED TO MOVE.

The Hotel Netherland Objects to Housing Pugilist—He Will Go.

Jack O'Brien, the pugilist who lately defeated Bob Fitzsimmons, was asked politely by the Hotel Netherland management yesterday afternoon to find another hotel in which to receive callers. Although he had engaged rooms for himself and his sister at the hotel for a week O'Brien agreed to move this morning.

Outside the prize ring O'Brien is Joseph Hagen, a real estate operator of Philadelphia, and it was under the name of Hagen that he registered at the Netherland. His friends had been told that he would be at the Waldorf this week, but when he arrived there Saturday night he was told that every room was occupied. Answering a call on the telephone, the clerk of the Netherland said he could hold rooms for Mr. and Miss Hagen, and the brother and sister were soon installed in rooms there.

The Netherland management had no suspicion that the hotel harbored a prizefighter until yesterday afternoon, when O'Brien gave newspaper interviews about his recent victory and his plans for future fights. He talked to reporters in his room. Later he was asked to call at the desk, and was told, in the presence of some reporters, that while the management could have no personal objection to such a well dressed and well behaved man it did not want the notoriety which would naturally accompany his presence there, and inasmuch as the management had been deceived in letting rooms to him it desired him to move immediately.

"I shall move, of course," O'Brien said to the reporters, "but I don't know just at present what hotel I shall go to. My manager, Mr. Durbin, is at the Marlborough."

O'Brien said last night:

"I shall leave the Hotel Netherland for reasons which I cannot discuss at present. I have been assured by my manager that I have a right to retain my suite of rooms as long as I wish. I attempted no concealment of my identity in obtaining the rooms, and the management of the hotel has no legal right to eject me, but I will submit to the injustice rather than enter into a prolonged contest."

When I came to the Hotel Netherland with my sister we were assigned to rooms on the sixth floor.

No objection was made to me then, and it was only afterward, when I received several reporters in my room, that the management sent me word that I was desired to vacate, as I was bringing notoriety to the hotel. I immediately sent word that I would like to see Mr. Whitaker, manager of the hotel, and he sent back word that if I wanted to see him I must come down to his office. I gained my point, however, for Mr. Whitaker came up to my room afterward and requested the room that I occupied. I don't see why I should be treated in this way. The fact that I am a professional prizefighter does not prevent me from being a gentleman.

I have stayed at all the best hotels in the country with my sister, including the Waldorf-Astoria here, and never had the slightest question raised as to my being a desirable person. Of course, I was then a real estate broker and had no connection with prizefighting, but I am as much of a gentleman now as I have ever been.

O'Brien also referred to the Waldorf-Astoria, where admittance was recently refused him, the reason given being that all the rooms were occupied. He believes that the real reason was the one which prompted the action of the Netherland manager. He will take no legal action against either of them.

WHITE ON TAX BUREAU.

Attorney General Disqualified for Trying Case, Lawyer Declares.

[By Telegram to The Tribune.]
Albany, Jan. 7.—Declaring his hope for a legislative investigation of the corporation tax bureau of the State Controller's office, Frank White to-night disclosed any political significance attaching to his charges against John J. Merrill, the chief clerk. Mr. White said that he had been in consultation over the situation with a well known Republican. He hopes the investigation now under way will bring out enough evidence to warrant a fuller inquiry.

He declares that the people who are conducting this investigation appear already to have formed their opinions.

"One of the New-York papers," he said to-night, "quotes Attorney General Meyer in a personal attack against me. It would seem that he, as well as Governor Higgins, is more intent on crushing me for daring to prefer charges against Merrill than he is in ascertaining if the charges are true. The newspapers are authority for the statement that the Attorney General is to institute some kind of tribunal to investigate thoroughly, exhaustively and with impartiality the charges filed with the State Controller. If the Attorney General is to preside at that tribunal he has prejudiced the case and has disqualified himself from acting in the role he is about to assume."

"When the charges were first filed I was not aware that Governor Higgins and Merrill were friends. If that fact had been known to me possibly I might have hesitated somewhat before preferring charges against Merrill, because my observation for several months past leads me to believe that Governor Higgins's friends are protected by a mantle of infallibility."

"It has been stated that ex-Justice Herlick had had something to do with the matter of the charges against Merrill. Assemblyman Palmer, nor any Democrat has had anything to do with these charges, or has in any manner inspired them. On the other hand, for several months I have sought the advice of one of the most prominent Republican legislators in the State."

EMPRESS BUYS DANISH ESTATE.

Copenhagen, Jan. 7.—The Empress Dowager of Russia is about to purchase an estate in Denmark, with a view to a long residence, but the rumor that has been in circulation that she will not return to Russia is without basis.

MAYOR ON SCANDAL LID

DOCK AFFAIRS BOILING.

Featherson Demands Reasons for Removal—Murphy Blamed.

Some one is trying to smother a scandal in the Dock Department. The smothering process is about as much in Mayor McClellan's office as it is at Pier 1. Mayor McClellan retired Maurice Featherson from the head of the department because he had been informed that Featherson in the last month of his administration had steered to the Phoenix Construction and Supply Company contract work yielding a profit of more than \$50,000. Featherson says there's nothing in the story, and he challenges the Mayor to prove his case.

Edward Featherson was on August 26 last a director of the Phoenix company, and William N. Shannon, deputy leader of Featherson's district, is president and treasurer of the company. What makes the case more interesting is the fact that at the Mayor's request Controller Grout investigated the records of the Dock Department and reported that there was nothing to connect Commissioner Featherson with the Phoenix company.

Despite this report the Mayor, acting on what he supposed to be trustworthy data, appointed some one in Featherson's place, and when Featherson tried to find out from him why he had been "turned down" the Mayor would not see him.

Charles F. Murphy, it is believed, took a hand in the business to injure Featherson, who stands a good chance of succeeding Murphy as leader of the organization.

Featherson is trying to discover who torpedoes him, and will demand of Mayor McClellan that he name a specific instance of maladministration.

One of the significant features of the business is that the Murphy-Gaffney interests seem to be fully protected. These are extensive. Charles F. Murphy is the indorser of the Murphy-Gaffney notes to the extent of \$155,000, as shown in The Tribune a few days ago, and the time of digging more tunnels is almost at hand. Featherson's friends say that Murphy wanted to make sure of having his interests protected, and that some man friendly to the boss told the Mayor a story about Featherson's administration of the office, with the object of getting John A. Bensen elevated to the control of the department. Mr. Bensen was chief engineer of the department when Charles F. Murphy was treasurer of the Old Van Wyck Dock Board. It was in the Van Wyck administration that Murphy became wealthy. The Murphy-Gaffney interests did not get any favors from Commissioner Hawkes while Low was Mayor, but it began to get them again as soon as Featherson was appointed commissioner by McClellan two years ago.

THE QUARREL WITH MURPHY.

Last two years have been comparatively quiet, however, for the Murphy-Gaffney dumping boards, with the exception of the one at West 35th-st., where the rock and earth excavated from the Pennsylvania tunnel are handled. A Republican, Martin Healey, leased a pier at West 29th-st., with the idea of taking care of the Pennsylvania company's work, agreeing to pay the city \$18,500 a year for five years. Commissioner Featherson leased to the Murphy-Gaffney company part of the West 35th-st. pier, just as good a dumping board privilege, for \$2,000 a year, thus facilitating the contract work of the Murphy-Gaffney company and shutting Healey out of it entirely.

This made Featherson "solid" with Murphy until recently. Lately there have been rumors of a quarrel between the leaders on account of Dock Department affairs. Murphy succeeded in keeping in Charles J. Collins as secretary to the Dock Department. Collins and Featherson got on well till last September, when something happened that almost resulted in the peremptory dismissal of Collins.

Featherson in the mean time was doing his best to hurry to completion the Staten Island ferryboats. It was necessary to get these under way to give a grand demonstration of municipal ownership. Featherson got them running, and they were started with wild acclaim by the Mayor and others in October. As a result of the demonstration Richmond voters gave McClellan more than three thousand plurality, or just about enough to elect him.

In telling a Tribune reporter on Thursday night at his clubhouse of his efforts to get the boats running on time to help McClellan Featherson said: "I worked like a thief to get those Staten Island ferryboats running before Election Day."

"If McClellan got anything against me," he continued, "let him trot it out. I want him to say what he's got to say. I wish the papers would make him talk. I can't."

Mayor McClellan's attention was called on Saturday to Featherson's challenge, but he would not comment on it.

Featherson is determined to find out who set off the mine under him. If it was McClellan, he will take his time and "square" the account a little later. If it was Murphy, as many of the Featherson men suspect, the day of reckoning is not far off.

The Murphy men are already saying that Featherson made a poor record as commissioner. One of them said yesterday that Mayor McClellan had gone over the record of the Dock Department for the last two years, and had satisfied himself that the Phoenix Construction and Supply Company was getting altogether too many favors.

As already told, this company got five of the six contracts awarded by Featherson in the last two years for filling in behind seawalls. This company got all the contracts by competitive bidding, but it is said that the Mayor did not like the looks of it. One of the Mayor's friends yesterday said that Featherson was responsible for the city losing profitable leases for the big new Chelsea piers from the International Mercantile Marine Company.

CRITICISM OF FEATHERSON.

"Featherson," said the friend, "withd