

WHOLESALE GRAFT WAS SHOWN TODAY

New York Investigating Committee Given Valuable Information.

BIG LEADERS ARE INVOLVED

BOOKKEEPER FOR DEFUNCT BROKERAGE FIRM TELLS HOW STREET RAILWAY COMPANIES PAID OUT TRIBUTE.

(American News Service.)

New York, Sept. 8.—Sensational charges involving Senator J. P. Allis, former speaker of the assembly; Assemblyman Louis F. Bedell, Senator Louis F. Goodsell, Archie E. Baxter, former clerk of the assembly; Assemblyman William P. Snyder, of Erie, and several other prominent men, were made today by George G. Carpenter, former bookkeeper for the defunct brokerage firm of Ellingwood & Cunningham, when he testified before the executive graft commission.

Carpenter showed how \$19,500 realized from sale of 1,500 shares of stock of New York Transportation company was divided among these members of the legislature, supposedly because of their "friendliness" toward the company.

A Letter is Read.

A letter purporting to show how the Metropolitan Street Railway company in 1902 deposited with Ellingwood & Cunningham \$3,000, which was credited to account of former Assemblyman Bedell was exhibited. The letter showed that the check was sent by Henry Robinson, counsel for the Metropolitan Railway company. It was sent in the name of G. Tracy Rogers and then entered in the ledgers on the brokerage firm to the credit of the former assemblyman. October 2, 1902, J. W. Cunningham, senior member of the firm, wrote a letter to Robinson, acknowledging the receipt of the check, crediting it to Rogers, and later crediting it to the account of Bedell.

The letter follows:

"Herewith I acknowledge receipt of \$3,000 from you, which I passed along to the credit of our mutual friend.

"Very truly yours,

"J. W. Cunningham."

"Our mutual friend" referred to in this letter, declared Mr. Bruce, was G. Tracy Rogers. Bruce is chief counsel for the graft investigation.

AUTO HIT BY TRAIN

O. D. Thompson, a resident of Fountain City, was unable to stop his automobile in time to avoid a collision with west bound Pennsylvania passenger train No. 31 at the Thirteenth street crossing Thursday morning at about 9:55 o'clock. The machine was damaged badly but the occupants of the car fortunately escaped by jumping without injury. Thompson was unable to see the approaching train.

Conkey Home From St. Paul; People Crazy Over Roosevelt

Dr. J. A. Conkey, of Richmond, who was a delegate to the conservation congress at St. Paul, is greatly impressed with the attitude of delegates, visitors and the public at large toward Col. Theodore Roosevelt, with the warmth with which he was greeted, and the lack of appreciation of President W. H. Taft, and the important part played by women at the conference.

"Roosevelt for president," exactly expressed the sentiment of the big gathering at St. Paul according to Dr. Conkey.

"It was Roosevelt, Roosevelt, Roosevelt," declared Dr. Conkey, "from beginning to the end of the meeting. In the hotel lobbies, on the streets, on the platform and at headquarters, he was received with the wildest demonstrations. Even the children and the women rushed madly after his carriage when he appeared in public.

"When President Taft drove through the streets in his carriage, there were of course demonstrations and a good deal of enthusiasm, but there were no absolute stands and left no one in doubt as to his views."

came by it was necessary for the police to part the throngs that gathered to greet him and when he spoke the hurrahs and cheers drowned everything. People would dash after the carriage or automobile in which he rode and follow him to the hotels and he never appeared in public without an enthusiastic yelling mob after him. Gentlemen, thieves, highwaymen, women and children, old men and young, were alike running side by side to their respects to the former president.

"When President Taft spoke in the auditorium there was a good crowd of ten thousand people present, which listened with great attention to his words. However after the meeting no one could tell just what the president was driving at. He talked a great deal but did not take a stand on anything.

"When Col. Roosevelt appeared at the auditorium a crowd estimated conservatively at 16,000 jammed the big building. Roosevelt made a big hit for instead of avoiding questions he took absolute stands and left no one in doubt as to his views."

TRY TO KILL CZAR

KIDNAP 2 CHILDREN

Two Would-be Assassins Almost Gain Entrance to a German Castle.

Men Enter House at Midnight, Take Two Wee Girls, One a Mere Baby.

DISGUISED AS SOLDIERS

WERE ASLEEP WITH AUNTS

(American News Service.) Berlin, Sept. 8.—German officialdom has been given a check by the latest attempt on the life of Czar Nicholas, one of the cleverest yet made. The authorities today connect the plot with the plans of the anarchists now assembled in secret international convention at Zurich, Switzerland.

Detectives familiar with the work of extreme radicals are today hunting two men who, disguised as members of the 88th regiment passed all the guards thrown around the castle where the Czar and Czarina are visiting at Friedburg, failing to reach the emperor only because they lacked the passport to the palace gates. Their detection is believed to rest with the provocative agents among the extreme radicals, rather than with the police, though strenuous efforts are being made to trace them and learn where they secured the uniforms, which were those of a captain and a lieutenant.

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NEW NAVY HORROR

(American News Service.) Newport News, Va., Sept. 8.—Three men were killed and eleven are unaccounted for by an explosion of a barrel of oil on the battleship North Dakota, in Hampton Roads today. The official wireless lacks details. The suspicion is there was a magazine explosion.

The three-year-old son of Harry Williams and wife of Hunt street fell from a grocery wagon Thursday morning and broke its arm.

BOY BREAKS ARM.

The three-year-old son of Harry Williams and wife of Hunt street fell from a grocery wagon Thursday morning and broke its arm.

Built after the Roman Doric style of architecture the building covers the area bounded by Seventh and Eighth avenues and Thirty-first and Thirty-third streets. The depth of the prop-

Pennsylvania Terminal Station New York, Opened For Traffic

(American News Service.)

New York, Sept. 8.—The opening today of the Pennsylvania railroad tunnels under the East and North rivers to the public marks not only the completion of one of the most gigantic engineering feats of modern times, but the beginning of a new epoch in railroad history.

For years the eastern railroads have looked with a jealous eye at the New York Central—the only railroad that ran trains on Manhattan Island. Passengers on all other lines were compelled to detrain at Jersey City or Hoboken and board a slowly moving ferry to reach their destination.

But the Pennsylvania has now gained the object for which it had worked for the past ten years and gone a step farther. The passenger who wishes to go to Long Island does not even have to set foot on Manhattan Island. After the train leaves Newark it runs northeasterly to the heights behind Hoboken, and then dipping into the earth passes through the wonderful tunnel under the Hudson river, and emerges in the new \$50,000,000 terminal in the heart of Manhattan.

Leaving the noise and bustle of New York behind, it again plunges into a tunnel under the East river and runs to the surface at Long Island City, and continues its run on the island to Montauk Point.

The Jersey and Long Island commuters that live along the lines of the Pennsylvania are now able to leave their homes and travel to Manhattan without changing cars or bothering about the fog on the river.

The Seventh avenue facade, where is the main entrance, was conceived especially to carry out the idea of the monumental gateway. It is composed of a colonnade, which is double at the concourse and adjacent areas are open to the tracks, forming a court yard 340 feet wide by 210 feet broad, roofed by a lofty train shed of iron and glass. In addition to the entrances to the concourse from the waiting room there are also direct approaches from the streets.

Auxiliary to the main concourse and

erty on both streets is 799 feet 11½ inches and the length of the building is 788 feet 9 inches, thus allowing for extra wide sidewalks on both avenues. The walls extend for 430 feet 6 inches from Thirty-first street to Thirty-second street. The main body of the building rises 76 feet above the street level.

In designing the building the architect, Hess, McKim, Mead and White sought to express as far as was practicable with tracks far below the street surface and in the absence of the conventional train shed, the exterior of a great railway station in a generally accepted form, and the character of a monumental gateway to a great metropolis.

Apart from those two ideas, the station was designed to give the greater number of lines of circulation. The structure is really a monumental bridge over the tracks, with entrances to the streets on the main axes and on all four sides. In this respect this building is unique among railway stations of the world.

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The stone work of the station, enclosing eight acres of ground was completed on July 31, 1909. To enclose this area necessitated the building of exterior walls aggregating 2,455 feet—nearly half a mile in length, and required 490,000 cubic feet of pink granite. In addition there have been utilized inside the concourse 60,000 cubic feet of stone.

In addition to the granite the construction of the building called for the use of 27,000 tons of steel and 15,000,000 bricks, weighing 48,000 tons. The first stone of the masonry work on the building was laid June 15, 1908. The entire masonry was thus completed in about thirteen months.

plane above. Baggage is delivered and taken away through a special subway. From the baggage room trunks are delivered to the railroad tracks below by motor trucks and elevators.

Parallel to and connecting with the main waiting room by a wide thoroughfare is the concourse, extending to the width of the station and under the adjoining streets.

This is the vestibule to the tracks: stairs descend from it to each of the train platforms on the track level. The concourse and adjacent areas are open to the tracks, forming a court yard 340 feet wide by 210 feet broad, roofed by a lofty train shed of iron and glass. In addition to the entrances to the concourse from the waiting room there are also direct approaches from the streets.

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ON WARPATH AGAIN

Father Vaughan Today Attacks Protestants and Roasts Race Suicide.

CALLED A STRIFE MAKER

(American News Service.)

Montreal, Sept. 8.—Father Bernard Vaughan, a Jesuit priest of London today made another sensational utterance in reply to attacks on his previous onslaught on protestantism. He told how he would control the new world by the old world standards. Putting himself in the class of Theodore Roosevelt, he delivered a vigorous attack on race suicide and declaring that protestantism don't do that.

"Doubling up their fates and shaking them in the face of God," he said. "The married couples say, 'you order us to increase and we defy you.' I call racial suicide treason against God. To live a married life and deliberately shirk its most sacred consequences is in my judgment to live in a state of legalized prostitution."

The utterances of Vaughan have caused a tremendous sensation, even some of his ecclesiastical supporters are known to be displeased. English newspapers here are full of letters from non-Catholic clergymen protesting against Vaughan's lack of tact and stirring up strife between sects, which have lived in unity. Eucharistic processions, today began with a midnight mass for men. Fifteen thousand at tended.

CASE PITIFUL ONE

Deformed Child Deserted by His Father—Mother Can Not Care for Him.

HUNT A HOME FOR CHILD

Births. Charles Henry and wife, 409 North Twentieth street, boy, second child. Charles Borton and wife, 231 Charles street, boy, fifth child. H. M. Maurer and wife, 2111 Charles street, boy, first child.

Marriage License.

Guy Cromwell, Richmond, 19, farmer, and Ruth Smith, Richmond, 18, clerk.

Wyatt Sumner Wood, Chicago, 23, telephone engineer, and Mary Susanah Gluys, Richmond, 22.

Jr. Johnson's fruit Appetite.

No man ever welcomed the return of the fruit season more heartily than did Dr. Johnson. Of strawberries and cream he declared that he could never have enough, though in his later years he devoured enormous quantities of them. A voracious eater at any time, Johnson's appetite for fruit was infinite. Mrs. Thrile says that he used to eat seven or eight peaches before he began his breakfast. Lucy Porter, at Litchfield, used always to keep the best gooseberries on the bushes in her garden until Johnson came down to it 150 feet and 103 wide.

The carriage drives at the Thirty-first and Thirty-third street corners are each about 63 feet wide, or the width of a standard New York City street.

On passing through the entrance for foot passengers one comes to an arcade 225 feet long and 45 feet wide, flanked by shops and booths on both sides. At the further end of the arcade are the restaurant, lunch rooms and cafe.

From the arcade one enters the general waiting room, the floor of which is on the first level below the street. This room, the largest in any railroad station in the world, extends from Thirty-first to Thirty-third street, its walls parallel to Seventh and Eighth avenues, for a distance of 277 feet. The height of this room is 150 feet and 103 wide.

The walls of the waiting room above

the main body of the building contain

on each side three semi-circular windows of a radius of 33 feet, 4 inches, and 66 feet two inches wide at the base. There is also a window of like size at each end of the waiting room.

In its general aspect this huge waiting room was modelled after the structures of ancient Rome, such as the baths of Caracalla, Titus and Cloacina, and the basilicas of Constantine, which are perhaps the greatest examples in history of large roofed areas treated in a monumental manner.

Within the waiting room are located ticket offices and baggage checking windows. Adjoining it on the west are two subsidiary waiting rooms, 53 by 100 feet, for men and women. These open into retiring rooms.

The terminal itself is a monument to the ingenuity of the present day architects and engineers. It is provided with every known convenience for the passenger.

Built after the Roman Doric style of architecture the building covers the area bounded by Seventh and Eighth avenues and Thirty-first and Thirty-third streets. The depth of the prop-

erty on both streets is 799 feet 11½ inches and the length of the building is 788 feet 9 inches, thus allowing for extra wide sidewalks on both avenues. The walls extend for 430 feet 6 inches from Thirty-first street to Thirty-second street. The main body of the building rises 76 feet above the street level.

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"Stay here," he whispered. "Crouch low. They will be again presently."

More shots sounded, and then one of the rowers muttered a curse.

"We are launching now and they are drawing breath, then running steadily on again."

And behind them like savage bloodhounds came the wreaths of the ferocious.

"When we reach the cove, we must first