

How a Gang of Grafters in San Francisco Were Trapped by 'Tec' Burns

Few stories of real detective life were more thrilling than that which relates how William J. Burns secured Burns women as well as Burns men, the evidence which led to the arrest and conviction of the San Francisco grafters. It had long been suspected that the officials of that city were growing rich at the expense of the taxpayers, but it was not until the former secret service operative went out to the coast that it was possible to get "the goods" on those who were involved. Abraham Reuf was the political dictator of the city, and with the aid of Mayor Schmitz he was able to make it mighty uncomfortable for any who attempt to interfere with his business.

But his undoing began the day that a dapper little fellow applied to him for the position of chauffeur. The political dictator gave this young man the job, little thinking that he was thus placing himself under the observation and constant scrutiny of one of Burns' men. The driver of the motor car won Boss Reuf's confidence to the degree that he was sent to the Bank to make deposits for him. That was bad for Reuf, as the sequel proved. The new chauffeur was one of a number of detectives who managed to get into confidential positions with members of the gang and that all was not well in San Francisco.

Burns had to have evidence that would hold water before a jury. Day after day he gathered proof of how hundreds of thousands of dollars in bribes were being paid by street railway officials, telephone companies and other public service corporations. Finally the time came when Burns himself was to an eyewitness of the method employed by these professional grafters. An ordinance had been introduced which had for its purpose the exclusion of little girls from a resort in which a certain Morris Golden was interested. As in similar cases of this kind the intimidation was thrown out that the supervisors who had charge of the ordinance were "open to reason." Now Golden was a man with a past, and when Burns became acquainted with that past Golden was willing to tell all he knew about the method of procedure in such cases. Also he was willing to demonstrate the sort of reason to which the supervisors were likely to be susceptible.

So a meeting was arranged between the supervisors and Golden. It took place in a room whose windows were covered with heavy curtains. The supervisors, although shrewd as a rule, did not pay any particular attention to these draperies. That was their big mistake, for a casual glance might have disclosed that men were concealed behind. So they met Mr. Golden in the room and there was a general discussion regarding the ordinance. They were assured that it was an unfair regulation, and that it might result in a great deal of damage to a resort in which Golden was financially interested. It was hinted that in such a case it might be worth Golden's while to spend some money to defeat the ordinance. One word led to another until the two men accepted a bribe of \$500 each in return for their vote against the objectionable regulation. The moment the money passed hands there was a movement from behind the curtains. William J. Burns and two of his assistants rushed into the room.

"You are my prisoners!" exclaimed the detective. "I arrest you on the charge of accepting bribes." The two culprits thus trapped were filled with rage and terror and in their frenzy made a mad rush at Golden. He would have fared badly if it had not been for the interference of the detective and his assistants. As soon as they realized the futility of resistance they calmed down and listened to what the detective had to say. He said, in effect, that he was after the men "higher up," and that if they would join with others in telling all that they knew of the grafting system they might fare better than if they resisted his efforts to learn the truth. The upshot of it all was that they told what they knew—and they knew a great deal. Within a week their disclosures had brought confessions from fifteen of their fellow supervisors.

It proved when put together, to be a most amazing revelation of official corruption. It was not all brought to light in a day or a week or a month, but it took hard digging and an infinite amount of patience. But in the end there was a perfect avalanche of testimony and it completely buried Reuf and Schmitz. They went to jail while Louis Glass, a millionaire, was

convicted of bribing a public official and sentenced to five years in the penitentiary. And it started from the day that Reuf had engaged the handsome chauffeur, whose work finally led to that dramatic moment when Burns and his assistants sprang from behind the curtains.

Will See the War Through

British Expe. Force, August 21, 1916

My Dear Mother:
First I must make an excuse for not writing. Well I have a very good letter. I was in the trenches for a little while and had a trial at the job. Its not so bad as you think until the "Jack Johnson's" begin to come over from Uncle Billie. We had a very good time up there in regards to the weather and not a great lot of shelling done. How is father getting on with the coasting job and how is Edgar getting on with fishing. What kind of weather are you getting home this summer. Tell the boys to write when they get home from Labrador. I am after writing everyone of them and haven't received a letter from only two or three of them.

Remember me to all the friends around. You asked me how long I signed on for. I signed on until the end of this war. Haven't any more to say for this time.

I remain,
Your faithful son,
WILLIS.

[The writer of the above letter is the son of John J. and Adelaide Spurrell, Badger's Quay, who is now serving with the British Expeditionary Force in France.]

Zeppelin Loss Has Been Enormous

NEW YORK, Sept. 18.—The New York Times prints the following story from London:

In the last two years there have been forty-one Zeppelin raids on England—twenty-three in 1915 and 18 in 1916, including the one last Sunday morning. This summary does not take into account the many aerial and submarine attacks and the numerous abortive attempts, which have driven back at the coast or balked by shifting winds and misty weather. If in these raids we take three Zeppelins as the average number and incendiary bombs as the capacity of each dirigible, we have an aggregate of three hundred seventy tons missiles. Supposing each bomb weighs 50 pounds, we have approximately 15,000 as the number dropped on England or in the North Sea to the last two years.

The British government has made public the number of casualties after each raid and these aggregate 356 dead and 980 wounded.

This means that it has taken more than a ton of German bombs for every British man, woman and child who has been killed. A military expert figures that for every soldier killed the enemy must expend his weight in lead. Before the British perfected their defence against air attack, the loss of life was much greater, the casualties decreasing as the difficulties of attack increased. Since war began it has been definitely reported that fourteen Zeppelins have been wrecked. The real number is probably much larger. It is estimated that it costs at least \$250,000 to build a Zeppelin. Multiplying this sum by 14 and we have \$3,500,000 as the amount the Germans have lost through the wrecking of Zeppelins alone. This sum would build five hundred aeroplanes at \$7,000 each; 35 submarines at \$100,000 each, or pay for seventy thousand shells at \$500 each. These fourteen Zeppelins did no military damage; their only value to Germany has been in reconnaissance work over the North Sea.

"Will you marry me my pretty maid?"
"How many cylinders has your automobile, sir?" she said.
—Louisville Courier-Journal

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PROTECTION FOR DESERTERS

Deserters from the German army or navy who succeed in crossing into Holland need have no further fear of being handed over to their own government after the war is over for punishment at the hands of the Kaiser's military authorities. The agitation in Holland in favor of setting such men free has been successful. This news is based on an item found in the Dutch Orange Book, made public in The Hague on July 23 by Jonkheer London, the Dutch Minister of Foreign Affairs, and not mentioned in the summary of the contents of the Orange Book cabled to the American press.

The Dutch government declares it is convinced that deserters who have fled to neutral countries have lost their character of belligerents, and that they should not be kept interned. Consequently, after having made an investigation that proved that several of these men were really regarded as deserters by the German authorities, the Dutch Government ordered them released.

The Dutch Orange book, copies of which have just reached here is a diplomatic history of Holland's struggle to maintain her neutrality during the period from October, 1915, to July, 1916, and is filled with copies of notes that passed between the Dutch Foreign Minister and the Governments of Germany, Great Britain, and France on the treatment of belligerent submarines, aeroplanes, war vessels, and nationals, and the holding up of neutral mail matter, etc., by the Allies.

What the War Has Accomplished

(The Commonwealth, London)
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re-created the standard of reality. We shadow of doubt or hesitation, to suffer been forced to say what we will fer tortures, to be maimed, shattered. We have been compelled to broken, and, if need be, to die any show what are the stakes that we will death that human savagery could venture, in the final challenge. We die upon us.

have had to declare ourselves in our ultimate terms. What manhood there is in us has had to come out. And the public against the imposition of wonderful thing is—that under the heavier tariffs on imports, said, "If challenge we have all found that there you don't stop shearing the wool off was a live manhood hidden in us that the sheep that lays the golden egg, was ready to stake its all; there were you'll pump it dry." values which we knew to be ultimate and absolute; there were things for which we were prepared, without a serve a secret so it will keep.

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