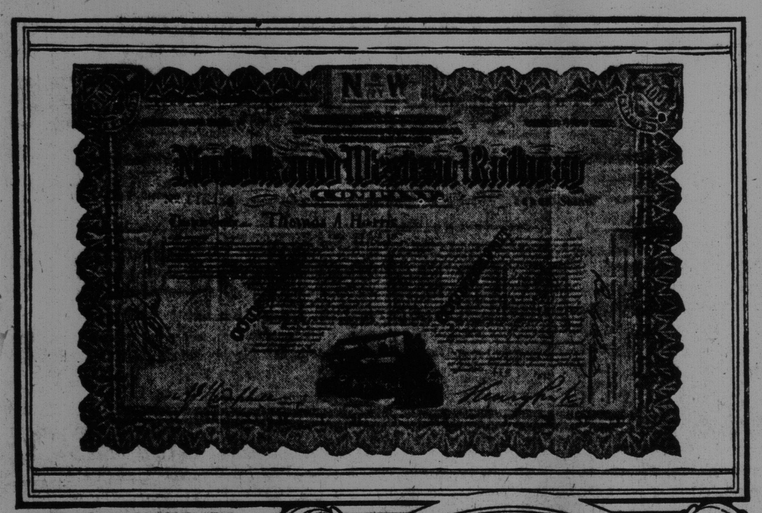
MC2289

POOR DOCUMENT

MAN ACCUSED OF STOCK SWINDLE AND COPY OF SPURIOUS SHARES



PHOTOGRAPH OF COUNTERFEIT NORFOLK & WESTERN 100 SHARE CERTIFICATE.

C. AUGUSTUS SETON.

NEW YORK, Jan 15—Although the arrest of Charles Augustus Seton, in reality though not officially, in connection with the Norfolk & Western stock counterfeiting, in Maryland on Wednesday night, was followed by the apprehension of Samuel Humphreys, an alleged accomplice, Thursday, the most important development in the exposure of one of the most elaborate swindles of recent years was the detection of the method said to have been employed by Seton in getting a reputable engraving firm to do the work.

Five hundred certificates of 100 shares each, the ostensible value of which was $4,300,000, were turned out by the Hamilton Bank Note Engraving & Printing Company, of 90 Gold street. The name of C. B. Franklin, who is not supposed to exist, but who figured as the former president of the road, was forged to the authorization which induced the lithographers to accept the contract.

Harmon S. Graves, of the law firm of Laster, Graves & Miles, 7 Pine street, counsel for the Hamilton company, and one of its directors, made a long statement for publication. He says that when the news of the counterfeiting became public it was found that the Hamilton concern had printed some stock certificates for the Norfolk & Western in August, 1905.

Mr. Graves does not make clear the reason for suspicion being aroused as to the genuineness of the work, but goes on to say that an investigation disclosed that two stock books, each containing 250 one hundred share certificates, had been lithographed and delivered to C. Augustus Seton & Co, 49 Exchange place, on Aug 24. The order upon which the work was executed, Mr. Graves says, was presented by Seton and purported to have come from the railway company.

This information was laid before Henry Fink, chairman of the Norfolk & Western board, and on the afternoon of Jan. 8, a conference was held in Mr. Graves' offices, in which representatives of the engraving company, the railroad, the Guaranty Trust Co, as transfer agents for the Norfolk and the police took part.

THE FERRY INVESTIGATION

The picture of Superintendent Glasgow flitting around among the ferry employes to smell the breath of a certain member of the service accused by his captain of having imbibed spirituous liquors not wisely but too well, was presented before the members of the committee by some of the evidence given at the investigation last evening.

Captain Nice reported his suspicions to the superintendent and having, as he said, had a whiff himself suggested that the superintendent should do likewise to make sure. The superintendent went. He sniffed, and having sniffed declared the charge unfounded.

Evidence as to good qualities of the Ludlow was given by Captain J. McCaffrey. John Casey and Mate Estabrooks were also examined. Engineer Lewis gave an explanation of the previously reported occasion when it was said that want of water in the boiler of the Ludlow nearly caused an explosion.

The committee adjourned until the call of the chair when the remaining employes will be examined. Ald. Frink occupied the chair, and Ald. Bullock, Baxter and Pickett were present, with the common clerk. Ald. Tilley and Vanwart were present during part of the proceedings.

John Casey, deck hand on the Ludlow, said he was at the time of the accident in the wheelhouse. He swore that at about three lengths off Captain Nice telegraphed slow down, then full speed astern. A little while after, the captain said the engineer was going ahead, and told him to shout down the tube, which he did. At the time the boat collided she was going pretty fast. By full speed astern he understood the captain meant towards Carleton. In touching the lever he pulled it towards him pretty well down. He saw him touch the lever only twice before he went to the tube. After the vessel struck, the captain asked him if he saw him reverse the third time, and he said he did not, he was at the tube.

Ald. Baxter—"What did you do at the tube?"

Mr. Casey—"I put my mouth to the tube and called 'Tommy, full speed astern.' I did not blow the whistle or get any answer."

In reply to further questions the witness said he had never been in the wheelhouse before. The boat started and continued at half speed all the way across the harbor. He was not told to whistle in the tube, and did not know anything about the mechanism. He obeyed the captain's orders. At holiday times he had acted mate on the old boats and steered, using the old gong system.

Ald. Bullock—"Have you ever noticed any of the employes under the influence of liquor?"

Witness—"No, sir."

Ald. Baxter—"Has it come to your knowledge? I am not asking you who."

Witness—"Not that I remember."

Ald. Bullock—"Was Captain Nice excited when the signals were not answered?"

Witness—"No, sir."

That concluded the evidence of the actual witnesses of the accident.

Captain John McCaffrey was sworn. He had been captain, he said, in the service twenty-one years. He never found any difficulty in operating the telegraph since it was fixed the last time. The engineer responded promptly to his orders. He never had occasion to use the speaking tube when the boat was going. He did not think much of it. He never used the gong. Engineer Lewis operated the engines in his watch. He thought the telegraph system safe and handier than the gong. Two men were not required to steer, but one man was wanted around to look out. The tell tale was not in operation. He found the boat was easy to control.

The chairman—"In what length could the boat be brought to a stop?"

Witness—"I should judge three fair lengths."

The chairman—"How do you run the boat across the harbor?"

Witness—"At full speed."

Continuing, Captain McCaffrey said the crew were orderly. He used the log book and reported matters to the superintendent if they were worth while. He received a copy of the regulations with the log book.

The chairman—"Is it usual for people to be in the engine room?"

Witness—"I see some people there sometimes."

The chairman—"Was there any understanding that you would use the gong if the telegraph broke down?"

Witness—"Yes."

Ald. Bullock—"Running at full speed, do you think you could make more trips?"

Witness—"I could not answer until I tried."

Ald. Bullock—"Would you like to try?"

Witness—"I would sooner try first before I answered."

Ald. Tilley—"Captain, there are times when you could make fifteen-minute trips?"

Witness—"Yes, but I could not keep it up. It would depend on wind and tide."

Ald. Tilley—"That's what the people want to know."

In reply to Ald. Bullock, the witness said he would leave the telegraph where he put it if he received no answer, and go to the gong. He had given his helper, Mr. Lord, instructions how to use the tube. He had used it and he had had answers when the boat was going on easy speed or in the dock, but he did not think the engineer could hear at other times. He had given the floats bumps at times by miscalculations. The Ludlow was a nice boat to steer. He did not want a better.

Ald. Bullock—"Have you ever seen any of the crew under the influence?"

Witness—"No, sir."

Ald. Bullock—"Did you ever see any in that condition on the old boats?"

Witness—"Is that a fair question to ask me, sir? I think they should answer that themselves."

Ald. Bullock (reading)—"The master will be held responsible—"

Witness—"Those are the new rules."

Ald. Bullock—"Haven't you seen them?"

Witness—"They are in the log."

Ald. Bullock—"Have you seen any of your crew, at any time, under the influence of liquor?"

Witness—"Not since this committee took charge."

Ald. Pickett—"Any suggestions, captain?"

Witness—"I would like to see a new speaking tube without a whistle, and the tell tale put in order." This concluded Captain McCaffrey's evidence.

Mate Estabrooks was sworn. He said he left the boat one or two trips before the accident. The telegraph was satisfactory when he left. He did not think the tube as satisfactory as those on the old boats. There had often been conversations as to the inaccuracy of the indicator from neglect to stop one before working the other. He considered the telegraph system satisfactory. He had heard Captain Nice say his signals were not answered as sharp as they might be. The boat stopped quickly, but was difficult to handle in a northerly wind. There was no wind to speak of at the time of the accident. The captain generally used caution, at times extraordinary caution. It was not an unusual thing to break three or four spiling. They broke some on this side. He was in the wheelhouse at the time in October when Captain Nice charged the engineer with not answering his signals. The engineer received the bells right. The signal was given full speed astern from the wheelhouse. The tell tale was working then, and he saw the boat was working in.

The chairman—"Do you think it made any difference?"

Witness—"I think if the engineer had turned her right we should not have struck the floats."

The chairman—"Would you, in a case like that, leave the lever where it was or make a second attempt to give the signal?"

Witness—"I would try it again, moving it a little."

The chairman—"Would that not move the indicator back and forth across the dial? Do you think in the case in question that was done?"

Witness—"I hardly think the indicator would go past 'stop.'"

The superintendent referred to evidence given at the previous hearing that the engines made several revolutions after they were stopped, and said he thought in the case referred to by the witness the tell tale had shown that motion, although the engines were stopped according to the order.

In reply to further questions, the witness said Captain Nice always kept the boat at half speed across the harbor. It would be just as safe to go at full speed.

The chairman—"Are your relations with Captain Nice friendly?"

Witness—"Well, they are at present."

The chairman—"Since when?"

Witness—"Since the Ludlow came on?"

Ald. Baxter—"The Ludlow is quite a peacemaker." (Laughter).

Ald. Bullock—"Suppose you saw a member of the crew intoxicated would you report him to the captain?"

Witness—"Yes, I think I would, but I don't remember a case as bad as that."

Ald. Bullock—"You say it is a frequent occurrence to break up the spiling?"

Witness—"She's done it quite often."

Ald. Bullock—"To what do you attribute that? It's pretty expensive work."

Witness—"She's a heavy boat and might take a little sheer, or the steering might not be quite right."

The chairman—"Do you remember the engineer ever telling you that Capt. Nice said he thought he would strike the corner when entering the Carleton dock, and was confused as to whether he had given the orders right?"

Witness—"Yes, sir."

Questioned further the witness said he remembered instances when Captain Nice had made mistakes in sounding the gongs on the old boats when entering the dock.

In reply to the chairman, witness said the only suggestion he had to make was to have the tell-tale fixed.

Captain Nice was recalled.

Ald. Frink—"I asked you the other day if you had any statement to make by way of complaint with regard to the crew and you said no, except as regards Lambert. Do you wish to make any further statement?"

The witness said he noticed one of the crew under the influence of liquor on one occasion before the Ludlow was taken off the previous time. He smelt liquor. On another occasion the same thing happened on the Western Extension. The man smelt of liquor and he told the superintendent to go and see for himself. The superintendent did so and then went ashore.

The superintendent subsequently said that he smelt the man's breath but found no indication of liquor.

The witness, continuing, said he did not report the matter. It was his duty to do so but he did not.

Ald. Pickett—"Do you tipple yourself, captain?"

Witness—"I think I had a drink of ale six months ago."

The chairman—"Why did you not put the boat at full speed across the harbor?"

Witness—"She goes steadier at half speed. She is driven at full speed sometimes by the engineer. She goes very fast through the water."

The chairman—"Have you broken many spiles?"

Witness—"When we started to practice we did."

The chairman—"The breaking up practice has been discontinued?"

Witness—"Yes, sir."

Fred Lewis, engineer, said the machinery on the Ludlow was working well. The signals were sometimes wrong the first week or so until the captain was used to them. On one occasion some strangers went to the wheelhouse and rang in full speed ahead when the captain in the other wheelhouse gave slow speed astern. He spoke about it. The telegraph system had never given out. He had never received signals by the gong. He did not keep an official note book. One was supplied at one time. It was not started right. It was only a tell-tale between the captain and engineer, and created hard feelings. It would be safe to run the Ludlow as in the past. He thought a system to repeat back the signals would be an advantage and also an open speaking tube.

He was asked as to the threatened explosion of the boiler on the Ludlow mentioned at the previous meeting and said on the occasion in question he told his fireman to keep a sharp lookout on the glass and try the cocks. He asked how many inches of water were in the glass and was told five inches twice. After a time he thought something was wrong and found that there was only four inches in the boiler. He gave orders to inject water immediately. Had there been less than four inches he would have drawn the fires. He had trouble with the water column ever since. There was not an equal pressure, and it might take four or five minutes to find its own level. He had explained the matter to the other engineers for their protection.

The witness said he was not in favor of having people in the engine room. He would admit strangers and aldermen who wanted to look at the boat. They received no rules except what they saw in the papers. The superintendent and witness had not been the best of friends; he could not say why. He knew of no cases of intoxication since the committee had been in charge. If he saw the indicator swing from one side of the dial to the other he would try to follow it. Such a thing had not occurred on his watch but he had noticed with Captain Nice when he thought he was giving "stop" he put the handle past stop to slow speed ahead or slow speed astern. He appeared afraid of the boat.

To an alderman's question he said to keep the record of trips started late would take a bookkeeper. He thought if the time table was not adhered to there should be a suspension.

Ald. Baxter—"How are we to know?"

The witness—"Why not get the collectors to look after it?"

Ald. Baxter—"Could not you do it?"

The witness—"I have my machinery to look after. There is another reason: I am the best of friends with Capt. McCaffrey and it will make bad feeling. No boat was ever run if there was bad feeling between the captain and engineer. I am under the captain and he runs the boat."

Ald. Bullock thought the captain should be made to do it.

The witness thought the captain should have a clock. He would be willing to pull a cord to the wheelhouse when the time was up. He was opposed to keeping a record against the captain, but would carry out rules if he had to do so.

The inquiry adjourned until the call of the chair.

Moncton, Jan. 15—(Special)—At a meeting of the directors of the Maritime Copper Company tonight it was decided to continue the work at the Vernon Mine, St. John county. An issue of treasury stock to carry on the work was authorized.

PATRICK IS REPRIEVED

Albany, N. Y., Jan. 15—Albert T. Patrick, the New York lawyer convicted and now awaiting execution in Sing Sing prison next week for the murder of William Marsh Rice, an aged and very wealthy man, in New York city in September, 1900, was reprieved this afternoon by Governor Higgins, until Monday, March 19. This reprieve is granted for the purpose of giving Patrick's counsel time to bring before a trial court alleged newly discovered evidence.

Its granting followed a hearing before the governor and was in accordance with the request of former Senator David B. Hill and Judge Wm. R. Olcott, of counsel for Patrick, and with the full consent of District-Attorney William Travers Jerome, of New York county, who was present in person.

Senator Hill came forth for the first time from his sick room, after an illness of more than two months, in order to attend the hearing, and addressed the governor at considerable length.

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Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

A. R. Wetmore, of Fredericton, government engineer, was at the Dufferin yesterday.

PAIN ABOUT THE HIPS

Is a common complaint with women. The right treatment is Nerviline, which penetrates to the seat of the pain immediately. Nerviline warms and soothes the affected parts, draws out the irritation and pain, and allows the patient ease after one rubbing. No liniment so economical and safe. Nearly fifty years in use, and the demand immensely greater every day! Nerviline must be good.

Mahonoy City, Pa., Jan. 15—Two children of Thomas Feeley, a fire boss for the Philadelphia & Reading Coal & Iron Company, were burned to death today in a fire which destroyed Feeley's home and the residence of George Campbell at Maple Hill, near here.

In the World of Labor.

Recently the maritime and labor organizations generally of the United States submitted to congress a proposal for the establishment of a marine hospital in Alaska, for the care of the fishermen who annually use the waters of that locality.

Thirty thousand of London's destitute people are to be brought to Virginia for the purpose of working the farms of the state. Commissioner of Agriculture Koiner is at the end of the scheme.

The 300 machinists at the Charlestown, Mass., navy yard, will probably receive a wage increase of twenty-four cents a day. This raise has been decided on by the board having the matter in charge and will go into effect as soon as Secretary of the Navy Bonaparte approves.

Heads of unions in Detroit have got together in a movement to create a general defense fund.

The seventeenth annual convention of the United Mine Workers of America, meets in Indianapolis this month, and the joint convention of operators and miners meets there January 25.

The sum total of the sentiments expressed at the recent Civic Federation conference was undoubtedly favorable toward the Chinese, and there can be but little hope for the passage of the Japanese and Korean bill at this session of congress and possibly not for many seasons to come.

The Sydney Laundry Employes' Union unanimously decided to federate with the Victorian and South Australian kindred organizations, also to take the necessary steps to bring about the organization.

It appears from the report of Commissioner-General Sargent, of the bureau of immigration, that 1,926,400 immigrants arrived in the United States during the year ending June 30,1905. This is an increase of 317,629 over the figures of the preceding year.

The union membership of the metal trades of the United States numbers 177,000.

Four thousand one hundred men are now employed in the sanitary work in connection with the Panama Canal, and so effective has been this work that yellow the letter.

Agreements have been entered into between 100,000 building trades men and their employers in New York, the terms of which provide for an increase of wages in some instances and cover a period of from one to three years.

All Italian and other foreigners employed at the gates and crossings along the West Pennsylvania division of the Pennsylvania Railroad will be replaced shortly by Americans. No cause is given for the change, except for a higher grade of efficiency.

The Brewery Workmen's Union of Philadelphia has been suspended by the Central Labor Union of that city for its failure to live up to the decision of the American Federation of Labor in the jurisdiction dispute with the engineers and firemen.

It is believed that the United Mine Workers, in addition to a request for an eight-hour day, will ask the anthracite operators for a new conciliation board, to be composed of miners and operators, which will remain constantly in session for the purpose of adjusting disputes.

The total membership in unionized British industries is nearly 3,000,000.

During last year 55 German trade unions spent over $1,500,000.

The Australian Federal Railway Transportation Employes' Association has been granted registration under the Federal Arbitration Act.

A protest is to be made by the Cigarmakers' Union to congress against a bill now before the house to change the tariff law in reference to exports from the Philippines. Among other things, the bill provides that 25 per cent. of the duties, now imposed on cigars brought from the Philippines, shall prevail until 1909, when the tariff shall be altogether abolished.

At a recent meeting of the Labor Council of Vallejo, Cal., the subject of the large number of accidents that befell the employes of Mare Island navy yard last year was taken up. The secretary of the council was authorized to communicate with Congressman Kahn and influence him to have a law enacted to indemnify navy yard workmen who are injured in the line of their duty.

In his annual report, made public on Dec. 28, First Assistant Postmaster-General Hitchcock says that the low salaries paid clerks in first and second class postoffices is decreasing the standard of efficiency. It is impossible, he says, to induce efficient men to enter this branch of the service when the salary, to begin with, is but $600 a year, with no certainty of promotion for perhaps several years.

The November report of the New Zealand department of labor says that, taking the colony as a whole, there seems no reason to complain about any scarcity of employment, particularly in trades and unskilled labor; and apparently shopkeepers, factory owners, and others were satisfied.

The sixty-three central unions of German trade organizations now have a membership of 1,958,103, an increase over the previous year of 164,410.

By 21,713 votes to 4,325 the Amalgamated Society of Railway Servants in England decided to pay an annual levy of one shilling per head for Parliamentary candidature and payment of members.

A conference of 182 delegates from 120 London labor organizations met recently to formulate a plan of campaign for the organization of the agitation of the unemployed, and a committee was formed to carry out the objects aimed at.

The Social Democracy of Bulgaria recently addressed an appeal to the working class inviting it to unite in an organization of the agitation of the unemployed, and a committee was formed to unite in an organized demonstration against the government, on account of the proposed new industrial laws and regulations, and to lay plans for a general strike should the laws be carried.

The Industrial workers of the World are making strenuous efforts to secure a foothold in the different cities throughout the United States.

The daily wage for skilled labor in Italy is: For machinists, 55 to 70 cents; masons 50 to 60 cents; carpenters 50 to 70 cents, and cotton workers 30 to 50 cents.

The International Seamen's Union of America have again taken up the work of organizing the Licensed Pilots of the Great Lakes.

Of the 162,030 members of 929 trade unions, which made returns to the French Labor Department as to the state of employment of their members during September, 12,407, or 7.7 per cent were out of work in the month, as compared with 8.6 per cent in the previous month, and 10.5 per cent in September, 1904.

Forty-one disputes were reported to the Italian Labor Department as having begun in September as compared with sixty in August.

Exclusive of seamen, the number of workpeople reported in Great Britain as killed in the course of their employment during October 1905, was 192, being sixty-two less than in September, 1905, and twenty-nine less than in October, 1904.

Returns relating to the state of employment during the third quarter of 1905 were supplied to the German Statistical Office by trades unions with an aggregate membership of 957,073 as compared with a membership of 845,218 in the unions which reported at the end of June, and 589,928 in the unions which reported at the end of September 1904. Of the total membership of the branches reporting in September last, 11,805, or 1.4 per cent, were unemployed on the last day of the month, the corresponding per centage for June being 1.6 per cent and for a year ago 1.8.

The third quarterly report of the secretary-treasurer for the Illinois Mine Workers, shows a cash balance of $862,775.42.

Thomas Thompson, a stone mason, was elected mayor of New Bedford, Mass.

Leatherworkers are on strike against local shops in Cincinnati, Chicago, Chattanooga and Peterboro, Canada.

All teachers in Edgar county, Ill., are pledged to strike if their salaries are not raised from $30 to $40 a month.

Chicago can makers have formulated a new scale.

The strike of tailors has been settled in Baltimore.

The United Mine Workers have reached the 400,000 mark, 80,000 being in the anthracite regions.

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AMUSEMENTS

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REV. DR. LINDSAY PARKER,

OF BROOKLYN, N. Y.,

Will Lecture under the auspices of the Neptune Rowing Club.

Thursday Evening, Jan. 18.

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"A Picturesque Tour of The Emerald Isle."

Admission, 50c., 35c. and 25c.

Advance tickets for reserved seats now on sale at A. Chipman Smith & Co.'s, and by members of the club. Box office at Opera House open for exchange of advance tickets Saturday, Jan. 13, and for general public Jan. 15.

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Popular prices. Evenings—15, 25, 35, 50 cts. Matinee—15 and 25 cents. Seats on sale Friday morning.

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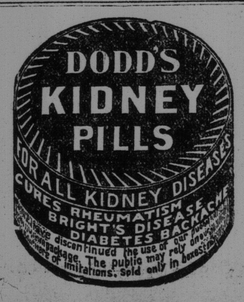
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