

## JOKERS IN DOCK DEALS.

How James D. Leary Got a Job which Smacked of Fraud Day After Day.

Queer Specification Classes—Through Them the Ring Can Play Their Boodle Contrabands into the Hands of Favorites.

Be Solid with Tammany or Don't Bid—Stipulations Seemingly for the City's Protection, but Really to Frown Out Reputable Bidders.

(New York World.)  
A system of specifications has been adopted under the solid Tammany (dock) board which makes it impossible for any man to compete who is not solid with Tammany. These specifications are so drafted that the man who gets into their meshes can be expected to do his best at his work and his work will be rejected unless he connects properly with the central power. (The World, April 6, 1894.)

There is one beautiful thing in dock department specifications. This is especially true when a solid Tammany board is in power, with a full complement of business associates as bondsmen, business partners doing dock building and real-estate interests to be looked after along the water front susceptible of being "improved." This beautiful thing is the general absence of specifications. But the beauty is exclusively for the good of favored contractors.

There were specifications, however, in the treasurer's circular in 1892, calling for bids for dredging the stone blasted by the dock department on each side of new pier 14, North river, the pier of the West Washington, the old one having been occupied by the Baltimore and Ohio Railroad company, and the new one having been secured by John H. Lamm for what subsequently became the American line.

The Morris & Cummings Dredging company, alias James D. Leary, after having had a \$63,995 contract for doing the original dredging at that spot, and having been made the recipient of a resolution of the board—under the Tweed joke—to dredge ten feet deeper, some 50,000 cubic yards, at 48 cents a yard, got the job of dredging out the stone at \$250 a day. And Leary kept the job going for eighty days, so the records declare, thus raking in a cool \$20,000 on this work.

How came Leary to get the job of dredging the stone? Why, through the specifications in a treasurer's circular. And the circular was sent out by James J. Phelan, who was then bondman and business associate in James D. Leary. These specifications were not printed. They were written. It will go down to history as one of the damnable traditions in the treasury that one specification was that written circular for Phelan required the dredge to carry over one hundred pounds of steam.

One of the contractors who figured in this regulation said yesterday: "This was the most unheard-of, ridiculous and most high-handed piece of business in the history of dredging. If a contractor does a world whose business it is to have a machine which will stand a 150 test, but we make eighty pounds the specification limit. The whole purpose of that steam clause is to well understood in the trade, was to cut off competition in the interest of Leary's big dredge, which he had built for use in St. John's contract, but which was not to be used in the dredge to carry over one hundred pounds of steam."

Of course, Leary got the job. And why? Because every other reputable contractor was afraid to compete, knowing well from the steam specifications that there was something dark about the business.

But Leary did not get the contract until after one dredger had offered to take the job at \$5 50 a cubic yard on an estimate of 1,400 cubic yards, a total of \$7,700. Now \$7,700 deducted from \$20,000 gives \$12,300.

This was Leary's profit over what a reputable contractor offered to do the work for.

But there is another phase of the matter. A certain Jersey City contractor explained it yesterday: "That job of Leary's of \$250 a day for eighty days was the most abominable fraud I ever knew in proportion to size, in the history of the business. For instance, the dock board would one day do a bit of blasting and the next day Leary would dredge the broken rock and then they lay up for a day or more until the dock board had done another pinch of blasting. With blasting carried on in that manner, Leary's dredge was idle three-quarters of the time, if not completely idle, during that period of nearly three months."

"Now, had the dock board gone in there and blasted and thrown it away, I would have taken the contract for \$300 a day for ten days, and have done the whole job, therefore, for \$3,000."

"To have that job of dredging cost the city \$20,000, is a thing which is a specification in the thing wherein you have Tammany dock board catches the contractor."

The allegation of the dock board that James D. Leary, beneficiary of Treasurer Phelan's treasury orders—a solid Tammany board—concerning—had a dredge of such power and construction as would allow it to dredge at 250 a day is proved untrue by the fact that dredges of precisely the same class are owned, one of them by the Atlantic Dredging company, one by P. Sanford Rose, two by the W. H. Beard Dredging company, and one by Board of Brooklyn. These are known as dipper dredges, or a combination of dipper and clam-shell, all capable of doing the heaviest work required by the dock department.

Among lumber dealers who have supplied or have attempted to supply the department it is well understood that the specifications may be utilized to drive a man out of any further competition, or they may work all right where a contractor is solid. One contractor who thought he was solid went to the department about the forty-eight hour clause one day in January, and the answer was: "Don't have any fear of that; we shall not want any order filled until next June."

In the cement business the Howard Fleming Brick and Cement company have been going up trying to compete because of what they designate as a ridiculous bidding test to which cement must be subjected. The company prefer to do business with private persons. They never know where they are with the

style of specifications in vogue at pier A, North river.

Jan. 25 last the Atlas Cement company got the contract, on a quotation, by treasurer's orders, for 8,000 barrels of cement. There were only two other bidders who had dared to compete, James Brand, an old timer in the business at pier A, and Sinclair & Babson, who have also figured as members of the cement combine which had gradually been formed by the process of elimination in which the dock board's specification invariably result.

The firm of Baer & Meyerstein did not get the work. They got a great many contracts in years preceding. A member of the firm said to a friend: "We did not compete because a clause in the specifications imposed a penalty of \$50 a day of work therefor in which the contract is unfulfilled. Should we be a day or even a few hours late in delivery, we would be subject to the penalty. And as we are not sure how we might stand with Tammany, we concluded not to compete."

Oh, yes; first be sure you are solid with Tammany, then go ahead.

These are phases of the whole situation. If you are a favored contractor, specifications of the large elasticity prevailing in the dock department will afford you a tailor fit. For the innocent-looking specification may turn into an octopus to squeeze the life out of you.

Richardson writes to the World to say that Powis & Co. was the firm that was frozen out by the dock department from supplying piles after they had received a contract, and that William Taylor of Middle-town, Del., was Taylor, he says, is now filling contracts with the dock department.

MR. HAY ON BOTANY.

Classification of Plants in New Brunswick.

At the Natural History society rooms, April 24, Mr. Hay gave his second lecture on Botany. After a few words in review of the last lecture and in further explanation of the movement and storage of the food supply in the cells of plants, Mr. Hay passed to the classification of plants, with the chief characteristics of each mentioned. New Brunswick. Classification collects similar individuals into species, species into genera, genera into families, and so on until we come to the great divisions of the plant kingdom, and finally to the classification of plants in New Brunswick. Classification collects similar individuals into species, species into genera, genera into families, and so on until we come to the great divisions of the plant kingdom, and finally to the classification of plants in New Brunswick.

The principal divisions of plants were given in a table, and the chief distinctions of each described, but the flowering plants only were described in their more minute divisions.

Examples of some of the principal families of flowering plants found in New Brunswick were shown, and interesting particulars were given of the characteristics of each mentioned. Low down in the scale, not important to man, are the grasses and sedges, distinguished by the round stem of the former, while the stem of the latter is triangular. Higher in order are the lily and orchid families; the first are bulb-bearing plants, and include onions, tulips and crocuses, as well as the orchids, as the world knows. The lilies form the family takes its name. The orchids are among the most wonderful of plants from their great beauty and variety of form and color, and are much prized by horticulturists. Our most important representatives of the family are the lady-slippers. The flowers of orchids are especially formed for cross-fertilization by insects; the petals are in sticky masses, which is carried by the insect from one plant to fertilize the seed vessel of another. The Jack-in-the-night, or *Datura*, occurs in one of the next succeeding families. All the plants so far mentioned belong to the endogenous division of flowering plants and have but one seed leaf.

Passing to the higher division, of exogenous plants having two or more seed leaves and netted veins leaves, we first come to the conifer or pine family, a family of great importance to man, including the pine, spruce, fir, etc.

The higher families of exogens are included under two divisions: those having a single united petal and those having several petals. In the first division are included the composite family, very largely represented in temperate regions, where it embraces perhaps one-seventh of the flowering plants. The chrysanthemum and daisy are among its members. Heaths and lobelias are neighboring families.

The second division includes the highest families of plants. The rose family is worthy of mention. It is the great fruit family, and it is to belong most of our orchard trees and small fruits.

The sunflower, or *Helianthus*, are curious forms, living on insects caught on their sticky and hairy leaves. The violets and many others are noted for their beauty.

All the infinite diversity of plants is now very generally supposed to have come from few and simple forms, such as are found fossil in the early geological strata. This theory is supported by the great changes which are seen to result from the gardener's care within short periods, by which beautiful varieties are produced and multiplied.

The theory of evolution was at first thought to be derogatory to the wisdom of the Creator, but to many it now seems a grander idea of creation and to imply more wonderful wisdom than the idea that the species came into existence through a separate creative act.

Wood Pulp.

An encouraging element in connection with Canadian wood pulp is contained in the information that it is obtaining a hold in England, in competition with Scandinavian pulp. English paper manufacturers, it is said, are becoming interested, and realize that there is a vast field for their own capital in the extensive forest of spruce in Canada. The Paper Mill says:—"It is among the possibilities that a great deal of English money will be put to use in developing the pulp industry in this country, in the near future. Englishmen are restive under the comparative monopoly which the Scandinavians and Germans have had in pulp, and the business of selling American pulp in England which has grown up during the past few months has suggested a way of breaking it up. While they would not care to become rival exporters to America, they will probably take kindly to the idea of making their own pulp in a British province."

"Ten Years of Temperance."

A rather pretentious volume in course of publication under the title by the Templar of Hamilton, Ont. It will be issued in seven monthly numbers, and will contain different phases of the temperance reform, and all profusely illustrated. The first number is a beautiful work of art containing no less than thirty magnificent photographs of Canadian prohibition leaders, and it is styled the Men of the Movement. Not only the temperance people, but every lover of fine engravings, will be delighted with the work. Twenty-five cents will ensure a specimen copy of the first number by mail free, or five copies for a dollar if the remittance is made to W. W. Buchanan, Hamilton, Ont.

## COXEY WINS.

Hogan's Contingent with the Stolen Train Victorious.

United States Deputy Marshalls Compelled to Retreat.

Excitement at Washington Over the Action of the Government.

ST. PAUL, April 25.—Col. E. C. Mason of the Third U. S. Infantry, commanding at Fort Snelling, has been ordered to hold his entire command in readiness to move at a moment's notice, and similar orders have been sent to all military points in the Northwest. It is thought possible the Coxeys may get past Keogh, and in that event, other troops will be ordered out.

WASHINGTON, April 25.—The strong hand of the national government at last has been extended to check in their mad career the lawless mob of Coxeys which have been sent to all military points in the Northwest. It is thought possible the Coxeys may get past Keogh, and in that event, other troops will be ordered out.

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The following telegram which was received at the White House today was obtained from Private Secretary Thurber this evening. It is from Governor Rickards of Montana, and was addressed to the president of the United States, dated Helena, Mont., and reads as follows:

"Information reaches me by wire that a band of Coxeys fleeing the state with a stolen train, were overtaken at Billings by deputy U. S. marshals, who were trying to serve a writ emanating from U. S. courts. A fight ensued. One deputy marshal was wounded and the leader of the Coxeys was killed. The deputy marshals were overpowered by the Coxeys and driven off with revolvers and other weapons. The mob then surrounded the deputies and now hold them prisoners. The train of Coxeys within a few hours run of Fort Keogh. Impossible for state militia to overtake them. As governor of Montana, I hereby request you to have federal troops at Fort Keogh intercept and take them into custody; arrest and hold the Coxeys; subject to orders of the United States court issuing writs referred to. If Coxeys pass Fort Keogh before orders can emanate from you for their apprehension, I request that federal troops be ordered to overtake them. Promptness is required.

(Signed) G. E. RICKARDS, Governor of Montana."

PROVIDENCE, R. I., April 25.—The New England industrial delegation left Coxeysville this afternoon and proceeded slowly to Plainfield, through Cranston and over the Pontiac road. While this course is the longest, the industrial plans were changed when it was discovered that the Coxeys had two independent armies would go over the Hartford pike. The towns on this short cut are so small that the leaders feared they would be overtaken. At 5 15 o'clock the army reached Apponaug, where it was at first intended to spend the night. Word was received from East Greenwich, however, that the towns awaited them with open arms and had prepared for their reception. This information revived the weary men and so aroused them they did not stop to rest in the town. The first selected, but hurried on and covered three miles in less than forty-five minutes. At East Greenwich they received an ovation. Hundreds of people crowded out to meet the commonwealthers, and the men were taken to a hall to rest and a supper of canned corned beef, bread, cookies, and coffee was served.

After supper a meeting was held on Main street and a rousing speech was made by Gen. Fitzgerald. The men were then taken to Cory's barn on School street, where they were to spend the night. They were to spend tomorrow night at Westerly, thirty miles away.

PROVIDENCE, R. I., April 25.—At the meeting this morning, the Worcester members, with the white cloth overalls and yachting cap, was expelled from the ranks on the statement of McKenney that he had been badly intoxicated yesterday. It was also voted to discuss the "Columbian" flag. Two independent industrial armies of Olneyville wandered down Hartford pike on their own hook, and the largest army got lost in the darkness. The army was raised of what they were going to Washington. For no one knew, and they retraced their steps to Olneyville, where they were to spend the night. The army was raised of what they were going to Washington. For no one knew, and they retraced their steps to Olneyville, where they were to spend the night.

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saying how far a man can go in the pursuit of his own rights. But whatever there is in this affair the monopolies have brought on themselves. Just as sure as the people are not upon and maltreated in this movement, just as sure will they have the sympathy of the people. You saw how it was when the Frederick people sent out the deputies to capture us. Public sympathy turned to us at once. The railroads, it will be seen, are only hastening their own doom by the stand they are taking in this matter. They will be absorbed by the government. As private parties they will cease to exist.

Late in the evening there was another telegram received at the camp and sent to the crowd. It was from Henry Vincent, editor of the Chicago Express, saying that one thousand men would start in for the Coxeys at Rockville on Sunday. This news was received with applause and the crowd cheered and that it was only the commonwealthers promise to have 100,000 men in Washington on May first.

WASHINGTON, April 25.—The populist senators in congress were in caucus tonight as to understanding as to the populist attitude toward the incoming Coxeys army. While there was no endorsement of the Coxeys, the speakers argued that it was the legitimate and natural outcome of national legislation. The Coxeys go roads bills are not endorsed yet, but there is no intention to discourage them. Neither is the method of assembling peace armies to be endorsed. Yet, as such armies are in existence, the populists will recognize the fact and endeavor to ameliorate the condition of those who come and protect them from invasion of their rights of speech, petition and peace about assembling.

THE IRISH COAST STORM.  
A Norwegian Bark, Bound for New Brunswick Port, Wrecked.

DUBLIN, April 24.—A terrific gale prevailed today over the southern coast of Ireland. The storm was particularly severe in the Skibbereen district. There was a large fleet of Scotch, English and Irish fishing boats off the coast when the gale set in. Some of them made for ports of refuge, while others remained, thinking they could outride the gale. It is feared that many of the boats have been wrecked. Scores of them are missing and much wreckage has been washed ashore.

DUBLIN, April 25.—Reports of the damage done by the furious gale that raged over the southern coast of Ireland Monday night continue to be received. The loss on land was quite heavy, but more damage was done at sea. Many minor marine casualties are reported. The fishing fleet that was at work off Skibbereen when the storm burst, suffered greatly.

The Manx and Irish boats were the worst sufferers. A number of fishermen were washed from them and drowned. Many boats from Baltimore, County Cork, and forty-five of the Manx fleet are missing, and it is feared that they were dismantled while trying to ride out the storm and thus disabled, broached to and filled and sank. None of the fleet went ashore, but great quantities of wreckage have been washed up along the coast, which is accepted as proof that many vessels foundered. Much of the wreckage is such as would come from fishing boats.

The smack Florence sank off Baltimore and eight men were drowned.

The Norwegian bark Christian Wilhelm from a continental port for a port in New Brunswick, sprang a leak during the storm, and had to be landed for Queenstown, which port the arrived with considerable water in her hold.

The Norwegian bark Saga, bound from Denmark, is ashore near Loughswilly. Her sails were blown from the bolt ropes, and the wind blew with such tremendous force that it was impossible to send her on canvas. She fell off in the trough of the sea, where she rolled so heavily that she shipped her masts out. Then she was completely helpless and went ashore almost on her side, the surf making a clean breach over her.

Several ineffective attempts were made to shoot a line across the wreck, and matters looked very dark for the crew. Finally, the life boat was lowered and the crew was rescued. The sea was so rough that it was impossible to get the crew ashore. The sea was so rough that it was impossible to get the crew ashore.

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