

M'GILLAN AND MURPHY SPLIT

LATTER LOSING HIS GRIP ON TAMMANY

Daily News Will Come Out Today as Independent Paper, Supporting the Present Administration

Special to The Herald.
NEW YORK, Jan. 23.—Mayor McGillan and Charles Murphy are parted for good and all, according to Democratic today who said they spoke by card. Coming on top of this statement was another to the effect that Representative Timothy D. Sullivan had personally informed Murphy he could not hope to remain leader of Tammany and the quicker he became convinced of this the better it would be for the organization.

A "combine" between Murphy and Chairman Benjamin B. Odell Jr. and others is under way. It is operative, it is asserted, in the approaching state campaign, and is to be effective in all the judiciary, congressional, senatorial and assembly districts in New York city.

The Daily News has dropped Charles F. Murphy and the Tammany organization, and it is coming out tomorrow as an independent Democratic paper, supporting Mayor McGillan.

Murphy has been reported to be the real owner of the News ever since the paper passed from the hands of Frank Munsey two years ago, but he says he was not. He seemed a bit surprised when informed of the change of policy.

TRIAL OF FRENCH FOR BRIBERY IS COMMENCED

SEVEN JURORS SELECTED FOR BOODLING CASE

He Is the Last of the Four Men Who Were Expelled From the State Senate Last Winter—Long Contest Expected

By Associated Press.
SACRAMENTO, Jan. 23.—The preliminary steps of the trial of Frank French, the last of the four men who were ousted from the state senate last winter for accepting a bribe to refrain from investigating certain building and loan associations, were taken in Judge Hart's court today and when the session closed seven jurors had been accepted and sworn to try the case.

The examination of jurors touching their qualifications indicated that the line of defense will not be materially different from that in the Bunkers and Emmons cases. Many witnesses will be called to swear to the good reputation of French, nearly every prominent official and politician in the state being on the list. The attorneys for the defendant, Frank D. Ryan and James B. Devine, were prepared for the reception of testimony to be given by Harry Bunkers, the convicted boodler who turned state's evidence and who is now serving five years in the San Quentin prison for a crime closely questioned each candidate for the jury box as to how he would receive the testimony of an accomplice and what weight he would give it. The other questions were those usually propounded to jurors in criminal cases.

Five jurors remain to be chosen and the defense has three and the prosecution four peremptory challenges left in case the regular panel holds out the probability is that the box will be filled tomorrow.

This jury will not be locked up as the Emmons jury was. Attorneys for the defense say it will take three weeks to get through with the trial.

GEN. JOSEPH WHEELER ILL

Famous Soldier Confined to His Home With a Mild Attack of Pneumonia

By Associated Press.
NEW YORK, Jan. 23.—That Brig. Gen. Joseph Wheeler of the United States army (retired) has a mild attack of pneumonia was announced today at the home of his sister, Mrs. Sterling Smith, in Brooklyn, where Gen. Wheeler is ill. The following announcement was made by Mrs. Smith today on authority of Dr. McCorkle:

"Gen. Wheeler was stricken with pleurisy Thursday night; pneumonia developed Sunday. Dr. A. J. McCorkle is in charge of the case and Dr. E. G. Janeway in consultation Monday. The patient is resting easily and hope for a speedy recovery is entertained. His son, Maj. Joseph Wheeler, Jr., and two of his daughters are with him."

TO HONOR ALBERTA'S CREW

Carnegie Hero Commission to Reward Those Who Rescued Cherokees

By Associated Press.
PITTSBURG, Jan. 23.—It is understood that Captain Casto and crew of the Alberta will be honored by the Carnegie hero fund commission. They will receive medals or money, possibly both, for their work in rescuing the passengers from the Cherokee at Atlantic City. Manager Wilnot of the Carnegie hero fund said last night:

"The hero fund commission finds that the work of rescue performed by Captain Mark Casto and his crew of the Alberta was in no way overdrawn. All that is needed for the commission as a whole is to pass on it."

Widow Kills Husband's Slayer

By Associated Press.
MEMPHIS, Tenn., Jan. 23.—A special to the Commercial Appeal from Marks, Miss., says: W. B. Fairless was shot and killed today by Mrs. E. B. Whiten, the widow of a man whom Fairless killed several months ago at Essex, this county. Mrs. Whiten entered a store as Fairless was leaving. Seeing Fairless, she emptied her revolver at him, five of the bullets taking effect. He died almost instantly.

SCORE OF PERSONS INJURED IN COLLISION OF SANTA FE TRAINS

TERRIBLE SCENE ENACTED AT WRECK

Limited, Running at Frightful Speed, Crashes Into San Bernardino Local at Glendora. Relief Train Slow in Rescuing the Wounded People

THE INJURED

V. M. Chesbro, conductor of the San Bernardino local; crushed between cars.

R. Baldwin, engineer of local; bruised and cut.

J. W. Schenck, 1128 Fremont street, Pasadena; three ribs broken, head, face and leg hurt.

George W. Tapper, 235 North Lake avenue, Pasadena; arm broken and teeth knocked out.

G. M. Barber, 519 Oakland avenue, Pasadena; head hurt.

Mrs. F. M. Couch, 1722 West Thirty-first street, Los Angeles; back and head hurt.

Miss Jennie Tanner, 1025 Fir street, San Diego; head hurt.

Mrs. W. F. Carpenter, Sixth and St. Louis, Los Angeles; internally hurt and back wrenched.

W. S. McGinnis, Washington, D. C.; seriously injured about head.

Miss Green, San Bernardino; severely shocked.

Miss Stanley, San Bernardino; badly bruised.

Mrs. Couts, on way to San Diego; cut about head.

Miss Lillie Johnson, San Bernardino; back badly strained.

Unidentified Mexican, injured about legs and hips.

J. W. Moore, prospector, Victorville, Cal.; leg badly wrenched.

John Flagg, San Bernardino; back badly sprained.

Crashing at full speed into a slow-going train the fast California limited on the Santa Fe dashed into the rear end of the San Bernardino local at Glendora station, thirty-four miles from Los Angeles, at 4:30 yesterday afternoon, injuring a score of persons.

The limited, pulled by engine 1236, was hurrying toward Los Angeles, three hours behind time, with Engineer Kleinhaus at the throttle and Conductor Moody in charge of the train.

The San Bernardino local, pulled by the Scotty engine No. 442, which hauled the famous miner to Barstow, had R. Baldwin at the throttle and V. M. Chesbro conductor.

None of the railroad employees would venture an opinion as to why the limited passed Glendora with another train so near, but all agree had not the San Bernardino train been in motion, thus somewhat reducing the force of the impact, the loss of life must have been frightful.

The collision was sudden, but not so much so as to prevent Engineer Baldwin and his fireman from jumping. Conductor Chesbro was caught on a platform and crushed.

The limited engineer shut off the engine and tried to stop, but the train's interests he not only refused to tell how and where he was hurt, but declined even to give his name. This same policy of withholding the facts prevented a general knowledge of what had happened from reaching Los Angeles until nearly midnight.

Strikes With Awful Impact

Glendora is in a valley and the point of impact was near a county road that leads toward Azusa. The local had passed the station after a stop and was opposite the road and on a curve when, with the crashing of steel and wood and the hissing of escaping steam, the flyer struck the smaller and slower train.

Like a gigantic catapult the limited telescoped the rear coach of the local, plowing through the trucks and sending the last three coaches off the tracks in twisted splinters and broken hulks into the ditch off the curve.

Passengers on the local were sent sprawling in all directions amid broken seats and glass, cut and bruised. They suffered from all the debris there issued shouts and screams and heartrending cries. Unfortunate passengers had been ground into the battered coaches. Helpless from shock and fastened by the weight of fixtures they were rendered helpless after agonizing moments that seemed like hours.

Passengers Come to Rescue

Nearly all of the passengers on the local were unaided for the quick rescue work the shock had been too pronounced, but the passengers on the limited scrambled off their vestibuled trains, brought the wrecking tools with which each coach is equipped and chopped and sawed their way into the three rear coaches which had sustained the greatest damage.

One by one the victims were laid out on the grass. Tenderly such unprofessional aid was administered as seemed to suggest itself to the bystanders. Messengers were dispatched up and down the track to reach telephone and telegraph operators, and through this means in time the wrecking crews and trains in San Bernardino and Los Angeles were notified and later brought to the spot.

Only one surgeon had made his appearance up to the time that darkness came and found the wrecked parties still trying to aid the injured victims. Later, however, Dr. Morrison of Los Angeles and Dr. J. N. Baylis of San Bernardino arrived.

Women Show Great Bravery

The women victims bore the pain they endured bravely, yet their sufferings were pitiful. The surgeons were able to ease the situation by giving opiates until the automobiles and electric cars reached the neighborhood when the victims were hurried to their homes and to hospitals.

One of the victims was a sick Mexican on a stretcher. He was jammed in such a way that his legs were severely hurt.

Conductor Chesbro happened to be between the smoker and baggage car at the time of the wreck, and though he tried to jump he was caught and squeezed about the chest and arms. Nearby residents came to the scene later and brought boxes of oranges which were partaken of by many of the passengers who were glad to be refreshed. No one knew how long the

track would be blocked and many were hungry. Steaming coffee was also served to the wrecked and delayed passengers by the kind-hearted dwellers in Glendora, who opened their homes to those who wished to remain over night.

Clear by 10 o'clock

About 8 o'clock the wrecking trains arrived from each direction and the trained crews with derricks and jacks made quick work of removing the debris. The damaged cars were yanked off the track, the trucks hoisted out of the way and by 10 o'clock the right of way had been cleared.

Superintendent Hitchcock of San Bernardino was one of the first of the officials to reach the spot. So were the claim agents. From information they gathered it appears that the local had just taken water at Glendora and had resumed its trip, when like out from the clouds the big flyer came from behind and around the curve.

The limited engineer shut off the steam, applied the brakes at emergency notch and jumped, but with a speed of probably sixty miles an hour, he only checked the force of the impact somewhat.

Ran Nine Hundred Feet

The tremendous jam may be realized when it is known that the trains were brought to a stop until they had traversed 900 feet.

Work by Torchlight

The sights about the wreck were weird indeed after dark. All the lanterns in the neighborhood were brought into service to assist the wreckers.

The big locomotive had its front completely torn away and the headlight was useless.

By the light of flickering torches the crews worked till but few vestiges of the disaster remained.

The more seriously hurt of the victims were conveyed in automobiles and other vehicles to the hospitals. The cars that made no stops sped toward Los Angeles at full speed to the hospitals and the homes of the injured.

Pasadena late in the night sent volunteers with automobiles, but they could do little more than bear their carry messages and such of the passengers as wished to stop off at the poetic city in the hills departed in these useful vehicles.

One Woman's Experience

Mrs. A. Smith of Long Beach was on the local train into which the engine of the limited plunged. Mrs. Smith, though badly shaken up, escaped serious injury.

"I was on the rear car of the local train and just as we were crossing the junction the engine of the other train, which was going at a high rate of speed, crashed into the rear of our car. The jar was awful and everyone seemed to be thrown into the air. The middle car of our train seemed split to pieces and I don't know how we escaped so easily."

ATTEMPTED TO ROB BANK

Man Accused of Having Tried Crime in Topeka Is Captured

By Associated Press.
TOPEKA, Kas., Jan. 23.—A man accused of having drilled into the vault of the Merchants National bank at Topeka and coming near to securing \$173,000 in the city jail. He is Harry W. Williams, a negro, who was captured last night, when he tried to sell some of the loot found in the vault to a hack driver, who reported to the officers.

Williams, it is said, began the work of drilling last Wednesday, living in the basement unit of Sunday, when his work was discovered. He had drilled through six feet of solid masonry, the hole being so small that an entrance by a man seemed impossible.

Man Accused of Murder Released

By Associated Press.
DENVER, Jan. 23.—W. M. Barnes, who was arrested here last Saturday on suspicion of having murdered Sarah Schaefer at Bedford, Ind., about two years ago, was released from custody today, there being no incriminating evidence against him.

Pennsylvania Floods Cause Damage

By Associated Press.
JOHNSTOWN, Pa., Jan. 23.—Excessive rains in this city and vicinity during the past 24 hours have caused the rivers to rise to a flood stage and thousands of dollars' worth of damage has resulted.

SELLS PRIESTS GOLD BRICK

POLICE SEEKING ONE JOHN WHITSON

Fathers Have Paid About \$200,000 for Stock in the "Automatic Press Company" of New York

Special to The Herald.
NEW YORK, Jan. 23.—The police here are looking for John Whitson, to whom Catholic priests in various parts of the country have paid about \$200,000 for stock in the Automatic Press company.

The automatic press seems a very effective machine for all purposes. Whitson first sold the priests stock in United Gas and Construction company stock of San Francisco and Watsonville stock of Watsonville, Cal., both of which he was the head and promoter. These enterprises not yielding the expected large dividends Whitson exchanged their stock for the auto press shares.

With almost every exchange, however, he floated a larger number of auto press shares, making a cash balance in his favor.

MORE TROUBLE IN THE SAN QUENTIN AFFAIR

TOMPKINS MAY YET RETAIN HIS OFFICE

Lawyers Claim That Any Recent Act of Prison Director Wilkins Is Void—Board May Hold Meeting Soon

By Associated Press.
SAN FRANCISCO, Jan. 23.—Still further complications may arise in the wardenship controversy at San Quentin prison. It now appears that at the secret meeting of the directors, held in this city January 15, only three of the five members of the board voted to declare Warden Tompkins' place vacant, and the terms of office of one of these three, Wilkins, had expired on the 12th. The other directors voting for the removal of Tompkins were Felton and Ford. Directors Devlin and Ray were against declaring Tompkins' office vacant.

It is claimed by lawyers, who base their views on an opinion of the supreme court given in connection with a contest over a Santa Barbara judgeship, that Wilkins' term of office expired on the first instant, and that any official act of his after that date is illegal and void. Without the vote of Wilkins on the 13th, there would not have been a majority vote of the directors to declare the office of the warden vacant. If Wilkins voted without authority of law, Tompkins may retain the office of warden of San Quentin until legally removed.

Should Edgar, who was elected by the directors to succeed Tompkins, assume the duties and functions of that office on February 1, as proposed, all his acts, according to the interpretation of the law made by some, would be without force and effect.

If the claim that the proceedings to remove Tompkins was irregular is sustained, the directors, by the vote of the board will hold a meeting before February 1 and endeavor to secure the vote of Devlin or Ray to make good the previous action of Felton and Ford. Should Devlin and Ray decline to alter their original position in favor of Tompkins, the incumbent warden may hold office until his term shall have expired or the deadlock among the directors is broken.

FIND \$200,000 GOLD BRICK

Contractors' Workmen Discover Treasure in Dismantling Old Mill in New Mexico

By Associated Press.
ALBUQUERQUE, N. M., Jan. 23.—In dismantling the old Albenmarie mill in the Jemez mountains north of this city, Morris Bros., by contractors, discovered hidden under the foundations a big, solid gold brick supposed to be worth about \$200,000.

It is supposed to have been stolen and hidden away by some former employee of Bert Haverly, the minstrel and actor, who was committed to Bellevue hospital today to have his sanity tested. Oliver, who was the first husband of Laura Bigger, has made three attempts to kill himself, according to his present wife, Mrs. Mary L. Oliver, who took him before a magistrate in the west side court last week. In his home he attempted to cut his throat with a razor and was interrupted barely in time. Two days later he made another attempt on his life by turning on the gas.

Haverly is one of the oldest minstrels in the country. About three years ago he left the minstrel life and toured with the "Old Home Folks company." Since then he has been writing minstrel sketches.

SNOWBOUND SEVERAL DAYS

Train on the Denver & Rio Grande Railroad Finally Reaches Durango

By Associated Press.
DURANGO, Colo., Jan. 23.—A passenger train on the Denver & Rio Grande railroad that had been snowbound on Cumbres range since Thursday reached Durango today. The passengers, who were cooped up in the train for days, obtained provisions and coal from the section house and suffered only inconvenience.

A large force is shoveling through the slides in Animas canyon in an effort to open the road to Silverton. No train has come from there since Wednesday.

JEALOUS YOUTH'S CRIME

New York Boy Shoots a Girl, Her Mother and Brother, Causing Dangerous Wounds

By Associated Press.
NEW YORK, Jan. 23.—Enraged because he was told to curb his attentions to Lillian Murphy, aged 17 years, Paul Deltz, a youth of 18 years, last night emptied a revolver at the girl, her mother, George, aged 16 years, and their mother, Mrs. Della Murphy, in their apartments at 677 Wales avenue, the Bronx, wounding all three dangerously.

Deltz was arrested while attempting to shoot himself.

English Cattle Expert Dead

By Associated Press.
LONDON, Jan. 23.—T. B. Freshney, who died Sunday, was among the judges of cattle at the recent international show at Chicago. His home was at Lincolnshire.

MANY LIVES LOST IN WRECK ON THE NORTHERN COAST

VALENCIA ASHORE NEAR CAPE BEALE

Some Are Drowned in Attempt to Reach Shore and Large Number Still on Vessel Have Little Hope of Being Saved—Severe Gale Still in Progress

By Associated Press.
VICTORIA, B. C., Jan. 23.—With ninety-four passengers and about sixty in her crew the steamer Valencia was ashore about ten miles east of Cape Beale in a thick fog about 12 o'clock last night. She is on the rocks against a high cliff and is likely to go to pieces at any time. One boat's crew of six men reached Cape Beale about 3 p. m. today. The survivors say that a great number were drowned in trying to leave the ship.

Nine men got ashore about fifteen miles from here. Two men are prisoners on the face of the cliff and cannot get up or back to the ship. The sea will likely reach them when the tide is high. The men report some very pathetic scenes. One woman dropped her child in the sea in trying to hand it to her husband. A little boy of five years is running around the deck trying to find his mother, who is among the drowned. There are still about 125 persons on the ship, with almost certain death staring them in the face.

The steamer Queen left here at 5 p. m. for the wreck. The wrecking steamer Salvor left this afternoon to assist the wrecked steamer Valencia.

At 6:30 p. m. the meteorological station reported that a gale has been in progress on the island coast for the past two days. Off Vancouver island a velocity of forty miles an hour was reported. A tremendous sea sweeps in on the rocks near Cape Beale in heavy weather, with high breakers.

Capt. James Gaudin, agent of marine, who received the first message of the disaster from the lightkeeper at Carmanah, when asked his opinion as to the probable scene of the wreck, said it was possibly, as far as he could judge from dispatches, at Pachena bay, which is about half way between Cloose and Cape Beale.

Struck Seabird Rocks

Separating the two points is a stretch of coast line, probably ten miles long. Slightly nearer Cape Beale than Cloose is a bay known as Pachena, at the entrance to which are the notorious Seabird rocks, on which the steamer Valencia was wrecked about ten years ago. It is a rocky coast, and in these selfsame rocks that the Valencia has struck. The rocks stand out bold and treacherous, and as they stand where both current and wind seem to concentrate their greatest force, under most favorable circumstances, would appear impossible. If the ship came to grief in this locality she would be nearer aye Beale than Cloose, which accounts for the survivors reaching there.

"In the absence of information," said Captain Gaudin, "it is difficult to conjecture what brought the steamer from here, but in my opinion it was a strong southeasterly sea blowing at the rate of fifty miles per hour, as the

reports state, and the great current which swept toward the coast was responsible for driving the steamer from her course."

Following is a list of the passengers on the Valencia:

First class: For Seattle—J. S. Widmer, J. P. Neley, N. H. Anderson, Miss Vanwick, Alice Stollenberg and two children, F. T. Fondo, R. T. Brown, G. W. Taylor and wife, Burt Parker, G. A. Loban, William Sibley, Mrs. W. C. Rosenberger, L. S. Shady, F. Peterson, D. N. Peters, Harry Ward, G. Walker, H. T. Telgham, W. C. Merle, H. Hoelscher, J. J. Busel, Mrs. Wilkins, Miss W. Cole, C. Allison, Fred Erickson, Charles Samuel, C. Nomen-baker, W. Lombardine, F. F. Bunker and wife, George D. Harraden, J. B. Graham, Mattie D. Harraden.

List of Passengers

For Juneau—Mrs. D. D. Stewart.

For Bellingham—Miss J. C. Thompson, W. S. Hume.

For Vancouver—Harry Woolridge, A. T. Raeb, Wm. Smith.

For Victoria—G. H. Jesse, Donald Ross, Howe Duff.

For Tacoma—Mrs. E. Bodetscher.

Second class: For Seattle—James Wright, James Inglehame, M. McNeill, Harry Gregory, W. Wilson, Jacob Looring, Jacob Nikko, Theo. S. Shreve, I. Pantha, Peter Glube, J. F. Lucas, J. T. Doherty, Mike Myocovic, P. J. Campbell, Theo. Chieves, J. B. Shannon, G. Erickson, S. E. Dawson, G. P. Neudstrow and wife, T. J. Campbell and wife, J. Montgomery, C. A. Cosette, Peter Hogan, W. M. Ogle and wife, Teoski Hooda, S. Rancama, T. Han-wald, J. H. Harkamp, D. Dally, A. Handgirt, H. H. Hawkins, T. Simpson, T. Martin, C. West, W. A. Bean, H. Fisher, C. Yuler, J. Murphy, R. Hill, J. Keating, J. Williams, M. S. Smith, J. Hoesie, J. H. Shannon.

For Juneau—E. H. Pentila.

For Tacoma—Frank Novoch, Tom Brown, Sam Tam, P. Waughill, E. Waughill.

For Victoria—J. Fernies, J. McCaffery.

For Vancouver—A. Karr.

Following is the list of officers: Captain, O. M. Johnson; first officer, W. Holmes; second officer, F. Peterson; third officer, J. H. Cameron; fourth officer, A. A. Berg.

Purser—J. J. O'Farrell.

Freight clerk—F. Lehn.

Assistant freight clerk—E. E. Hopkins.

Chief engineer—W. Downing.

First assistant engineer—T. Carriek.

Second assistant engineer—S. Davis.

Third assistant engineer—R. M. Nelson.

Chief steward—J. E. Hoddinott.

Second steward—N. H. Campbell.

The Valencia is an iron screw steamer, of 1,598 capacity, 252.7 feet long, with a beam of 34 feet and a depth of 19 feet. It was built in 1882 by Cramp & Sons of Philadelphia. During the war with Spain the Valencia was engaged for a time in the transport service of the United States, conveying troops to and from the Philippines.

NOTED MINSTREL TRIES SUICIDE

"BERT HAVERLY" ATTEMPTS TO KILL HIMSELF

After Three Efforts to End His Life He Is Sent to Hospital to Have Sanity Tested—Married Laura Bigger

Special to The Herald.
NEW YORK, Jan. 23.—George P. Oliver, for many years known to fame as Bert Haverly, the minstrel and actor, was committed to Bellevue hospital today to have his sanity tested. Oliver, who was the first husband of Laura Bigger, has made three attempts to kill himself, according to his present wife, Mrs. Mary L. Oliver, who took him before a magistrate in the west side court last week. In his home he attempted to cut his throat with a razor and was interrupted barely in time. Two days later he made another attempt on his life by turning on the gas.

Haverly is one of the oldest minstrels in the country. About three years ago he left the minstrel life and toured with the "Old Home Folks company." Since then he has been writing minstrel sketches.

QUARRELED WITH HIS WIFE

Juror Discharged Because He and His Better Half Had Controversy Over Case

By Associated Press.
OAKLAND, Jan. 23.—Judge T. W. Harris this morning discharged W. Raffato, the juror who reported to the court the day after he had been sworn and the charge given to the jury, that he could not give an impartial verdict, owing to a quarrel he had had with his wife over the case the night previous.

Counsel on both sides consented to the dismissal, McNulty waiving any right he might have in urging the "once in jeopardy" plea.

Judge Harris stated that he wished he could punish the juror for his action, but there was no law covering the case. He said it was evident that some one had talked to Raffato and if he could ascertain the guilty one's identity he would make it warm for him.

A special venire of six names, returnable this afternoon, was issued from which to select the twelfth juror.

Salmon Eggs for New Zealand

By Associated Press.
TEHAMA, Jan. 23.—A shipment of one million salmon eggs to New Zealand will be made today from this point by the Mill Creek hatchery.

TELLS HOW HE GOT THE MONEY

COL. MANN TESTIFIES IN THE HAPGOOD TRIAL

Interesting Facts Brought Out Regarding Method of Doing Business With Millionaires

By Associated Press.
NEW YORK, Jan. 23.—Col. Mann, editor of the Town Topics, was recalled to the witness stand today when the trial of Norman Hapgood, editor of Collier's Weekly, on a charge of criminal libel was resumed. The charge is brought by Justice Joseph M. Deuel, a stockholder in Town Topics.

A copy of Town Topics issued in 1899 was shown the witness, who denied that Abraham H. Hummel, the lawyer, had consulted him about an unpleasant paragraph in that issue of the paper.

Col. Mann then told of the beginning of his connection with Town Topics and how W. K. Vanderbilt came to be a stockholder of the paper. Col. Mann said:

"In 1876 I was connected with the Pullman Car company. When the crisis came in Wall street, or I might say the conspiracy," said the witness, "I found myself suddenly changed from being a millionaire to owning not a dollar and being \$106,000 in debt. It was at this time that I became interested in Town Topics, and I went to William K. Vanderbilt and asked him for a loan. I think he gave me about \$25,000. I told Mr. Vanderbilt that I wished to get out of debt and wanted him to help me. He told me that what I owed him I need not worry about. I sent to Mr. Vanderbilt and told him I needed more money and I asked him to take some Town Topics stock as collateral security. Later he returned my notes and the stock and said he did not care to loan me any more money, but he said he hoped I would get on."

Asked how he came to be sufficiently well acquainted with J. P. Morgan to borrow \$2500 from him without security, Col. Mann said:

"I met and knew his father. I think I know him well enough to ask him."

"Will you tell the jury," said District Attorney Jerome, "what reason there was for Thomas F. Ryan to lend you \$10,000?"

"Well, that was three or four years ago. As I remember, Mr. Whitney introduced me to Mr. Ryan. He said I was a friend of his. He said: 'Mr. Mann is a gentleman and an honest man and any time you can do anything for him or lend him any money I want you to do it.'"

"I did not see Mr. Ryan again for some time. When I asked him to lend me money and offered shares as collateral, Mr. Ryan said he would take the matter under consideration. Next time I called on Mr. Ryan he said: 'I do not want the shares, but I will lend you the \$10,000. Give me your note and I will give you the money.'"

Colonel Mann was then questioned by Attorney James W. Osborne of counsel for Mr. Hapgood's defense. "Do you remember the scandalous

THE DAY'S NEWS

FORECAST

Southern California: Cloudy Wednesday; light east winds. Maximum temperature in Los Angeles yesterday, 69 degrees; minimum, 47 degrees.

PART I

1—Score injured in collision.

2—Defends course of government.

3—League magnates hold session.

4—Editorial.

5—City news.

6—Mayor holds whip hand.

PART II

1—See Pasadena and ostriches.

2—Southern California news.

3—Markets.

4—Classified advertisements.

5—Sports.

EASTERN

Gen. Joseph Wheeler is ill with pneumonia.

Steamer Valencia is wrecked on northern coast and many lives lost. Senator Spooner makes address defending policy of administration.

FOREIGN

Trouble expected in China, as merchants' guilds are resisting railroad tax.

Strained relations between Austria-Hungary and Serbia said to be due to waning of King Peter's influence.

COAST

Oakland juror discharged because he quarreled with wife over case on trial. Rancher near Bakersfield is carried 150 feet by cyclone and injured.

Trial of former Senator Frank French on bribery charge is begun.

LOCAL

F. A. Atwater killed by car at Main and Third streets.

Cutter case to be decided within three days.

Mrs. Sophie Adler charges husband with bigamy.

Police commission will ask city council for appropriation to build stockade for city prisoners.

Intercession of mayor saves license of Imperial cafe for one week.

Mayor has power to sequester corporations through council's repeal of "gas" ordinance.