



HENEY HAS BIG ONES IN TRAP

Bay City Grand Jury Is Now After the Millionaires.

RUEF IS ONLY SMALL FRY

Mayor Schmitz and Curly Boss May Go Free if They Tell It All.

SOCIETY WOMEN INVOLVED

No Chance for Schmitz to Escape Conviction.

CONFESSION ONLY HOPE

Men Who Gave Hundreds of Thousands in Bribes Flock About Heney in Effort to Escape Penalty—Sensation Coming.

SAN FRANCISCO, March 19.—(Special.)—Following the wholesale confessions of members of the Board of Supervisors before the grand jury yesterday, there was a scramble today of bribepayers and bribegetters to get from under. The rush to Heney's office began with dawn and continued far into the night.

The greater part of the volunteer army was turned away, but a few who were able to throw new light on some of the bribery scandals were allowed to pour forth their tales of degradation. Before the night was over, Heney had anew the complete story of the fight which cost \$20,000 to the administration for the exclusive privilege of holding pugilistic contests.

Indictments were prepared today by the grand jury against one of the most prominent officials of the Pacific Coast Telephone Company and against Abe Ruef and Mayor Schmitz. They will be followed by indictments against many of the best known millionaires in San Francisco.

Immunity Is Promised.

It may be stated at the outset in positive terms that District Attorney Langdon and Assistant District Attorney Heney will grant immunity to those Supervisors who have confessed. It may also be stated that every member of the original board, with possibly two exceptions, have confessed.

With equal positiveness it may be stated that the ultimate object of the prosecution is not the conviction of Mayor Schmitz and Abe Ruef. If Ruef and Schmitz will reveal the full details of their nefarious transactions and make conviction of the millionaire bribegetters doubly sure, they will either be pardoned after conviction or will be allowed to go free.

Ruef 300 Years in Jail.

Should they refuse to confess the evidence at hand will be used against them, and it is sufficient to send them both to jail for the rest of their lives. Convictions can be obtained against Ruef which will result in a total penalty of 300 years. Each time Ruef bribed a supervisor he laid the foundation for a fresh indictment, and he bribed 15 of them time and time again.

The District Attorney's office was wheeled in communication with Mayor Schmitz today. Through personal friends of the Mayor the information was conveyed to him that the evidence was overwhelming. The personal friends were allowed to see enough to convince them that it would be folly for Schmitz to attempt to resist. They told Schmitz of the situation and the information was given, not officially, however, that he faced the alternative of a confession or a long term in prison.

Schmitz Is Thinking Hard.

Schmitz replied that he discussed his case with his attorney only, and did not take even his intimate friends into his confidence. He will be given an opportunity to think further on the matter, and later in the week his friends will again call upon him.

Sensational revelations were made today in connection with leases of private property to the city. Exorbitant prices are being paid by the city and a rakeoff has been going into the pockets of city officials. The persons involved in these transactions are among the best known socially and financially in San Francisco.

Society Women Involved.

Among them are women whose names are familiar throughout the state as society leaders. One of the persons thus

involved has secured the services of Attorney D. M. DeLima, now defending Harry K. Thaw.

Ruef Is "Mysterious Man."

There were most sensational developments before the grand jury today. One was the revelation that the "mysterious man" whom Ruef told the United Railroads officials it would be necessary to pay \$25,000 before negotiations could be opened was Ruef himself.

The second sensation was the testimony of Dr. Ferdinand Butterfield, who represents the United States Independent Telephone Company. Butterfield testified that while Ruef was taking pay from two telephone companies he was trying to open negotiations with a third. Butterfield said his company rejected all of Ruef's propositions.

Supervisor Sanderson has come home from Arizona, where he went for his health, and has reduced his confession to writing for Heney. Sanderson is expected to testify before the grand jury tomorrow. He is so ill, however, that it



W. D. Hayward, Secretary Western Federation of Miners.

SCHMITZ CASE ON APRIL 8

Trial of Mayor Postponed by Consent of Both Sides.

SAN FRANCISCO, March 19.—The Schmitz case was continued to April 8 in Judge Dunes' court this morning by consent of both sides. Schmitz was present in court during the proceedings, which were brief. He declined to make any statement regarding the confessions said to have been made to the grand jury by members of the Board of Supervisors.

Secret Service Agent Buena has made the following statement regarding the prosecution of the city officials and others accused of corruption:

"The evidence that we now have in legal form is the same evidence that was in our possession months ago. It reaches to every department of the city government and includes the trolley deal and the transactions between the Supervisors and the two telephone companies."

Maggie Harold Dies of Broken Heart

NEW YORK, March 19.—Mrs. Margaret Harold Savidge, for many years known in theatrical circles as Maggie Harold, died suddenly today. Her son, William T. Savidge, was arrested Saturday night charged with having shot Rosalie D. Wilbert, a trained nurse, and the shock of the young man's trouble is said to have aggravated a disease of the heart from which the mother had suffered for several years.

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WILL PUT CHECK ON HIGH FINANCE

Roosevelt Forming New Railroad Policy.

PREVENT WATERING OF STOCK

Plan Is to Condone Past Sins, Prevent Repetition.

PUTS ALARMISTS AT REST

Conferences With Mellen and Others Give Him Information—Withholds Declaration Till Ready to Declare Policy.

WASHINGTON, March 19.—(Special.)—In making his plans for the physical valuation of railroad properties and National licensing of stock issues, President Roosevelt is not contemplating action that will impair so as to amount to practical confiscation stock issued in the past and now in the hands of innocent purchasers. Gradually the mystery surrounding the understanding between the Administration and the railroads that will give assurance to investors that there is no design of assault upon them is being cleared away, and the latest development concerns stock dividends, bonds and securities in general, which have been involved in the talk about over-capitalization.

Will Condone Past Offenses.

The sins of the past on the part of railroad exploiters are not to be visited upon innocent holders of questionable stock issues. But it is planned that there shall be legislation which effectively shall prevent the exploiters from practicing their peculiar methods of high finance in the future.

The railroads are coming by degrees to Mr. Roosevelt's support—assuming that he needs their support—with regard to prevention of overcapitalization in the future and supervision of securities which shall assure the purchaser and the public of the exact purpose for which every dollar invested is to be expended. Until now the magnates—of course with the interests of their stockholders solely at heart—have had a vague fear that Mr. Roosevelt intended to wipe out of existence some hundreds of millions of dollars' worth of stock values. A rectifying of the misunderstanding probably will relieve a great deal of distress, reflected largely in Wall street.

Mellen Talks of Valuation.

President Charles S. Mellen, of the New York, New Haven & Hartford Railroad, today had a conference with Mr. Roosevelt. It was of short duration—scarcely

more than 30 minutes—and what was said is largely a matter between the two participants. Mr. Mellen is one of the four managing directors of prominent railroad systems named by J. Pierpont Morgan to present the railroad side of the pending problems to the chief executive of the Nation.

Mr. Mellen, before going to the White House, had a talk with members of the Interstate Commerce Commission.

It is understood the question of physical valuation of the railroads for guidance in remedying evils of overcapitalization was discussed. In the distant future Mr. Roosevelt probably will restate his ideas regarding action that still is necessary to perfect railroad regulation by the National Government.

ROOSEVELT GETTING POINTERS

Will Declare on Policy on Regulation of Railroad Capital.

WASHINGTON, March 19.—The inter-



Charles H. Moyer, President Western Federation of Miners.

view between the President and Charles S. Mellen, president of the New York, New Haven & Hartford Railway Company, recently arranged for the purpose of discussing the railway situation, took place at the White House today. It lasted more than 35 minutes. No statements of the discussion were made. Mr. Mellen said he did not expect to again visit the White House for a conference with the President unless he was sent for.

Mr. Mellen's visit was the outcome of a call arranged by J. P. Morgan with the President to discuss the present situation relating to the railroads. It followed the conference he had a few days ago with Presidents McGraw, Newman and Houghton, of the Pennsylvania, New York Central and Chicago & Northwestern Railroads respectively. These four were the names suggested to Mr. Roosevelt by Mr. Morgan. It is not known at the White House whether Messrs. McGraw, Newman and Houghton will visit Mr. Roosevelt. The President will see them if they come.

Hear Railroad Men's Opinion.

During the past three weeks Mr. Roosevelt has had visits from half a dozen well-known financiers and railroad men, with whom he had discussed various phases of the railroad situation. These include J. Pierpont Morgan, James

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TRAINMEN HAVE VOTED TO STRIKE

May Tie Up All Railroads West of Lakes.

ANOTHER CONFERENCE IS DUE

Managers' Offer Overwhelmingly Rejected.

OPPOSED TO ARBITRATION

Railroads Offered Advance of 10 to 18 Per Cent or Arbitration.

Boilermakers, on Harriman Lines Threaten to Strike.

(CHICAGO, March 19.—(Special.)—Trainmen and conductors on all railroad systems running west of Chicago have by an overwhelming majority rejected the advance in wages offered by the railroads and have voted to strike, if necessary, to enforce their demands. This information reached this city tonight in advance of the official canvass of the vote, which will begin Thursday, but will not be officially announced before the beginning of next week.

Unless the railroad managers recede from their position and make further concessions, a strike of 50,000 men, which would practically tie up every road in the West, appears imminent.

When the conferences between the railroad managers and the representatives of the trainmen and conductors terminated, February 27, it was with the understanding that another conference would be held after the men had taken a vote on the offer made by the general managers. This conference, it is expected, will take place here next week.

Anticipating an unfavorable vote, the railroad managers offered to submit the entire controversy to arbitration. The men are not in favor of arbitration and have made no secret of their position in that direction, but whether they can call a strike that would paralyze traffic in the face of an offer to arbitrate is something which they must determine next week.

The offer made by the railroad managers before the conferences broke up was a flat increase of 10 per cent to men in the freight service of all the roads. In the passenger service the conductors were offered an increase of 10 a month, the brakemen \$6 a month and the flagmen \$5. Overtime on the basis of 35 miles an hour at the rate of 25 cents an hour for conductors and 30 cents an hour for other trainmen was offered. On work trains, which constitute

a small portion of the men in the service, the increase offered amounted in some instances to as much as 18 per cent.

The men originally asked an increase of 15 per cent with an eight-hour day on through freight trains, but later these demands were reduced to an increase of 12 per cent and a nine-hour day. It was explained to the men when the vote was started that a verdict rejecting the offers of the railroad managers would carry with it a strike vote.

ULTIMATUM GIVEN HARRIMAN

Boilermakers on All Lines May Strike Within Two Days.

CLEVELAND, March 19.—A meeting of the executive board of the International Brotherhood of Iron Shipbuilders' Union was held at Lorain, O., this afternoon, and after the meeting a report was given currency that the committee had issued an ultimatum to E. H. Harri-



The Late Thomas Bailey Aldrich.

man and associates of the Harriman lines. The parties to the conference today, as given out from Lorain, were G. F. Dunn, Kansas City, president; J. A. Franklin, Kansas City, first vice-president; Louis Wrayland, Cleveland, second vice-president; J. J. Galvin, Indianapolis, third vice-president; Ed H. Grant, Sparks, Nev.; J. H. Doherty, Chicago; James Spear, Boston, and William Keilas, New Haven, Conn.

Mr. Dunn was quoted as saying that a strike of boilermakers on the Harriman lines would be called within 48 hours in the event favorable action is not taken between now and that time on the demands made some time ago by employees of the Chicago & Alton Railroad, and which are still pending.

The members of the executive committee which met at Lorain, where a strike is in progress at the shipyards, left that city tonight for Cleveland, according to reports, and it has been impossible so far to obtain an authoritative statement from any of them.

MUST REINSTATE OLD MEN

Boilermakers' Demand Grows Out of Alton Dispute.

CHICAGO, March 19.—A strike in shops of all Harriman railroads scheduled to begin yesterday was being pending the outcome of negotiations in Chicago between officials and the International Brotherhood of Iron Shipbuilders' Union. It is said the danger of a tie-up has not been passed. President George D. Duffy, of the union, held a conference with President S. M. Felton, of the Chicago & Alton road. At night the executive board of the boilermakers' organization met.

It was announced that the union will demand the reinstatement of the men who struck a month ago in the Alton shops at Bloomington. The strike was declared off, but the company refused to restore all the strikers to their positions. Mr. Felton holds that the walkout is a closed incident.

HARRIMAN IS NOT INFORMED

Demand Not Yet Made, but Rumor Has Been Busy.

NEW YORK, March 19.—So far as could be learned in this city tonight, no formal demand has been made by the boilermakers in the Chicago & Alton upon the executive officers of the road.

E. H. Harriman was informed tonight of the reported action of the executive board of the International Brotherhood of Iron Shipbuilders and Iron Shipbuilders at Cleveland today, but said that he had heard nothing about it.

A representative of other than Harriman lines stated that he had understood that there was talk of a resolution made by the boilermakers and iron shipbuilders in several lines for an advance in wages and shorter hours, but so far as he knew no formal demand had been made.

GREW OUT OF ALTON STRIKE

Cleveland Discredits Talk of Strike on Harriman Lines.

CHICAGO, March 19.—Rumors of a strike of the boilermakers on all the Harriman lines probably grew out of a strike of the boilermakers in the shops of the Chicago & Alton Railroad at Bloomington, Ill. This strike occurred about six weeks ago and it is said the places of the striking boilermakers have all been filled. The management has refused to reinstate the strikers and a threat was made to call out all the other men on the Harriman system. Reports from the West, however, declare that the men on the Union Pacific Railroad and other Harriman lines would not obey a strike order, as they say they have no grievances.

No Thought of Strike on U. P.

OMAHA, March 19.—It was announced today by an official representing the Boilermakers' Union that the boilermakers of the Union Pacific had no thought of striking.

Slaughter on Siberian Railroad.

HARBIN, March 19.—As the result of a collision today between a passenger train and a freight train at Turshche station, 17 persons were killed and 35 injured.

EARLY CHURCHES OF THE REPUBLIC

Closely Linked with History of Nation.

FIRST PROTESTANT BUILDING

Built by John Smith on Island in James River.

KING'S CHAPEL IN BOSTON

Where Royal Governors Worshipped. San Louis Rey Mission in California—St. Paul's, New York. The President's Church.

BY FREDERIC J. HASKIN.

WASHINGTON, March 14.—(Special Correspondence.)—To tell the story of the old churches of the United States is almost like recounting the history of America itself, so inseparably are the two linked together. The early pioneers to this continent were missionaries, zealous for the redemption of the souls of the red men of the newly acquired territories of New France or New Spain, or devout colonists eager to find freedom in worship God. The first chapels, churches and plain little meeting-houses, that were built with great difficulty and often at great personal sacrifice, have become valuable milestones on the great road of history. Kings and regicides have worshipped in them; Presidents and slaves have knelt at the same altars; prayers for principalities and republics have ascended from the same congregations; battles have been fought and won over the grave-stones and through the very doors of the sanctuaries in border churches; and invading armies have used the floors for stables and the pews for manure.

First Protestant Church.

A bit of ruined tower on an island in the lower James River is all that is left of America's first Protestant church. This cornerstone of the world's greatest nation stands on the spot where John Smith and his good "Master" Hunt placed logs for seats, tacked an old sail overhead for a roof, and instituted the first religious service in English-speaking America. A log church was built as soon as the men had time, and later one was made of brick, the ruins of which may be seen today.

Soon the congregation scattered out beyond the river banks and across the wilderness beyond. The island was low and unhealthy and in 1705 the capital was removed to Williamsburg. The wind and the rain and the waters from the river came to take tribute of the old church, and by the beginning of the nineteenth century it was a deserted ruin. Accords that fate in the old graveyard when the timid Princess Pocahontas was a captive in Jamestown have grown to giant trees. One of these has forced its way through a great stone slab, shattering it to bits and raising a portion of it in a crotch of the tree far above the earth. The tombs of the Lees, the Amblers, the Blairs and the Jacquines are there, and "Dame Frances Berkeley" sleeps far from her stern old husband, who died of a broken heart in England, scorned by the King he served. The large silver chalice and paten used by this congregation and the silver alms basin which Governor Andros gave them in 1684 are preserved by the Episcopal convention of Virginia, while the silver baptismal font, has reverted to the heirs of the donors, the Jacquines.

King's Chapel, Boston.

King's Chapel, Boston, was the first Episcopal Church in New England, though over a hundred years ago the minister and the whole congregation turned Unitarian. The first building was put up in 1689 and the present one in 1749. The furniture within is the gift of King George III. When the Tory preacher, the Rev. Mr. Cane, returned to England at the outbreak of the Revolution, he took the place back with him, despoiling too sacred for rebel uses. Royal governors sat in a certain high-backed pew there under the royal arms still on the walls and in Washington was there a commander-in-chief of the Colonial forces, he, too, sat in this same pew. When the Revolutionary War had closed, the members declared the name "King's Chapel" unsuited to a republican country, but the name was finally retained when it was suggested that it might be interpreted as referring to the King of Kings and not to the ruler of a country under whose dominion the church was no longer held. A row of pipes from the old organ which King Handel himself selected is still in use, and carvings from the front of the organ which Queen Anne gave are preserved among the church's treasures.

California's Oldest Church.

The timbers for the San Luis Rey Mission in California were cut from a forest 20 miles from the site of the church and, after being blessed by the priests where they were hewn, were not allowed to touch the ground again until they were placed on the walls. The weary Indians who were made to carry these timbers sometimes rebelled, and at Santa Barbara they were locked fast in a stockade at night to keep them from going back to the happier existence of the savages. The Santa Barbara garden is always closed to women. The priests reserve this for their own private enjoyment, and walk and meditate there undisturbed. Only two women have ever been allowed to enter. These were Princess Louise, daughter of Queen Victoria, who spent a winter in Santa Barbara, and Mrs. McKinley. Dolores Mission in San Francisco was founded in 1776 and, when a newer edifice was built nearby a few

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