



## ASTOUNDING FACTS

### WORSE THAN EQUITABLE

#### Two Relatives of Richard A. McCurdy Get \$2,600,000.

### WAS PAID AS COMMISSIONS

#### District Attorney Jerome Announces in Court That Scandals Will Be Submitted to an Extraordinary Grand Jury—Sensational Testimony.

New York, Oct. 5.—That the astounding total of more than \$2,600,000 has been paid as commissions by the Mutual Life Insurance company to two members of the family of Richard A. McCurdy, president of the company, and the promise of District Attorney Jerome that the insurance scandals will certainly be submitted later to an extraordinary grand jury, was the sensational developments in the insurance situation today.

Previous to this testimony, W. F. Thummel, attorney for the Mutual Life testified that he paid the chairman of the republican congressional campaign committee the sum of \$25,000 in cash, as a campaign contribution.

Jerome, in announcing in court that the scandals would be submitted to an extraordinary grand jury, said that the inquiry by the legislative committee, had shown "a greater moral obliquity and moral obtuseness on the part of persons important in the business world, than did the shocking revelations in regard to the Equitable Life."

Thummel, while on the stand, said the contribution to the campaign fund had been suggested by the danger of a democratic house, that would result in a tariff and other legislation of a character to upset the insurance business and effect the policy holders.

He said other companies had been asked to contribute, but did not know how many had done so. Thummel denied paying any money to any legislator for the purpose of influencing legislation, or to any other person for that purpose.

He described the legislative pool, and said that the expenses were met by the company looking after territory in which the expenses were incurred and later an adjustment of these expenses were made between these companies.

He said he had received money from the New York Life in these adjustments, but kept no account of his disbursements.

Thummel said McCall was in error in his testimony yesterday, that he paid money to the witness to further the federal supervision of insurance. The witness said he had talked with McCall on the subject, and McCall promised to contribute to it but no money

had been paid to him (Thummel). He further described the division of territory in the country under which the three companies looked after the legislation affecting the insurance interests and said the Mutual Life had paid out in 1904, about \$15,000 for legislative work.

New York, Oct. 5.—Lawyer Hughes, counsel for the insurance investigating committee today sent a letter to Sam'l Untermeyer, counsel for James H. Hyde, informing him that the committee would not make any discrimination in favor of Mr. Hyde on his examination before the committee.

### FAVORS LEGISLATIVE CONTROL.

New York, Oct. 5.—Legislation to regulate the life insurance companies was recommended by the New York Chamber of Commerce today in the following resolution:

"Resolved, That in the opinion of the Chamber of Commerce that additional legislation is necessary for the proper regulation of life insurance companies and kindred organizations who are custodians of large and important funds.

### WILL MARRY A TITLE.

London, Oct. 5.—Lord Willoughby Deereby, the eldest son of Earl and Countess Lancaster, will shortly marry Eloise, the daughter of the late W. L. Breece, of New York.

## M'CLELLAN FOR MAYOR

### Tammany Democrats Re-nominate Present Mayor.

#### Fact That Ticket Had Been Decided Upon in Advance Did Not Dampen Ardor of Delegates—McClellan Accepts—President Commended.

New York, Oct. 5.—Mayor McClellan was tonight re-nominated for mayor of New York City by the democratic city convention of Tammany Hall organization. The Tammany convention was held in Carnegie hall amid much enthusiasm. The fact that the entire ticket had been decided upon beforehand did not seem to diminish the ardor of the delegates. The ticket named by the convention is as follows: Mayor, George B. McClellan, comptroller, Herman A. Metz; president of the board of aldermen, Patrick F. McGowan. A resolution was adopted highly commending President Roosevelt for his services, in bringing about peace between Russia and Japan.

Mayor McClellan, accepting the nomination, declared that he was pledged to do his duty to the people to the best of his ability.

### JERRY SOMEWHAT BETTER.

Wichita, Kas., Oct. 5.—Ex-1 representative Jerry Simpson of Kansas, spent a quiet day, and is somewhat improved this evening.

## ST. PAUL GOES ASHORE AT POINT GORDA

### PASSENGERS ARE SAFELY DISEMBARKED

#### Liner Struck at 3 O'clock, A. M. During Dense Fog—Now Lies in Nest of Rocks, Stern to Beach, 150 Yards From Shore.

### VESSEL AND HER \$60,000 CARGO MAY BE A TOTAL LOSS

#### Rancher Is Attracted by Distress Signals and Summons Assistance From Eureka—Captain and Crew Abandon Ship—Majority of Passengers Transferred by Tug to Steamer Vanguard Now Lying Outside Humboldt Bay Owing to Rough Weather—Some Go to San Francisco on Pomona.

Eureka, Cal., Oct. 5.—The steamer St. Paul bound from San Francisco to Portland, Ore., went ashore this morning at Point Gorda, a short distance south of the entrance to this harbor, during a dense fog. She had 93 passengers on board, all of whom were safely landed on the beach. The vessel with her cargo of general merchandise will probably be a total loss.

Eureka, California, October 5.—The tug Ranger arrived at 10 o'clock with five passengers taken from the steamer St. Paul. Thirteen of the passengers had been transferred to the steamer Pomona, which left here today for San Francisco. The remainder of the passengers and crew, 93 in number, are supposed to be on the steamer Vanguard, which is now outside Humboldt Bay, unable to cross on account of the heavy weather.

It is possible the Vanguard's passengers have been transferred to the Pomona also. When the St. Paul struck, she was 15 miles south of her course, and the third officer was at the bridge at the time. The steamer struck at 3 o'clock this morning during a dense fog. She now lies with her stern to the beach, 150 yards from the shore, and has been abandoned by the captain and crew. It is thought the vessel is a total loss.

The St. Paul lies in a nest of rocks, bow to north-west and with a slight list to the seaward one and a half miles below Point Gorda. Apparently she is in good condition, the sea having smoothed down considerably since she struck. It is smooth between the wreck and shore, but rough on the other side.

That some big craft had met disaster down the coast was first reported to Eureka this morning at 9:45 o'clock, when a message came summoning a tug. The identity of the craft was then unknown and it was decided to await the coming of the steamer Roanoke, which it was thought might have news of the wreck. The Roanoke had not seen any craft in distress and the life savers at once left the city, departing at about noon.

When the tug arrived on the scene all the passengers were still on the craft, having preferred the ship which was in no danger, to the rough inhospitable coast, which offered no protection.

Two hawsers had been sent ashore and the passengers could easily have landed at any time had it become necessary. The tug was gladly hailed and without loss of time everybody was taken aboard without an accident. The tug then started for Eureka, leaving the wreck shortly after dark. At that time the sea was growing smoother and the hull of the vessel was resting more easily.

Although the vessel had not begun to break up, it pounded heavily at times, but the passengers were at no time alarmed after the first shock in early morning when the majority of them were in their berths. The vessel struck

without a hard shock and the officers soon restored order and as it was seen that there was no imminent danger, the shore was spoken for assistance and all settled down to wait for relief.

It is believed that the vessel's plight is partly due to the heavy inshore current, which sets in at this time of the year.

It is extremely problematical as to how long the St. Paul will be able to hold together. The vessel is in such a position that it is impossible to reach her by anything but a small craft. After striking the rocks the St. Paul sounded whistles of distress, but owing to the early hour and the absence of houses, sometime elapsed before anyone was aroused, and when Charles Bfoll, a rancher appeared, he was greeted by cheers from the passengers, whose fears were fast subsiding, however, through the assurance given by the ships officers. It required some time to make Bfoll understand what was wanted, but upon realizing the true state of affairs he left without delay.

The distance from the wreck to the town of Petrolia is seven miles and Bfoll walked and ran the distance in less than an hour. He was greatly excited and several minutes elapsed before he could make known the plight of the vessel and then trouble was experienced in reaching Eureka by telephone. Steps were then taken to guard against an emergency, it being uncertain as to what damage the vessel had sustained and how long it would be possible for the passengers to stay aboard. Sailors embarking in small boats managed to get a huge hawser to land and after securely fastening it returned for another which landed more easily.

The passengers began collecting valuables and bits of baggage in order to be ready to leave the vessel when assistance arrived.

Captain Randall, who was in command has experienced more than his share of trouble during the past few months. He was in command of the Elder of the same line when she went on the rocks in the Columbia river, near Goble. His officers and crew had charge of the steamer Oregon, which caught fire off Crescent City last summer and was damaged to the extent of thousands of dollars.

The cargo she carries is made up almost wholly of general merchandise and is valued at something like \$50,000. It is probable that the freight will prove almost a total loss, which will have to be borne by the insurance companies.

As the steamers operating between

### BASEBALL SCORES.

Seattle, Oct. 5.—Seattle, 2; Oakland, 3.  
San Francisco, Oct. 5.—San Francisco, 3; Los Angeles, 1.

### TODAY'S WEATHER.

Portland, Oct. 5.—Western Oregon and Western Washington: Friday, showers, winds mostly southerly.  
Eastern Oregon, eastern Washington: Showers and cooler.

### CAUGHT IN TYPHOON.

San Francisco, Oct. 5.—The Merchant-Exchange has a dispatch saying that the British ship Bermuda, bound from New Castle, Australia to Acapulco, was caught in a typhoon and lost all her masts. The crew was about to abandon the vessel when the German steamer Nauphia came to the rescue and towed the ship to her port of destination.

### OFFICERS GET REWARD.

Omaha, Oct. 5.—Chief of Police Donahue, today sent a check for \$200 to Butte, Montana, to cover the reward offered by the chief personally for the capture of Pat Crowe. The check was sent to Captain Dunn of the Omaha detective force, to be turned over to the officers at Butte, who placed Crowe under arrest.

Crowe will be brought back handcuffed to two detectives.

## SHORTAGE DISCOVERED

### School Superintendent Is Arrested for Embezzlement.

#### Was Wealthy Banker and Has Been Superintendent of City Schools For Twenty Years—Grand Jury Will Continue Investigations.

Peoria, Ill., Oct. 5.—Prof. Newton C. cent of the city schools of Peoria for more than 2 years, president of the Dougherty, who has been superintendent Peoria National Bank and capitalist was today arrested on two true bills rendered by the grand jury, charged with forgery and embezzlement. The grand jury of the charges brought against Dougherty that were being manipulated.

The investigation resulted in the discovery of a charge of at least \$60,000. This investigation covered only a period from January 1903 up to the present time, but the grand jury will now, it is said, investigate the entire record of Dougherty as superintendent of the schools and it is believed that a much greater shortage will be found.

Dougherty's arrest has created a sensation.

### LEONARD'S BAIL REDUCED.

New York, Oct. 5.—A reduction of bail for Henry A. Leonard, the young man, who stole \$350,000 worth of securities from the National bank last week, from \$25,000 to \$1000 made by Magistrate Powell, today.

## PACKERS ATTEMPT TO ABATE INDICTMENT FAILS

Chicago, Oct. 5.—The Packers whose recent attempt to abate the indictment found against them charging them with conspiracy to monopolize the meat industry of the country, has ended in a failure, and they will on Monday next enter pleas of not guilty before Judge

## CONFERENCE IS HELD

### LEGISLATION DISCUSSED

#### President Informed of Purpose of Esch-Townsend Bill.

### WRONG IMPRESSION ABROAD

#### Purpose of Bill Is Not to Control all Railroad Rates, But Applies to Private Cars, Refrigerator Cars and Terminal Charges—Investigate Charges.

Washington, Oct. 5.—Railroad rate legislation was the topic of a long conference today between the president and Representative Townsend of Michigan one of the authors of the Esch-Townsend bill, which was passed last winter by the house of representatives.

At the conclusion of the conference Representative Townsend said it was his purpose to have his bill in readiness for introduction in the house as soon as congress convened.

After making it perfectly clear that the provisions of the measure were to apply to private cars, refrigerator cars and terminal charges, it will by my purpose, through the measure, to confer upon the interstate commerce commission, the power to make its findings in any particular case effective within a reasonable time after they are announced.

Efforts have been made to create the impression that the purpose of the advocates of this legislation is to give the interstate commission authority to fix all the rates of a railroad. This is not so. It is intended only that the commission, if complaint shall be made to it, that any particular rate is unjust, shall have the power, after due investigation, to substitute a reasonable rate in case the complaint shall have been shown to be well founded.

### INGALLS HEADS COMMISSION

New York, Oct. 5.—Melville E. Ingalls, president of the board of directors of the Cleveland, Cincinnati, Chicago & St. Louis railroad, today was chosen to head the commission of the national civic federation, which has undertaken to study the municipal ownership problem as it appears to be in this country and abroad. The commission met in this city today.

The first session being presided over by Samuel Gompers, of the American Federation of Labor, and first vice president of the national civic federation. In addition to Ingalls as president, the other officers of the commission chosen today are: First Vice President, John Mitchell of Indianapolis, president of the United Mine Workers; second vice president, John G. Agar, of New York City, president of the Reform club, and secretary, Edward A. Moffatt, of New York City, editor of the "Bricklayer and Mason."

## NEW ORLEANS DEATH LIST IS DECREASING RAPIDLY

New Orleans, Oct. 5.—Report to 6 p. m.: New cases, 28; total, 3122; deaths, 3; total, 403; new fogs, 6.

With the number of fatalities reduced to almost an insignificant figure, the public has gained the idea that the number of new cases is unjustifiably large and there is being included in the official list, the ordinary malarial fever.

The following reports from the country has been received: Amelia and Bayou Louise (three days) seven new cases; 1 death. Laplace and vicinity (seven days) 26 new cases, 4 deaths.

Pensacola, Oct. 5.—The official summary of fever cases is as follows: New cases, 18; total, 203; deaths, 3; total, 33.