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TRUTH AND LIBERTY.

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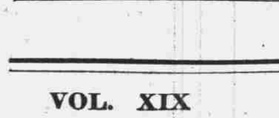

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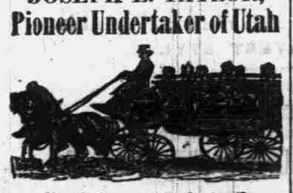

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GENERAL NEWS.

CONTINUATION OF THE BOODLE EVIDENCE.

Terrific Storms and Loss of Life.

Jefferson Davis Replies to Gen. Sherman, Etc.

BY TELEGRAPH TO THE NEWS.]

The Boodle Trial.

[Following is the continuation of the evidence begun in yesterday's NEWS. —ED.]

NEW YORK, 19.—Nichol asked who else were present.

Witness named from memory Kinney, Sayles, Waite, McCabe, Duffy and Jaehne. McLaughlin was chairman. DeLacey was present. It was agreed that the thirteen members present would hold together on any question that came before the Board. Nothing was said about the Broadway Railway. It was agreed to meet again one week later, at McLaughlin's house. Witness attended the later meeting. McLaughlin was made chairman again, on Duffy's motion. The first business was the question of the Broadway railway franchise. It was said that other companies, the cable road and others, wanted the franchise. Jaehne, DeLacey and others spoke stating that the Broadway Cable Road Company had offered $75,000 for the franchise, one half in cash and one half in bonds. Witness did not know who the money and stock were to go to. It was said that the Surface Road had offered $500,000 cash. Witness said the offer of the Cable Road was considered unreliable and the other was considered best. It was decided to accept the offer of the Broadway Surface Road by unanimous vote. Witness voted for it.

THE NEXT QUESTION

discussed was who should be entrusted with the money. Something was said about the amount; $22,000 was to go to each member. One member thought the amount should be $25,000. It was said the lawyers had concluded to pay only $22,000. That amount was decided upon unanimously. McQuade voted "aye." Another meeting was held at McLaughlin's house; but 12 out of the 13 were present. The question discussed was what member to select to hold the money. Witness thought McCabe said Maloney might not be trusted with so large an amount. Duffy suggested Keenan and he was selected. De Lacy then said he wished to have the members present go to Keenan and assure him it was all right. Witness said the possibility of a vote was considered, and in that case it was decided to leave the work of getting two-thirds of the vote to Maloney. After the veto another meeting was held at McLaughlin's house to discuss it. As more votes were necessary it was decided unanimously to cut down

EACH MAN'S SHARE

to $20,000. Witness said he saw Maloney at his house August 29th, and the latter brought witness the paper to sign. There were several other names on the paper.

Witness then testified that a certain paper handed him was a call for the memorable meeting of August 30th. Witness attended the secret meeting of August 30th. McQuade and witness were both present at another meeting in McLaughlin's house Oct. 18th. There had been no money paid yet and this was the subject of discussion. Witness received a part of the $5,000 before election that was due. The final vote granting the franchise was taken Dec. 5th. Up to and after that date witness had received $18,000. Keenan paid it. Witness asked McQuade after Dec. 5th if he had got his money. McQuade replied that it was "all right."

This ended the direct examination. A consultation of lawyers followed.

THE AUDIENCE

who had listened with deep interest, using their hands as trumpets, settled back in their seats to discuss the astounding testimony. The face of the witness was flushed and his eyes had been cast down while giving his evidence, his voice at times being almost inaudible.

On cross-examination witness said he had been engaged in manufacturing paper boxes for some years. Was married 32 years ago. When asked why he affirmed, Fullgraf thought he was asked why he turned State's evidence. He raised his right hand above his head as he replied: "I have done it because of remorse, remorse of a man to one—"

The witness' face had borne all the marks of mental agony, and his voice had been husky and tremulous. As he reached this point, he broke down and stroking his hand over his beard, he said in a half whisper, made audible by the perfect silence of the moment: "I don't know." After a short pause, the question was explained by the court. Witness stated

HE ALWAYS AFFIRMED;

that Newcombe was mistaken in saying that he had not affirmed before the Senate Investigation Committee. He would not tell a lie on affirmation to harm any man. Newcombe read extracts from the examination of Fullgraf as a witness before the Senate Committee which was contradictory to his present testimony. In one place Fullgraf had testified he had not conversed with other aldermen on the subject of the Broadway Railroad franchise bill. Other contradictions were noted by Newcombe, who asked witness if his former evidence on those points was false or true. Witness replied: "False."

Newcombe then asked witness if he had committed perjury before the Senate Committee.

"I presume so," replied Fullgraf.

"Then," mercilessly continued the lawyer, "you committed perjury to save yourself from punishment for bribery on that occasion, did you not?"

Witness cast his eyes down. His previous answers had been false, but now the

CONFESSED BRIBE-TAKER

and perjurer answered not at all. As more questions were given showing up his character in a bad light, witness assumed something of the air of one placed in a position where fight was necessary, and his face wore a look of defiance, his voice grew stronger and he replied to the succeeding questions about his previous false testimony in a way to be heard throughout the court room.

At 1:30 p.m. a recess was taken.

Ex-Alderman Duffy was in the District Attorney's office all morning, ready to testify and corroborate Fullgraf's assertions. Fullgraf was taken out to lunch at recess in charge of a detective. It is said that ex-Alderman Charles F. Miller has consented to become a State witness and tell his story of the distribution of the "boodle."

AFTER RECESS,

Fullgraf went on the stand again. He said that Waite had told him the reason for the special meeting was that lawyer Lyddy, who had got out an injunction restraining the Board from issuing a franchise to any one for a road on Broadway, had consented to raise the injunction for $17,500. They feared that Lyddy would get out another injunction to bleed the railway company more. This was the reason witness signed the call. Fullgraf acknowledged that he had given a contradictory statement before the Senate Committee.

The showing up of these discrepancies was continued at length. Fullgraf acknowledged that the material points of his testimony before the Senate were false. He testified that he never knew that $1,000,000 had been offered the city for a franchise for a railroad on Broadway, nor any offer at all.

That portion of the testimony before the Senate, Committee, which included the statement that Fullgraf knew nothing more about "boodle" than they did at Albany or at Washington, was read.

FULLGRAF EXPLAINED

his evasive answer as meaning that Mr. Mills, the examiner who had been a member of the Legislature at a time when "boodle" was flying there, according to rumor, knew what "boodle" meant well enough. [Laughter.] Witness defined "boodle" as "money dishonestly acquired."

Again and again Lawyer Newcomb read Fullgraf's sworn denials of any knowledge of the "boodle" transactions, asking if they were true or false. Witness each time acknowledged that he swore falsely before the Senate committee. There was no bravado in the manner of the witness. He was downcast, but when he remembered calling on Almighty God to witness that he was truthful, he replied positively: "No, I do not remember. It never happened." The statement in his testimony before the committee that he was sorry he had been a member of the Board of 1884 only because of the stories started by the newspapers that he would stick to the members of that Board as long as they lived, but that he considered there was as

HONEST AND PURE MEN

in the Board as ever sat on God's footstool, was read by Mr. Newcomb.

"I can say now," broke in Fullgraf, "that I am sorry I was a member of that Board."

"Did you refer to your own purity then?"

"Yes, sir; I was, and am now, but for that one act."

Witness said he had never given away the "boodle" aldermen until his arrest for his alleged connection with the granting of the franchise to the Thirty-fourth street road in 1884. He was then induced to make the general statement regarding the Broadway franchise, by a promise of protection from prosecution for his own transactions in connection with the granting of a franchise to that road. Later, an inducement of protection from any of his acts as a member of the Board of 1884, was made at Inspector Byrnes' office. Witness was urged to make an

ENTIRE STATEMENT

at Mr. Nichol's house, and he made the statement with Mr. Martin's aid. Witness at first refused the proposition at Inspector Byrnes' office. He wanted to consult with his family. He was allowed to go home. He consulted with his family and his son-in-law, and concluded to make a statement. Witness was asked if he had returned his "boodle" on being stricken with remorse.

He answered: "I shall if God lets me live."

"But have you?" persisted the lawyer.

Witness acknowledged that he had not. He confessed that he had received $4,000 for his vote in another railroad matter and had not returned either, but declared he would when he could. He had been delayed in that act by pressing family matters. When the direct examination was resumed Fullgraf said that he was not asked to inculpate any one in his statement to the District Attorney. He made the statement because his

CONSCIENCE TROUBLED HIM

and it was the only restitution he could make for what he had done. He said he felt his disgrace keenly, more on account of his family than his own self. He had received $19,000 from the two transactions for which he had been indicted, and would restore it to the city as soon as he had a chance.

This ended his testimony, and Fullgraf was taken back to the District Attorney's office by the detective.

Great Storms and Disasters.

DENVER, 19.—The *News* special from Sterling says: Eugene Burelson, a homesteader from Michigan, was lost in the storm last Monday while hunting cattle fifteen miles east of here. His frozen body was discovered yesterday and brought to town this afternoon.

DETROIT, 19.—A special to the *Free Press* from Frankfort says: A lake disaster occurred last night and there is left not a soul to tell the story. During the height of the storm yesterday afternoon, at intervals through the blinding snow storm, a three-master schooner could be seen about six miles southwest of Frankfort. Her poles were almost bare and her deck seemed clear of cargo. An attempt was made to anchor her and she held for a time, but soon broke loose and drifted helplessly before the gale. The wind gradually increased in violence and the seas were growing every moment heavier when darkness settled over the lake.

HELP WAS ASKED

from the life-saving station at Manistee, but it was impossible for the tug to leave in such a gale. After great trouble the life-saving station, six miles north of here, was reached and the apparatus hauled down the coast by a few volunteers over steep hills, winding ravines, tree trunks and heavy snow drifts, and pelted by the driving snow and hail, they arrived at the scene of the disaster at Herring Creek at four o'clock this morning after a twenty mile struggle against the elements. The vessel was totally broken up, and with her cargo plied upon the beach, everything being completely destroyed. The broken masts, shrouds, lumber and debris were all mixed and piled together. Captain Matthews thinks she must have had her anchor down and pounded to pieces on the outer bar. One body was found, that of a man about 30 years old, with black hair and sandy moustache. In the pocket of his coat was a letter bearing the address "William Lawrey, 131 Madison Street, Chicago." His face was badly jammed and his

HANDS LACERATED.

The vessel's yawl, with the name *Menekaunee* was near by uninjured. It is thought she had a crew of nine men, and that she broke as soon as she struck. No other bodies have yet been discovered.

Another wreck was discovered two miles south, where the same chaotic wreckage was seen by the *Free Press* correspondent. The entire stern of the schooner *Marinette*, of Racine, was discovered. At a neighboring farm house was a bruised and battered man, with lacerated hands, from which the flesh was stripped, and his feet were badly swollen. He is C. W. Annis, of Port Huron, a sailor on his first trip, and the only survivor of this vessel. He says: "We loaded at Oscoda with lumber for George Leond, the owner of

THE LOST VESSEL,

and left for Chicago Sunday, the tow consisting of the steam barge *Manistique* and the schooners *Marinette* and *Menekaunee*. We met heavy weather on Lake Huron, and were driven for shelter to Presque Isle. We then left and made fair passage on Lake Michigan. Wednesday noon a southeast gale set in with rain and snow. At midnight, while abreast Ludington, six miles out, the gale increased to almost a hurricane. The barge reached for the Wisconsin shore, but could fetch nothing. At daylight the *Manistique* squared away for Manitou Islands to escape the on slaught of the storm, and the tow broke at 2:30. The steamer left us to our fate. We signaled to them to stay by us, but she steamed away and was lost to sight in the snow squall. The *Marinette* pitched and rolled terribly, so that we could scarcely keep our foothold. She unshipped her rudder, becoming unmanagable and then

SPRANG A LEAK,

Becoming water logged she rolled her deck load off, taking both rails and bulwarks with it. She rolled her main mast out, and in falling it took the foremast and mizzen held. We saw the *Menekaunee* drifting apparently near us all day. She showed no distress signal while we tied our colors to the mast. We sighted Frankfort during the afternoon. We were huddled in the cabin where we built a temporary floor over the water. The captain was washed overboard and drowned at 2 o'clock in the afternoon.

We lowered a yawl at 5 o'clock and attempted to reach land, but while lowering she sprung a leak, rendering her useless, and we let her adrift. At 10:30 she struck the beach broadside and swung ahead to, and we rushed out of the cabin. Our crew was eight men all told. Some huddled under the lee of the cabin clinging to the timber heads, 1 to the mizzen rigging. The stewardess, Mary, was clinging to me and crying. I helped her up the shrouds, and she tried to hold on till I could fasten her, but she could not stand the cold, and suddenly

LET GO HER HOLD

and fell down across me, nearly carrying me along, and fell into the boiling sea beneath us. Her daughter, aged 13, the pet of the crew, never left the cabin, but was drowned there. Clinging to the rigging with me were 'French John' and Mr. Cumfrey. Soon the mast fell across the cabin. We then clung to the davits at her stern, the seas dashing over us. The others, we thought, were gradually washed off, one after another. At 1 o'clock Mr. Cumfrey and John said they would try and reach shore. They each took a loose plank and started. As they neared land I hollered, 'Do you get along?' The answer came 'All right,' and then all was silent. A heavy sea swept over the wreck, carrying me along. I grappled a small piece of deck plank and after a terrible experience was flung upon shore. I crawled to the house of Mr. Mortenson, who took care of me. Our crew consisted of the Captain (name unknown), Wm. Cumfrey, 'French John' of Alpena, B. W. Annis, a Norwegian, from Cape Town, Norway, Mary and her daughter Minnie from Port Huron, and a man named John. I think the *Menekaunee*

WAS WATERLOGGED.

I did not see her after it grew dark. She had a crew of seven—the Captain, Mates Dan Wheeler and John Catlon, two young men, the cook John and Mike Johnson of Port Huron. The body found is probably that of Catlon (married) of Port Huron."

While at the wreck, a fresh wreckage was discovered out in the lake. Sailor Annis says: "I looked out at daybreak and saw a small steam barge standing on the outer bar, abreast of here. She had a fantop on her smokestack and an exhaust pipe half way up the stack; she was about 75 tons, had a tapering mast, no cross-trees and a flag hoisted at the masthead. She came on broadside, headed south, and pounded fearfully; she filled and sank beneath the surface. I saw nothing of the crew and think all were lost."

FIERCE GALE.

CHICAGO, Ills., 19.—Particulars concerning the great storm which has been raging on Lake Superior show that it was the fiercest gale that ever swept the Lakes. At Marquette the lake was lashed into sea foam by the terrible force of the wind, and sea after sea rolled completely over the breakwater, producing a tremendous current and undertow in the harbor. The vessel at the docks snapped their heavy breast lines like thread, and were soon compelled to go out and lie at anchor. The breakwater harbor light was torn from its heavy timber fastenings and washed into the lake. The tower was lifted by an immense wave and hurled top first into the lake, where it drifted rapidly away. The rescue of the crew of the Cleveland schooner *Florida* by the tug *Gillett* was

A DARING ACT,

and was witnessed by thousands of people who thronged the beach. The *Florida* would have made the harbor in safety but for the blinding snow. When the storm abated a little, the captain of the *Florida* found his boat in imminent danger of being dashed against the breakwater, and he at once dropped both anchors in an attempt to save the boat.

Captain Frank of the tug *Gillett* steamed to the rescue. He saw that he could not save the vessel and bent all his energies towards rescuing the crew. The Captain endeavored to get up to the *Florida* several times, but was unable to do so, and finally backed up, getting the tug's stern on the vessel's quarters. The *Florida's* crew then began to leap for their lives, a difficult thing considering the immense breakwaters which swept the schooner fore and aft, and kept the *Gillett* jumping about. After three of them had reached the tug safely

A HEAVY SEA

threw her against the *Florida* and for a few minutes it looked as if the *Gillett* would share the schooner's fate. Her engine was on a center and the wheel could not be moved either way, while the great rollers were sending the tug toward the shore rapidly. Three men in the crank pit, however, managed to turn the crank just in time to enable the daring captain to save her and return to the work of rescue. After the *Gillett* was in position again two more sailors made the leap in safety, and then only the captain and mate were left. The captain was not willing to leave the vessel before the mate was safely off, but the latter refused to jump although repeatedly ordered to do so by both captains. Finally he crept over the side of the *Florida* and clung there despite the entreaties of the men on the tug below, who wanted him to let himself drop, and even attempted to pull him down, but were unable to loosen his hold. Just as he clung there, a great sea hurled the tug against the schooner with terrible force, catching the unfortunate man between the vessels and

GRINDING HIS LEGS

into a pulp. As the vessels separated he was caught and drawn aboard the tug, the captain making the leap at the same moment.

Chicago, 19.—The *Inter-Ocean's* Ashland, Wis., special says: News has reached here that the steamer *Lucerne*, which left here Monday with iron ore for Cleveland, has gone to the bottom of the lake with all on board. The captain of the steam barge *Raleigh* was sent out after her. She had her spars just above the water and the bodies of three men frozen to them. One of them was recognized as that of the second mate. The vessel's crew numbered nine men, all of whom are supposed to be lost. The bodies recovered were encased in from one to six inches of ice.

Injunction Granted.

OMAHA, 18.—In the suit brought by the Pullman Palace Car Company against the various counties in Nebraska, to restrain the collection of taxes on its cars, Judge Brewer, in the United States circuit court, after hearing argument, to-day granted an injunction to stand until the final hearing, restraining the counties from collecting such taxes. In like suits brought by the Pullman Palace Car Company to restrain the collection of taxes upon its cars running in Kansas and Iowa, Judge Brewer granted orders temporarily restraining the collection of taxes and continued the matter for further argument in December.

Letter from Jefferson Davis.

BALTIMORE, 19.—In regard to the charge by General Sherman, made some time ago, that Jefferson Davis, as President of the Southern Confederacy, had threatened to use Lee's army to coerce the Southern States, the *Sun* will publish a letter to-morrow, which was written by Davis to Governor Vance of North Carolina in January, 1863, and which was published in the Raleigh, North Carolina, *Standard* at that time. The document, which is quite lengthy, rehearses the futile efforts made by Davis to obtain a conference with the Northern leaders, looking to a peaceful settlement of the differences, and concludes as follows:

"I fear much from the tenor of the news received from North Carolina that an attempt will be made by some bad men to inaugurate a movement which must be considered as equivalent to 'aid and comfort to the enemy,' and which all parties should combine to pull down at any cost. You may count on my aid in every effort to spare the State from the scourge of civil warfare, which will devastate her homes if the designs of these traitors be suffered to make headway. I know you will place yourself in your legitimate position in the lead of those who will not suffer the name of the old North State to be blackened by such a stain. You will pardon me for suggesting that my only source of disquietude on the subject has arisen from the fear that you will delay too long the action which now appears inevitable, and that by your over-earnest desire to reclaim by conciliation the men whom you believe to be sound at heart, but whose loyalty is more than suspected, and you will permit them to gather such strength as to require more violent measures than are now needed. With your influence and position, the promoters of the unfounded discords now prevalent in your State would be put down without the use of physical force, if you would abandon the policy of conciliation and set them at defiance. In this course, frankly but firmly pursued, you would rally around you all that is best and noblest in your State, and your triumph would be bloodless. If the contrary policy be adopted, I much fear you will be driven to the use of force to repress treason. In either event, however, be assured that you will have my cordial concurrence and assistance in maintaining with you the honor and dignity and fair name of your State and in your efforts to crush treason, whether incipient, as I believe it now is, or more matured as I believe, if not firmly met, it will in future inevitably become. I have the honor to be very respectfully,

JEFFERSON DAVIS."

A Chinaman Hung.

SAN FRANCISCO, 19.—Tong Ah Sing, convicted of the murder of a Chinese woman four years ago, was hanged this afternoon.

FOREIGN.

THE TYRANT'S DEPARTURE FROM SOFIA.

A Contention in the Spanish Senate, Etc.

Fatal Wreck.

LONDON, 18.—Advices have been received here to the effect that a ship crowded with native laborers returning from Queensland plantations, foundered in the Pacific ocean, and that 140 lives were lost.

Kaulbars Leaves Sofia.

VIENNA, 19.—Dispatches from Sofia state that the Regents knew five days before Russia instructed General Kaulbars to leave Bulgaria unless his demand for the dismissal of General Mutkeroff was complied with, that he was going to leave anyhow. The authorities have all been ordered to afford every facility for the safe departure of the Russian officials and to render protection to all who will leave the country along with General Kaulbars, and to take all steps necessary to prevent an outbreak of disorder on the occasion of their departure. It is stated that Russia will send to the Powers a memorandum concerning the Bulgarian question, and the action of General Kaulbars.

Congratulatory.

Telegrams have been sent from Lom Palanka to Prince Alexander, congratulating him on the first anniversary of his decisive victory over the Servians, which was won at Slivnitza on Nov. 18, 1885.

The Death Penalty.

SOFIA, 19.—Captain Nabokeff, who led the revolt at Bourgas, and the three sergeants who were implicated in the rising, have been condemned to death. Several former officials in Roumelia, who took part in the revolt, were sentenced to imprisonment for life.

Contentious Legislators.

MADRID, 19.—In the Senate last night the Opposition declared that Premier Sagasta's policy was responsible for the military mutiny in September.

Señor Sagasta replied that anyone who should have predicted that a year would elapse after the death of King Alfonso without any disturbance more serious than an uprising of 200 unorganized men, which was entirely suppressed within two hours, would have been ridiculed. Continuing, the Prime Minister said the suppression of the revolt was due more to the improved customs of the country and the virtues and talents of the Queen than to the efforts of the Government which, however, had done its best to preserve order.

General Salamanca attacked Premier Sagasta personally and, amid general murmurs, declared that the only way to bring about the fall of the Government was by resorting to a military uprising.

General Castello, Minister of War, condemned the efforts to make the army a political engine. He said the policy of the Government was to make the men composing the army good soldiers who would ever be ready to serve their country and follow its flag.

The general opinion is, that the Government carried off the honors of the debate, and that the Opposition made nothing by its attack.

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