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NEW YORK JOURNAL

AND ADVERTISER.

WEATHER.

For New York City: Fair and cooler.

For New York, New Jersey, Connecticut and Eastern Pennsylvania: Fair and cooler; diminishing northwesterly winds.

The highest temperature yesterday was 43 degrees, at 5 p. m.

The lowest temperature yesterday was 28 degrees, at 5 a. m.

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ALDRIDGE AND ADAMS TO BE TRIED AT ONCE FOR CANAL FRAUDS.

Black, on Countryman's Report, Orders Attorney-General to Begin Criminal Actions.

George W. Aldridge, State Superintendent of Public Works.

Campbell W. Adams, State Engineer and Surveyor.

BLACKS ORDER FOR THE TRIAL.

Executive Chamber, Albany, N. Y., Nov. 30, 1898.

Hon. Theodore E. Hancock, Attorney-General, Albany, N. Y.

Dear Sir—

I HAVE received your communication of this date transmitting to me the report made by Hon. Edwin Countryman, designated as special counsel for the purpose of examining the report of the Canal Investigating Commission and the accompanying testimony. In that report it is recommended that criminal proceedings, by indictment, be commenced against the State Engineer and Surveyor and the Superintendent of Public Works.

You are hereby requested to immediately take charge of such proceedings on behalf of the State, and to institute and prosecute to their conclusion such criminal actions or proceedings as may be warranted by such report and testimony; and you are hereby required to attend in person or by one of your deputies the Supreme Court, and appear before the proper Grand Jury thereof, for the purpose of managing and conducting such criminal actions or proceedings.

Special counsel will be designated to aid you, and the Executive Department will render to you in this matter any assistance within its power.

Respectfully yours, FRANK S. BLACK.

Albany, Nov. 30.—The report of former Supreme Court Justice Countryman, who was appointed by Governor Black to examine the testimony taken by the Canal Investigating Committee, was made public at 5 o'clock this afternoon. It had been in the hands of the Governor for several days. He had studied it carefully, and, because of the findings of Mr. Countryman, he addressed a letter to Attorney-General Hancock directing that criminal proceedings be begun at once against State Engineer and Surveyor Adams and Superintendent of Public Works Aldridge.

The Governor also addressed a letter to Theodore Roosevelt, who is to succeed him on January 1, setting forth his action and agreeing to appoint a lawyer acceptable to Mr. Roosevelt to assist in the prosecution.

Attorney-General Ignored.

Very soon it became known that throughout the entire proceedings which revolved about Mr. Countryman, the Attorney-General had been studiously ignored. He had not once been consulted after the actual appointment of Mr. Countryman had been made, and the report and the letter addressed to him had been made public before he had received them.

Before going out of office the Governor is clearly determined to leave a trail for his successor to follow.

Governor Black finished writing the letters to Hancock and Roosevelt at 4 o'clock. Half an hour later he wrapped his overcoat about him, slipped his feet into arctics and went home.

Superintendent Aldridge also disappeared. He could not be found at his home, and repeated calls at his office failed to discover him.

It is almost certain that Superintendent Aldridge will resign his office to-morrow. If he does not Governor Black will probably remove him.

The State Engineer, being an elective officer, is safe from removal. State Engineer Adams said to-night:

"Of course, I do not know exactly what Judge Countryman has found, as I have not read his report. During my five years' incumbency I have tried to do what was right, and so have my subordinates, to the best of my knowledge. I court the fullest judicial investigation of all my acts."

Attorney-General Hancock refused to say a word for publication. While the gossip about the matter was running high, it leaked out that Louis F. Payn, Superintendent of Insurance, had dismissed four attaches of his office, who are close friends of the Platt machine and active in its work. The men were all special examiners. Specific information as to these decapitated men was refused by employes in the Insurance Department.

Cannot Sue Contractors.

Mr. Countryman's report covers sixty-two printed pages. He begins by saying that the State cannot recover from contractors for any breach of contract, where the contract was considered kept by the State's agents. In regard to public officers he says:

"They are the representatives of the State, charged with a public trust, and their action must conform to the authority conferred and the duties imposed by law."

Referring to State Engineer and Surveyor Adams's department, the report says:

"It is evident from the various estimates of quantities and amounts of expenditures above set forth that gross inaccuracy pervades, as a rule, all of the quantities embraced in the more important contracts in all the canal divisions adopted for the purpose of this improvement.

Charges of Collusion.

"But the State Engineer, by his affirmative acts, after the original contracts were awarded, was equally culpable with the Superintendent of Public Works in approving the returns of his subordinates of work or material under such original contracts in excessive and enormous quantities above the original estimates, as well as under improper classifications, resulting in the payment of largely excessive amounts of compensation for such contracts.

"These two officers, having the superintendency and control of this public work, after coming to mutual understanding as to their respective shares of power and patronage, seem to have acted together in complete accord in all their subsequent proceedings relating to the manner of conducting the enterprise, the various localities in which the work should be commenced and prosecuted, the treatment of the contractors, and the methods pursued either in paying for excessive quantities of additional work or material under the original contracts, and in directly recognizing, by the course adopted and pursued, the claims of the contractors to extra compensation.

Urges Indictment.

"I have therefore no hesitation in reaching the conclusion that the case as proven against the State Engineer is sufficient to warrant proceedings by impeachment for his removal from office. But such a proceeding, in view of the situation and the circumstances, is inexpedient, if not impracticable, as the time is too short and the method too cumbersome and expensive to prove effective either as punishment to the officer or reparation to the State.

"The only remaining course is a criminal prosecution by indictment with reference to the Public Works Department."

After pointing out several instances of illegal expenditures, Judge Countryman says of Mr. Aldridge:

"The singular suggestion is made in answer to these and similar instances of the misapplication of money, that if unauthorized it is of little consequence, as the State has received the benefit of the expenditure.

"But it is of the greatest consequence. It took several centuries to establish the rule, which has remained unquestioned in the English speaking world since the revolution of 1688, that the Legislature alone can appropriate money and designate the purpose for which it shall be used.

Case for Grand Jury.

"Other instances might be given of plain violations of the statute in the proceedings taken by the Department of Public Works. I have reached the conclusion that this also is a proper case to be presented to the Grand Jury.

"A civil action may also be brought against the superintendent and his sureties upon his official bond filed with the Comptroller to recover damages to the extent of $50,000. But an action of this character has heretofore rarely resulted in replenishing the treasury on account of the losses sustained from the acts or omissions of public officers, and it is believed that the best security to the people for the proper administration of public affairs and the strongest preventive against the recurrence of similar misconduct is a criminal prosecution against all such offenders and their subjection to personal discipline and punishment.

PARTY LEADERS GET NEWS OF THE REPORT.

Lieutenant-Governor Woodruff, who had been in conference with Governor Black at Albany during the day, brought to Senator Platt last night the news of what Judge Countryman's report contained. Chairman Odell, of the State Committee; Colonel William J. Youngs, private secretary to Governor-elect Roosevelt, and Chairman Dady, of the Kings County Republican Executive Committee, were with the Senator at the time. Senator Platt Platt declined to discuss the report.

Chairman Odell said: "While we have no official information of the fact we have been given to understand that the Governor is to suspend Superintendent Aldridge pending an investigation. I regret the situation, but under the circumstances can see no other way of treating the matter."

Lieutenant-Governor Woodruff said: "I am thoroughly satisfied that Superintendent Aldridge has proved himself to be an honest official, and that no charge of a dishonest act can be sustained against him. It was absolutely impossible for Aldridge to personally investigate every claim. He was compelled to accept the word of subordinates and engineers that contracts had been complied with. I believe that eventually Aldridge will come out of this thoroughly vindicated as to any charge of official dishonesty."

SAMPSON SAYS SHAFTER IS A SHIFTING AND IMPOLITE MAN

Admiral's Scathing Report Given Out by Navy Department.

FRICTION WILL BE GREATER

General Accused of a Failure to Carry Out Plans and to Recognize the Ships.

Washington, Nov. 30.—The friction between Admiral Sampson and Major-General Shafter over the moot question of mutual aid or mutual shirking of aid by the land and sea forces at Santiago will surely not be lessened by the report of Admiral Sampson, which was made public by the Navy Department to-day.

Almost at the outset Sampson says that the bombardment of Santiago on the 2d of July served no particular end, because Shafter's attack had been postponed. Admiral Sampson quotes dispatches from himself to Shafter stating that it was impossible to force an entrance to the harbor until the mines had been removed, and that that work could be accomplished only after the troops had taken the forts. Shafter replied that he could not tell when he could take the batteries, and that if they were as difficult to take as those against which he was then pitted it would mean some time and a great loss of life.

Ready to Do and Dare.

In reply, Admiral Sampson pointed out that the channel of the harbor was well strewn with mines, which would certainly result in the sinking of one or more of his ships if he attempted to enter the harbor, and that by sinking one the harbor would be blocked against the entrance of the others. If, however, it was Shafter's earnest desire that he should force the entrance, he would prepare to undertake it. After the battle with Cervera's fleet Shafter renewed his request that Sampson force an entrance, saying that his then position had cost him a thousand men, and that he did not wish to lose any more. Sampson, in comment, says this shows a complete misapprehension of the circumstances. His chief of staff, he said, had indicated to Shafter the points that should be carried before any attention was paid to the city, and the taking of these points would have insured the destruction of the mines and the entrance of the American fleet. Shafter had cordially consented to this, and Sampson did not know why the plan was changed.

A Slight on the Navy.

On July 14 Sampson sent the following to Secretary Long:

Published telegrams of General Shafter reflect on the navy. I wish the Department and the President to understand that the first requisite to opening the harbor of Santiago de Cuba is the occupation of the forts and entrenchments at the entrance, guarding mine fields and that the General has never made a move to do this, although before his army landed he stated that such was the primary object of his operations.

If the General chooses to ignore the sea approaches and to attack Santiago to the East and North, that is his affair, but it should be clearly understood that this attack does not influence the situation at the harbor entrance from which his left flank is distant not less than four miles.

Admiral Sampson gives a number of dispatches showing that he was asked to participate in the terms of surrender, and tried to find out when he should send a representative; but owing to one or two delays no time was fixed. Sampson's comments follow:

"Captain Chadwick arrived at the front at the earliest hour it was possible for him to do so, and informed General Shafter of my expectancy to be present, but General Shafter peremptorily refused. The convention had already been signed, and he stated as one reason that nothing had been said of the army in my report of the fleet action of July 3. There would have been as much reason for mentioning the navy in the report of the land action of July 1, when assault was made by our army on the Spanish lines."

Not Present at Surrender.

With reference to the failure of Shafter to invite any of the squadron officers to be present at the surrender, the Admiral sent the following dispatch to the General:

This, of course, may have been a mere oversight, but it is, of course, to be regretted that any such should take place. Had the navy been withdrawn after the action of the 3d—after which all the fleet's operations were to aid the army—all the shipping referred to would have escaped and our army have become the besieged instead of the besiegers, as, of course, the Reina Mercedes and the gunboat Alvarado would have been free to destroy or drive off the transport fleet. I do not think the Commanding-General quite appreciates how necessary a part our forces were to the reduction of Santiago and the surrender of its garrison.

Shafter's rejoinder came on August 1, and was as follows:

Santiago, Aug. 1, 1898.—I do not acknowledge the authority of the Secretary of the Navy in this matter. The surrender of Santiago was made by me to General Toral in person, I accepting the same in the presence of troops representing all the respective armies.

The details for carrying this into effect were arranged by three commissioners on each side. These articles were signed by the respective commissioners in duplicate, and I shall protest to the Secretary of War against your signature on that document.

W. R. SHAFTER, Major-General.

Sampson says he acknowledged receipt of the above without argument, leaving the matter to be decided at Washington, and meanwhile citing a number of telegrams and signals to show that Shafter had the assistance of the fleet in bringing about the surrender.

PAVING THE WAY FOR ROOSEVELT.

Private Secretary Youngs in Albany Gathering Data for the Forthcoming Message.

Albany, N. Y., Nov. 30.—William J. Youngs, the private secretary of Governor-elect Roosevelt, was at the Capitol to-day, gathering data for his chief's annual message to the Legislature. He said that Colonel Roosevelt and his family would come to this city December 28 and establish themselves at once in the executive mansion.

BOY FROM SCRANTON LOST IN NEW YORK.

A Woman Brought Him to This City. Can't Find Parents.

Agent King, of the Gerry Society, found George Smith, eleven years of age, wandering about Tuesday night in the vicinity of the South Ferry.

The boy said that he came from Scranton, Pa., with a woman who was going to take him to his mother and stepfather in this city. The woman had lost him. He said that his mother's name was Mary Munsonkowitz, and his stepfather Otto Dugan. He was committed to the care of the Gerry Society in the Centre Street Police Court yesterday.

MARTINELLI SEES THE BIOGRAPH OF THE POPE.

The Apostolic Delegate Is Delighted by the Mutoscope.

SEES IT IN WASHINGTON.

Special Performance at Carroll Institute Pleases the Archbishop.

The Apostolic Delegate on the Pictured Benediction.

Washington, D. C., Nov. 30.
To the Editor of the Journal:
It is the expressed wish of His Holiness that those who see his benediction in the moving figures of the biograph and the mutoscope, and receive it in the proper spirit, should participate in the happiness, in the glory and in the advantage of it, as if it had been bestowed upon them personally.
SEBASTIAN MARTINELLI,
Apostolic Delegate.

Washington, Nov. 30.—The Apostolic Delegate's startling statement to the New York Journal was dictated by him to its reporter in the gallery of the Carroll Institute Hall to-night, immediately after the picture of the Pope's benediction had been projected upon the canvas by the lantern of the biograph.

The Apostolic Delegate sat in the front row of seats in the gallery. There was an empty seat at his right and at his left. The Rev. Dr. Rooker, secretary of the Papal Legation, had reserved the latter to remain empty between the Apostolic Delegate and himself as a mark of hierarchy.

The Apostolic Delegate was in black. His hair is black and dressed as one's mother dresses it when one is seven years old. It is straight, regular, lissome. His eyes are black as onyx.

The biograph projected the picture of the Priscilla sailing and the Apostolic Delegate nodded approval. It projected a pillow fight of children in two beds and he said, in good humor, his eyes scintillating: "There are no scenes like this in the Vatican."

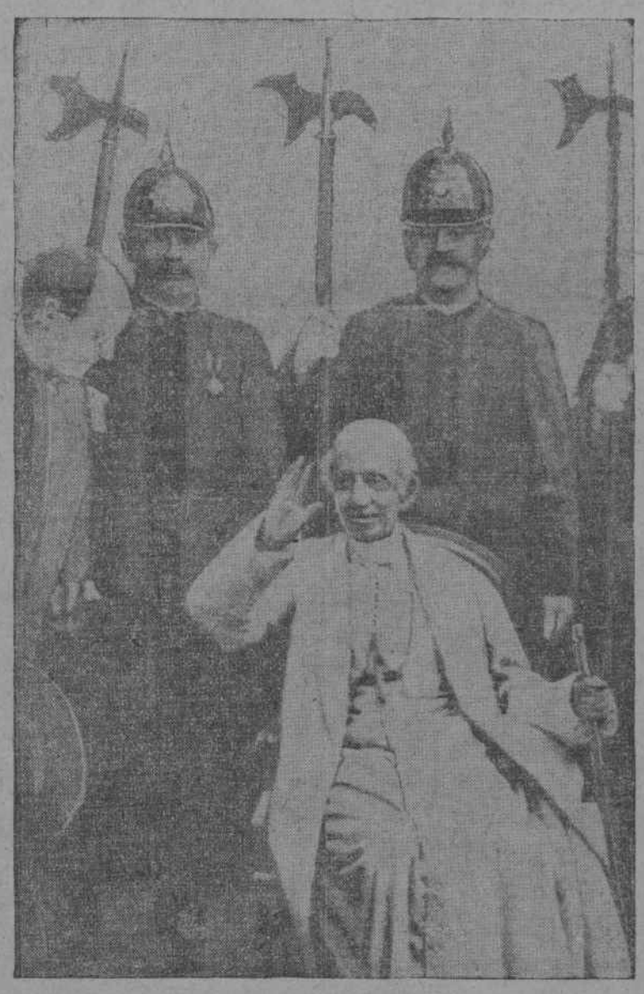
The Apostolic Delegate took from his waistcoat pocket a silver snuffbox, struck its lid with the knuckle of his middle finger, in the fashion of ancient times, opened the box, took a pinch from it and snuffed it in ecstasy.

Martinelli Watches Keenly.

The Seventy-first Regiment at Camp Wikoff, returning from the war, appeared on the canvas, and many others followed.

The Apostolic Delegate looked at the pictures on the canvas and at the biograph projecting them alternately.

The Rev. Thomas H. Malone appeared at a small desk in front of the canvas, the pianist went to a seat at the organ, the Apostolic Delegate crossed his arms. He fixed his eyes on the priest with an intensity that was concentrated.



The Apostolic Benediction, as the Papal Delegate Saw It.

(Copyright, 1898, by the American Mutoscope Company.)

It was at this point in the movement of the living pictures of the Holy Father, reproduced by the Biograph in Washington for his especial benefit yesterday, that Archbishop Martinelli was most moved. In a telegram to the editor of the Journal he says that the Benediction will give the same benefits to those who see it in the Mutoscope as if they actually received it from the Holy Father in person.

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Continued on Third Page.

OFF TO SCHOOL DYING TO SAVE A DOCTOR'S FEE

Rushed Wildly from Classroom When the Teacher Saw His Agony.

PURSUED BY COMRADES.

Boy Fell Dead in a Snowdrift Just as Capture Was Imminent.

Freddie Ganter was dying, but he went to school. It is not likely that he, a boy of ten, guessed that the injury he had concealed was a mortal one. On the other hand, it is quite certain that he was suffering excruciating pain when he said yesterday morning to his mother:

"No; I don't want a doctor. I won't have you waste money like that. I'm all right, mamma. I'm going to school."

And he did. From his mother's home, at No. 107 East Fourth street, he went to Public School No. 330, in East Fifth street, frequently sitting down to rest, sometimes crying with pain. On Thanksgiving Day, while masquerading with his playmates, an angry passer-by had jammed the mouthpiece of his tin trumpet down his throat. On a later day he had been struck on the breast by a hard-driven snowball. Which of these mishaps was responsible for his misery has yet to be determined; but he had concealed both from his mother, because he knew she could ill afford to pay a doctor's fee.

His teacher noticed his disordered appearance, saw the pinched look of pain in his face. The expression of his eyes startled her; she said afterward that it made her think of death.

"What is the matter, Ganter? Are you ill?" she asked.

Freddie's secret was discovered at last. Terror rose superior to his anguish. His schoolmates, who are probably best qualified to interpret his state of mind, say that he was afraid of a doctor being called and his mother being compelled to pay the bill.

Whether or no, Freddie Ganter ran away. Flight cost him what little strength was left to him. He darted from his seat, and, evading efforts to capture him, rushed into the street and away. There were red stains on the floor of the school room where he had crossed it.

"Quick! Run after him!" cried the teacher, singling out half a dozen of the longest-legged boys in her class. "Catch him and call a policeman to take him to the hospital!"

They obeyed her, and followed swiftly after him. Captain Diamond, of the East Fifth street police station, heard the commotion and saw the extraordinary hunt approaching him. The fugitive by that time was very far spent. His steps were uneven, and his face expressed a great despair. The Captain stepped to meet him with outstretched hand, but just then the end came. Freddie Ganter pitched head foremost into a heap of snow.

Captain Diamond tenderly picked him up. The little fellow was unconscious, and before the arrival of medical help he was dead.

Then came out the stories of the tin trumpet and the snowball, and how Freddie concealed his agony from his mother for fear of putting her to expense. A coroner's physician will try to find out why he died, and the police will try to find the stranger whose brutal gesture of repulse drove the trumpet into his throat.

MORE SNOW COMING; NO RELIEF IN SIGHT. PENTAGOET MISSING.

New York Steamer Probably Lost on Her Way to Bangor—Snow Blocks City Streets.

Another Storm Coming.

The weather outlook is uncertain. The forecast last night was: "Fair and cooler." A storm from Texas was headed for New York. If it gets here, and it is booked for to-night, it will mean snow or rain. As far as the streets are concerned, the day will be one of slush and misery at the best.

Snow Still Blocks Streets.

Comparatively little progress has been made in clearing snow from the streets. The cross streets are practically untouched.

Not even Broadway, which was promised clear for yesterday's traffic, is free from snow. The Street Cleaning Department has 2,500 carts and 6,000 men at work. Commissioner McCartney is in despair and waiting for rain.

Piling Up the Snow in Twenty-third Street.

[Taken by a Journal Photographer.]

ANOTHER storm is due to reach this city to-night. The one of yesterday overwhelmed those already burneded by the woes attendant upon snow and slush. The Long Island Railroad found all its lines again blocked, this time by snow that packed hard and froze so as to defy ploughs.

More than fifty wrecks strew the north and east shores. High waves are sweeping over Napeague Neck, and threaten to cut through, making a new island of the Montauk section. The steamer Pentagoet, New York to Bangor, is missing, with a crew of eighteen. Forty bodies from the wrecked steamship Portland have been recovered.

Poor Commissioner McCartney, of the Street Cleaning Department, lifted his voice from out the angry roar of general imprecation and cast his eyes to the leaden skies all yesterday and prayed for rain.

The department did little else. Its work on the streets was hardly apparent. Not even Broadway was cleared. King Slush wielded his wet sceptre like a Czar. The people could only move slowly, damply about and swear.

And there's another storm on the way. It is due to-night and the man on the top of the American Surety building, who has been so deadly truthful in the past week, says there may be more snow. The weather has not only knocked Father Knickerbocker down and stamped on him, but now threatens to beat him over the head with a club.

Mr. Emery, Farmer Dunn's successor, is not to be mistrusted. He said last Saturday it would snow. It did. He said Tuesday it would snow all that night. It did. He said yesterday it will snow or rain this afternoon.

Only Hope Is Rain.

If it rains Commissioner McCartney will be saved. If it snows—well, the Commissioner dare not think of what that would mean and suffering New Yorkers shiver with horror at the prospect.

Mr. McCartney is working, to be sure. He says he hasn't had any sleep since Saturday night. But the snow is still in the streets. Much of it has been piled, but traffic, by car and wagon, is still blocked, and the end is nowhere in sight.

But few more men were hired yesterday. The rain the department hoped for did not come, and this was given out as the reason why many more shovellers were not employed. The department is still having trouble securing carts, and is calling on Long Island and Jersey City to supply the deficiency.

The head of the Street Cleaning Department took a despairing view of the situation. He said he had 2,500 carts and about 6,000 men at work on Manhattan Island, but that the only real hope lay in rain.

Soldiers in Snow Trenches.

As a result of a conference between Commissioner McCartney and Secretary McConnell, of the Soldiers' Comfort Committee, of which W. H. Parsons is President, and Miss Helen Gould a staunch supporter, 150 discharged soldiers will be given jobs shovelling snow. Many, in the uniform of the army, were seen working in the trenches of Broadway yesterday afternoon.

The request of the department that tenants and property owners help him had some effect. Most of the gutters in the city were cleaned yesterday, and in the downtown districts fires were built under boilers and the snow dumped into them and melted.

Broadway, which, it was promised, would be cleared first, was still badly blocked last evening. The greater part of it had been cleared, but there were stretches, as between Grand street and Fourteenth, which were still occupied by dirty mounds.

Cross Streets Blocked.

The cross streets downtown, the places of the heaviest truck traffic, remained practically untouched, and the heaps of snow were scattered again that business might go forward.

Innumerable piles of snow remained yesterday on such important thoroughfares as Fourteenth, Twenty-third and Forty-second streets, while not a single avenue was entirely cleaned.

The Broadway cars moved a little faster, but were still running on "storm schedule," while the snow still affected the underground trolley lines last night.

But one portion of mankind got any enjoyment out of the condition of affairs. That was the children, who, after school hours, engaged in the usual snowball battles.

The storm of Tuesday night resulted in three inches more of snow, and a trace of rain and sleet, making 13.3 inches of ice from the clouds in November. This breaks the record of all Novembers in the history of the Weather Bureau.

FIFTY WRECKS ON NORTH SHORE.

The whole eastern end of Long Island was again cut off by the storm of yesterday morning, and high waves nearly made a new island of the Montauk section. The Long Island Railroad found the Montauk division, as well as the Port Jefferson branch and the main line, blocked. The snow in cuts has frozen so that snow ploughs cannot remove it. The trouble on the main line is near Mineola. There is a freight train buried in the snow there, and thus far all efforts to dig it out have failed.

At East Hampton roads are blocked by trees and drifts and wires are down. Thirty trees block the main street of the town. It was snowing hard there last night. The Long Island Railroad is washed out east of Amagansett, and for 1,500 feet along Napeague Neck. The high waves of Napeague Bay have almost cut across the neck which connects the Montauk section with the main portion of the island.

Among the vessels wrecked near Port Jefferson, in addition to those reported yesterday, are the steam yacht Hirondelle, owned by Caleb G. Evans, of this city, and yachts belonging to Cord Meyer, Dr. H. S. Pettit and C. Tinker. Altogether about fifty vessels, not counting small yachts and scows, have been wrecked or rendered useless along the north and east shores.

SWEPT FROM SHIP BY A WAVE.

With bridge, chart room and pilot house torn to splinters, her boats smashed and decks strewn with debris, the British tramp freighter Strathesk steamed into Quarantine yesterday. The vessel left Philadelphia Saturday and met the storm seventy-five miles off Cape Henlopen.

Seaman Thomas Brewster was swept overboard and three men, including Chief Mate Younger, were seriously injured. Captain Frost went as he told of the disastrous trip, and of the death of Brewster. He said:

"The pilot left us off Cape Henlopen, and we were soon in the centre of snow and sleet squalls. It was blowing a hard gale by midnight, and at 1 o'clock Sunday morning we hove to.

At 11 o'clock Sunday a big wave swept clear over the bridge. Brewster had been sent to put a tarpaulin over the cabin skylight a few minutes before and the wave carried him overboard. In the driving snow we could do nothing. Mate Younger, the second mate, and the man at the wheel were carried fifty feet by the wave and jammed against the starboard rail. The