LEGISLATORS SOLD AS ARE SAUSAGES.

Remarkable Statements by Thomas W. Lawson With Regard to Bay State Affairs---Declares Henry M. Whitney Was Head of a Machine.

Henry M. Whitney, brother of the late William C. Whitney and President of Boston's Chamber of Commerce, is the target of Thomas W. Lawson in the instalment of "Frenzied Finance," published in the Christmas number of Everybody's Magazine, issued yesterday.

The story set forth by Mr. Lawson is sensational. Whitney figured in the gas war which Lawson and Addicks, of Delaware, on one side, and Henry H. Rogers and the Standard Oil group on the other, were waging in 1896. Whitney got into the fight in this way, according to Lawson: He claimed to control an invention by which the low-grade Nova Scotia coal could be converted into gas which could be sold to the consumer with good profit at 50 cents a thousand feet. If this invention was genuine it threatened to bankrupt both Lawson's Bay State Gas Company and Rogers's Brookline company. To get control of the invention, Lawson says he made a deal with Whitney by which the Bay State Company was to use the process if Whitney could get a charter from the State of Massachusetts for his company, which, on the surface, was to be an independent one. Roger Wolcott, an incorruptible man, was then Governor of Massachusetts.

What Lawson Discovered.

H. M. Whitney has never before figured in gas deals. He was chiefly known, Lawson says, for his ability to get street railway franchises from the Legislature. Up to that time, Lawson says, he had only indefinite knowledge of legislative corruption. Not believing half that he had heard, he says, he made an investigation to find out if Mr. Whitney's power was as great as he had been told it was. As a result of what he found, Lawson declares:

"The Massachusetts Legislature is bought and sold as are sausages and fish at the markets and wharves. That the largest, wealthiest and most prominent corporations in New England, whose affairs are conducted by our most representative citizens, habitually corrupt the Massachusetts Legislature, and the man of wealth among them who would enter protest against the iniquity would be looked on as a 'class Anarchist.'

"I will go further and say that if in New England a man of the type of Folk, of Missouri, can be found who will give over six months to turning up the Legislative and Boston municipal sod of the past ten years, who does not expose to the world a condition of rottenness more rotten than was ever before exhibited in any community in the civilized world it will be because he has been suffocated by the stench of what he exhumes."

How Legislatures Are Worked.

Lawson describes in detail the alleged handling of the Legislature to get the charter for Whitney's company, the Massachusetts Pipe Line. He says:

"The Whitney machine for the manufacture and moulding of legislation was complex but efficient. It achieved its wonders in broad daylight. It was vastly bolder than Tammany and made fewer excuses for what it grabbed. But its chief engineer was a leading citizen, and his assistants all gentlemen of great respectability and admirable antecedents, and in Boston social and civic dictions are shields behind which much may be concealed.

At the head of Whitney's forces was his lawyer, George H. Towle, big of brain, ponderous of frame and with the strength of an ox. A man of terrific temper, he knew not, the meaning of the word, fear. Nothing aroused him to such frenzy as to have to do with a legislator who unnecessarily haggled over the price of his vote or influence. On such occasions, when a lieutenant had reported that Senator This or Representative That would not come into camp. Towle, with an oath, would simply say: "Take me to him and I will have his vote in ten minutes, or there'll be occassion for a new election in his district to-morrow!' "

How Legislators Were Paid.

Second in command, Lawson says, was Mr. Patch, Towle's secretary and factotum. Of the methods employed Lawson writes:

"Towle, on final-payment day, would have the members of the Massachusetts Legislature march through his private office, one at a time, and handing each of them their loot, would proclaim; 'Well, you're settled with in full aren't you? That represents your vote on—and on——'.Then he would loudly identify the bill and the particulars of the service, while behind a partition with a stenographer would be Mr. Patch, who, after the notes had been written out, would witness the accuracy of the stenographer's report. When the Legislature assembled again, old members the same story goes would be requested to call on Towle to renew acquaintanceship. Then he would allow them to look over his memoranda 'just to keep 'em from being too proud,' as he gently phrased it.

"Subordinate to Towle and Patch was a long line of eminently respectable lawyers, known all over the Commonwealth as 'Whitney's attorneys.' These men participated at nominations orated at elections and took care of the finer preliminary details. The first line of attack was composed of practical politicians of various grades—ex-Senators of Representatives and local bosses, who were known as 'Whitney's right-hand men. Below these were the ordinary lobbyists, the runners and detectives who kept tabs on every move and deed, day and night, of members of the Legislature.

Says Machine Worked Well.

"This was the Whitney machine, and it worked together with that fine solidity and evenness which can only be attained with lots of practice and much success. In comparison with this competent organization, an average "Tammany gang," a 'Chicago combine,' or a St. Louis syndicate' would look like a broken-down snow plough in August.'

Mr. Lawson then proceeds to give the details of what happened to get the charter for the Whitney company.

"Headquarters for Whitney's Massachusetts Pipe Line were opened at Young's Hotel, Parlors 9, 10 and 11. Rooms 6, 7, and 8, second story, front. Parlors 9 and 10 were the general reception-room, while 11 was for the commander himself and the holding of important and 'touchy' interviews. The rooms 4, 5, 6, 7 and 8 were used for educational purposes."

At 9 o'clock at night the real work would begin in the headquarters, Lawson writes:

"In Parlor 10, seated at a long table, a dozen of Mr. Towle's chiefs, all in their shirt sleeves, smoking voluminously, before each a sheet of paper on which was printed a list of the members of the Legislature; against every name a blank space for memoranda; at the head of the table Towle himself, frowning severely over a similar sheet having broader memoranda-spaces. One after another the chiefs would call off the names of the legislators, reporting as they went along. The outsider would hear droned monotonously: '.....from..... not my man, ...from.....my man and .....'s man; seen to-day, stood same as yesterday: .....from.....raised raised price $20, making it $150; agreed; $10 paid on account, total of $90 due; raised because.....told him that he had got $20 more from .....'

"As each man reported, the other chiefs and Towle discussed the details, and when a decision on disputed points was arrived at Towle would make a memarandum on his blank, and the chief concerned recorded the order in the little note book which each carried. All reports in at last. Towle retired to room 11 and speedily returned with the 'stuff,'' consisting of cash, stock, puts, calls, or transportation tickets, which he dealt out to the chiefs to fulfil the promises they had made for the day."

The Charter Went Through.

In due time the Pipe Line Charter bill was passed by both houses of the Massachussetts Legislature and sent to the Governor for his signature. A big speculation in Bay State Gas and Dominion Coal started and the prices soared. At the height of the speculation some time later came the news that Gov. Wolcott had vetoed the bill. The market slumped violently, and all of Whitney's followers who had joined in the speculation together with their friends were threatened with ruin. Lawson's position was also precarious. Lawson stopped the panic in Bay State Gas by telling his brokers to buy everything offered, and he sent word to Whitney that he must protect Dominion Coal in the same way. Then he rushed around to see Whitney and Towle.

" 'What are you going to do, Mr. Mr. Whitney?' I asked. 'You both told me the legislative end was none of my business, and, thank heaven, it was not. You said it was your business. Now, how about it?'

" 'I am going to pass it over the Governor's veto, he instantly answered.

" 'Can you do it?'' I asked.

" 'I can, for I must.'

"That night Whitney's and Towle's plans were mapped out, the army and their orders dispatched with a vicious snap that plainly said. 'Whoever attempts to put the Whitney machine in a hole will be shown no mercy.' "

How They Won the Votes.

To get the necessary additional votes to pass the measure over the governor's veto immense sums had to be promised, Lawson says. Finally enough votes were rounded up, Lawson declares, but when everything was ready the report was spread that the promises would not be made good after the bill had been passed, and the legislators got together and insisted upon payment in advance.

"The amounts promised." Lawson writes, "had run up to such an enormous aggregate that it was impossible to pay all in so short a time even if such had been Whitney's and Towle's intentions."

As a last resort Whitney, he says, went to Gov. Walcott and begged for mercy. The governor said the only kind of a bill he would sign was one which pledged the company to furnish gas to the public for sixty cents a thousand feet. Whitney had to accept, and when the bill amended in this way went through it was at once realized in financial circles that the company was worthless and they went into a panic, bringing ruin to all the followers of the machine. Frantic men hounded Whitney and Towle to make good their margins, threatening them with exposure.

Early the next morning, Lawson says, two wild-eyed men. Towle and Patch, came into his office. They had travelling bags. Towle said, according to Lawson, he had all the papers, the evidence, in the valise, and that Whitney had given him what cash he had and a check for $10,000, telling him he must get out of the country. He begged Lawson to convert the check into gold. Lawson did so, he says. Towle weeping like a baby.

A few days later, Lawson writes, a vessel dropped anchor off the island of Jamaica and Towle's body was carried ashore and buried. Patch returned to the ship, but in a few days his body, weighted with irons to carry it to the bottom, was lowered over the side. About the same time the members of the Legislature who had not been paid for their votes received word that the promised vote-money had been delivered to George Towle, but that he had decamped with it to foreign shores, where he was living in luxury with Patch.

Lawson hints that the deaths of Towle and Patch were not due to nature. Later he sent detectives to Jamaica and had Towle's body exhumed and photographed.

Lawson in the number of Everybody's, in a separate article, makes an attack upon John A. McCall, President of the New York Life Insurance Company. He says the three big insurance companies, the New York Life, the Mutual and the Equitable, are in a combination, and that Standard Oil interests control the combination and virtually the millions in premiums paid in yearly by policy-holders.

He reproduces a fac-simile of a letter written by Mr. McCall to a policy-holder in the New York Life in which Mr. McCall says that Lawson had repeatedly applied for insurance in the company, but had been rejected. Lawson replies to this by reproducing fac-simile of a letter written by Mr. McCall to a policy-holder in the New York Life in which Mr. McCall says that Lawson had repeatedly applied for insurance in the company, but had been rejected. Lawson replies to this by reproducing fac-similes of letters to himself from Mr. McCall and other officials of the New York Life urging him to become a policy-holder in the company.

Mr. Lawson also attacks the character of the investments made by the insurance companies.

Mr. McCall was out of the city yesterday.

No Breakfast Table complete without

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An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. It is a valuable diet for children.

COCOA

The Most Nutritious and Economical.

HE WENT TO JAIL.

Former Canadian M. P., Locked Up For Debt in New York.

New York, Nov. 22:—Francis Wayland, Glen, for eight years a member of the Canadian Parliament, and since then the promoter of a republic which shall embrace the whole of North America, is in the Ludlow Street Jail, because Miss Josephine Kneeland, a public stenographer, says that he secured $50 worth of work by false representations. Mr. Glen says; —"I am not sorry that I am in jail: in fact, I am glad of it, for I am learning many new things. I refused all offers of assistance from my friends, nor would I allow anyone to go on my bail bond, as I intend to remain the full fifteen days in the jail.

"I will have something sensational to tell some time,concerning the real reason for my imprisonment," he said. He then intimated that a well known magnate had promised to pay for the work he was doing, and that the failure of this man to keep his promise was responsible for his plight.

The manuscript which led him to jail related to reciprocity with Canada—another of his pet projects.

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"Ferrozone built me up.

"Before using it I scarcely knew what good health meant.

"I was just as miserable and weak as any woman could be.

"Tired from morning till night, bothered by trifles, unceasingly nervous.

"The first box of Ferrozone improved my blood, gave me appetite. In a short time I was like a new person. Now I rejoice in abundant good health."

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Barker—What is your opinion about cremation?

Howler—Oh, it depends upon the person. With some persons I think cremation cannot be indulged in any too early.

Barker—But how about yourself?

Howler—Oh, as to myself, I can only say that cremation is the last thing I want done to me.

IF YOU LIKE THE TIMES, SUBSCRIBE AND GET IT EVERY DAY.

HAD TO PAY THE CABBY.

Canadian Woman Pays Well For Returned Jewels.

London, Nov. 22:—Mrs. R. A. Smith, a wealthy Canadian who is staying at the Carlton, is in a state of much discontent though she recovered £20,000 worth of jewels the day after she left them in a cab.

When the cabby discovered the jewels he took them to Scotland Yard, Mrs. Smith was delighted to hear that she only had to go and identify her property in order to recover it. When she found out that she had to pay 10 per cent. of the value of the jewels,which goes to the cabby, her joy was tempered with regret.

She wants to know why the cabman when he discovered the jewels did not bring them back to the Carlton from which he took her. The cabby naturally preferred the sure 10 per cent. of the value of the jewels which he would receive from Scotland Yard to a chance appreciation of his honesty.

Catarrhal Deafness is Caused

By a thickening of the lining of the middle ear owing to prolonged inflammation from catarrhal germs. The only cure is fragrant, healing Catarrhozone one which is carried by the air you breathe to the remotest parts of the throat and ear; it reaches the scource of the trouble and cures deafness permanently. Every sufferer from impaired hearing should use Catarrhozone which has effected many wonderful cures. You simply breathe its healing medicated vapor,very easy and pleasant. Do this and your hearing will be restored. Catarrhozone never fails; it is guaranteed. Two months' treatment for $1,-00 at druggists.

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NOTICE.

There will be sold at Public Auction at Chubb's Corner (so called) in the City of Saint John at the hour of twelve o'clock, noon, on Saturday, the twenty-fourth day of December, next., all and singular those two lots of land described as follows:—

1. That lot of land situate lying and being in the City of Saint John and described as follows: Commencing at the intersection of the northern line of the Strait Shore Road leading to the Suspension Bridge with the division line of lots 6 and 7 in Class K in a certain division of lands made between the heirs of the late Honorable William Hazen on the 12th day of November A. D., 1824, and running thence north thirty-five degrees west, one hundred and sixty feet more or less until it strikes a prolongation southerly of the Merritt line, thence along the prolongation of the said Merritt line, south forty-seven degrees west eighty feet more or less, until it meets the northerly line of a lot formerly conveyed by George W. Currey and wife to T. Mitchell, thence along the line of said Mitchell lot, one hundred and fifty-five feet more or less to the said Strait Shore Road, thence along the northern line of the said Strait Shore Road, easterly eighty feet more or less, to the place of beginning.

2. Also that other lot of land situate in said City and described as follows: Commencing at the intersection of a line 34 feet westerly from the said T. Mitchell's southerly line with the northern line of the said Strait Shore Road thence along the said line 34 feet westerly from the said T. Mitchell's southerly line to the said prolongation of the said Merritt line thence along the said prolongation of the said Merritt line south forty-seven degrees west three hundred and forty-six feet more or less, until it strikes a line of a lot now or formerly owned by one McMaster, thence along the said McMaster's line to the Strait Shore Road, aforesaid, thence along the Strait Shore Road aforesaid, eastwardly a distance of three hundred and forty-six feet more or less to the place of beginning.

The foregoing sale will be made under and by virtue of the Act 58th Victoria, Chapter 49, and for the purpose of realizing the amounts of several respective assessments for taxes in the City of Saint John as follows: For the year, 1889, $33.00: For the year 1890, $40.50: For the year 1891, $39.69: For the year 1892, $40.50: For the year 1893, $37.96: For the year 1894, $39.00: For the year 1895, $37.96: For the year 1896, $37.96: 1898, $34.32: For the year 1899 $34.10: For the year 1900, $33.66: For the year 1901, $33.88: For the year 1902, $34.10: For the year 1903, $35.64, and for the year 1904, $37.62: which several assessments for taxes were made by the Board of Assessors of taxes for the said City under The Saint John Assessment law 1889 and Acts in amendment thereof and were made respectively for the years aforesaid stated.

The late Honorable Charles Duff having been owner of said lots of land and his estate having been assessed in said City upon and in respect of such lots of land for the said years by said respective assessments in said respective sums, and the said estate having omitted to pay said assessments or either of them or any part thereof. The nature of each of said assessments is as follows, namely, the amounts so respectively assessed were each assessed upon said lots of land for the purpose of carrying on the Civic Government and business of said City, including the support of the Public Common Schools of said City and the support of the Police, Fire Department, maintenance of the Streets and salaries of City Officers and payment of interest on the City debt and for County purposes, under the Law.

Dated the 14th day of November, A. D., 1904.

FRED. SANDALL,
Receiver of Taxes for the said The City of Saint John.

C. N. SKINNER,
Recorder of The City of Saint John.

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One of the very best Soft Coals mined in Nova Scotia, and sold here for less than any of them.

Price $4.75 a ton, or $6.65 a chaldron, screened and delivered.

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9 Foot of Union St. (east.)
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13 Cor. St. Patrick and Union Sts.
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15 Brussels St. near old Everritt Foundry.
16 Cor. Brussels and Hanover Sts.
17 Cor. Brunswick and Erin Sts.
18 Cor. Union and Carmarthen Sts.
19 Cor. Courtenay and St. David's Sts.
21 Waterloo, opposite Golding St.
23 Cor. Germain and King Sts.
23 (Private) Manchester, Robertson & Allison.
24 Cor. Princess and Charlotte Sts.
25 No. 1 Engine House. Charlotte St.
26 City Hall, Princess and Prince William Sts.
27 Breeze's Cor. King Square.
28 Cor. Duke and Prince Wm. Sts.
31 Cor. King and Pitt Sts.
32 Cor. Duke and Sydney Sts.
34 Cor. Wentworth and Princess Sts.
35 Cor. Queen and Germain Sts.
36 Cor. Queen and Carmarthen Sts.
37 Cor. St. James and Sydney Sts.
38 Carmarthen St., between Orange and Duke.
41 Cor. St. James and Prince William Sts.
42 Cor. Pitt and Duke Sts.
43 Cor. Broad and Carmarthen Sts.
45 Cor. Brittain and Charlotte Sts.
46 Cor. Pitt and St. James Sts.
47 Foot Sydney St.
48 Cor. Sheield and Pitt Sts.
51 City Road, near Skating Rink.
52 Pond St. near Fleming's Foundry.
53 Exmouth St.
61 City Hospital.
62 York Cotton Mill Courtney Bay.

NORTH END.

121 Bridge St. near Stetson's mill.
122 Cor Main and Bridge Sts.
123 Street Railway car sheds.
124 Cor. Adelaide Road and Peel St.
125 Engine House, No. 5 Main St.
126 Douglas avenue, opp. Hon. James Holly's.
127 Douglas avenue near Bentley St.
131 Cor. Elgin and Victoria Sts.
132 Opp. Hamilton's mill Strait Shore.
133 Rolling Mills, Strait Shore.
135 Cor. Sheriff St. and Strait Shore Road.
142 Cor. Portland and Camden Sts.
143 Police Station, Main St.
145 Head Long Wharf, Main St.
154 Paradise Row, opp. Mission Chapel.
231 Engine House No. 4, City Road.
241 Cor Stanley and Winter Sts.
253 Wright Street.
312 Head Millidge St, Fort Howe.
321 Cor. Barker and Somerset Streets, Fort Howe.
412 Cor. City Road and Gilbert's Lane.
421 Marsh Road.

WEST END.

112 Engine House, King St.
113 Ludlow and Water Sts.
114 King St. and Market Place.
115 Middle St. Old Fort.
116 Winslow and Union Sts.
117 Sand Point Wharf.
118 Queen and Victoria Sts.
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212 St. John and Watson Sts.
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RAILROADS.

INTERCOLONIAL RAILWAY

On and after SUNDAY, Nov. 20, 1904, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Halifax and Campbellton 7.00
No. 6—Mixed train to Moncton . 6.30
No. 4—Mixed, for Moncton and Point du Chene 13.15
No. 26—Express for Point de Chene Halifax and Pictou 12.15
No. 8—Express for Sussex 17.10
No. 134—Express for Quebec and Montreal 18.00
No. 10—Express for Halifax and Sydney 23.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—Express from Halifax and Sydney 6.20
No. 7—Express from Sussex 9.00
No. 133—Express from Montreal and Quebec 13.50
No. 5—Mixed from Moncton 15.20
No. 25—Express from Halifax, Pictou, Pt. du Chene and Campbellton 17.40
No. Express from Halifax..... .. 18.40
No. 81—Express from Moncton (Sunday only.)..... .. 24.35

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

D. POTTINGER,
General Manager.

Moncton, N. B., Nov. 18, 1904.

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THIRD CLASS.—To Liverpool,London, Glasgow, Belfast, Londonderry and Queenstown, $15. From Liverpool or Londonderry to St. John $15 From London $17. To and from all other points at equally low rates.

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Rates same as via Liverpool.

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1525 O'Neill D. J., residence, St. David's.
624B Robertson Mrs. T. N., residence, Princess.
1364 Sussex Agency, Douglas Avenue.
1520 Tufts L. B. & Co., lumber dealers, Canada Life B'l'd. Prince Wm.
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