

Inquest Into Oneida Lake Boat Collision Is Ordered

Capt. Withey Goes Down With Yacht, 10 Others Are Rescued

Death Held 'Accident' Adults of Party on Excursion Boat to Tell of Crash

Special Dispatch to The Herald
Sylvan Beach, Aug. 8.—Accidental drowning was the verdict returned today by Dr. H. S. Hubbard, coroner, of Rome in the death last night of Capt. Lloyd A. Withey, 74, who with 10 passengers was hauled into Oneida Lake near the entrance to the Boice Canal after his sight-seeing yacht Agnes W. sank in 45 feet of water following a collision with an oil tanker in tow of the tug 158 of the Matton Line.

An inquest will be held later in the week when State Troopers have completed their investigations of the adults in the group of the 10 rescued and the passengers and crew of the rescue ship, 'The Gorton of Olcott.'

Captain Withey formerly for many years a stock broker in Oneida and with 45 years' experience in Oneida Lake waters stuck by his craft until it appeared beneath the surface of the water. He was found floating on the water, face downward, an hour and a half after the accident and after his passengers had been carried to safety. Physicians, State troopers and volunteers worked over the body for nearly three hours before the coroner announced it was impossible to resuscitate Captain Withey.

The tug with its tow stopped after the collision, but continued across the lake after First Mate James J. Clinton, of Marine Island who was in charge, saw the yacht pull away.

Capt. Fred H. Godfred, master of the tug, who reported the accident when he reached Lock 23 last night said that he continued on his journey when he observed the skipper of the yacht apparently was attempting to reach shore with his craft. Passengers on the ill-fated yacht saw their craft two minutes elapsed before the yacht began to sink and that there was no time to beach the boat.

The tug and tanker arrived at Breckerton shortly after last midnight and tied up there until 7:10 o'clock this morning when they proceeded out to Baldwinsville.

The rescue boat, The Gorton, is owned by Daniel D. Bennett, of Medina, near Buffalo, and was in charge last night of Daniel D. Bennett, Jr. The boat was in the vicinity of the accident and when Mr. Bennett heard the screams of women and children he turned his craft in the direction of the spot. With the aid of his passengers, Bennett began pulling the foundering men and women aboard his craft. Among those that were rescued are John Miller, 37, and wife Mrs. Florence Miller, 32, of 1006 Kellough Avenue, Utica, their daughter, Marilyn, 2, and Mrs. Donald Wood, 1016 Park Avenue, Utica, and two unmarried couples whose names the State troopers did not get.

Ruth Wood, 12, daughter of Mr. and Mrs. Wood, started swimming for shore alone. She had reached the end of the pier, some distance away, when she was picked up by another boat.

The rescued were taken to police headquarters in an exhausted condition and later some of them made statements at Troop D Barracks, Oneida.

The cause of the accident has not been determined by the investigators. Captain Withey knew the waters of the lake section thoroughly, and, besides the Agnes W., he owned another pleasure boat here.

The Agnes W. struck the side of the tug almost head-on, according to the passengers. The bow of the yacht was stove in. The boat listed at once and passengers began donning life preservers. Wicker chairs and other articles were thrown overboard on which some of the passengers hoped to keep afloat until aid arrived.

In the confusion and excitement following the crash it was reported on shore that the captain and seven of his passengers had drowned. The rescuers had overlooked the captain in the excitement and an hour and a half after the boat went.

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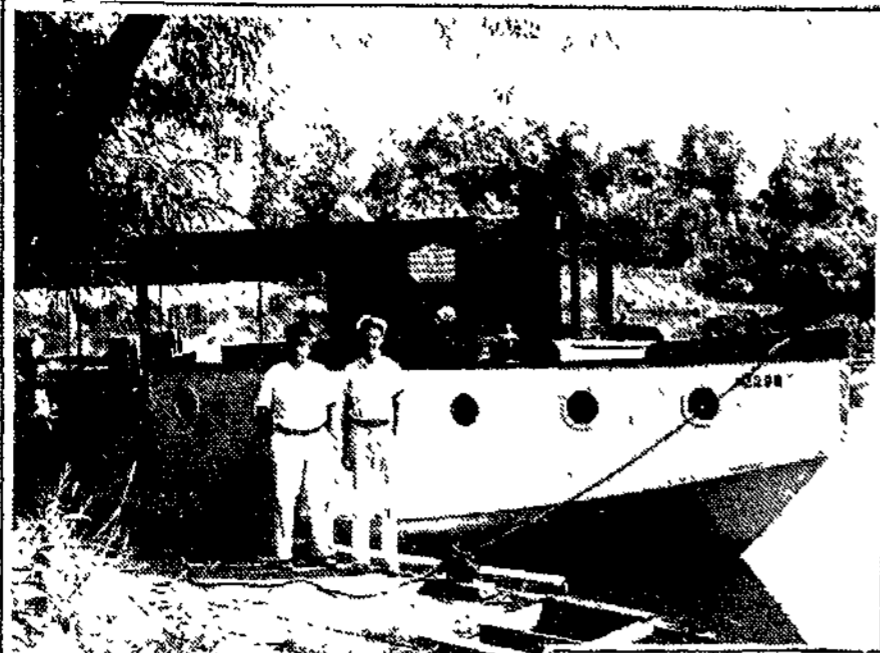
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Leading Figures in Oneida Lake Collision Fatal to Skipper



Scenes from the Oneida Lake mishap in which a pleasure craft sank after colliding with an oil barge. Top left, Daniel D. Bennett and his son, Daniel Jr., with their rescue-ship 'The Gorton of Olcott'; the oil barge Tevaco 158 being pushed by the tug Matton 10; lower left, Daniel D. Bennett, Jr., captain of the rescue-ship; lower right, the passengers rescued from the sunken 'Agnes W.' Left to right: Joan Miller, Mrs. Florence Miller, Mrs. Donald Wood and daughter, Ruth Wood, 12 and Donald Wood.

State Fair Jobs Will Go To Syracusans

Persons on City Relief Rolls to Be Given Preference

Ackerman Consents Exposition Secretary Confers With Welfare Commissioner Daniels

Scores of persons on the relief rolls of the city public welfare department are the veterans relief bureau will be given jobs at the New York State Fair. It was learned today following a conference between J. Dan Ackerman executive secretary of the exposition, and Frederick I. Daniels, city public welfare commissioner. The suggestion had been made to Commissioner Daniels that he try to get work at the fair for some of the unemployed on the city rolls.

"I have had that in mind all along," Mr. Ackerman was quoted as saying to the commissioner when the subject was brought up this morning.

Mr. Ackerman told the commissioner that the men would be employed through the Syracuse Work Relief Bureau, of which William H. Kelley is chairman and A. Ray Holmes is executive secretary. Just how many men will be given employment at the fair grounds has not yet been determined.

Mr. Kelley has been advised by the State Temporary Emergency Relief Administration that the State could not approve of the Syracuse project of cutting grass and weeds on private property, as was proposed following a conference of city officials about 10 days ago.

The State will pay 40 per cent of the cost of clearing city property of weeds and grass, it was indicated. As a result of the ruin of the State relief administration the extensive weed and grass cutting project was not started this morning, as had been scheduled.

Commissioner Daniels suggested to Mr. Holmes that the State aid be sought from the relief administration on the ground that the cutting of the weeds and grass is a health measure. It is understood that the suggestion was adopted and a further ruling from the relief administration is expected within a few days.

It had been planned to employ about 150 men in ridding the city of weeds and grass to improve the appearance of the city and also to help relieve Syracuse hay fever sufferers.

City Will Beautify Park Street Property

Grading of all land owned by the city along Park Street between Hiawatha Boulevard and the city line, as a work relief project will be undertaken without delay, Mayor Roland B. Marvin announced today. "The city owns considerable land on either side of Park Street between Hiawatha Boulevard and the city line, and it is planned to grade and landscape it," Mr. Marvin said.

"In view of the fact that it connects up with the Onondaga Lake Boulevard and parkway now being built through to Liverpool, that portion within the city will be landscaped and beautified to conform with that outside the city."

Police Ticket Saves Driver From Assault Prosecution

Negro Proves He Was Being Stopped by Traffic Patrolman During Store Robbery

A little yellow ticket for a traffic violation aided in freeing Edward Fredericks, 32 of 805 South Townsend Street from a charge of assault, second degree, when Judge Leo J. Yelke today dismissed the charge at a hearing in City Court.

Fredericks, a negro, was arrested a week ago today after he was alleged to have entered the Primrose Candy Shop in East Genesee Street and attacked an employee, Nicholas Caponus.

Arraigned on a charge of robbery, first degree, the negro pleaded not guilty and his case was adjourned to Friday for hearing. Through the cooperation of his attorney, Raymond B. Smith and Assistant District Attorney Homer V. Walsh, the charge was reduced to assault, second degree.

At the hearing, Motorcycle Patrolman Ralph Margusso testified that about the time the attack on Caponus was committed, he had handed Fredericks a ticket for driving through a funeral procession at South Townsend and East Fayette Streets.

Other witnesses to the court that they had seen the prisoner previous to the time he was alleged to have entered the candy shop and until the time of his arrest by patrolmen in a scout car who believed that Fredericks answered the description of Caponus' assailant.

Judge Yelke dismissed the charge against Fredericks, satisfied that the negro was not the one who entered the candy store.

Caponus and Christ Popoff, who was waiting with the employee in the store when a negro entered, said that they believed Fredericks was reduced to assault, second degree.

The partial identification was offset, the court ruled, by the testimony of witnesses.

George F. Johnson Hits At All Tax Exemptions

"Why Pick on Churches?" Is Query of Manufacturer

Special Dispatch to The Herald
Binghamton, Aug. 8.—Tax exemptions of every kind—those on church property and municipal and government bonds—are assailed by George F. Johnson in a statement published today in the Binghamton Sun.

Mr. Johnson's statement in which he asks, "Why pick on the churches?" follows in full.

"I have been greatly interested to read the recent statements that 'Churches should be taxed the same as all other properties.' In other words, the laws which make it possible for church properties to escape taxation should be changed. This is correct. But why pick on the churches?"

"The whole system of 'exemption' is unfair and unjust, and it applies to every 'exempt security' issued by cities, states or nation. It applies to every single thing of value that non-escapes taxation.

Movie Daredevil Drives Into City In 52-Inch Auto

A 51-inch long automobile recited a police escort into the city today when Kenneth L. Morehouse, airplane stunt flier of 'Hells Angels' and other daredevil vehicles, paid a visit in his \$9,000 "Little Mystery."

Morehouse, who for 11 years was employed in the designing department of the Ford Motor Company, created the midge machine himself and is traveling coastwards with his bride of eight months the former Anna Le Hershey of Hagerstown, Md., cousin of M. S. Hershey, the chocolate king.

Winding down Salina Street, the car moved up East Jefferson Street to the Onondaga Hotel straight into the lobby, up the elevator and was finally parked between a pair of twin beds. The vest-pocket edition weighs 625 pounds, and according to the owner, it won the \$20,000 purse last year at Indianapolis for breaking two world's records for automobiles under the 1,000-pound class.

County Home Inmates Help Fight Fire

Farmhouse Near Institution Ignited from Burning Shed

Fire of undetermined origin was discovered shortly after 7 o'clock this afternoon in a wood shed behind a farmhouse owned by Onondaga County, west of the County Home on the Onondaga Hill Road.

In a short time the flames spread to the farmhouse and were sweeping through rooms of the building before the arrival of Combination 3 of the Syracuse fire department, which was sent to the scene in response to a call for help from County Home officials.

Inmates of the home left their quarters immediately after word was received of discovery of the fire across the highway and went to the scene to aid in fighting the flames.

Albert Casny, an employee in the county hospital, nearby, is the occupant of the farmhouse.

A strong wind caused the rapid spread of the flames from the woodshed to the main farmhouse. Buildings of the county home proper were not threatened by the flames at the time.

Peritonitis Fatal To Youth Despite Patrolman's Blood

Peritonitis which developed after an emergency operation for appendicitis proved fatal to Raymond Falso, 11, son of Mr. and Mrs. Frank Falso, 816 Teall Avenue in People's Hospital yesterday morning, despite a transfusion for which Patrolman Clarence Snow gave a pint of his blood late Saturday afternoon.

After the transfusion the Falso boy apparently was on the way to recovery when a relapse occurred yesterday morning and he failed to rally. He was stricken with appendicitis at his home July 26. Surviving besides his parents are four brothers, Armand, Adolph, Frank and Frederick Falso, and two sisters, Miss Rose and Miss Fanny Falso.

Lehman Plans Short Stop at Three Rivers

Delegation of Onondaga Democrats to Greet Him Thursday

Lunches at Rome

Lieutenant Governor Will Spend Night at Fulton

Lieutenant Governor Herbert F. Lehman will make a 30-minute stop at Three Rivers Thursday afternoon on his inspection tour of State institutions of Central and Northern New York by boat and automobile this week.

Owing to the limited time that the lieutenant governor is to be at the river resort, Democratic leaders said that while a delegation will be on hand to greet him when he arrives, there will be no special program at this time.

The party leaders expect to hold a reception in honor of Mr. Lehman, a candidate for the nomination for governor to succeed Governor Roosevelt late in August, when he is to make an inspection tour of institutions in the Syracuse area and Western New York.

The lieutenant governor will begin the tour which brings him to Three Rivers on Wednesday, proceeding by boat from the Schenectady Terminal to Herkimer on the Erie Canal.

On Thursday, he will leave Herkimer by automobile for inspection of the Utica State Hospital, the Marcy State Hospital and the Rome State School.

He will return to his boat for lunch at Rome at noon Thursday.

In the afternoon he will proceed to Three Rivers where the boat is scheduled to dock for half an hour at 4 o'clock. He will then proceed to Fulton Terminal, and will remain in that city over night.

Friday morning he will proceed by automobile to Oswego for a visit at Oswego Normal School, then move on to Henderson Harbor, Sachet Harbor and Madison Barracks. From there he will go to Watertown and Pine Plains, rejoining the boat at Alexandria Bay at 6:30 P. M.

Saturday morning he will go to Ogdensburg by boat, then by automobile to Canton, Potsdam Normal School, Massena and Washington, where he will again board the boat for a cruise on Sunday to Montreal, Canada.

On Monday the lieutenant governor will inspect Canada's water power development at Beauharnois.

A trip from Montreal to St. Johns, about 110 miles, by boat is scheduled for Tuesday.

Mayor to Let Grade Board Have \$8,800

Insists Costs Be Cut to Minimum in Reply to Plea for \$50,000

\$350,000 Now Expent

Marvin Offers New Fund as Answer to Letter from Maltbie

In response to the request for an appropriation of \$50,000 for the Syracuse Grade Crossing Commission, Mayor Marvin today informed the commission that he would "furnish additional funds to continue operations for another two months."

The mayor estimated that the appropriation would be "about \$8,000." He explained that the operating cost of the commission has been about \$5,000 a month, but that the amount would be \$8,000.

Asked if he had any comment to make upon the communication in which Milo R. Maltbie, chairman of the Public Service Commission, informed Governor Roosevelt that Mr. Marvin "apparently wishes to divert attention from the facts and from the Syracuse Grade Crossing Commission for delay" on the project, Mr. Marvin said "my letter answers that question."

The letter is that which he forwarded to the Syracuse commission covering his decision relating to the appropriation. It reads:

"I have been giving serious thought to your communication of July 21, asking an additional appropriation of \$50,000. It has been suggested in some circles that this administration flatly refuses to appropriate any further funds for your commission.

"After this and careful deliberation I cannot agree with such contention. However, I insist that your expenses be curtailed to the absolute minimum. Your body has advised me several reductions and that you are now operating on a minimum expense.

"After years of patient waiting this most important work has now reached a point where the Public Service Commission must decide whether this work shall proceed or be indefinitely delayed. The outstanding expense incurred by the Public Service Commission, considering the large amount of money invested to date by the taxpayers of Syracuse, it would seem foolhardy to prevent your body at this particular time to continue pressing the question before the Public Service Commission; after all the expense incurred by the taxpayers of Syracuse in financing the work to date amounts to approximately \$350,000.

"The citizenry of our city now demand to know whether we are to have consideration or whether we should be obliged to continue to be pushed around as we have in the past.

"You advised me that your estimable body now awaits the decision of the Public Service Commission as to what share of the money spent to date shall be reimbursed by the city. Certainly \$50,000 is a very tidy sum, especially in these days, and the taxpayers of Syracuse anxiously await the verdict.

"Next you advise that you are endeavoring to have the Public Service Commission compel the railroad company to pay the cost of the immediate construction of the First Ward branch connection. Further, you have stated that you are awaiting the mandate of the Public Service Commission to require the railroad to immediately file detailed plans, including the overhead structure at James Street in the hands of the Public Service Commission for their determination.

"I therefore advise that your employes must be ready to appear before the Public Service Commission and acquaint that body with various items of data pertaining to the matter. I am sure that you should be reasonable to expect the Public Service Commission to assist in such manner until decision is made.

"I therefore will take steps to furnish your body with additional funds to continue operations for another two months, but you must be reasonable to expect the Public Service Commission to act within that time. If the elimination work is to actually proceed, we shall be glad to further co-operate. However, if it is definitely established that the Public Service Commission has no power in the matter I believe that you will agree with me that your present expenditures do not warrant indefinite prolongation.

"It is my fervent hope that we may see tangible results at once which would prove to be a sure medium of providing work for hundreds of our worthy citizens who are sorely in need of such aid, at the same time, relieving the city of Syracuse of a most serious menace, which daily interferes with the protection of the lives, limbs and property of our citizens.

"Were it not for the fact that the State has the funds available for this work, it might appear unfair to press the railroad at this time. However, in view of the fact that the State finances the entire project in the first instance, you must understand that the State must all wait the final word of the State's Public Service body."

"The commission adopted a resolution to petition the Public Service Commission to 'direct' the New York Central Railroad to file plans and estimates for the First Ward Branch connection 'on or before Aug. 24.'"

Mr. Wagner said that the commission is dissatisfied with the action on the Public Service Commission in approving of the First Ward Branch connection plans, and announced that it would "urge" the railroad to prepare detailed plans, specifications and estimates.

The commission, Mr. Wagner said, had petitioned for an order directing it to proceed with the preparation of plans and estimates "in view of the delay on the part of the railroad."

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NOTICE OF SALE

COUNTY COURT Onondaga County.—The Onondaga County Savings Bank (Plaintiff), versus the Onondaga County Clerk (Defendant), to a judgment of foreclosure and sale, made and entered in the above entitled action, bearing date for 1929 day of July, 1929, and entered on the Onondaga County Clerk's office on the 23rd day of August, 1929, I, the undersigned, Clerk of said court, do hereby give notice that the said judgment named for that purpose all lots in the southern part of the City of Syracuse, County of Onondaga and State of New York, to-wit: lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758