



TRANSIT BILL DEAD NOT SIGNED BY HUGHES.

Coney Island Five-Cent Fare Bill Also Not Approved.

Albany, May 23.—The Robinson bill, making general amendments to the rapid transit law designed to facilitate subway building in New York by offering more attractive contracts to private capital, died to-night with the expiration of the thirty-day bill period.

The Governor made no explanation of his action on this important measure to-night. He will have a memorandum next week setting forth his reasons for failing to sign the bill.

Amendment of the Elsbeg rapid transit law to aid subway building was one of the important recommendations made by the Governor at the beginning of the legislative session and urged vigorously by him.

Other transit measures of considerable interest to New York City failed to become law. The much discussed Coney Island five-cent fare bill died in the rack of thirty-day bills.

It is plainly intended to affect charges over existing lines. It establishes a maximum rate of five cents without regard to the length of the route or the character of such a fare.

Whether a five-cent fare is a fair one depends upon facts and not upon sentiment, desire or prejudice. Whether the result be agreeable or disagreeable, it inevitably will be reached only after the facts have been ascertained and considered.

It is highly important that we should have transportation in our cities at the lowest fair rates. It is desirable that in New York City rates should be low rates from the congested quarters to the breathing spots in the outlying districts and by the sea.

Another transit measure which died was that permitting the Interborough to charge an additional fare over an extension of the present system to be built in the "annexed district."

Another measure which failed to secure the Governor's approval was that of the Committee on Insurance, amending Section 97 of the so-called Armstrong insurance law so as to increase the amount of money insurance companies may expend in securing new business.

While it would be advisable to clarify the existing law, there are questions which would be raised under this bill that might cause serious embarrassment.

Where the office of County Clerk is a salaried office, it seems to me desirable that all fees, including fees for searches, should be turned over to the county. The matter of fixing and changing the compensation of the County Clerk should be committed to the Board of Supervisors.

AGRICULTURAL BILL DISAPPROVED. The Governor also disapproved the bill of the Assembly Committee on Agriculture, providing for a bureau for the regulation of diseased cattle, permitting the use of the tuberculin test on diseased animals, and increasing

TEN MEN ADRIFT.

Escaped from Foundered Greek Steamship in Open Boat.

Jacksonville, Fla., May 23.—A special from Key West says that a message from Jupiter states that the Greek steamer Cyclades, bound from New Orleans to Genoa, loaded with cotton and grain, foundered off the Bahama Islands on May 13. The captain and fifteen of the crew reached Nassau in a small boat.

CUPID FAVORS RACING.

Senator Taylor's Wedding May Interfere with Vote.

From the best information obtainable at Republican state headquarters, Senator John R. Taylor, of Middletown, Democrat, who voted with the Republicans for the Agnew-Hart racing bill, is to be married not later than June 4 and will be at once sail for Europe.

It is understood that the failure of the Senate to pass the Agnew-Hart bill before adjournment has seriously embarrassed the Senator from the Orange County district.

At Republican state headquarters yesterday it was said that reports about Senator Foelker were favorable, but there was nothing certain about his being able to go to Albany for the next week or ten days.

Senator Fancher, of Olean, the member who on the day of the vote was mysteriously "kidnapped," but who turned up at the last minute in time to vote for the bill, is at present in Oklahoma, where he has extensive oil interests.

While the friends of Governor Hughes are still confident of having enough votes to pass the bill within the next two weeks, it is a fact that the opponents of the measure are feeling more and more jubilant and confident.

There was intense excitement among the spectators as the airship began to tilt. As the gas bag burst and the ship fell toward the earth women and children screamed and ran in every direction.

As the ship crashed to the ground a moment later hundreds of men rushed forward and with knives ripped the gas bag in a hundred places, cutting away the varnished material to get out the men buried underneath.

The airship used to-day was similar to many experimented with in different parts of the country. The gas bag was the shape of a torpedo with blunt ends.

It is said that Morrell was warned by several experienced aerial navigators that the kind of bag he had provided would not stand the strain of the great weight placed on it, and that it would explode if he attempted an ascension.

One of the features of the accident was the daring efforts of John Byrne, the pilot, to right the airship when it began to tilt. He climbed the rigging to the top of the great gas bag and tried to crawl up to the stern end.

Seeing that the vessel was doomed, Captain and crew ordered the boats lowered. Two of the sailors were injured. Wednesday night the men saw the ship sink with flames shooting forty feet in the air.

HELPLESS IN HELL GATE. Boston Steamer Runs Into Rock and Then Goes Aground.

While making her way through Hell Gate at 9 o'clock last night the steamer H. M. Whitney, of the Metropolitan Line, on her way to New York, became disabled just after she had rounded Hallett's Point.

As the vessel was drifting toward the dangerous section of the Hell Gate channel, called the Mill Race, both anchors were let go and the boat brought up with a jerk in mid channel.

GIANT AIRSHIP FALLS SIXTEEN MEN INJURED.

Were Making Flight Before Investing in California Invention.

Oakland, Cal., May 23.—The great Morrell airship, one of the largest ever built, collapsed on its trial trip to-day when about three hundred feet above the ground and dashed the sixteen occupants of the car to the earth.

The injured: ABERN, John, engineer; bruised. BARBER, Justin, photographer; ribs broken. BARNES, John, pilot; bruised.

The ascension was made shortly before noon and thousands of persons had gathered to witness the trial. The ship, which was 450 feet long and 36 feet in diameter, a combination of aeroplane and dirigible balloon, was powered by six gasoline engines generating 200 horsepower, rose successfully from the ground to a height of probably 300 feet.

The five gasoline engines suspended beneath the long gas receptacle at intervals of about fifty feet, each attended by an engineer, were not put in operation until the airship was well up in the air.

Some of them, however, lost their heads before the ship could alight and jumped, suffering broken limbs or severe bruises. Nearing the earth, the ship lost gas more rapidly and the overweighted remnant of gas was borne to earth with great force.

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SAW BLAZING SHIP SINK. Fire in Cargo of Cotton Drove Crew to Boats.

Baltimore, May 23.—Captain L. G. Hudgins, of the Baltimore and Carolina Steamship Company's steamship George Weems, which was burned last Wednesday off Frying Pan Shoal, arrived here to-day with the crew of seventeen men aboard the Chatham, of the Merchants and Miners' Line.

The Weems left Charleston Tuesday night for Baltimore with a cargo of Sea Island cotton. The fire was discovered Wednesday. The flames had already gained great headway.

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HARRIMAN AFTER ROAD SEEKS CONTROL OF B. & M.

Negotiating for the New Haven's Stock for the Delaware & Hudson.

It has been known for several months that the New York, New Haven & Hartford Railroad Company was disposed to sell its holdings of Boston & Maine stock, and at various times the Canadian Pacific or the New York Central has been mentioned as the probable purchaser.

Several trips have been made to Boston, the headquarters of the Boston & Maine system, in the last few weeks by C. S. Sims, second vice-president and general manager of the Delaware & Hudson, and other operating officials of the latter road, presumably with the object of looking into the operating details of the Boston & Maine and familiarizing themselves with the actual condition of the property—a step which would naturally be taken before closing negotiations for the change of control of a railroad property.

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DEATH BLOW TO MERGER. The New Haven and the Boston & Maine are connecting systems and not parallel and competing.

The New Haven and the Boston & Maine are connecting systems and not parallel and competing, but the proposed merger aroused much opposition throughout New England, and, as already noted, not long after the passage of the anti-merger act the New Haven began to consider disposing of its holdings.

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WARNED ABOUT AIRSHIP. California Accident Predicted to Aero Club Member.

Referring to the accident to the airship Ariel at Berkeley, Cal., yesterday, members of the Aero Club of America in this city last night expressed themselves as not surprised. J. A. Morrell, of San Francisco, is the inventor of the Ariel, which is the largest dirigible balloons ever built.

KILLS RIVAL AND SELF. Rejected Suitor Murders Girl and Takes Own Life Later.

Lippman Kessler, a rejected suitor of Miss Nina E. Doane, shot and instantly killed his former sweetheart yesterday as she was entertaining her fiancé, Thomas Faulkner, in the apartments of her grandmother, at No. 89 Pineapple street, Brooklyn, according to the story told to the police by Faulkner.

At 2:20 o'clock this morning Lippman Kessler shot and killed himself at Poplar and Fulton streets, Brooklyn. He was walking to the Fulton street ferry alone when he suddenly shot himself and died before the arrival of an ambulance from the Brooklyn Hospital.

Some time ago Kessler was a rival with Faulkner for the favor of Miss Doane. Faulkner won the girl's promise to marry him and Kessler took lodgings at No. 85 Pineapple street, where he could watch the movements of the young woman.

Yesterday Faulkner was calling on Miss Doane, both her grandmother and uncle, who is a Brooklyn newspaper man, being absent from the house at the time, when, according to Faulkner's story, Miss Doane went to the door to answer a ring of the bell and was met by Kessler, who fired a shot point blank into her breast and sent a second bullet into Faulkner's cheek, and one grazed his neck.

Kessler, according to Faulkner's description, is twenty-seven years old and a Hebrew. He lives in Herkimer street, near Patchen avenue. J. F. Sellen, a private detective, told the police that he saw a man answering Kessler's description running from the Pineapple street address without a hat. Kessler's hat was found in the vestibule later.

Miss Doane was once an aspirant for stage honors. She was to have married Faulkner in June. The grandmother of Miss Doane is the widow of the late Surgeon General C. E. Doane, who served through the Civil War. Eugene Doane, the uncle of Miss Doane and racing editor of "The Brooklyn Eagle," said last night that Kessler was engaged to his niece at one time and that he succeeded in having the match broken off.

GERMAN TRAMP ASHORE. Sugar Laden Craft Hard Aground Near Little Egg Harbor.

Atlantic City, May 23 (Special).—Losing her bearings in an unusually thick fog the German steamer Hornsea, with a cargo of sugar from Cuba for New York, went hard aground this morning on a shoal about four miles south of Little Egg Harbor, N. J. Fortunately for the stranded steamer there was a light sea running at the time, and she lies in an easy position.

Shortly after noon the fog thinned out sufficiently to permit the lifesavers from the Little Beach and North Brigantine Shoals stations to go out to her assistance. When the lifesavers came alongside the captain and his crew of twenty-four men and one passenger said they felt they were in no danger and would remain aboard the steamer.

The captain asked the lifesavers to be in readiness to take them ashore in case of necessity, and advised that the steamer's predicament was communicated to the Merritt-Chapman Wrecking Company. Two wrecking tugs were reported in the vicinity of the Hornsea, and will attempt to drag her into deep water when the fog lifts. It is thought that much of her 3,000 tons of sugar will have to be lightered before she can be barged. The Hornsea is a German tramp steamer of about 1,200 tons.

HURLED FROM HIS AUTO. L. A. Heinsheimer in Collision with J. F. Marsden.

Louis A. Heinsheimer, a member of the banking firm of Kahn, Loeb & Co., was thrown violently from his automobile in Far Rockaway yesterday afternoon, and narrowly escaped serious injury, when his car smashed into the machine owned and driven by J. F. Marsden, a forist, of Far Rockaway.

Mr. Heinsheimer was turning from Franklin avenue into Mott, on his way to the Long Island Railroad station, and Mr. Marsden, coming from the opposite direction, was about to turn the same corner, when the machines came together with a terrific crash.

The two men, who were the only ones in the cars, were hurled some distance before they landed on the road. Many persons saw the accident, and some of them rushed the injured men to a nearby drug store, where they were treated by a resident physician and went home. Both of them said the collision was unavoidable.

TRAIN ROLLS INTO CREEK. Four Men Drowned in Accident Following Texas Cloudburst.

Wichita Falls, Tex., May 23.—A severe cloudburst which struck this neighborhood last night washed away the railroad tracks about ten miles from the city, and a freight train which came along shortly afterward rolled down an embankment into a creek. Four of the crew were drowned in the torrent.

Great damage was done to farm property and numbers of cattle and small animals are reported drowned. The 10th District convention, held at Austin on May 14, elected G. M. Booth, of Taylor, and T. L. Wren, of Austin, as delegates to the State Convention. They were instructed for Taft.

The 11th District convention, held at Waco on May 14, elected G. C. A. Bynston, of Waco, and J. A. Myers, of Hamilton County, as delegates. They were instructed for Taft.

The 12th District convention, held on May 14 at San Antonio, elected J. M. Oppenheimer, of Brown County, and G. N. Harrison, of Brown County, as delegates. They were instructed for Taft.

DELEGATES TO THE DENVER CONVENTION

MR. BRYAN FAR IN THE LEAD.

481 Delegates Are for Him, 22 for Johnson, 11 for Gray and 163 Are Uncommitted.

More than two-thirds of the delegates to the Democratic National Convention have now been elected. Complete delegations were chosen last week in Alabama, California, Florida, Michigan, Missouri, South Carolina, Washington, Wyoming, Alaska, Hawaii and the District of Columbia.

The call for the national convention fixed its membership at 1,002. The Philippines being excluded from representation. Sixty delegates were elected for admission to the convention so far.

The distribution by states, territories and dependencies among the various candidates of the 477 delegates so far elected is shown in the following table:

Table with columns for State/Territory, Bryan, Johnson, Gray, and Uncommitted. Lists states from Alabama to Wyoming with corresponding delegate counts.

Notes: *Contests are being made for six seats from the District of Columbia by an unimpaired delegation. Total membership of the convention of 1908, 1,002. Necessary to a choice under the two-thirds rule, 668.

These state, territorial and dependency conventions are still to be held:

- Texas—Fort Worth, May 25. New Hampshire—Concord, May 27. Arizona—Pucson, May 28. New Mexico—Santa Fe, May 28. West Virginia—Wheeling, May 29. Porto Rico—San Juan, May 31. Nevada—Carlin, June 1. Arkansas—Little Rock, June 2. Maine (2d District)—Lewiston, June 2. Idaho—Boise, June 2. Louisiana—Baton Rouge, June 3. Maryland—Baltimore, June 3. Georgia—Primates, June 4. Utah—Salt Lake City, June 6. Montana—Helena, June 10. Kentucky—Lexington, June 11. Virginia—Roanoke, June 11. Colorado—Denver, June 12. Oregon—Portland, June 15. Mississippi—Jackson, June 17. Tennessee—Nashville, June 17. North Carolina—Charlotte, June 24. Vermont—Burlington, June 24.

DELEGATES TO CHICAGO MISSING DISTRICTS ALL IN

553 for Taft, 64 for Knox, 59 for Hughes, 46 for Cannon, 32 for Fairbanks, 25 for La Follette, 4 for Foraker and 197 Uncommitted.

To complete its table of delegates-elect to the Republican National Convention the Tribune publishes to-day the best information obtainable from the eleven Congress districts in Texas which had not reported up to May 17. All 389 delegates have now been accounted for.

Of delegates have now been accounted for, 553 are either instructed for Taft, 64 for Knox, 59 for Hughes, 46 for Cannon, 32 for Fairbanks, 25 for La Follette, 4 for Foraker and 197 are uncommitted. Contests in which Presidential preferences are involved are being made for 98 of the 389 seats. Secretary Taft has the support of 58.4 per cent of the delegates so far elected.

In addition, Mr. Taft will probably have the support of 72 of the technically uncommitted delegates, bringing his total up to 625.

TEXAS. These delegates were elected in the missing Texas districts: The 5th District convention, held at Dallas on May 13, elected C. W. Sterling, of Dallas, and A. B. Gardiner, of Rockwall County. They were instructed for Taft. A seceding convention elected M. F. Gentry and A. J. McCauley, uncommitted.

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The 13th District convention, held at Sherman on May 14, elected B. Burkett, of Palestine, and L. W. Lee, of Galveston. They were instructed for Taft.