

HUGHES, SAYS CANVASS

R. A. SHARKEY CONVINCED

Brooklyn Leader Finds 90 Per Cent of Regulars Want Him.

Deputy County Clerk Robert A. Sharkey, former Naval Officer, leader of the 5th District in Kings, predicted yesterday the renomination of Governor Hughes.

Mr. Sharkey has been the leader of the 5th District for about twenty years, and served two terms as Naval Officer. He has just received returns from a postal canvass of three election districts in his Assembly district, which indicate an overwhelming sentiment in favor of the renomination of the Governor.

In addition to the returns from election districts in his own Assembly district, Mr. Sharkey obtained yesterday the figures in a similar canvass conducted in the adjoining 23d Assembly District, represented by Assemblyman Reuben E. Heasel.

The percentages are so similar that Mr. Sharkey is convinced that 90 per cent of the enrolled or organization voters in his Assembly district are in favor of the renomination of the Governor.

The postal cards sent out had a double line as follows: "I am in favor of the renomination of Governor Hughes."

"I am not in favor of the renomination of Governor Hughes."

On the card was printed a request to cross out the word "not" if the recipient favored the renomination of the Governor.

While Mr. Sharkey does not regard the canvass as absolutely comprehensive, he says it is convincing.

In the 15th Election District of the 5th Assembly District 150 postal cards were sent out. Up to date 103 replies have been received, showing 91 for the renomination of the Governor and 59 against.

Mr. Sharkey was struck with the recurrence of the family name of six of those who recorded themselves against the renomination, and on inquiry discovered that all six were related to a sheet writer working for a bookmaker.

The sheet writer had lost his \$12 a day job at the track, and the entire family is on the warpath against the Governor.

In the 17th Election District of the 5th Assembly District 150 cards were sent out. Of the returns thus far received 75 are for the renomination of the Governor and 75 against.

In the 10th Election District 125 cards were sent out. The signed cards show that 86 are for the Governor's renomination, with 39 against and one blank.

In the 25th Election District of the 23d Assembly District, adjoining the 5th on the Canarsie side, 178 cards were mailed and 139 returned. Of these, 139 are for the renomination of the Governor and 9 against.

"The returns as far as received are a surprise to me," said Mr. Sharkey, yesterday to a Tribune reporter. "I do not commend many of the things the Governor has done. I do not understand why he cannot without loss of dignity or prestige work in harmony with the leaders of the organization which nominated him and has supported him. But that is not the main point under consideration at this time. The thing the party is concerned mainly about now is the success of the national and state tickets."

"I put the national ticket ahead of the state ticket for obvious reasons. It is vastly important that we elect Taft and Sherman. In saying this I do not for a minute underestimate the need of carrying the state as well. We certainly need to win all along the line. I am not what you might call a Hughes man, but I believe it is the business of the organization leaders to try to find out what the people want and then jump in and work hard trying to give it to them. This may be called keeping an ear to the ground, but I believe it is sound politics."

"The cards were sent to the enrolled Republicans—the so-called organization men. Considering that so many are away on their vacations, the responses have been significant and generous. Some of the replies came from voters temporarily in the White Mountains, in Maine and in the Catskills. Cards are coming in all the time. The replies run uniformly about 90 per cent in favor of the Governor's renomination. Now, if that is a fair test of the sentiment among the organization Republicans, is it not a fair assumption that among the unenrolled Republicans—the Republicans who vote more independently than the enrolled organization men—the preference for Hughes is even more pronounced?"

"There was a good deal of doubt in my mind before I began this canvass about the drift of sentiment in my district, but there is no longer any doubt. When the campaign gets going, the so-called organization men now opposed to the renomination of the Governor will swing into line almost without exception, and at that time, unless I am mistaken, the independents will be almost solidly in favor of Hughes."

"I do not any longer regard the renomination of the Governor as a doubtful thing. I am certain that it will come, and I believe we shall carry the state. In coming out for the Governor I certainly do not wish to appear in the light of one opposing State Chairman Woodruff and others in command of the state committee. Mr. Woodruff and his friends have a hard task ahead of them, and need the support of every district leader. As soon as the nominations are made it is our duty to stop quarrelling among ourselves and swing into line for the ticket as a whole."

"We shall need all the votes we can muster. From what I can hear Bryan is strong in the Middle West, and may carry some of the Republican states there. We must make sure of beating him by carrying this state and other doubtful states in the East. The duty of the hour is to get into line with the sentiment of the rank and file, and so far as the Governorship is concerned, I am persuaded that the party as a whole is overwhelmingly in favor of the renomination of Hughes."

HEALTH OFFICER AT FORT GEORGE.

Gypsies and Unnecessary Noises Complained Of—Early Closing Agreed On.

For the last two evenings a representative of the Board of Health has been making a careful inspection of Fort George. Captain Kreuzer, of the West 153d street station, complained to the Board of Health a short time ago about the sanitary shortcomings of a camp of gypsies near Fort George. The noises of the resort have also been complained of.

It was learned last evening that most of the proprietors of amusement places at Fort George had entered into an agreement with the police to close their places at midnight through the week and at 1 a. m. Sunday morning.

WIFE DIDN'T TALK ENOUGH; SHOT HER.

Lincoln, Neb., Aug. 13.—Because his wife would not talk to him as often or as much as he desired, William Lush, a wealthy German citizen, fired four times at her with a revolver late this afternoon and then attempted suicide. One of the bullets tore through Mrs. Lush's hair, but she was uninjured. Lush will live, as the bullet merely clipped his skull. They had been married thirty years.

GREAT BEAR SPRING WATER.

"Its purity has made it famous."—Adv.

NAB BLACK HAND LEADER

Police Catch Italian Who Was Waiting for Victim, They Say.

Covered with scars from knife and bullet, which told of many a desperate encounter, Clement Telesi, No. 237 East 114th street, said by the police to be one of the Black Hand leaders in this city, was arrested last night at First avenue and 113th street while he was waiting for a victim to pay him \$500, according to the police. The complainant in the case is Luigi Broncato, a liverman, of No. 410 East 110th street.

About a month ago Broncato began to receive letters signed "Black Hand," the first one, on July 3, ordering him to be at the Williamsburg Bridge that night with \$500. Broncato did not heed this letter or the others which followed.

On Tuesday he received another, directing him to be at 113th street and First avenue last night with \$500. He informed Police Headquarters, and three detectives were at the place last night. As they approached Telesi he drew a revolver, but they were too quick for him. Telesi was finally overpowered and taken to the East 104th street station. According to the detectives Telesi has a bad record and has served a term in prison.

FROM SKY INTO RIVER.

Aeronaut Drops with Parachute Into Hudson.

Hackensack, N. J., Aug. 13.—Arthur Barry, a twenty-year-old aeronaut, of Boston, had a thrilling escape from drowning in the Hudson River this afternoon, after landing with his parachute in midstream opposite 163d street. He made his ascension from the Palisade Amusement Park. Fearful that the balloon would be carried toward the river the aeronaut's manager tied a life preserver to the parachute just before the balloon was cut loose. This probably saved Barry's life.

Though Barry was exhausted after an hour's struggle in the Hudson, the preserver kept him afloat until an auxiliary yacht from the West End Boat Club reached him as he was about to collapse. Dozens of rowboats and canoes arrived a few minutes later.

Two large steamers were listed to an alarming extent while passing the struggling aeronaut, due to the rush to the sides of the boats by the excited passengers.

TOBUY CHURCH LANDS.

Mr. Bacon Settles the Dispute in Porto Rico.

San Juan, P. R., Aug. 13.—After having satisfactorily settled the questions in dispute between the federal government and the Catholic Church in Porto Rico, arising out of the control of estates formerly owned by the Dominican and Franciscan orders, Robert Bacon, Assistant Secretary of State, sailed for New York yesterday on the steamer San Juan.

Under the agreement reached the federal government will obtain, subject to the approval of Congress, control of the Santo Domingo convent building and its lands, and the land occupied by the infantry barracks, paying therefor \$120,000. The insular government will receive, if the agreement is sanctioned by the insular legislature, the market place, the San Francisco barracks and the insane asylum and the land surrounding it, paying \$180,000 for them in three instalments. The Church, in addition to the money considerations, will obtain under the agreement a chapel and sixty-two acres of land near San Juan.

This disposes of the last of the Church claims. The question has caused protracted litigation and discussion in six Legislatures. The insular courts have decided some points in favor of both parties, and appeals were taken to the United States Supreme Court. These appeals now will be withdrawn.

The Church land question in Porto Rico involved the right of the Roman Catholic Church to control various properties, valued at about \$1,000,000, merely owned by the Dominican and Franciscan orders. The estates were alienated by the action of the Spanish government in 1838, but the Catholic Church alleged that the act was not properly carried into effect, and sought to have them restored, alleging that the Church was especially dependent since the United States came into being in the island and separated the Church from the State.

CANAL COMPANY'S END.

French Court Discharges the Panama Receivers.

Paris, Aug. 13.—The liquidation of the old Panama Canal Company, which has been going on since 1883, was completed to-day, when the Civil Tribunal of the Seine authorized a last payment to creditors of 1 per cent and issued a decree of discharge to the receivers.

In 1878 a concession was obtained from Colombia by the Societe Civile Internationale du Canal Interocéanique for the construction of a canal across the Isthmus of Panama. The concession was purchased in 1879 for \$20,000,000 by a company headed by Ferdinand de Lesseps. The work of excavating proceeded until 1883, when the company went into bankruptcy and disbanded. Great scandals followed the collapse of the company.

Several extensions of time for the completion of the canal were granted to the liquidators of the company, the last naming October 31, 1910. A new company then was organized to prosecute the work, but failure to do so resulted in 1903 in a treaty between Colombia and the United States for the latter country to out the canal. The American Congress ratified this treaty, but the Colombian Congress rejected it. A revolution in Colombia resulted in the isthmus falling into the hands of the present Republic of Panama, and the Panamanian government gave the United States the right to do the work. In acquiring title to the canal property, however, obstacles were thrown in the path of the United States by the bondholders of the old Panama Canal Company and the individual stockholders of the new Panama Canal Company, endeavoring to prevent the transfer. Finally, however, in 1904, in consideration of \$40,000,000, the United States was able to take all rights in the premises.

DEAN BAILEY DECLINES TO SERVE.

Ithaca, N. Y., Aug. 13.—Liberty L. Bailey, dean of the Cornell College of Agriculture, who was recently appointed by President Roosevelt to act as chairman of a commission of five to investigate the social, sanitary and economic conditions on American farms, to-day declined the appointment on the ground that he could not give the subject the time he considered would be necessary to such an important matter.

WHEN SENT TO DAY DEAN BAILEY EXPRESSED HIS REGRET AT BEING UNABLE TO UNDERTAKE THE WORK, SAYING HE CONSIDERED THE IDEAS HIGHLY COMMENDABLE.

CORDOVA OUT OF PRISON TO-DAY.

Tucson, Aug. 13.—Frank Cordova, the untried Methodist minister who twice eloped with Julia Bowne, a choir singer in his church at South River, will leave the state prison to-morrow, where he has served the four-year sentence pronounced upon him on conviction of charges of abandonment and assault and battery made by his wife.

TO PUBLISH SPEEDERS

L. I. ROAD'S NEW TACTICS.

Will Take Down Numbers of Autos Recklessly Driven at Crossings.

Every other expedient tried having failed, Ralph Peters, president of the Long Island Railroad Company, intends to see if publicity will stop reckless driving of automobiles over the crossings of that road. It is his plan to station men at all the crossings where reckless driving occurs, to take down the license numbers on the machines and make public through the newspapers the names of the registered owners. This course is to be adopted because of many accidents this summer, which Mr. Peters says were due to speeding across the railroad tracks.

In view of these accidents, the company made a count a few days ago of the number of automobiles proceeding over crossings at reckless speed. Three hundred and ten automobiles were reported as passing over a crossing on the Merrick Road which is protected regularly by a flagman. Of this number 121 crossed the tracks without any regard for the crossing signal or flagman. Several of this number barely escaped being crashed into by trains, and one man driving a car cursed the flagman for trying to stop him. One hundred and seventy-two slowed down, but didn't stop, and seventeen came to a full stop. Of the latter number, however, eleven were prevented from crossing by trains standing on the track.

"The method to be employed by the Long Island Railroad to obtain the identity of those speeding recklessly over grade crossings," said Mr. Peters yesterday, "is to have specially qualified men stationed at crossings over which automobiles are accustomed to drive at reckless speed. These men will measure a course, one-half of which will lie on each side of the tracks, over which all automobiles will be timed. The license numbers will be taken and special notations made of those going at unusual speed, and also of those who are only cautious. The number of persons in each car will also be noted."

"These checks will be continued regularly by the company with a view to keeping itself and the public informed as to reckless driving on Long Island. The names of the registered owners of automobiles driven at dangerous speed will be supplied to the newspapers, in the hope of bringing home to the public the actual danger involved in this situation."

The Long Island Railroad has gone to enormous expense in recent years to remove grade crossings on its lines. It has expended some \$10,500,000 to this end, and 289 crossings—or 22 per cent of its total number—have been eliminated. This is better than the record of any other railroad in New York State. The Delaware & Hudson has retained 10 per cent, the Delaware, Lackawanna & Western 15 per cent, the Erie 13 per cent, the Lehigh Valley 12 per cent, the New York Central 19 per cent and the New York, Ontario & Western 18 per cent.

The Long Island has 52 per cent of its crossings protected by gates, flagmen or bells, in comparison to 30 per cent on the Delaware & Hudson, 43 per cent on the Delaware, Lackawanna & Western, 36 per cent on the Erie, 20 per cent on the Lehigh Valley, 41 per cent on the New York Central and 30 per cent on the New York, Ontario & Western.

"The State of New York appropriates annually \$300,000 as its share toward eliminating grade crossings on all roads; but as there are 6,793 grade crossings in the state, it will be many years before all crossings over which there is frequent travel can be done away with. It is evident, then, that in the mean time greater care must be exercised by those running automobiles, if the number of accidents is to be decreased."

"Of course conditions on Long Island are peculiar. In spite of all that has been done, 429 crossings remain unprotected by gates, flagmen or bells. In view of this, the Long Island Railroad has doubled the number of watchmen at many important crossings used by automobiles, but it is financially impossible for this to be done at all crossings."

"There is a large signboard as a warning at every crossing, in the form prescribed by the Railroad Commission. These signs have been placed with great care to make them conspicuous. As a matter of fact the entire Long Island Railroad was gone over, and all signs placed in particularly prominent places, and the trees were trimmed when they obstructed the view of the sign from any direction. The crossing signals are especially evident at night when illuminated by the lamps of the automobiles."

"Upon the sign is the legend 'Railroad Crossing, Stop, Look Out for the Cars.' Those who do this are never hurt; those who disregard it disobey the law, and some of them have met with frightful accidents, for which the railroad company was in no sense legally responsible."

APPEALS TO SPEEDERS.

American Automobile Association Fears Drastic Laws.

The American Automobile Association has sent notice to its twenty thousand members that drastic anti-automobile legislation will be enacted in several of the Eastern states, particularly Connecticut and New York, if speeding is not stopped.

G. K. Dustin, secretary of the Automobile Club of Hartford, Conn., says the Connecticut law, which is regarded as one of the model motor vehicle laws of the country, may be repealed, and succeeded by an unwelcome law, unless the association can bring about a reform.

"THE BALTIMORE SUN" OUT FOR TAFT.

Leading Democratic Newspaper Abandons Bryan—Voices Conservative Sentiment.

Baltimore, Aug. 13.—"The Baltimore Sun," the leading Democratic newspaper in Maryland, and one of the foremost Democratic papers of the South, has come out strongly in support of W. H. Taft for President. In 1886 the "Sun" antagonized Bryan and the free silver movement, but in 1900 it supported Bryan and made a good fight for him, but failed to hold the conservative element of the Democratic party in Maryland in line for him. During the late Senator Gorman's control of the Democratic machine in Maryland the "Sun" made several strong flights against him and helped to turn the state over to the Republicans in the overthrow of the Democratic machine.

The "Sun" has been a conservative since the Bryan ticket the "Sun" voices the sentiment of the conservative element of the party in this city and state.

With "The Sun" for Taft, the Bryanites cannot count upon the support of any important newspaper in Maryland.

TWELVE SALOONS BURN AT TAFT, MONT.

Spokane, Wash., Aug. 13.—Fire at Taft, Mont., to-day destroyed the Anheuser-Busch Hotel and twelve saloons, causing a loss of \$80,000. The property was insured for \$40,000. The fire started in a room of the hotel from an overturned lamp.

NEW YORK-PHILADELPHIA VIA NEW JERSEY CENTRAL 2-Hour Train Every Hour A. M. to 6 P. M. See schedule, Page 9.

SLEEPERS ON MIDNIGHT TRAINS OPEN AT 9 O'CLOCK.—Adv.

CONFER AT OYSTER BAY

TALK OF STATE POLITICS.

President Thinks Delegates Should Decide Governorship Matter.

Oyster Bay, Aug. 13.—The net result of today's political conference at Sagamore Hill, held by President Roosevelt, three members of the Republican State Executive Committee and Congressman W. W. Cocks, is that the situation in regard to the Governorship nomination remains practically unchanged. Mr. Cocks said afterward that absolutely no steps had been taken by the President and his conferees as to the selection of the man who will be nominated at the Republican State Convention at Saratoga next month to head the Republican ticket in New York State at the election next fall, or in any other matter. So far as it is possible to learn, President Roosevelt approves leaving the question of Governor Hughes's renomination open until the conventions meet, and then letting the delegates themselves decide the matter.

Herbert Parsons, president of the New York County Committee; William Barnes, Jr., of Albany, and Francis Hendricks, of Syracuse, members of the newly appointed State Republican Executive Committee, which was named by Chairman Timothy L. Woodruff at the meeting of the state committee in New York yesterday, were the three who took part in the conference besides the President and Congressman Cocks. Their visit to the President to-day, following that of Senator John Raines, is taken as showing that the President is carefully watching the development of Governor Hughes's candidacy for a renomination. Messrs. Barnes and Hendricks are openly opposed to Governor Hughes's renomination, while Mr. Parsons's attitude is not definitely known.

Mr. Parsons is thought to have brought with him from New York a report received by Mr. Woodruff at the meeting of the New York State Committee yesterday from the leaders throughout the state regarding the sentiments of the people in their districts on the question of the renomination of Governor Hughes. These reports were to allow the President to see for himself just how the people of the state feel in the matter of the renomination of Governor Hughes.

Messrs. Parsons, Barnes and Hendricks came down from New York by automobile. They carefully avoided the newspaper men and reached Sagamore Hill at 12:45 p. m. Congressman Cocks drove over from his home in Westbury, Long Island, and reached there a little while later. For three hours the politicians were in close conference with President Roosevelt. Together they thoroughly discussed the entire state situation. After the conference Messrs. Parsons, Barnes and Hendricks departed in their automobile for New York. They were again careful to avoid meeting the reporters.

CONFERENCE WITHOUT RESULT.

Congressman W. W. Cocks was seen and contented to talk. He said that nothing at all had been decided upon by the President and those who took part in the discussion. Continuing he said:

"We thrashed the entire situation pro and con from A to Z. I personally believe that the matter of the nomination should be left entirely to the convention. Let the Hughes people elect all the delegates they can and the anti-Hughes faction do the same, and then go into the convention and fight it out. Down here in my district we are rather tired of seeing the thing all framed up beforehand, and merely going to the convention to ratify the matter."

"Are you in favor of Governor Hughes's renomination, Mr. Cocks?" he was asked.

"Why, yes, I am; partly so, at least, and I think my district favors Governor Hughes's renomination," he replied.

"Of course, I realize," he continued, "that there is a great deal of opposition to Mr. Hughes, not only among the racing element, but in other quarters, yet I think he is the strongest man."

Charles S. Francis, of Troy, N. Y., American Ambassador to Austria; Gifford Pinchot, chief of the Bureau of Forestry, and Walter L. Fisher, of the Conservation of Resources Commission, reached Oyster Bay on the noon train to-day. Ben Greet, the Shakespearean actor, also came on the same train and was a guest at luncheon of the President and Mrs. Roosevelt.

Ambassador Francis said that he was on his annual leave of absence, and had come up to pay his respects to the President.

"The Emperor always inquires after President Roosevelt whenever he sees me," said the Ambassador, and he is a great admirer of the President." The Ambassador said the relations between the United States and Austria-Hungary at present were most friendly and cordial.

Gifford Pinchot and Fisher remained with the President after his political guests had departed. They said they were able to report to the President very satisfactory progress in the work of making an inventory of the country's natural resources, to be embodied in a report which will be made to the President next January. They left here on the 6:03 p. m. train for New York.

PRESIDENT'S REPLY TO SPERRY.

President Roosevelt has received the following cable message from Admiral Sperry, commander-in-chief of the American Atlantic fleet, now at Auckland, New Zealand, on its way round the world:

The government and people of New Zealand are according to me the best and most remarkable and cordial reception. The Prime Minister and other members of the Executive Council, acting for the people of the dominion, have presented President Roosevelt through me a beautiful token and a message of admiration and regard for him and his life's work, concluding with an earnest and cordial invitation to him to visit New Zealand.

The President to-day sent a cable message to Admiral Sperry in reply, as follows:

Am greatly pleased with your telegram. Please convey to the Prime Minister my hearty thanks and the expression of the sincere regard, friendship and admiration which the people of this country entertain for the people of New Zealand. Extend my congratulations to the fleet.

While playing his morning game of lawn tennis to-day President Roosevelt was surrounded by a score of young women and young men on horseback, wearing on their sleeves white bands with red crosses. They informed the President that they were "holding up" people in Oyster Bay and collecting funds for the benefit of the Nassau Hospital, at Mineola, and that he was their victim. The President quickly put his hand in the pocket of his crash trousers and willingly produced his contribution. He wished them good luck in their "raid."

The President's sons, Archibald and Kermit, are members of the riding set, but contrary to expectations they did not go out to-day to assist in the "hold-up."

NEWFOUNDLAND MODUS.

Informal Anglo-American Agreement for Season of 1908.

London, Aug. 13.—The Foreign Office in announcing to-night the conclusion of a modus vivendi regarding the Newfoundland fisheries says: "His majesty's government and the government of the United States unite in regarding the exchange of notes recording this proposal and its acceptance as constituting in itself a satisfactory agreement for the season of 1908 without the necessity of a more formal agreement."

The conclusion of a modus vivendi between Great Britain and the United States governing the Newfoundland fisheries and the rights of American fishermen means that friction in Newfoundland waters will be avoided until a settlement of the entire question, which is of long standing, is obtained before the Hague Tribunal. The dispute arises over the contention of the Americans who claim the same rights to fish in Newfoundland waters, which are possessed by British subjects, basing their claim on the fisheries treaty of 1818. The Americans claim also that the same rights apply to Canadian waters.

"THE MORNING POST" DISPLEASED.

Attacks British Government for "Yielding to American Pressure."

London, Aug. 14.—"The Morning Post," in an editorial to-day, strongly attacks the government for consenting to a modus vivendi with the United States regarding the Newfoundland fisheries, and reproaches Sir Edward Grey, the Foreign Secretary, for "yielding to American pressure."

The editorial adds that "while the modus vivendi is concluded for the third time, arbitration is still pending, and will continue to be pending until the Americans have matured their plans for obtaining a favorable verdict on an issue, not of fact, but of reasonableness. Englishmen may well reflect whether relief from the burden of armaments or from the worrying problem of imperial partnership may not be bought at too costly a sacrifice of moral ideals."

"The Times" in an editorial commenting on the fact that the modus vivendi was concluded with Newfoundland's consent and approval, says: "Happily, a renewal of the unfortunate conflict between the imperial government and the colony has been avoided even in appearance. The present government has not always shown tact in dealing with the affairs of the self-governing colonies, but in this instance it appears to have acted with dignity and the coolest of spirits, and has now happily reaped the reward of its patience."

AMERICAN SCHOONER SEIZED.

Liverpool, N. S. Aug. 13.—Charged with a violation of the Canadian customs regulations, the American fishing schooner Dictator, Captain Wilde, was seized here to-day. The vessel arrived here on Monday for bait, and being unable to obtain clearance for Port Morrien, where a supply was obtained. The captain, not knowing that it was a port of entry, put to sea without reporting to the customs authorities. To-day, when the schooner came in here for bait, the customs officers seized her. She is held, awaiting instructions from Ottawa. She is owned in Gloucester, Mass.

MISS LUDWIG ESCAPES.

Off for Coast, Presumably to Wed Sweetheart, Dr. Fitzgerald.

Chicago, Aug. 13.—Ethel Ludwig, who was kidnapped by her mother and uncle from her home in Morris, Ill., to prevent her marriage to Dr. Frederick Fitzgerald, professor of chemistry at the Cooper Medical College of Palo Alto, Cal., escaped to-day, and, according to reports, is speeding on her way to California to marry her betrothed. Her mother is in pursuit, but is one train behind. The girl and the doctor met while she was a student at Leland Stanford Junior University. Their betrothal was at first sanctioned by her mother. Later the mother came into considerable property through the death of her father and changed her mind.

Dr. Fitzgerald appeared at Morris last Thursday night, the wedding having been set for Friday. Thursday night Mrs. Ludwig and her brother, Cornelius Reardon, an attorney, spirited the girl away in an automobile. She was brought to Chicago, and with her mother and aunt, Mrs. T. A. Bray, stayed at the Saratoga Hotel. Dr. Fitzgerald followed, but was unable to find any trace of his sweetheart Sunday or Monday. He is said to have returned to California.

Tuesday night Mrs. Ludwig and daughter returned to Morris, packed their trunks, and the next morning came back to Chicago. To-day it was learned that the girl had escaped from her mother's surveillance and bought a ticket for the Coast. The mother followed on the next train.

GAS KILLS MISS SHOLES.

Death in Chicago Surrounded by an Air of Mystery.

Chicago, Aug. 13.—Mystery, romance and tragedy surrounded the death of Miss Frances Sholes, daughter of C. G. Sholes, of New York, who was found dead in bed early to-day at the home of her mother, No. 1402 Chicago avenue, Evanston.

The young woman, who was twenty-two years old, wealthy and popular in Chicago and Evanston society, is believed by many to have committed suicide as a result of despondency, either from a love affair or because of her failure to reconcile her father and mother who were recently divorced. She died from gas asphyxiation.

The young man, who was twenty-two years old, wealthy and popular in Chicago and Evanston society, is believed by many to have committed suicide as a result of despondency, either from a love affair or because of her failure to reconcile her father and mother who were recently divorced. She died from gas asphyxiation.

The body of Miss Sholes was found lying across the bed. Life had evidently been extinct several hours. She was pouring from an open jar near the head of the bed. On the floor are said to have been found letters which led to suspicion of suicide.

A coroner's jury held an inquest, but was unable to determine whether the young woman came to her death by her own hand or by accident. An open verdict was returned.

TWO MEN DIE IN AUTO SMASH.

Trolley Cars and Machine in Collision in the Heart of San Francisco.

San Francisco, Aug. 13.—Sergeant Major A. H. Belyea and C. H. Jones, electrician sergeant, attached to the Presidio military force, were killed to-night when an automobile in which they were riding was crushed between streetcars at Market street in front of a car bound for the ferry station. He had almost cleared the first track, when an outward bound car struck the automobile, hurling it against the other car. Jones and Belyea were thrown to the pavement with great force.

GOVERNOR LAYS STONE

SPEAKS AT PLATTSBURG.

Also Makes Address at Catholic Summer School.

Plattsburg, N. Y., Aug. 13.—To-day was Hughes Day in Plattsburg. The Governor visiting the city to lay the cornerstone of the new building of the Catholic Summer School at Cliff Haven, making an address in the auditorium there. On his arrival here he was met by a detachment of the 5th United States Infantry and a committee of citizens, and escorted to his hotel. At 2 o'clock the ceremonies connected with the laying of the cornerstone were held, the Governor using a silver trowel, the gift of the women's auxiliary of the Young Men's Christian Association. President Boomhower of the local branch introduced the Governor. The building was made possible by the generosity of Loyal L. Smith, of New York, who bequeathed \$125,000 to the institution, to be added to \$30,000 already raised by public subscription.

GOVERNOR'S PLATTSBURG ADDRESS.