



HEARST WILL RUN WITH FUSION TICKET

DECLARES AGAINST BOTH BANNARD AND GAYNOR. Says Latter Stands for Nothing and Will Associate with Anything—Beat Tammany, the Slogan.

William Randolph Hearst announced at 12:30 this morning that he would run for Mayor on an independent ticket. Replying to the committee of the Cooper Union meeting, Mr. Hearst in a letter said that he would run on the condition that opposition to Tammany Hall should be united and that the fusion candidates already named be put on the ticket with him.

Mr. Hearst said he could not support Mr. Bannard, but practically acknowledged that he (Hearst) had little chance of election. HEARST'S YES AND NO CONDITIONS. Mr. Hearst's letter is as follows:

I have decided to accede to your request and to enter this campaign against Tammany Hall on one condition. That condition is that the opposition to Tammany Hall shall be united and not divided. If we were to place a straight ticket in the field, and Tammany Hall shall have its ticket in the field, then the opposition to Tammany Hall would be divided, and Tammany's successful ticket might be fastened like a cancerous growth upon the body politic for another four years.

I know that my personal chances of election would be better on a straight independent ticket. But I am not considering merely my personal chances of election. I want to accomplish as Mayor, surrounded by a Tammany Hall administration, and hampered in every move by a Tammany Board of Estimate? What could any man accomplish under such conditions? I make no secret of the fact that I am a private citizen to secure success for the people of this city and to obtain for them a reasonable number of other benefits. I certainly would not desire to occupy the office of Mayor and to assume its arduous duties except for the opportunity that would be afforded me in that powerful position to secure many more substantial advantages for the city.

I would not consent to be Mayor unless I could carry with me from that office a record of achievement of which I would be proud and of which you would be proud. And I will consent to run for Mayor except under conditions which will make that record of achievement possible. DEMANDS FUSION TICKET. The fusion ticket lately nominated behind Mr. Bannard and in opposition to Tammany Hall is composed mainly of gentlemen who are at once honest, independent and progressive. These gentlemen have for the most part freely and fearlessly expressed their independent views and declared their progressive opinions. I make no secret of the fact that I am a private citizen to secure success for the people of this city and to obtain for them a reasonable number of other benefits. I certainly would not desire to occupy the office of Mayor and to assume its arduous duties except for the opportunity that would be afforded me in that powerful position to secure many more substantial advantages for the city.

When the Independent League committee met in the fusion conference it declared that it still stood ready to support a frank and honest expression of progressive principles and candidates irrespective of party, who can be depended upon and who will be in a position to carry out these principles. This is your opportunity to substantiate that declaration. I nominate you. If you desire, with the greater part of that fusion ticket behind me, and I will run. The candidates nominated on the fusion ticket are worthy of support. If you nominate another ticket, both tickets may be defeated. If you nominate the fusion ticket, Tammany will be defeated. And if Tammany is defeated the citizens win, no matter whether Mr. Gaynor is elected, or Mr. Bannard is elected, or I am elected.

If I am elected I shall go into office with an honest, progressive administration surrounding me, ready to assist in carrying out a beneficent program. If Mr. Bannard is elected he will be surrounded by an administration which will compel him to take some progressive action. And if Judge Gaynor is elected you can do him no better service than to forbid to deprive him of the disreputable of Tammany Hall, whom he has chosen for his associates, and to substitute an honest and intelligent body of men, ready to be sacrificed in carrying out his progressive ideas if he still has any. HIS OPINION OF GAYNOR. My friends, in conclusion I wish to say that while I consider the election of the fusion ticket of great importance, I am not entering this campaign for this purpose alone. I am entering this campaign to represent the larger body of citizens independent in action and progressive in thought, who have no representation whatever in either of the majority candidates already named.

Before Judge Gaynor's letter of acceptance I had hoped that he would represent that element of the citizenship. But his letter made clear to all of us that to secure the fusion ticket would be to sacrifice not only his liberty of action but his freedom of thought. When I spoke before your county committee I said: "We will know whether or not we are to have Judge Gaynor when we know for what he stands and with whom he stands." In the light of Judge Gaynor's letter of acceptance, we find that he is willing to stand for the course I suggest to you is more unselfish than I would dare to suggest to any other political organization of which I have ever heard or known. If I have confidence in your patriotic heart, your sincere devotion to principle, your single minded desire to serve the citizens and to benefit the city, I have equal confidence in your wisdom and judgment, and I leave the determination of our course in your hands. The second floor of the Hermitage Hotel, where the newly formed Civic Alliance has had its headquarters, was thronged with friends of Mr. Hearst from 8 until 1 o'clock this morning. At that time the letter from Mr. Hearst reached the committee and was read to the assembled throng. The cheers waked up the guests on the floors above. Work was at once begun on the petitions by which Mr. Hearst and his colleagues on the fusion ticket will be nominated. Independent nominations may be filed up to midnight on Wednesday.

TAMMANY RUNS CONVENTIONS. The twenty convention of the Independence League was held last night at No. 158 Third avenue. Thomas J. Reagan, of No. 137 East 45th street, was chairman, and Francis Dolan, of No. 393 East 122d street, was secretary. When the

SUICIDE IN KNIGHT VILLA

Artist's Model Kills Herself—Jilted by Rustic Lover.

Mantes-sur-Seine, France, Oct. 8.—The villa of Daniel Ridgway Knight, the American painter, at Rolleboise, overlooking the Seine, was the scene of a dramatic tragedy on Wednesday. Armande Pisoni, a seventeen-year-old girl, renowned throughout the countryside for her beauty, who served Mr. Knight in the double capacity of domestic and model, after being publicly jilted at a village ball by her lover, Gustave Fortune, returned to Mr. Knight's home, took the painter's shotgun and, placing the barrel under her chin, blew off her head. Mr. Knight found the body of the girl the following morning, upon his return from Paris.

Before killing herself Armande wrote a pathetic letter to her father, a chimney sweep in Paris, and to her sisters, adjuring the latter to avoid love affairs and never believe man's word. She also left a letter to Mr. Knight, asking forgiveness for the trouble and annoyance she was causing him in committing such a deed in his home. The coroner returned a verdict of suicide during a temporary fit of madness. When Fortune heard of the tragic death of his sweetheart he tried to kill himself.

The funeral of the girl to-day was the occasion of a remarkable demonstration of affection for her. All the inhabitants of the village attended the services and followed the coffin to the grave. Mr. Knight paid all funeral expenses. He said to-night that the girl had a face of the most remarkable beauty he had ever seen. She was posing for pictures which Mr. Knight was painting, and which are valued by him at \$50,000. One of them is for John H. Converse, president of the Baldwin Locomotive Works, at Philadelphia.

BUDGET CRISIS NEARER.

Cabinet Members Oppose King's Effort at Compromise.

London, Oct. 8.—Some members of the Cabinet, at least, are opposing any compromise, such as has been suggested by King Edward, to prevent a constitutional crisis over the budget. Winston Spencer Churchill, President of the Board of Trade, speaking to-night at the National Liberal Club, said that the government would make no overtures to the House of Lords and accept no compromise, and that no amendment to the finance bill by the upper house would be entertained. The House of Lords, Mr. Churchill added, had no right to interfere in any way with the financial business of the government, directly or indirectly, and that the Liberals, having a united party and a resolute Prime Minister, were ready for the conflict if it were forced upon them.

Lord Loreburn, Lord High Chancellor, who followed Mr. Churchill, said he refused to believe that the House of Lords would take a step which would lead to a most grave conflict and at the same time place the finances of the country in a state of disorder so far-reaching and serious that few persons who had not studied the subject really appreciated the extent of the evil. Mr. Birrell, Chief Secretary for Ireland, in a speech at Bristol, said that the Irish land bill was as important as the budget, but he believed the House of Lords would pass the budget.

Premier Asquith left Balmoral Castle to-night for London, after another long consultation with King Edward.

TO ADMIT OLD MASTERS.

Only Import of "Fake" Pictures To Be Stopped, Says Custom House.

Dealers in paintings by old masters, chafing under the delay they said was forced upon them by the working of the new tariff law, which specifies that such paintings are to be admitted without duty, would have no cause for complaint on that score with genuine "old masters." Custom House officials said yesterday, when the dealers aired their complaint on that subject.

According to Treasury Department regulations made under the new tariff law, that paintings produced more than twenty years ago should be duty free, the importer of such paintings must fill in a blank which gives, among other things, the date of production. This, the dealers say, is impossible in many cases of undoubted "old masters," and they say they are being delayed on such importations until the papers in the case have been passed upon by the Washington authorities.

At the Custom House yesterday it was stated that while the blank form complained of was used, no such delay would occur in the case of importations of genuine "old masters," even though it might be impossible to determine the exact date. There are nearly \$1,000,000 worth of paintings, imported under the new law, now being held by the Collector of the Port of New York, to be released free of duty as soon as evidence is produced which will guarantee their genuineness.

The custom brokerage firm of Hensel, Bruckmann & Lorbach secured the release of two paintings yesterday, valued together at more than \$100,000—one a Rembrandt, the other of the French modern school—upon producing papers satisfying the Collector that the pictures were genuine and produced more than twenty years ago.

Without the watchfulness of the customs officials the new tariff ruling in regard to paintings of that age and older would be likely to produce a veritable flood of questionable "old masters" which would be palmed off on American art collectors at something approaching the old prices, with a reduction which would be explained by the abolition of the duty on such importations.

Some dealers and customs brokers insisted yesterday that all their imports of paintings were being delayed by the "red tape" of sending the papers in such cases to Washington, but the authorities here say that only papers relating to questionable "old masters" are sent to the Treasury Department for a definite ruling, and that all clearly genuine paintings produced more than twenty years ago go through without delay.

"It is nonsense," said a Custom House man yesterday, "to say that a genuine 'old master' would be held up because the exact date of production could not be determined and put in the papers."

GIRL ACCUSED OF BURGLARIES.

Said To Be Responsible for Robberies of Dwelling Houses in Lynn, Mass.

Lynn, Mass., Oct. 8.—Against Miss Annie May Stone, sixteen years old, the police lodge charges of a number of burglaries extending over two months. She was arrested by State Policeman Stacy F. Burkes to-day. It is said that Miss Stone is responsible for robberies of dwelling houses, from which jewelry valued at \$1,000 was taken.

DIES AFTER 18 YEARS

VICTIM OF TRAIN WRECK WAS A BRIDE.

Mrs. Mary G. Baldwin a Sightless and Mutilated Invalid After Accident—Caused a Reform.

Mrs. Mary G. Baldwin, wife of Homer R. Baldwin, a wire rope manufacturer, of No. 369 West 130th street, died yesterday as the direct result of an injury received on Christmas Eve, in 1891, in a rear-end collision on the New York Central Railroad, at Hastings, in which thirteen persons were killed. The cause of her death is given as necrosis of the skull bones.

Mr. and Mrs. Baldwin had been married several months before the accident and were taking a belated honeymoon to Niagara Falls, accompanied by Mrs. Baldwin's mother, her sister, who was her bridesmaid, and Thomas M. Tolley, of Boston, who was the best man. She and her husband were the only survivors of the party, and for months her own life hung in the balance. When she finally recovered, it was with the loss of both eyes, both ears, her left hand and all the fingers of her right hand.

The honeymoon party started from the Grand Central Station on the Niagara Falls special to see the falls in winter, all the members of the party having seen Niagara in summer. At Hastings the special was stalled because of a wreck of a freight train in the Croton tunnel. Baldwin and Tolley went forward to find out the cause of the delay, and the former found a fellow Mason in the smoking compartment of the rear car, in which they were riding. Having learned why the train was stalled, Tolley then went back to inform the women of the party.

A moment later Baldwin was thrown out of his seat by a tremendous crash. The St. Louis express, which left the Grand Central Station a short time after the special, had run at full speed into the stalled train. Baldwin ran back to the rear of the car and found that the express had ploughed half way through it. His mother was dead when he extricated her from the wreckage. His sister and Tolley were so badly injured that they died a few hours later. His wife was also badly injured, and it was thought that she would share their fate.

Mrs. Baldwin was rushed to St. John's Hospital, in Yonkers, where it was found that she had been crushed by the wreckage and had been severely scalded by escaping steam from the engine of the express. The hospital physicians held out no hope for her recovery, but she began to respond to treatment, and after several months was able to return to her home in this city. For nearly eighteen years she has been a sightless invalid, trying to be cheerful and complaining only at the intervals when troubled with splitting pains in the head.

Last July she complained of a more severe headache than usual, and the family physician advised that she be taken to St. Luke's Hospital. There her case was diagnosed as cancer, and a specialist on that disease was called into consultation. He said that the diagnosis was wrong and that Mrs. Baldwin was really suffering from necrosis of the skull bones. He advised that she be taken to the hospital connected with Johns Hopkins University, in Baltimore. This was done, and while she remained there her case attracted widespread attention from the medical profession of the country. She was treated for several weeks, and returned to her home feeling much better. Her death was only a matter of days, they said, but she lived until yesterday.

The Baldwin recovered \$50,000 from the New York Central as the result of Mrs. Baldwin's injuries. Joseph H. Choate was their attorney. Shortly after the wreck the railroad installed a block system, from which the system now in use was evolved.

COLOR LINE AT BATH.

Cincinnati Negroes Protest Against Discrimination.

[By Telegraph to The Tribune.] Cincinnati, Oct. 8.—The Negro Protective Association of Cincinnati and Hamilton County has decided to protest to the city authorities against the closing of the Bremen street free public bathhouse to members of the race.

"Our organization has a membership of 3,500 in the county, and we are working for the uplifting of the race," said J. M. Tadlock, historian of the association, to-day. "At the same time we are interested in seeing that our race is not discriminated against by city officials who are paid out of public funds for maintaining a public institution.

"I and other members of my race went to the Bremen street house and asked to take a bath. We were told that 'the color line has been drawn, and no 'niggers' can get a bath here any more.' I protested that we had been in the habit of taking baths there, but was informed that the new order had been issued by the city administration, and it would stand."

A STRADIVARIUS FOR \$2.

Instrument Valued at \$12,000 Bought from Gypsy.

[By Telegraph to The Tribune.] Pittsburgh, Oct. 8.—Frank Kohler, second concert master of the Pittsburgh Orchestra, has bought what is pronounced to be a genuine Stradivarius viola for \$2. The real value of the instrument is said to be \$12,000.

Kohler was recently in a second hand store here. A gypsy entered, and taking him for the proprietor, offered to sell the instrument. After looking over the violin Kohler noticed the irregular "f" hole, which he says is an almost certain sign in the Stradivarius, and offered the gypsy \$2 for the instrument. Authorities say the violin is the real thing, and Kohler refuses to part with it for any amount.

HAWAII-OREGON WIRELESS.

Honolulu, Oct. 8.—The local wireless telegraph station was in communication to-day with that at Cape Blanco, Oregon, the westernmost point of that state. Several long messages were received. The station at Cape Blanco is operated by the government.

DUST MIDDY FOR FALSE STATEMENT.

[By Telegraph to The Tribune.] Annapolis, Oct. 8.—Midshipman E. G. Stern, a fourth class man at the Naval Academy, whose home is in Philadelphia, was dismissed from the service to-day for making false statements to obtain a leave of absence. The offense occurred in August. Superintendent Bowen found Stern guilty and recommended his dismissal. The Navy Department's approval of the recommendation was received this morning.

Register! Register! Register!! Do it to-day. This is the first duty of every good citizen in this campaign. If you do not register you cannot vote. If you do not vote you cannot complain if Tammany again mismanages the city.

ADMIRAL RIDES ENGINE

SIR EDWARD H. SEYMOUR HAS THRILLING TRIP.

Inflexible Waits While Twentieth Century Limited Takes Her Commander to Ossining.

Admiral Sir Edward Hobart Seymour rode in the big electric motor engine which pulled the first section of the Twentieth Century Limited train out of the Grand Central Station yesterday afternoon. Excepting the little party with the admiral in the cab of the engine, none of the passengers was aware that the famous naval officer of Great Britain was assisting the engineer in guiding the train through the electric zone. However, when the end of the electric zone was reached at Highbridge and the admiral stepped from the electric engine and climbed into the cab of the locomotive that was to carry the train on its long run, word had spread through the Pullman coaches that he was "up ahead," and there was a great crowding of necks from car windows in the efforts of the passengers to see him.

The fastest run that the across-the-continent flyer ever made from that point, followed by Ossining, one mile being covered in forty-three seconds, just to show the Briton what the American railway systems are capable of. The regular time of the run for the thirty miles was cut down several minutes. At Ossining the train halted by prearrangement to permit the admiral and his party to alight, although the first scheduled stop of the limited is Albany.

The private car of President William C. Brown, attached to a fast inspection engine, ready to bring the party back to the city. "I wished to try the experience of riding in what I am told is one of the largest and fastest locomotives in the world," said the admiral to a reporter, as he stood in the doorway of the electric car, waiting for the machine to start. He had anticipated the trip since the night of the Hudson-Pulton dinner, when he and J. Pierpont Morgan discussed the speed of battleships and modern railways, and Mr. Morgan suggested that he should see before his departure the actual operation of one of the New York Central's fast trains. The offer was accepted, the admiral adding:

DELATED INFLEXIBLE'S DEPARTURE.

So many engagements kept the visitor busy that the trip could not be arranged until yesterday, and then only by holding over the British flagship Inflexible for twenty-four hours. The other ships of the British fleet, the Drake, the Argyll and the Duke of Edinburgh, left the North River yesterday, and as they make about fifteen knots each, while the Inflexible makes eighteen, the commander expected to overtake his feet after he has weighed anchor at 3:30 o'clock this afternoon and put to sea. At any rate he feels well repaid for delaying his departure by the novel experience he enjoyed of being an engineer for an hour.

To avoid a crowd, and also because it was not certain until the last moment that the admiral could make the trip up the Hudson, it was kept secret that he contemplated going. So he and his little party, attired as civilians, slipped through the gates a few minutes before the train was ready to depart, almost unnoticed. All of the passengers were aboard when the British commander and his escort walked to the head of the train and climbed aboard the electric engine.

In the party were Lieutenant John E. Woodward, U. S. A., post adjutant at Governor's Island, who had been assigned to the admiral's escort since the departure of the American fleet; Captain D. R. Lathin Nicholson, chief of staff of the British fleet; President William C. Brown, of the New York Central; Charles F. Daly, vice-president of the New York Central; Francis C. Albon, secretary to Admiral Seymour; and D. Bruce Gradyne, a personal friend of Admiral Seymour, who accompanied him from England on the flagship.

"Who is the engineer?" asked Captain Nicholson of a reporter, and when told that he was William Kiley the captain followed the admiral and introduced him. Kiley doffed his cap. Then William Shields, the fireman, was introduced, the admiral shaking hands with both men.

ADMIRAL'S HAND ON THE OTTLE.

As the engine started the admiral was invited by the railway officials to place his hand on the lever and note how easily the great machine was operated. Admiral Seymour is very deeply interested in electric mechanism, and in the brief run of the seven miles to Highbridge, where the electric zone ends, he was busy taking note of the apparatus. A large steam locomotive of the Atlantic-Pacific type, sometimes called the "grasshopper" by railway men, was attached to the train in place of the electric engine. Here the admiral shook hands with Eugene Mitchell, the engineer, and Frank Mink, the fireman, who were to run the locomotive to Chicago. The conductor of the train, D. Carpenter, came up and asked permission to greet his distinguished guest. Smilingly the admiral leaned from the cab and touched his hand.

The run to Ossining, which is a little more than thirty miles, was made in fifty-two minutes, two minutes better than the regular time, the train arriving there at 4:22 o'clock. Admiral Seymour and his party stepped into the waiting private car, and half a minute later were speeding back to the city, making the run in the quick time of forty-seven minutes, arriving at the Grand Central Station at 5:09 p. m.

"We made one mile in forty-three seconds," said the admiral enthusiastically, as he stepped from the inspection engine, in which he had made his return trip, in preference to the comforts of the private car behind. "It was a very interesting and novel trip, particularly the electric engine, which is something new and different from anything we have in England. The locomotives and block signal system I am familiar with in our country, but the locomotives here are larger, I am told."

The locomotive, No. 3,450, on which he rode, weighs with the tender 425,000 pounds. Admiral Seymour returned to the Belmont Hotel last evening, where he will receive the farewells of his friends before he goes on board the flagship. He sent a letter to Mayor McCallahan thanking him for the courtesies extended to the fleet by the city. Admiral Seymour expressed regret that time did not permit him to go further up the Hudson River, a good view of which he had from the window of the locomotive cab, a most attractive and beautiful river, he said. Before the trip he lunched with President Brown and those in his party at the Belmont, then crossed to the Grand Central Station through the subway to the president's office, where they remained until the train was ready to start.

Have you registered? If not, do it to-day. It is the third day. Don't take a chance that you can get your name on the rolls on Monday, the last day. Register! Register now!

NO ADANA INDEMNITIES.

Report That Turkey Will Reject All Foreign Claims.

Constantinople, Oct. 8.—Responsibility for the losses in Adana growing out of the recent uprising there is repudiated in official circles, and it is announced that it is the intention of the government to reject foreign claims.

JEROME GIVES UP "ADS."

Tammany Grabs Subway and "L" Billboards for Gaynor.

It was learned last night that District Attorney Jerome had cancelled his contract with Ward & Gow for the use of 250 double advertisement boards at subway and elevated stations in New York City. As soon as the campaign managers in Tammany Hall heard of it they closed a contract for the use of the billboards for the remainder of the campaign.

The boards at present contain a portrait of Mr. Jerome, with a statement showing savings under his administration. Tammany will put on the boards a picture of Justice Gaynor, with one or two extracts from his letter of acceptance.

Mr. Jerome's headquarters will be given up on Monday and George McAneny, the fusion candidate for Borough President, and John Purroy Mitchell, the fusion candidate for President of the Board of Aldermen, will move in.

Mr. Jerome will probably issue a statement to-night giving his reasons for withdrawing from the contest.

MAN MISTAKEN FOR DEER.

After Fatal Shot Waits Six Hours for Medical Aid.

Saranac Lake, N. Y., Oct. 8.—Henry Lewis, proprietor of the Wayside Inn, at Clear Lake Junction, was mistaken for a deer and shot at Little Fish Pond, twelve miles from this place. Lewis was hunting with a large party, but the name of the man who unwittingly fired the shot has not been made known. The bullet passed through Lewis's body just above the heart, inflicting a wound from which he cannot recover.

Deep in the woods and far from a settlement the wounded man lay for six hours before a physician reached his side, and when he was carried to shelter on a stretcher he was so weak from loss of blood that death appeared imminent.

SNOWFALL IN TEXAS.

Breaks All Records in the State—Will Help Farmers.

[By Telegraph to The Tribune.] St. Louis, Oct. 8.—Snow fell in the upper Panhandle of Texas last night and this morning, breaking all records in the state for early snowfalls. Dallas reported flurries at regular intervals during the night. A killing frost seldom comes in the Panhandle earlier than November 11, and the first snow usually falls about November 1.

Not enough snow fell to injure the farmers. In fact, the moisture will do the ground as much good as a heavy rain, and though it may kill a few cotton blooms and nip a few bolts, the cold will cause the older bolts to pop open and will kill the foliage. In addition to the snow in the upper Panhandle, rain fell in the rest of the state from Amarillo as far south as Childress. The heaviest rain since June fell in Fort Worth this afternoon.

Oklahomaers are rejoicing, as the rainfall broke the worst drought ever known in their section. In Southern Kansas, following a dust storm, the rain was general all day, greatly benefiting the fall pastures and alfalfa.

LINCOLN'S BARBER DEAD.

Oldest in Illinois—Noted Little Shop in New Salem.

[By Telegraph to The Tribune.] Petersburg, Ill., Oct. 8.—Joshua Carl Theodore Fricke, the oldest barber in point of active service in Illinois, died here last night, aged eighty-two years. The end came in the house where he had lived for fifty-three years. He was a personal friend of Abraham Lincoln, who was a regular patron of his shop when the future President lived in New Salem.

Since 1855 Fricke had followed his occupation in a little shop on the east side of the public square. It was this place that Lincoln visited, and exchanged jokes and stories with the barber when business for both was slack.

Ira B. Hill died at Delavan, Ill., to-day, aged ninety-six years. He was a former member of the Illinois Legislature, and was also a personal friend of Lincoln.

MRS. LEAVITT NOT IN POLITICS.

Dispellis Canard from Colorado—Will Accompany Her Parents to Cuba.

[By Telegraph to The Tribune.] Denver, Oct. 8.—Ruth Bryan Leavitt will not be a candidate for Representative in Congress from Colorado, nor is she going on the lecture platform. She declared to-day that she had no aspiration to enter politics. Incidentally she coldly refused a tempting offer from a Chicago lecture bureau.

Mrs. Leavitt left Denver this evening for Lincoln, to join her father and mother. From there she will accompany Mr. and Mrs. Bryan to Cuba. She is not going to South America with her parents, but will sail for Germany to place her son and daughter in a school at Hanover.



ADMIRAL SIR EDWARD H. SEYMOUR. Who rode in a New York Central engine yesterday.

BANNARD OPENS FIRE

AT THE RATIFICATION

FUSION CANDIDATES AT COOPER UNION.

Fast Audience Warned Against What It Must Expect from Four Years More of Tammany.

"Oh you, Otto!" "Three cheers for our next Mayor!" "Bannard! Bannard! Bannard!" were some of the shouts that greeted Otto T. Bannard, fusion candidate for Mayor, when he was introduced at the ratification meeting in Cooper Union last night.

The crowd that packed the hall to the limit came up on its toes when Mr. Bannard stepped to the platform at the close of ex-Judge Whitman's address, and cheered uproariously. But when Mr. Bannard was introduced it seemed as if the shouting would never end. Long roars of cheers swept over the hall, and when the swell would begin to die away some enthusiast would jump on his chair with a shout, "Oh you, Otto!" and the cheers would break out again and wind up with the rhythmic swing, "Bannard! Bannard! Bannard!"

"Three cheers for our next Mayor!" would bring forth the roars again, and when Mr. Bannard would think he was going to have a chance to speak there would be "Three cheers for Bannard!"

The crowd seemed to take a delight in allowing him to think he was going to have the opportunity to make his voice heard, and then it would break forth with a fresh outburst that meant minutes more of shouting. When he was at last allowed to begin his speech it was only to have every sentence punctuated with roars of applause.

GREAT ENTHUSIASM SHOWN.

The evening had been chock-a-block with enthusiasm for the fusion ticket. The meeting started late for a Cooper Union audience, and it took a few minutes to warm up. But only a few minutes. Walter M. Chandler got it going in the first half dozen paragraphs of his speech, which was the opening gun to pave the way for the candidates. And after that the applause was almost continuous. Every speaker was greeted with round after round of cheers, and when Charles S. Whitman walked in while Mr. Chandler was talking the latter had to stop and move aside while the audience mounted the chairs for Mr. Whitman.

Every one of Mr. Whitman's telling points that he punctuated with the query, "Where was Gaynor?" was greeted with salvos of applause like the firing of great guns. Mr. Whitman left little of Justice Gaynor and the Tammany ticket when he was through, and it seemed as if the audience had left little of their kings. It was hard to imagine where another cheer would come from. It seemed as if all the noise that had been vouchsafed to one crowd by a careful Providence must have been used up.

But right there was where the crowd flooded the individual who stood at one side and wondered. George McAneny was cheered wildly, William A. Prendergast got his share, and they raised the roof for Mr. Bannard, and watched it settle back into place, and raised it again, and then, just to show what they could do, they shook the massive stone columns that supported the roof.

If Mr. Bannard ever had any doubts, as he has suggested, about whether he should run for Mayor, they were resolved for him last night at Cooper Union, and he must have gone home feeling that the people of New York wanted him for Mayor. He knew that the people were tired of Tammany and Tammany graft and believed his promises for a business administration.

BANNARD'S WORDS FIND MARK.

John Purroy Mitchell, candidate for President of the Board of Aldermen, had given a few examples of how Tammany goes business. Mr. Whitman had offered a few more instances of Tammany methods and called attention to some of the men Justice Gaynor was expected to carry into office behind his cloak of respectability. George McAneny had supplied his testimony from a broad experience, and Mr. Prendergast had added his warning. The people were ready for Mr. Bannard's businesslike statement from a business man. He told them what kind of an administration they ought to have and how to get it. And his words went straight home to every heart in that crowded hall. Mr. Bannard said:

If it is essential that the Mayor of New York City should be an actor, I cannot qualify; but if it is essential that the present incumbent be a business man with some knowledge of social conditions and social wants I beg leave to offer my services. Perhaps your Mayor requires not so much a silver tongue, or a ready wit, as a man who wants less talk and more performance, especially as to subways. Waste has been enormous, but water that has gone over the dam is difficult to recover. The story of the past is most depressing, and you will hear much of it in this campaign. I am more interested in the future. Hope is better than regret.

The Mayor is to be elected by a great corporation. The Board of Estimate and Appropriation are the directors. They vote upon appropriations, the contracts for subways, public buildings, bridges, parks, playgrounds and the expenditure of your hundreds of millions. The Mayor makes certain appointments of officials, but the board spends your money. The board may be \$700,000 next year, and in four years this aggregate will be huge.

There are sixteen votes in this board of directors. The Mayor has two, the Controller has three, and the President of the Board of Aldermen three. The five Borough Presidents have seven in all. Tammany does not so much as let the Mayor have his own votes. It wants control of the board of directors, and it wants to pocket your money four years more. It can milk the cow.

VOTERS AS SHAREHOLDERS.

The voters are the shareholders in this company, but unlike other corporations they have only one opportunity in four years to change the management, to change the president and the board of directors. That opportunity is on November 2. The questions before you are, Do you want a change? Are you satisfied? Whom do you want to spend your money? Then you must decide on November 2, 1910, or you must make another change until November, 1913. It is simply a business proposition. Are you content to leave your affairs in the hands of a Tammany Hall until 1913? You cannot dodge the question.

Let us say to you an acknowledgment to the Committee of One Hundred, the "Citizens Union," the Cleveland Democracy and other bodies, and to Mr. Mitchell, Mr. McAneny, Judge Steers and Mr. Miller for a non-partisan ticket chosen from various political parties