New-York Tribune.

VOL. LXX....No. 23,325. To-day, cloudy. To-morrow, showers; variable winds. NEW-YORK, MONDAY, SEPTEMBER 26, 1910.—FOURTEEN PAGES. ★★ PRICE ONE CENT In City of New York, Jersey City and Hoboken. ELSEWHERE TWO CENTS.

SEAMAN GIVES SHARP ANSWER TO P. S. BOARD

Says Action in Regard to Valuation of Work Forced Him to Resign.

HOTTEST SHOT FOR BASSETT

Commissioner Promptly Dictates Statement in Reply to Former Chief Engineer's Attack.

Henry B. Seaman, who resigned on Friday as chief engineer of the Public Service Commission, issued an answer yesterday to the statement made in regard to his resignation by Acting Chairman McCarroll of the commission. Mr. Seaman severely criticizes the commission in general and certain of the commissioners in particular as to their action in regard to valuation of work to be done by contractors under the jurisdiction of the commission.

The brunt of Mr. Seaman's attack is directed against Commissioner Edward M. Bassett, who, with Commissioner John E. Eustis, was appointed a committee to pass upon the demands of the Bradley Contracting Company in payment of its work under contract for the section of the subway loop under the future Municipal Building.

Mr. Seaman's contention, not included in his typewritten statement but explained verbally, is that the Commissioner in question desired to grant to the Bradley Contracting Company higher payment than was consistent with the recommendations of the engineering department of the commission. If the demand of the contractors was a reasonable one, Mr. Seaman said, the commission always had the right to permit additional payments on various grounds, like damages for delays caused to contractors without their fault, unforeseen difficulties of construction, or the like. But the commission would assume full responsibility for such additional expense, and the records of the commission would have to show why they were made.

Wanted Valuation Revised.

In this case, Mr. Seaman implied, the assuming of such responsibility did not appear desirable to Commissioner Bassett, and he ordered that the engineering department revise its valuation of the work to be done and artificially raise the estimate so that the contractors might be satisfied in their demands. This action, Mr. Seaman claims, was the main cause of his resignation.

Mr. Seaman's statement follows:

I have the deepest sympathy for my friend, Acting Chairman McCarroll, in his interview upon my resignation. Mr. McCarroll apparently forgets his appreciative words to me when he asked me to defer my request for assistance, although I was personally doing the work formerly done by three men. He had "wondered at my patience under the trying conditions."

I have refused to discuss the subway plans, and must continue to do so for the present. They were not mentioned in my letter, and it is obviously improper to open this subject while the bids are pending.

My heart and energy have been bound up with the Public Service Commission for three years, and I regret that Mr. McCarroll's interview will necessitate a complete statement from me as to why my resignation was sent at this time. His suggestion that it was not voluntary might relieve me of considerable responsibility. This detail, however, seems to me a matter of minor importance. I told Mr. McCarroll before my recent vacation that continuance was impossible. Upon my return from Europe the chairman sent for me, and in a friendly manner we agreed to disagree and to separate. He suggested my talking with the other commissioners, but I considered my resignation was not open to discussion.

The principal cause of my resignation at this time was a difference of opinion as to the propriety of artificially raising an estimate of the value of work to be done in order to meet the demands of a contractor. It may be possible, and sometimes proper, to increase a payment as a matter of expediency, but it is not proper to do so under the cloak of an artificial estimate.

For the purpose of modifying a contractor's agreement one of the commissioners had proposed to pay the contractor $30,000 for work estimated at $71,000; $40,000 damages claimed but not proved, and various other items which are usually submitted for a detailed examination. The explanation of these offerings was that the contractor said he "would not take less."

It was then expected that the contractor would proceed on the basis of his original contract, with proportionate increase for any additional work. I was asked the value of this work, and stated the value to be about $1,040,000. The contractor's new bid, however, was $1,435,000.

In the face of this disparity the Commissioner hesitated to make further agreements, and referred the matter to me for adjustment. At a personal interview the Commissioner stated that a compromise at $1,250,000 would be satisfactory.

In company with two of my assistants I succeeded in getting the contractor to modify his price to $1,250,000, and to include in this about $30,000 worth of extra work on the adjoining section. Since my estimate of $1,040,000, however, was based on the original contract, it could not be varied, and after submitting it to outside professional review I was confirmed as to its reasonableness. The Commissioner said that this would "put him in a hole." It formed an "impossible position."

About this time I found it necessary to absent myself from the office, and requested that Alfred Craven be appointed acting chief engineer during my absence. The following day Mr. Craven was requested to raise the estimate to $1,150,000, which he succeeded in doing by including additional work in the contract and by adding $51,000.

Before accepting this reduced offer of $1,150,000 the contractor came to me to argue for $1,250,000, stating that he "would not take less." I suggested that if he did not accept what the commission offered he might take still less if the matter were put in my hands.

The contractor accepted the $1,150,000, although he had said that he would not take less than $1,250,000. How do we know that he would not have accepted similar reductions on the items of extras if the matter had been put through in the regular way, instead of making this irregular settlement?

If proceedings of this kind are to continue on a $120,000,000 contract, some one will get into trouble. I prefer to be relieved.

The other matters of my resignation and of Mr. McCarroll's interview must be left till later.

In explaining his statement Mr. Seaman emphasized particularly that the raising of the valuation of the work to be done by the Bradley Contracting Company was accomplished during his leave of absence, and that upon his return to duty Mr. Craven informed him of the accomplished fact and indirectly apologized for the deed.

"Mr. Craven told he that he had received orders to revise the valuation," said Mr. Seaman. "He said that the commissioners assumed the attitude that the engineering department is in their employ and has to do their bidding."

Bassett's Name Brought In.

Mr. Seaman then read parts of letters that passed between him and Commissioner Bassett in regard to the matter.

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CADETS "SILENCE" CAPTAIN

Sent Supperless to Bed for Indignities to Officer.

West Point, N. Y., Sept. 25.—Near mutiny is rampant among the corps of cadets at the United States Military Academy. Twice administering the "silence" to Captain Edwin Landon, an instructor, caused the trouble, and last night and throughout the day the cadets have been under severe measures of discipline.

It appears that Captain Landon, stationed here since September 1 as a tactical officer, incurred the displeasure of the cadets in some manner, and when he entered the mess hall last night he was greeted with the indignity of the "silence." Immediately the offending cadets were ordered to their rooms supperless, but despite their hunger the "silence" was repeated again this morning at breakfast, and once more the offenders were locked in their rooms, after having been forced to march with arms five times around the barracks.

Because of the performance of last night a hop which had been arranged was cancelled, greatly to the embarrassment of a number of young women, who had come to the academy from New York, Albany, Poughkeepsie, Newburg and elsewhere.

PRINCE OF WALES'S TRIP

No Official Visit—Betrothal of Princess Alexandra.

[By Cable to The Tribune.]

London, Sept. 26.—Two interesting, albeit unofficial, announcements are made this morning regarding two members of the royal family. The King, it is stated by "The Daily Mail," has decided that the Prince of Wales shall go for a cruise in one of his majesty's ships to complete his naval education. The details of the cruise have not yet been settled, but it will probably be extensive and will be unattended by any official formalities.

It is the express wish of the King that the prince should not undertake any official visit until he comes of age, a precedent which was set in the education of King George, this being followed in the case of the son of the late Duke of Clarence, who, after completing their term of training as naval cadets, made a trip around the world in the cruiser Bacchante, in 1880, visiting almost every part of the British Empire.

At that date the Duke of Clarence was sixteen years old, and the present King was fifteen. The Prince of Wales, who is now sixteen years old, has had a naval education, and has been treated in exactly the same manner as the other naval cadets. His royal highness has proved himself a keen sportsman and 'cross-country runner, according to "The Chronicle."

The other report says that Princess Alexandra of Fife has been betrothed to Prince Christopher of Greece, a nephew of Queen Alexandra and the youngest son of the King of the Hellenes. Princess Alexandra is the elder daughter of the Princess Royal and the Duke of Fife. During the lifetime of her great-grandmother, Queen Victoria, she was styled Lady Alexandra Duff, but was raised with her sister to royal rank on the accession of King Edward.

GIFT OF $10,000 TO CHAVEZ

Half of Cross-Alps Prize Awarded to Injured Aeronaut.

Milan, Sept. 25.—The aviation committee which had supervision over the flight across the Alps, has awarded $10,000, half the amount of the prize, to George Chavez, the Peruvian aviator, who was injured after covering the most dangerous part of the journey. The condition of Chavez is reported satisfactory to-night by the attending physicians.

CRUSHED UNDER AIRSHIP

Poillot, French Aeronaut, Killed by a Fall at Charlas.

Charlas, France, Sept. 25.—The aeronaut Poillot was killed to-day while making a flight with a passenger. The latter escaped with slight injuries. The machine had reached a height of ninety feet and seemed to be going well, when a piece of canvas ripped out from the wing. The machine fell backward, turning completely over and burying the two men under the wreckage. Poillot's spine was broken.

CONTRACTOR MISSING

New Jersey Man Had $2,000, and Wife Fears Foul Play.

Paterson, N. J., Sept. 25.—Efforts are being made to find former School Commissioner Frank McDaniels, of North Haledon Borough, who left his home on September 12 to go to a local bank to make a deposit, and has not been seen or heard of since. He had $2,000 in his pocket at the time, and his wife, who is almost prostrated, fears that he has met with foul play. Mr. McDaniels is a prominent contractor.

When he left home ex-Commissioner McDaniels was in excellent spirits. Never had there been any disagreements in the family, their married life being a most happy one, Mrs. McDaniels says. He bade his wife goodby, telling her he was going to the bank to deposit $2,000, and that he would return home at the usual hour.

Finally when Mr. McDaniels failed to arrive home the following day Mrs. McDaniels became almost frantic. She immediately went out in search of her husband, as did also their two sons, Thomas, fifteen years old, and William, thirteen years old. The search was kept up until yesterday, when Mrs. McDaniels engaged detectives.

JOHN D. TOOK BACK GIFT

[By Telegraph to The Tribune.]

Cleveland, Sept. 25.—John D. Rockefeller was called an "Indian giver" to-day by a youthful member of the Euclid Avenue Baptist Sunday School. He presented the Sunday school with a big oval framed picture of seven pupils in the class he taught forty-five years ago; then, after admitting he had just found it after it had been in the Forest Hill garret for seventeen years, carried the picture back home, repenting of his gift.

Best time to see the Hudson. Day Line Excursions, $1 and $1.50. Concerts.—Advt.

GAYNOR'S FINE BARN GOES UP IN FLAMES

Queer Blaze Baffles St. James Fire Department and Destroys Produce.

MAYOR WATCHES THE FIRE

Refuses to Talk About It Afterward, Having Gone to House, White and Shaken, When It Was Over.

[By Telegraph to The Tribune.]

St. James, Long Island, Sept. 25.—Mayor Gaynor's red barn, across the road from his white house, burned to the ground, and even below it, this afternoon. The Mayor, white and shaken, watched the progress of the flames, standing idly in the field for two hours, until there remained only a furnace-like pit, inclosed by the low masonry foundation of the building. From this the smoke is still rising in clouds through the wet hay under which the St. James Fire Department has buried the embers.

The blaze started, apparently through spontaneous combustion, in the loftful of salt hay in the southwest corner of the barn, over the cattle shed. But in spite of the drouth, which has brought all the foliage round about to a premature old age and made the roads smoke with fine dust, the flames spread so slowly that no hurry was needed to save the livestock. Six horses and as many cows were led quietly out of the burning building, and last, but not least, willing neighbors rolled the Mayor's limousine through the big doors to a place of safety.

The big machine came near losing its chauffeur, however, for that gentleman, Nelson Kisner by name, succumbed to the smoke, and was rescued with difficulty by "Tom" Rabbits, the coachman. Nelson and "Tom," who were sitting in the barn conversing sympathetically, heard the crackling of the flames in the loft overhead, and ran up the ladder to investigate. Their first thought was to get the automobile with its gasolene tank as far as possible from the blaze. They jumped down, yelled "Fire!" and started tugging at the unwieldy vehicle. Men and boys responded like magic, and the machine was soon out of danger.

Smoke Overcomes Chauffeur.

Then Nelson climbed to the loft again with "Tom" at his heels. They had an idea they could snuff out the slow burning fire. But it was only a minute before Nelson dropped unconscious from the smoke. "Tom" had his troubles dragging the chauffeur to the air, and when this had been accomplished the stubborn blaze had made too great headway to be checked.

"Sam" Gould, proprietor of Gould's hostlery across the way, saw a thin spiral of blue smoke issuing from the roof of the barn and rushed to the telephone and summoned the St. James Fire Department, the cornerstone of whose fire house, at St. James Park, was laid by Mayor Gaynor last June. In becoming costumes the firemen arrived post haste, with a chemical wagon and a hook and ladder. Willing youths from the countryside, newspaper men and the occupants of passing carriages and automobiles swelled the fighting force. The Mayor was early on the scene, but remained inactive.

While the uniformed fire fighters got their apparatus into play the reporters and others made a bee line for three barrels of gasolene which stood against the barn next to the fence. These were rolled a safe distance away, for there was plenty of time to clear the decks.

When all hope of saving any part of the $5,000 barn or the thirty tons of hay and 150 bushels of potatoes which it contained had been abandoned Mrs. Gaynor approached her husband, standing there white and silent, and suggested that he go into the house to dinner. He ignored her and turned to "Sam" Gould, at his side.

"This Is Terrible," Says Mayor.

"This is terrible, isn't it?" he said.

Later on, when no portion of the walls remained standing, he walked slowly into the house, but with one of those "live coals in the head" of which he was proud during the mayoralty campaign.

The Mayor is fairly obsessed with the idea that he is being dogged during his sojourn in St. James by what he calls "spies." He has told several of his visitors that he was surrounded by these "spies."

The reporters stationed here, thinking that the Mayor, after watching them roll the barrels of gasolene away from the blaze, would talk about the fire if the subject of the governorship was not raised, sent one of their number to see him.

The Mayor, a visitor, Mrs. Gaynor and one of the Gaynor children were seated in a row on the veranda. Every eye was trained upon the reporter as he entered the long driveway on his pilgrimage. He reached the veranda in a dead silence.

Mayor Gaynor was directly in front of him, sitting just above the steps. Mrs. Gaynor jumped up hurriedly, stepped down a step between her husband and the reporter, and with evident embarrassment asked what news was sought.

"Will you kindly ask the judge if he will talk with me about the fire?" the visitor ventured.

Mrs. Gaynor hesitated a moment, with a doubtful shake of her head, and then turned to the Mayor.

"Do you care to speak with a newspaper man about the fire?" she said.

Mayor Gaynor looked at his caller dispassionately for a minute, then directed his gaze to where the smoke curled lazily from the ashes of his barn, and replied:

"No man has any sense who would ask such a question. Talk about the fire!"

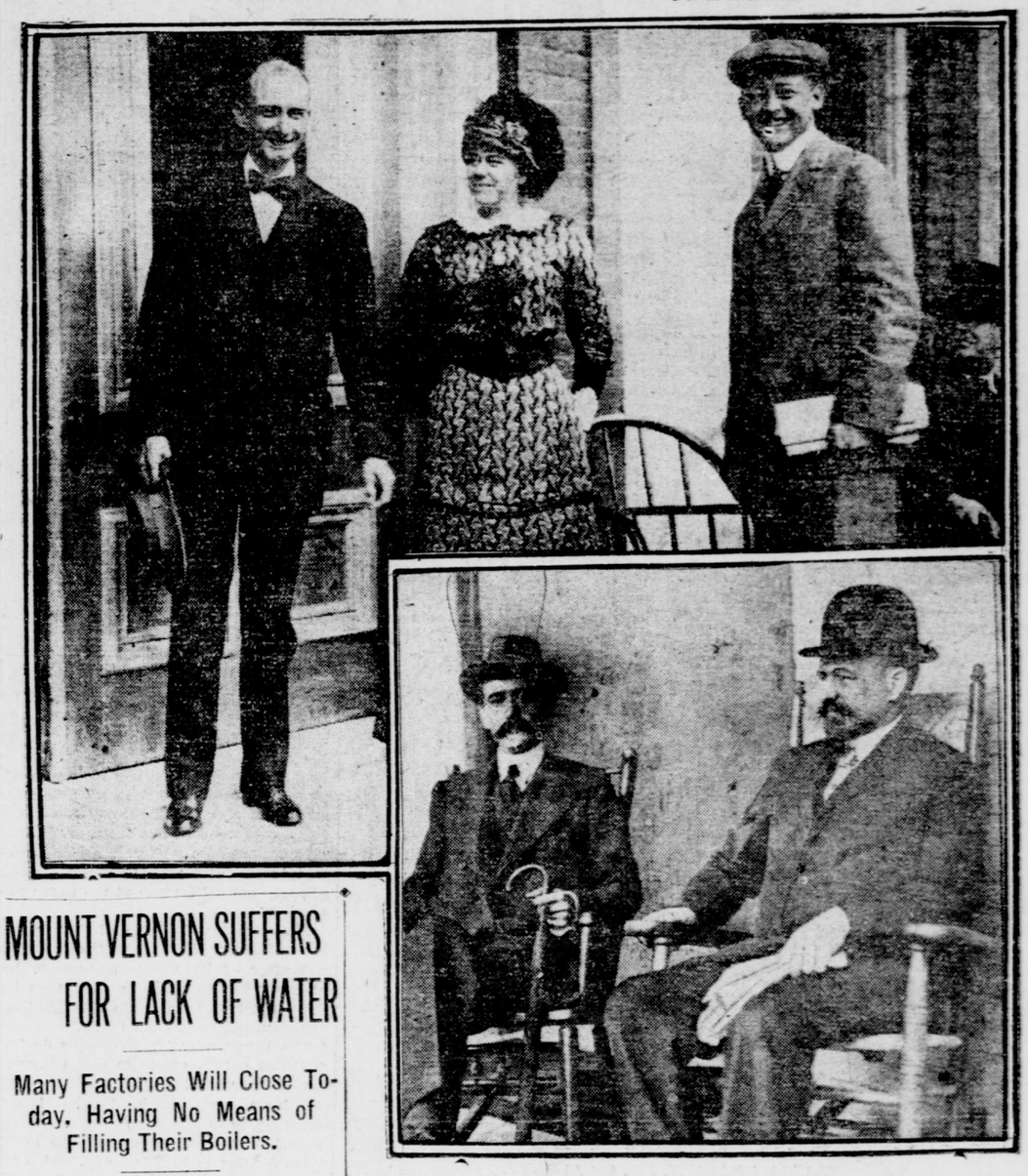
Mrs. Gaynor turned back to the reporter.

"No," she said. "I don't think he cares to talk about it."

And the visitor departed.

PROMINENT PERSONS ON SARATOGA HOTEL PORCHES.

Congressman Herbert Parsons, Mrs. Wadsworth and Speaker Wadsworth.



LLOYD C. GRISCOM AND SENATOR AGNEW.

(Photographs by Paul Thompson, New York.)

MOUNT VERNON SUFFERS FOR LACK OF WATER

Many Factories Will Close To-day, Having No Means of Filling Their Boilers.

PEOPLE IN DREAD OF FIRE

Ardsley, Hastings and Dobbs Ferry Affected—Buying Water and Installing Pumps, Mayor Fiske Says.

Mount Vernon was in a state of almost bone-like dryness last night, when the shades of night brought a slight surcease from the continued drouth. Not that with the night came rain, but the natural coolness of the darkness, aided, perhaps, by whatever fall of dew there was, served to make conditions less unbearable. The whole city protruded its parched tongue to the skies for relief—and found none.

No dryer spot in all Westchester County was to be found yesterday than Mount Vernon. The water was turned on for only a brief time during the day, and then the pressure was so weak that in many of the tenement and apartment houses there was very little to be had above the second floors.

When the signal went forth that the water was to be turned on for an hour and that everybody must lay in a reserve supply during that time there ensued such a rush for tin pails, buckets, washtubs and other vessels as the city never witnessed before.

As night arrived the situation grew more serious than had been expected. It was thought that the water company would give some kind of supply, but from 10 o'clock in the morning until 7:30 at night not a drop was to be had, except bottled water, and that was hard to purchase.

The people living in the more crowded sections of the city were greatly worried lest a fire should break out, as there was no water in the hydrants for the engines. Chemical engines were kept in readiness, manned by picked crews, day and night.

Many large factories will be forced to close down to-day, owing to lack of water for the boilers, and the horses in the livery stables are suffering from thirst.

The city is relying mainly on the assistance New York City is going to give at Ardsley. A big four million gallon pump is being assembled, but this will take several days and nights of work.

Great excitement and indignation was caused in the fashionable section of Mount Vernon yesterday, when a woman was seen watering her lawn with a hose line.

When the crowds returning from church services saw the ground eagerly drinking up the scarce liquid they became angry and called upon her to desist. It was finally found necessary to send for a policeman, the woman saying that she had not heard of any water famine.

In Ardsley, Hastings and Dobbs Ferry the water shortage was also very acute, and matters are growing more serious every hour. Wagons loaded with barrels of water passed through the streets of Hastings and Dobbs Ferry all day long, the people eagerly awaiting their appearance.

It is feared that the sanitary conditions of the different cities and towns in Westchester County will be greatly affected unless there is rain soon. Mayor Fiske, of Mount Vernon, spent the entire day trying to get water for the city. In speaking of the shortage last night, he said:

"The water question has become a serious matter to solve. I have arranged for the purchase of nine million gallons from the Larchmont Water Company, but it will take a couple of days to set up a pump. New Rochelle has also agreed to give us a supply in case of fire, but not for other purposes.

"On Monday I am going to have a conference with the Commissioner of Water Supply of New York City, and will try to purchase four million or five million gallons. I have done everything in my power to relieve Mount Vernon."

FOUR PERSONS KILLED IN AUTO ACCIDENTS

Three Others Probably Fatally Injured in Mishaps Near This City.

GIRL DIES ON "JOY RIDE"

Crowded Machine Hits Train at Gloucester, N. J.—Other Goes Over Embankment Near Hastings.

Two women and two men were killed in automobile accidents near this city yesterday, while three other men and two women were injured, and of these it is believed that two of the men and one of the women cannot live.

One accident occurred at Gloucester, N. J., where an automobile carrying three men and two women ran at high speed into an electric train on the West Jersey & Sea Shore Railroad. Two of the men and one woman were killed.

THE DEAD.

DAVIS, Clayton C., of Collingswood, N. J., a member of the firm of Davis, Quigley & York, of Camden, N. J.

FEST, Charles P., of Philadelphia, president of the Fest Biscuit Company, of No. 404 East 32d street, and prominent in the National Biscuit Company.

MACKEY, Mrs. W. M., of Philadelphia.

THE INJURED.

FEST, Myrtle, sister of Mrs. Mackey.

MACKEY, W. M., husband of Mrs. Mackey.

The other accident happened at Hastings-on-the-Hudson, where an automobile, with a party of four "joy riders," jumped an embankment on the estate of W. F. Chrystie, at Main street and the Albany Post Road, and turned turtle, killing one woman and injuring two men and another woman, all of whom, it is believed, will die.

THE DEAD.

MORGAN, Marion, twenty-five years old, of No. 42 West 139th street.

THE INJURED.

MULLEN, May, of 146th street and Willis avenue, The Bronx; fractured skull, both arms broken, internal injuries; taken to Dobbs Ferry Hospital; not expected to live.

O'BRIEN, William F., of No. 303 East 139th street, twenty-six years old; broken collar-bone, fractured skull, internal injuries; taken to Dobbs Ferry Hospital; not expected to live.

RIELY, Charles, chauffeur for Charles Gromont, owner of the car; fractured skull and internal injuries; taken to Dobbs Ferry Hospital; not expected to live.

Her First Automobile Ride.

It was on her first automobile ride that Marion Morgan was killed, and one on which she went with considerable reluctance. Bernard Morgan, her brother, who went to Hastings yesterday afternoon to bring his sister's body back to this city, told there how she came to be a member of the party.

"My sister was a very quiet girl," he said, "and seldom went out. She worked in a downtown department store for several years and generally spent her evenings at home. Last night about 9 o'clock the automobile drove up to our house with O'Brien and May Mullen in it, and they wanted my other sister, Helen, to go out riding with them. Helen had gone to the theatre, and so they asked Marion to go.

"O'Brien is an old friend of our family. My mother has known him for about twelve years, though I have been away from home so much that I never knew him very well. May Mullen used to live near us in 133d street and was a chum of my sister. Marion had never been in an automobile and didn't want

Continued on fourth page.

STORM IN LINERS' PATH

Hurricane Reported Sweeping Toward the North Atlantic.

Washington, Sept. 25.—Another West Indian hurricane is sweeping toward the North Atlantic from the tropics, headed for the lanes of travel of the European steamship services, and the wireless telegraph has been used to warn captains of steamers. The storm is expected to carry destruction in its path for the next week, and may do considerable damage to shipping.

PARKHURST FOR GAYNOR

Hopes He Will Run for Governor, if His Health Permits.

The Rev. Charles H. Parkhurst, minister of the Madison Square Presbyterian Church and a contributor of articles to William R. Hearst's publication, arrived here yesterday from Havre on the French liner La Touraine, and declared that he wanted to see Mayor Gaynor nominated and elected Governor of this state.

Dr. Parkhurst defended the man Mr. Hearst has been attacking, and said that, if the Mayor's health permitted, he would go to St. James and ask him to take the nomination for Governor. He was confident the Mayor would be elected without making a regular campaign.

"I hope every influence available will be brought to bear that will make Mayor Gaynor accept the nomination," said Dr. Parkhurst. "If I thought his health would not be affected by it, I should visit him and urge him to make the fight. If I do not urge him by word of mouth, I shall write him and ask him to accept. Shortly after he was elected many looked askance at him. Nearly a year of his administration has passed now, and it has shown his real worth.

"The blood of the martyrs is the seed of the faith,' and the attempt upon his life has increased for him the public regard. The attack has made of him a semi-martyr, and I believe he could be elected Governor without going upon the platform. He is a good man for the city, but he is needed more by the state."

Mrs. Parkhurst returned with her husband in feeble health. A special permit from the customs authorities enabled Mrs. Parkhurst to reach her home without the usual tedious delay.

DOG STOPS A FLIGHT

Runs Into Propeller of Aeroplane—One Caught in Tree.

Paris, Sept. 25.—Two aeronauts, Mahieu and Loridan, each with a passenger, started to-day for a flight in biplanes to Brussels for the Auto Club's prize of $30,000, which will be open until December 31, and the prize of $5,000 offered by the municipality of Paris.

Both met misfortune. Mahieu was forced to descend in the Bois de Boulogne because of trouble with his engine. While engaged in testing it a dog ran into the whirling propeller, smashing the blades. Loridan got as far as Saint Quentin, but his gasolene gave out, and he was forced to descend. His aeroplane stuck in the branches of a tall tree, but was not damaged. Both aeronauts expect to continue their flight tomorrow.

On arrival at Brussels the aeronauts will immediately attempt the return flight, in order to meet the conditions of the competition.

TWO TONS OF GOLD IN CARGO

More on the Way from Tanana Placers, Alaska.

Seattle, Sept. 25.—The steamer Jefferson, from Skagway, arrived last night with two tons of gold bullion, valued at nearly $1,000,000. The gold was from the Tanana placers, was shipped from Fairbanks by express and registered mail, and belonged to various owners. Still more Tanana gold is on the way.

OLD GUARD TO FIGHT AND GET LICKED

Now Claimed It Has Even Lost Control of State Committee, as It Stands.

STIMSON GAINS STRENGTH

His Candidacy Favored by Friends of Taft and Roosevelt—Barnes Intimates He Still Has Hope.

[By Telegraph to The Tribune.]

Saratoga Springs, N. Y., Sept. 25.—Nothing but the most phenomenal upheaval, such as he cannot imagine, could disturb the Progressives' control of the Republican State Convention, according to Lloyd C. Griscom, president of the New York County Republican Committee. Other Progressives declared that the "old guard" has lost control even of the state committee as it is constituted now, and that that will be demonstrated if any fight is forced to-morrow night.

William Barnes, jr., of Albany, real leader of the "old guard" forces, maintains that the Progressives have a lead of only forty delegates, and that this easily could be overturned. He does not make any predictions about the control of the convention. The "old guardsmen" once more have fallen back on the statement that the only thing they are interested in now is the platform, with its primary plank.

With these conditions well established, the Progressives went ahead with their plans to-day for the control of the convention and the new state committee. They have agreed that the candidate for Governor must be a Progressive of unmistakable type to hold within the party the independent vote which Governor Hughes attracted to it. A draft of a platform has been worked out which, if adopted, will put the Republican party in this state in the forefront of the Progressives. It will declare for progress in policy and cleanness in party leaders and office-holders alike, to insure that it will advocate a considerable degree of direct nominations, and in all probability for the extension of the system if it proves satisfactory on trial.

Stimson Favored Candidate.

Henry L. Stimson, of New York, the prosecutor of the sugar fraud cases, seems to be the favorite candidate of the Progressives for Governor. His candidacy is urged by friends of President Taft and friends of Theodore Roosevelt. It is not at all a certainty that he will be nominated. The man to be supported by the Taft-Roosevelt-Hughes forces will have to be picked at conferences after Mr. Roosevelt gets here to-morrow, and other names are under serious consideration. If Mr. Stimson is chosen as the party's candidate the Progressives seem agreed that Otto T. Bannard shall be the new state chairman.

This has been a day of conferences by both sides. The "old guard" got together first over a luncheon at the Arrow Head Inn, at Saratoga Lake, and continued their meditations in the headquarters of Mr. Barnes and State Chairman Woodruff. The "old guard" decided to fight and get licked. The Progressives talked in little groups on the hotel porches, then later in the day met in formal conclave in Mr. Griscom's rooms. Again to-night they met for a continuation of the conference, and Mr. Griscom, Mr. Bannard, Fred Greiner, of Buffalo; Naval Officer Kracke, of Brooklyn; Representative Herbert Parsons and Cornelius V. Collins, of Troy, were at it until long after midnight.

Other Candidates for Governor.

In these conferences of the Progressives candidates, the platform and the state committee and state chairmanship situation were discussed. No decision was reached, and none will be until the arrival of the ex-President and some other upstate leaders to-morrow.

In the list of possibilities for Governor many names figured. They were those of Mr. Stimson, Representative Bennet and Seth Low, whom Mr. Griscom considers strong men; William R. Willcox, chairman of the New York City Public Service Commission, who is talked of considerably as a "harmony candidate"; William H. Hotchkiss, Insurance Superintendent; Ansley Wilcox, a wealthy business man of Buffalo, formerly a Cleveland Democrat, who was driven into the Republican party by Bryan; Justice Woodward, of Buffalo; Judge Chase, of Greene County; President Gunnison of St. Lawrence University and Jacob Gould Schurman of Cornell. It is rather a general opinion that Mr. Schurman's opposition to direct nominations has put him out of the running.

May Enlarge State Committee.

The list of possibilities for state chairman is much smaller, and there has not been a great deal of effort made to reach a decision of that problem. It is conceded by all the Progressives that the candidate for Governor should be allowed virtually to select the man who will have the responsibility of running his campaign. Besides Mr. Bannard, two upstate men have been talked about. They are Colonel John T. Mott, of Oswego, and Representative John W. Dwight. One development of the day was a suggestion carefully discussed among the Progressives of enlarging the state committee to 150 members, and making them elective by the voters directly at the primaries. Most of the leaders seem to favor this change. It is their opinion that it could be made by the adoption of a resolution in the state convention, and no new legislation would be necessary. This was a feature of both the direct nominations bills introduced at the last legislative session and the Meade-Phillips bill, the machine's "primary reform" measure. Therefore, the Progressive leaders figure that there should not be a great deal of opposition to it if it is decided on by them.

Griscom Sure of Control.

Lloyd C. Griscom, the "amateur" in politics, as he is considered by the Woodruff-Barnes-Ward element, who