

FRANK GOULD'S RACE HELD UP

BY ACCIDENT TO THE LITTLE WAVE SWIMMING HAZEL.

But on Thursday He Will Try the Speed of His Steam Yacht Helenta Against the Small Hydroplane—Trial Run to New London is Result of an Argument.

The tiny hydroplane Hazel met with an accident yesterday and the race with Frank J. Gould's steam yacht Helenta has been postponed until next Thursday.

The two boats were ready to start on the run from Huntington Harbor to New London, 70 nautical miles, at 2 o'clock yesterday afternoon and a big fleet of yachts was anchored in the harbor to witness the start and some were to follow the racers on their journey.

The Hazel had broken her rudder in the race on Saturday and men worked all night under the guidance of Designer Edwin Chase to make the necessary repairs. It had been intended to make a start at 9 o'clock in the morning, but it was impossible to get the Hazel ready, so the start was postponed until later in the day.

In the meantime the crew of the Helenta were most enthusiastic about the race, and while every man on that yacht from her owner, Frank J. Gould, to her firemen was sure that the Hazel would do well for a time they were also confident that she would not be able to reach the end of the race and that the Helenta would overhaul her before the finish was reached.

They worked heartily to get their boat in shape. Launches were lowered and moored in the harbor and lots of unnecessary furnishings were sent ashore. The engineers looked the triple expansion engines over and by noon the vessel had a big head of steam and was ready.

She can make a run of twenty miles an hour, so that if she did her best she would make the journey in about three and a half hours. Soon after noon the Hazel was ready and she left the inner harbor and took a spin about the bay. She darted about in fine style, jumping from wave to wave in a way that has caused many to name her the Rabbit. Then there was a delay while all hands had lunch.

By 1:30 o'clock everything was ready and it was agreed that the race should start at 2 o'clock. The Helenta got up her anchor and circled about the bay and soon was in fine shape with 200 pounds of steam in her boilers. Shortly before 2 o'clock the Hazel started and she too circled about with her motor gradually increasing her speed.

The starting line was off the shore of the Charles P. Tower and was on board the Helenta, gave the signals. Promptly at 2 o'clock the signal sounded, and with a rush and a jump the Hazel darted to the front, with the big steam yacht rushing on after her. It seemed absurd that so tiny a craft as the Hazel should undertake a race with the 145 foot steamer.

A. E. Smith was at the wheel of the Hazel and Irwin Chase was in the forward cockpit. The little craft did well for a few seconds, but after she had gone about 100 yards she began to lose speed. She had broken her chain drive and was hopelessly out of the contest. Irwin Chase, who had worked incessantly on the boat without any rest since Saturday night, Mr. Gould ordered the Helenta stopped at once.

He said that if he had gone ten or fifteen miles he would have continued on the race. The boat had only started and he wished the boat to have a fair trial. The Hazel was towed back and after Mr. Gould and Mr. Smith had conferred it was agreed that the race should be postponed until Tuesday, and by that time all repairs will have been made upon the Hazel.

The race was the outcome of a discussion between the crew of the small craft. Mr. Gould was sure that she had not been able to go thirty miles. He was shown the records of the races in which three times the Hazel had gone thirty miles and finished and won the race. Mr. Smith and Mr. Gould talked together about the boat and when Mr. Gould said he was ready to race the Hazel, the latter said the Hazel for a prize the match was promptly made.

The Hazel is a boat built on a new model. She is only 16 feet long and is fitted with a motor of 100 horse power. She can run how fast she is, but she has done a mile in 2 minutes and 2 seconds, and then she was not driven at her best. Mr. Smith was the captain of the Hazel in the race for the international races. This boat is 16 feet long and will have motors of 600 horse-power. Labor trouble delayed the building of the motors and so he ordered a copy of the boat to be built in England. He is well pleased with the result.

GIRL SWIMMER HAD TO GIVE UP. Near Goal When She Was Taken Sick—Life Saver Had No Better Success.

Miss Alice L. Aykroyd, the champion girl swimmer of East Boston, Mass., was taken sick yesterday while attempting a swim from Twenty-sixth street and the East River to Steeplechase Park, Coney Island. Miss Aykroyd, who is only 17 years old, was endeavoring to break the record of 8 hours and 7 minutes which was recently established by Rose Pininf, for the same course. She had covered five and one-half miles when she was forced to stop.

She entered the water at the Morgue pier at 8:56 A. M. and came out at the entrance to Buttermilk Channel at 11:55, making her stay in the water two hours and fifty-nine minutes. The tide, which she had to contend with in the early part of her swim, was so powerful that it took her 35 minutes to swim to Twenty-sixth street, a distance of four miles. The current did not turn in her favor until she had reached Fifth street. At this point Alois Anderle, the Austrian champion, dived in to act as a pump-keeper. With the creditable favor of Miss Aykroyd made excellent time, passing under Williamsburg Bridge at 11 o'clock, Manhattan Bridge at 11:25 and Brooklyn Bridge at 11:30.

Here her time was 26 seconds faster than the record. She passed the Battery at 11:54 and rounding the southern shore of Governors Island reached the entrance to Buttermilk Channel ten minutes later, when she became ill.

Miss Aykroyd is the British eight mile champion, having won that title in London last year. She is also the New England champion for half a mile, one mile and two miles.

Commander Alfred Brown of the American Life Saving Society started from the pier yesterday morning and in about two hours and after struggling nearly an hour against the tide and wind, reaching the shore at the end of his attempt. For the rest of the day he was back in his boat despite his efforts to reach the harbor.

Royal Bengals Cigars. make a lasting friend of every smoker who tries them. A Box of 10 for 15 Cents. Get them—INSIST if you must—but get them.

GOV. DIX'S PLANS FOR THE WEEK

Goes to State Fair Wednesday and to Spring Lake, N. J., Friday.

LAKE GEORGE, Sept. 10. Gov. John A. Dix announced his plans for the week this afternoon at his summer home on Lake George, where he sought a few days more seclusion, made possible by the unexpected adjournment of the Legislature on September 6. While here the Governor completed two important speeches, one to be delivered at the State Fair in Syracuse Thursday, and the other to be delivered before the conference of Governors at Spring Lake Friday.

Superintendent of Highways Catlin and State Engineer Willis spent Friday evening at Lake George with Gov. Dix in an informal discussion of good roads. The data gathered from the discussion will be incorporated in the Governor's Syracuse address. S. Sims, general manager of the Delaware and Hudson, and Senator Emerson were also with Gov. Dix during part of Friday evening in what was thought to be a conference concerning railroad legislation. This was, however, denied by the Governor.

This morning Gov. and Mrs. Dix and Commander De Kay attended a religious service at Hotel Sagamore, where the Rev. E. M. Stokes of St. Thomas's Church, New York, preached.

To-morrow the Governor will leave for Albany to present at the Greater Learning Tuesday will be spent in Albany and Wednesday in Syracuse.

After being initiated into the Mystical Fraternity Thursday night the Governor will leave on the sleeper for Springfield, N. J., where he will attend the conference of the Governors. He will address the gathering Friday. The Governor will remain at Spring Lake until Sunday, returning at that time to Albany.

GERMANS WANT TO JOIN.

Ship Firemen Apply for Membership in Local Marine Union.

It was stated yesterday by representatives of the Marine Firemen's Union of this port that the firemen on the German ships in the West India trade are dissatisfied with their wages and conditions and have asked to join this union, which is affiliated with the International Seamen's Union of America. The marine unions here are to take action on a proposition to call a mass meeting in Hoboken of the men in the German ships to hear what the German seamen have to say as to their wages and conditions.

It was also reported that the men in the stewards' department of the American Line wanted to join the Atlantic marine organizations of the International Seamen's Union of America. They are now members of the Sailors and Firemen's Union of Great Britain and when the strikes on the British vessels which were recently settled were about to start made local agreements for some of the vessels' crews while they were in this port.

The men on the American and English ships, referred to by the stewards' department sign articles for the round trip in England, and this, it is thought, may make the proposed change impracticable.

During the strikes a week or two ago on the tramp steamships it was found that demands were made on some of these ships by both the American and English unions. The ships referred to were flying the British flag and their seamen belonged to the British union, so setting up a race between the American and English union through its American representative.

UNION WILL FIGHT IT.

C. F. U. Demands Abolishment of Bureau of Municipal Research.

Ernest Bohm, corresponding secretary of the Central Federated Union, in accordance with instructions received by him at the meeting of the C. F. U. on Friday evening, sent letters to the different central labor bodies of this city yesterday asking them to appoint delegations to go to Albany on a date to be fixed later and join with a committee of the C. F. U. in demanding the abolishment of the Bureau of Municipal Research.

From the standpoint of the C. F. U. the abolition of the Bureau of Municipal Research, which it holds the Bureau is striving to accomplish is far from necessary, and this reduction it says would cripple the work of the city and endanger the welfare of the community. The forces are small enough already, Bohm said, and the work of the departments could not be done efficiently if the forces were reduced.

IRONWORKERS PAUSE.

Union Orders No More Strikes Against Employers Association.

The Inside Iron Workers Union, which has made demands for higher wages, a shorter workday and the closed shop and whose members are on strike against two of the firms in the Employers Association of Architectural Iron Workers has called a mass meeting for next Sunday to discuss the situation. The union was to have called strikes to enforce its demands in a few shops at a time, but though the present strikes have been in force for two weeks and the other shops have not been called and the pieces of the present strikes are being filled.

THE WEATHER.

Sept. 11.—The high pressure diminished yesterday in the Atlantic States and in consequence the weather cleared in most sections after showers in the early morning in the middle Atlantic States. Showers also fell in the lake regions and New England States, also in scattered places in the Northwest and on the North Pacific coast. In the other sections there was fair weather. A dense fog on the coast began to lift in the early part of the morning.

It was warmer in about all districts except northern New England there was a barometric pressure in the extreme west, which was causing higher temperatures in the central Western States.

In this city there were showers in the early morning followed by fair and slightly warmer during the day; average humidity, 71 per cent; wind, fresh southerly; barometer, corrected to read to sea level, at 8 A. M., 30.01; 3 P. M., 30.00. The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

9 A. M. 68° 12 M. 72° 3 P. M. 75° 6 P. M. 72° 9 P. M. 68° 10 P. M. 65° 11 P. M. 62° 12 M. 60°

DIES IN VAIN TO SAVE CHILD

OFFICER OF LINER LEAPS INTO SEA AFTER LITTLE GIRL.

May Morgan Was a Skipper's Daughter and Loved the Angry Waves, So She Was on Deck When Giant Swell Struck Pretorian and Washed Her Overboard.

PHILADELPHIA, Sept. 10. When the Allan Line Pretorian, from Glasgow via St. Johns and Halifax, steamed into port here to-day with her colors at half mast her passengers told the story of how Third Officer Arthur H. Ballantine had leaped over the ship's rail into a heavy sea and lost his life in a vain effort to save fourteen-year-old May Morgan, a passenger.

The girl was the daughter of Capt. Morgan of the British schooner Attila. Capt. Morgan and his ship are on a voyage from Pernambuco to St. Johns and May was crossing the ocean with her mother to meet him at the end of his trip.

She was a pretty child, the passengers declared, and the captain of the Pretorian said that she had inherited her father's love for the sea. She spent many hours on deck with the sailors and became their pet. Especially was she the favorite of Third Officer Ballantine and day after day the seaman and the girl walked the deck and the other passengers smiled as they heard May beg for more stories of the sea.

Soon after the Pretorian left Glasgow she encountered strong head winds. While the ship rolled most of the passengers remained below, but little May. She said she liked the sea when it was angry, and besides there were so many more questions she wanted to ask Third Officer Ballantine before the ship reached St. Johns.

She walked the deck and held fast to the ship's rail as the time when the ship was plunging against the winds that were blowing almost a gale. On the morning of August 30 the wind veered suddenly to the northwest. The Pretorian ran well, but the passengers kept below most of the day. Toward night the ship began to pitch and plunge and every one was gathered to the cabin except little May and the crew. The girl, as usual, was with Third Officer Ballantine.

The last the crew saw them they were walking from aft to the second cabin entrance. That was just before the Pretorian was lifted by the giant wave that dropped her as suddenly into a great trough.

The officers of the ship say the upheaval was a contending wind and the one which topped the Mauretania a few days ago. It seemed as though the ship's prow had struck a wall of rock instead of water, the crew says. It was about 8 o'clock at night.

Without warning the Pretorian rolled to starboard. The giant wave arose and before the navigating officer knew what was happening the vessel rolled and was buried in the mass of water. When the ship had righted herself, the crew discovered that the girl had disappeared. They looked for her, but she was not standing where they had seen her a moment before.

"She is probably in the cabin with her mother," said one, but Mrs. Morgan had not seen her daughter. "She is probably with Ballantine," said another. "The third officer would not allow the girl to be harmed. She is safe in the storm with him."

They hunted for Ballantine, but he too was gone. Soon they realized what had happened. The girl had been washed overboard when the Pretorian rolled the Pretorian on her side and the third officer, seeing the little girl disappear over the side, had leaped into the sea to save her.

The captain ordered the waves with his glasses, but there was no sign. The Pretorian had plunged ahead after the collision with the wave, and the crew had discovered the disappearance of the girl and the officer too late.

When passengers learned of the tragedy they told the mother of the girl. Mrs. Morgan was prostrated. There were the bodies of the passengers and a memorial service conducted by the Rev. J. T. Newman, assisted by the Rev. H. J. Bandy and the Rev. James Holmes, was held last night at the City Church. The passengers had made a collection for a memorial to be erected at St. John's to the memory of the girl and the seaman who died together in the sea.

WANT MOORE FOR SENATOR.

Delaware Democratic Leaders Invite Columbia Professor to Run.

WILMINGTON, Del., Sept. 10.—John Bassett Moore, professor of international law at Columbia University, New York, and Assistant Secretary of State during Cleveland's first term, has been invited by some party leaders to become the Democratic candidate for United States Senator from Delaware.

This was announced to-day from Dover following the visit of Prof. Moore to the office of Register of Wills Spruance yesterday to settle the estate of his father, Dr. John A. Moore, who died recently at Felton.

Prof. Moore is a native of Delaware. He has been in the State for some years, but his career has been closely watched. The Delaware Legislature will elect a Senator in January, 1913, and Moore is a Republican. As the Democratic party is torn with dissensions some of the leaders have proposed that Prof. Moore return and run for Senator. Whether Prof. Moore will do so has not been made known.

Prof. Moore and his sister, Lily M. Roe of Dover, wife of ex-State Auditor Roe, will divide \$50,000 of their father's estate.

FOUR FIRES IN ONE FLAT.

Prodical Combustion in Bronx Apartment Investigated by Marshal.

When neighbors of Antonio Moreno at 561 Conventland avenue, the Bronx, smelled smoke in his apartments on the third floor last night some one sent in an alarm. Moreno was visiting his father, Leonard, lessee of the house and a shoemaker, on the ground floor.

Lieut. Sullivan of Engine 41 discovered four fires in the Moreno apartments. Excelsior in a chair in the parlor and a bed in the next room were afire, as were the contents of chiffonier drawers in another bedroom and a sideboard in the dining room.

BOY MURDERED IN A SHOE SHOP

THE SHOP SET ON FIRE TO HIDE THE CRIME.

His Mother Collapses When She Identifies the Remains—A Sister Becomes Frantic and Attempts Suicide—Eye Witness Causes Arrest of Italian Shop Owner.

WASHINGTON, Sept. 10. A fourteen-year-old boy was murdered in a shoe shop in Washington yesterday with no motive that has yet developed. The building was set on fire to cover up the crime. The Washington police arrested Antonio Melano, a dapper looking Italian who conducted the shoe shop where the murder and fire occurred and to-night the police claim they have a clear case against him. Inspector Boardman on finding the charred remains of the boy directed a dozen men of his staff to the case and the body was identified to-night as that of Harry Smith, the fourteen-year-old son of Mrs. Mamie Smith of 1307 Florida avenue, N. W.

Mrs. Smith, accompanied by a friend, went to the morgue to-night and was shown fragments of the clothing taken from the lower part of the boy's body and a pair taken from the boy's collar. She collapsed. Restoratives were administered to her and while she lay moaning on a couch in a room adjoining that in which her son's body lay her daughter Myrtle, about 29 years of age, a tall, handsome girl, entered the room and seeing her mother's condition in a trembling voice asked:

"Is it he?" The mother made an inarticulate reply and the girl, before she could be restrained, burst into the room with a shriek, tore the shroud off the boy's remains and when she saw his charred clothing became hysterical. Detectives Cornwell and Armstrong, who went into the room after her, attempted to restrain her from doing herself harm, but despite the fact that both are powerful men she broke away from them and went through a door in the rear of the morgue which opens upon a wharf of the Potomac River. She was just about to leap into the Potomac when the two detectives caught her. She was sent home in charge of a physician.

Earl Ahmay, son of George H. Ahmay of 935 E Street, S. W., 16 years old, to-night confronted Melano at police headquarters and positively identified him as the man whom he had seen yesterday at about 2:30 P. M. beating someone over the head in the back of the shoe shop at Fourth and H streets, N. W. The boy told Inspector Boardman a straight story when brought to headquarters and later in the squad room at headquarters he looked the Italian square in the eye and identified him. The boy said he had been visiting his brother Edwin Ahmay at 415 H Street, a few doors from the shoe shop, yesterday and at about 3:30 his brother sent him to a shoe shop.

"As I went by the shoe shop," said the boy, "I heard screams, and I went to the door and looked in. In the back room I saw a man striking somebody over the head several times with what looked to me to be a stick and then reach down to the floor and pick up something which looked like a piece of steel. The man then fell down and the next blow seemed to be struck with the steel thing. I got scared then and went to the laundry and hid myself. The man who had hit him what I had seen. He said it was probably some Italian beating his wife and did not pay any further attention to it."

The boy's father told Inspector Boardman that when he read an account of the murder in an afternoon paper he decided to bring the boy to headquarters, the boy told the captain of the police who had the case and also said that this morning four or five Italians, who in some way or other had seen the boy look in the doorway, had threatened him and told him to keep his mouth shut. The father said the boy told him that the men said they were connected with the Black Hand and this seemed to terrify him.

The boy's father, who lives across the street from the shoe shop, informed the detectives that yesterday at about 5:30 P. M. while looking out of her front window she saw the Italian strike somebody. She says they have other eye witnesses.

Despite the fact that the Italian was rigidly questioned at police headquarters to-night he stuck to a story which he told the police when he was arrested at about 4 o'clock this morning. This was to the effect that he left the shoe shop last night at ten minutes after 7 o'clock, went to his home at 415 H Street, stayed there until 10 o'clock and then went to a barber shop, returning home at about 12 o'clock. He says he loaned his key to a red headed man, who he called Holbert, who had the key to the shoe shop and who had the key to the house and who had the key to the house and who had the key to the house.

Melano admitted to the police that many of the boys of the neighborhood had been hit and he had been struck by him, but he insisted that no boy was in his shop yesterday.

NEW RECORD FOR ONE LINER.

The George Washington Clips Five Hours Off Her Best Time.

The North German Lloyd steamship George Washington came in yesterday with a new record. She made the crossing in 6 days, 18 hours and 6 minutes, covering the 3,045 miles at an average speed of 18.78 knots an hour. Her best previous time was 6 days 23 hours and 15 minutes, with an average speed of 18.76 knots an hour. Capt. Polack said that he was delayed in sailing from Hamburg for some five hours or he would have reached New York yesterday morning.

Capt. Polack tried to get sight of the Hal Chi but in vain. He said that he was under the impression that the Chinese steamer which is to visit New York was the Hal Chi, which was built at the Hailkuan yard at Swatow and which on her completion in 1897 he took to Hongkong with a crew of sixty men and delivered her to the Chinese Government. The Hal Chi was built in England a year later.

To relieve the tedium of the voyage several men in the George Washington's smoking room started a subscription for the Hal Chi and had been born in the George Washington and which were to be named George Washington and Martha Washington, with a rather cumbersome Polish family name at the end. The twins gained the money for the subscription by a godly purse was made up for them, and there was talk of giving an entertainment the proceeds of which should be added to the subscription.

Then the smoking room set descended to the storeroom and looked around to see if there was any new born twins which ought to be the recipients of the charity. They didn't find any, so announced that there had been a mistake, there were no twins, and thereupon refunded all the subscriptions. The taking up and returning of the money occupied two days very nicely.

One of the passengers on the George Washington, Major Leopold Matiecka, retired, of the Austrian army, is making his way for his trip. He was away in New York for a few days, then will go to Mexico, then to San Francisco and so on to the Philippines. He has no regular sailing for his trip. He is expected to return to Budapest in about a month and then start abroad again for the seventh time. He explains that he has nothing better to do and likes traveling.

Merit, not subterfuge, sells Saks-made Clothes for Men

It is unfortunate that words lend themselves as readily to that which is meretricious as to that which has merit. But that is due not to any defect in the language, but to the moral deficiencies of those who use it.

It is equally unfortunate that pictorial accessories lend themselves to effects which belong to the picture alone and seldom to what it illustrates.

Any man looks well in pen-and-ink clothes and a pen-and-ink pose, and it takes an artist to do that. But it takes both a tailor and an artist to make a man look well in real clothes and a human, everyday attitude. And that happens to be our business.

Nature had these things in mind when she gave to man the faculty of reason, the ability to sift the wheat from the chaff, the real from the unreal, the false from the true. And it is for you to exercise that faculty for your own advantage.

For our part, we do not regard advertising as a license to make extravagant claims, and we refuse to employ any such sleight-of-hand methods as a nine-foot man acknowledging a mythical lady on the opposite page.

We shall continue to rely upon the intrinsic merit of Saks clothes as the best and only available means to influence your choice.

Broadway Saks & Company at 34th St.

SHOPMEN WILL NOT STRIKE

MACHINISTS UNION REFUSES TO GIVE ITS SANCTION.

International Board Puts an End to Threat Against the Illinois Central—New Federation Called a Mushroom Organization of Socialists.

CHICAGO, Sept. 10.—The executive board of the International Association of Machinists, in session in the Riggs House, to-day refused to sanction a strike of the men on the Illinois Central Railroad. The action of the machinists, it was said, has effectively ended the strike agitation, unless the men take matters into their own hands and walk out, which was said to be improbable.

No announcement of the decision of the executive board was made, as only three of the five members of it attended the session. It was said that the result of the deliberations would be announced in Davenport, Ia., where President James O'Connell and the members of the executive board will be in session all this week, preparing for the international convention which opens in that city a week from to-morrow.

Officers of the other unions involved in the controversy were bitter to-night against the machinists, who, they said, had deserted at the crucial moment after cooperating with the other trades up to last Tuesday, when the order was sent out to the men to hold themselves in readiness to strike.

Although angry at the machinists an official of another union said there would not be a strike unless every union was willing to respond at the same moment. He declared that the action taken to-day by the machinists' executive board would give the federation on the Illinois Central a blow that it would not recover from in years.

While President O'Connell would not talk on the subject, other representatives of the machinists' union from points along the system were outspoken against a strike. They declared that all the agitation had been caused by a few socialists in each craft who were anxious to see a new form of organization established on the railroads.

"The machinists can get a good agreement and so can every one of the other trades, so what is there to strike for?" said a machinist from Paducah. "This movement does not represent the rank and file and when they voted for recognition of the federation, they did not understand that they were voting for a strike. If they had so understood the result would have been different."

"We do not propose to let some mushroom organization that has sprung up in the last year or two start a strike that would be suicide at this time."

The number of idle shop mechanics on the Illinois Central is the factor which has caused the machinists to hesitate about striking. Of 280,000 shop employees on all the railroads of the country 100,000 are out of work at present. The radicals who have been advocating a strike say that most of the men who are idle are organized and could not be used as strike breakers should a walkout be ordered.

SAN FRANCISCO, Sept. 10.—The advisory board of the Railway Shopmen's Federation wound up its conference in this city yesterday after sanctioning in advance any order that may be issued by the board of the five international unions involved in the controversy.

To-night J. W. Kline, head of the blacksmiths, J. A. Franklin of the boilermakers, J. Rickel of the machinists, J. D. Crane of the sheet metal workers and M. E. Ryan of the carmen left for their homes after declaring that the answer to the Harriman railroads' refusal to recognize the federation will be issued within a fortnight from Chicago.

"We do not leave San Francisco with the idea that peace in this matter is impossible," said Kline, spokesman for the party. "We hope for peace and we will make another effort to win the Harriman system to our way of thinking. The shopmen have already voted to walk out unless their federation is recognized."

NAB POLICEMAN'S ASSAILANT.

Two Witnesses Identify Young Man Who Carried a Violin.

Joseph Podell, who says he is 24 years old and that he lives at 508 West 135th street, was arrested yesterday in a tent in which he has been living at Edgewater and was locked up in the Rockaway Beach police station charged with shooting policeman Patrick Hunt on the Avenue boardwalk last Tuesday morning. Hunt is at his home with a bullet wound in his right side. He is expected to get well.

At 4:30 o'clock Tuesday morning Hunt saw a young man hurrying along the boardwalk with a violin case under his arm. He stopped the young man and started to question him. The young man replied by shooting the policeman and then ran away.

Detectives Toomey, Newsins and Conroy later learned that a violin had been stolen that morning from the Holland House at Holland, and then found the violin in the cellar of a house past which the young man's flight after shooting the policeman had taken him. Two men saw the shooting and the escape of the policeman's assailant. From their description the detectives yesterday arrested Podell in his tent. He was identified by the two witnesses and last night was taken to the home of the policeman, where Hunt also identified him. Podell is charged with felonious assault.

REMOVAL NOTICE.

P. CENTEMERI & CO. (formerly 911 Broadway).

GLOVES

We shall be glad to have you call and inspect our Fall importations at our new store.

296 FIFTH AVE. One door south of 21st St.

SMOKE IN THE RITZ-CARLTON

From Smudge in Rubbish Pile That Tried to He a Real Fire.

Thick smoke from a smouldering fire in the debris of torn down buildings in the rear of the Ritz-Carlton apartments, at Madison avenue and Forty-seventh street, floated into the open windows of the apartment house and of the Ritz-Carlton Hotel, at the Forty-sixth street corner, early yesterday morning, waking up those who live in the two buildings and causing some of them uneasiness. The police were told that one woman who had been through a real fire became hysterical.

Back of the apartment house used to be the Windsor Arcade, fronting on Fifth avenue, and other buildings. These have been torn down to make way for new structures, including an addition to the apartment house. A boiler and engine used in the work of demolition stand close to the rear wall of the apartment house.

At 10 o'clock on Saturday night a watchman saw smoke coming from embers in the bottom of the pile of rubbish near the boiler. The watchman got pails of water and tried to put the fire out but sent in no alarm. He was still working and the fire was very much ahead of him when Sergeant Smythe and Policeman Kreuzer arrived at half past twelve yesterday morning. When firemen got there the blaze in the rubbish had so good a start that it took them an hour and a half to put it out.

Many residents of the neighborhood unable to sleep because of the smoke dressed and went into the street to watch the firemen.

Advertisement for Saks & Company, featuring a large illustration of a man in a suit and a woman in a dress. Text includes 'Saks & Company' and 'at 34th St.'

Advertisement for P. Centemeri & Co. featuring a large illustration of a man in a suit. Text includes 'REMOVAL NOTICE', 'P. CENTEMERI & CO.', 'GLOVES', and '296 FIFTH AVE.'

Advertisement for Carstairs Rye featuring a large illustration of a man in a suit. Text includes 'CARSTAIRS RYE' and 'We can safely say: "Carstairs Rye has more friends among the highest class of whiskey users than any other whiskey sold in New York."'

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