SHOWS INTERLACING OF EXPRESS BUSINESS

Appendix to Interstate Board's Report Reveals Tangle of Interests.

MIXED UP WITH RAILWAYS

List of Shareholders Revealed and Directors Found to Be in Common.

WASHINGTON, July 14.—An appendix to the Interstate Commerce Commission's exhaustive report on the express business of the country discloses in detail the remarkable interlacing of corporate interests between the express companies and the railroads and among the express companies themselves.

The commission shows that in several instances the most favorable contracts given by the express companies to the railroads go to the roads which have directors in common with the express companies. The commission points out that the express companies' directors make contracts with themselves as railroad directors.

This appendix to the report also discloses for the first time a list of the principal stockholders in the big express companies. The directors of the Adams company with the number of shares of stock owned by each are as follows: William M. Barrett, 510 shares; William H. Damsell, less than fifty shares; Charles Steele 110 shares,; Basil W. Rowe, less than fifty shares; George F. Baker, less than fifty shares; William D. Guthrie, less than fifty shares; Joseph Zimmerman, less than fifty shares.

The commission's report shows that the control of this company and its assets are in the hands of a board of directors who own less than 1 per cent. of the shares and this board is self-perpetuating. No member of it can be removed without the vote of two-thirds of the stock.

The commission points out that Mr. Steele is a director in seventeen railway companies and that Mr. Baker serves in a similar capacity in twenty-five railway companies. It is noted that the highest percentage paid by the Adams Express company to any railroads is to two of the lines in which Mr. Baker is a director—57½ per cent. to the Chicago, Burlington and Quincy and the same to the Colorado and Southern.

The Adams Company owns stocks of common carriers to the par value of $14,580,175 and bonds of similar companies of a par value of about $33,000,000. The largest stockholders of the Adams are: Adams Express Company, 19,160 shares; estate of Levi C. Weir, 6,429; Southern Express Company, 1,183; William B. Dinsmore, 1,133; Madelaine I. Dinsmore, 1,100; Anna C. Rumville, 1,075; Johnston Livingston, 1,000; Ida C. Potts, 900; Ætna Life Insurance Company, 800; Helen G. Huntington, 733; J. Sandford Saltus, 601. These twelve own 29 per cent. of the capital stock. The remaining 2,956 stockholders own an average of twenty-nine shares each.

"The Morgan interests," says the commission, "are represented in the Adams Express Company in the person of Cherles Steele and through stock ownership the New York Central Railroad and other lines are also closely related to the American Express Company." The names of William B. Dinsmore and Madelaine I. Dinsmore are also among those of the largest holders of the stock of the Southern Express Company.

When the figures for the repo were compiled the American Express Company owned bonds of common carriers of a par value of $4,995,500 and stocks to the amount of $12,922,100. The directors of the American, with the shares owned by each, are given as follows: James C. Fargo, 230; Louis C. Ledyard, 140; F. F. Flagg, 200; W. N. Seward, 300; Cornelius Vanderbilt, 200; C. M. Pratt, 200; J. H. Harding, 150, and J. H. Bradley, 100.

The directors of the American represent in their stock ownership only about 8 1-10 per cent. of the entire number of shares. Of these directors the commission points out that Mr. Fargo, Mr. Ledyard, Mr. Vanderbilt and Mr. Pratt are members of the directing boards of several railroads. The report adds:

In this connection it may be pointed out that contracts calling for an increased percentage to be paid by the express company were entered into between the American Express Company and the New York Central and its affiliated lines six months prior to the expiration of then existing contracts, and that payments under the new contracts began at that time, thus giving the railroads the benefit of the increased percentage six months earlier than they were entitled to receive it under terms of contracts which had been in effect for several years.

Attention is also called to the increased percentage paid the Chicago and Northwestern Railway under the terms of a contract which became effective in April, 1911. It thus appears that directors of express companies may and do make contracts with themselves as directors of railway companies and that in the great majority of cases when a contract expires it is renewed either with the same or another express company at an increased percentage.

The twelve largest holders of stock in the American are given as follows: New York Central Railway, 30,000; Charles Pratt & Co., 4,400; American Express Company, 3,399; executors of B. P. Cheney estate, 1,690; P. J. Goodhart & Co., 1,635; Southern Express Company, 1,185 Homans & Co., 1,016; Standard Trust Company (trustee for the benefit of the Adams Express Company), 1,000; Graham F. Blandy, 1,000; Charles P. Noyes, 1,000; David Lehmann, 855, and William K. Porter, 700. The commission's report adds:

It is found that the Adams Express Company is among the largst shareholders of its principal competitor: that the Southern Express Company, which is closely affiliated with the Adams, also owns a large number of shares in the American Express Company; that the New York Central and Hudson River Railroad Company owns one-sixth of the entire number of shares of the express company; that four of the directors are also directors in railway lines; that two of the directors are closely connected with the New York Central lines; that two of the trustees of the Cheney estate (the fourth largest owner of the express companies shares) are directors in railway lines; that one of the directors, J. Horace Harding, is a member of the firm of C. D. Barney & Co., whose name appears among the shareholders of the Adams Express Company; that the Adams and American express companies are represented in all hearings before the Interstate Commerce Commission and similar regulative bodies by the same attorney, who looks after the interests of both companies, and that the Morgan and Standard Oil interests are strongly represented in the directorate, the latter in the person of Mr. C. M. Pratt.

It is a well known fact that the Adams and American companies formerly had common directors. The three directors who are not above mentioned are employees of the express company.

The Wells Fargo Company on June 30, 1911, had $8,022,000 par value of railroad and other common carrier bonds and stock of a par value of $559,000. The report says:

The returns to the commission's order, dated October 16, 1911, show that shares to a par value of $4,500,000 were held by the American Express Company in Wells, Fargo & Co. on June 30, 1911, and that shares amounting to $282,200 par value were held by officers and directors of common carriers. To the latter may be added the holdings of Mrs. Mary W. Harriman, $6,405,500, who is the largest holder of the company's shares and who is also the largest holder of shares in the United States Express Company.

It will be observed that Mrs. Harriman owns 27 per cent. of the capital stock, the American Express Company 19 per cent. and that the remaining 54 per cent. is divided among 1,931 other shareholders, 1 per cent. being held by officers or directors of common carriers.

The report points out the same interlacing of directors between the Wells Fargo Company and the railroads as in the other companies.

BOY ASLEEP IN CATHEDRAL.

Seeks Bed in Pew After Spending Money Belonging to Father.

Michael Ryan, a watchman at St. Patrick's Cathedral, found a boy sleeping in a pew there at 2 o'clock yesterday morning. He ran to the street and got Policeman West of the East Fifty-first street police station, who took the boy to the station house.

The youngster told Lieut. Hefferan that he was Leslie Larke, 12 years old, and that he lived at 428 East Fifty-First street. On Friday, he said, his father had given him two dollars to pay a bill which amounted to 75 cents. Instead of going home with the change he hunted up some companions and took them to Central Park. He was afraid to go home that night and picked out a soft spot on the park grass to sleep. He had a few nickels left and on Saturday morning satisfied his inner cravings with some cake.

With the end of his money came the pangs of conscience and he went to the cathedral to confess to one of the priests. Instead of going home as the priest told him to do he went into one of the pews and slept.

Leslie's father, John Larke, who is manager of a cafe, said that Leslie was a bad boy and that he had run away before. Leslie was held for the Children's Court this morning.

FOUR HURT IN CAR CRASH.

Motorman Didn't Stop at End of Line and Bumper Is Smashed.

Mrs. Rose Smith, 32 years old, of 60 West 130th street, Manhattan, was seriously injured and three other persons were cut and bruised in a trolley car accident at the St. George terminal of the Richmond Light & Railroad Company yesterday afternoon. Mrs. Smith had a rib broken and was severely cut about the face. She was taken to the S. R. Smith Infirmary.

The others hurt are John Brockway, a journalist, 65 years old, of 284 Seventh avenue, Brooklyn; Mrs. Bessie Yadglwitz, 27 years old, of 225 East 100th street, Manhattan, and her five-year-old son, William Yadglwitz. They were able to go home. About twenty other persons on the car got a shaking up.

The car had come from Midland Beach in charge of Motorman Robert Flannery. From South street, there is a viaduct through which the cars run to the terminal at St. George. When the car reached the viaduct, the motorman saw there was no car ahead of him and he put on full speed, it is said. On nearing the end of the line, Flannery threw off the current and applied the brakes. Despite this, however, the car smashed into the bumper at the end of the tracks with great force, rs. Smith being thrown off the car.

GETS BULLET IN CHEEK.

Steeplejack Shot in Merry Rumpus in a Wrecked Barroom.

Steeplejack William Willock of 326 East 126th street, who says he carries stones in his pockets to keep him ballasted on the ground and not to wreck saloon glassware with, and a friend of the steeple climber, a horseshoer named Thomas Fay of 247 East 124th street, who is also accused of being a stone thrower, went into the back room of Pat O'Neill's saloon at 2168 Lexington avenue yesterday afternoon and then came rolling out in a few minutes with a bullet wound in the cheek and hands banged up with a club divided between them. Steeplejack Bill had the bullet wound in the cheek and Fay had the banged up hands. Both accused Saloon Keeper O'Neill of doing the damage.

Detectives Collinge and Lazarenne were routed out of the East 126th street station house on a riot call and found Steeplejack Bill and Fay on one side—the under side—still fighting it out with Pat and his brother Ed. Pat and Ed said that for weeks the steeplejack and the horseshoer and their friends have been making life miserable around the saloon and that when they refused to get out yesterday drastic measures were necessary. Everybody made complaints against everybody else, wherefore Pat O'Neill was locked up on a felonious assault charge made by Steeplejack Bill, who said the saloon keeper had come from behind his bar armed with Brother Ed. a revolver and a club and had shot Bill and smashed Fay's hands. And the steeplejack and his horseshoeing friend were locked up on a simple assault charge preferred by the saloon keeper, whose saloon after all was over looked as if the back room had telescoped the bar.

NEW CAMPAIGN TREASURER.

Henry Morgenthau May Handle the Wilson Funds.

Henry Morgenthau, who is a close friend of Gov. Woodrow Wilson and one of his ardent admirers and supporters, is likely to be chosen to handle the Wilson campaign funds, it was learned at Sea Girt, N. J., yesterday. He lives at 30 West Seventy-second street and has made a large fortune in real estate operations.

He makes his headquarters at 165 Broadway, the office of the Henry Morgenthau Company. He is president and a director of the following: Columbia Bank, Dry Goods Realty Company, Elmore Realty Company, Fort Washington Syndicate, Herald Square Realty Company, Hunt's Point Estate and Morgenthau Realty Company. He is vice-president of the Greenhut-Siegel Cooper Company and a director of the Lawyers Mortgage Company, Lawyers Title Insurance and Trust Company and the Underwood Typewriter Company.

3 HURT AS AUTO OVERTURNS.

Cincinnati Merchants Buried Under Wreckage of Car.

CINCINNATI, July 14.—Harry Meis, Sol Meis and Emanuel Marks, three well known Cincinnati wholesale merchants, were seriously injured this evening when a large touring car which they were driving turned turtle at a dangerous curve in a road a mile north of Mount Healthy. The party was returning from the Hamilton aviation meet. A tire burst and the occupants were pinned beneath the car. An automobilist who was close behind lifted the wreckage away and took the injured men to a hospital, where they remain in a serious condition.

ORDERS EXPRESS RATES SLASHED AND REFORMED

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charges it is essential that double charges shall cease and to this end a system of labels is herein prescribed—a yellow label which shows that the charges have been paid; a white label when the charges have not been paid, and if no label is carried on the package it must be delivered without charges and the error later corrected.

8. The standard merchandise rates have been found to be discriminatory as between localities and unreasonable in themselves with respect to the points dealt with in our order. They have been the product of a non-regulated growth in which certain of the larger cities have gained an undue advantage in preference. A burden that is excessive and unjustifiable has rested upon the packages of smaller weight which the express carrier was especially created to transport. The railroad company in "farming out" this branch of its service upon a percentage contract basis has created an inevitable tendency to increase parcel rates. There has been no uniformity in the application of any system or basis or scale of rates with reference to points similarly situated even within the same territory and no reasonable relation is suggested in the rates fixed between the service given by the railroad in the carriage of a parcel and that given by the express company in its terminal service.

Complaints Are Grouped.

In the course of the opinion the commission states that it has found that the complaints made against the express companies might be grouped into the following classes, and its decision is aimed to meet these complaints:

1. Double collection of lawful charges.
2. Overcharges and undercharges effecting discrimination between shippers, arising out of an obscure rate system and ineffective revision and supervision of accounts.
3. Indirect routing of shipments by the express carrier resulting in unreasonable delays.
4. Failure or refusal to deliver parcels to consignees located outside of arbitrarily established free delivery limits, without notice being given to the consignor or consignee as to the extent of free delivery territory.
5. Unreasonableness of the terms of shipment imposed by the receipt given by the carrier.
6. Delays in the settlement of claims for loss and damage.
7. Excessive insurance charges when shipments are valued at more than $50.
8. A confusing set of rules governing the classification of express matter which led to discriminations in rates between classes of shippers by providing obscure and insignificant conditions as the basis for classification of which the initiated may take advantage to procure transportation at lower rates than are generally applied to the more uninformed portion of the public.
9. Delays in the return of cash on delivery collections to consignors.
10. The obscure statement of rates, making the public dependent almost entirely upon the information furnished them by express agents.
11. The unreasonableness of the rates charged by the carriers.

In describing the new rate making system suggested as the foundation of remedies to meet the above complaints the commission says:

Divided Into Blocks.

The United States has been divided into 950 blocks approximately fifty miles square. Rates are proposed between each of these blocks, treating all cities or towns within each block as common points.

To illustrate: New York city is located in block 952. Some twenty other towns and villages are included in that same block. Chicago is located in block 838, which also contains a score or more of cities and towns. A shipper in New York wishing to send a package to Chicago will learn from the directory the block in which Chicago is situated. Then turning to the single tariff sheet he will ascertain the number of the scale of rates which applies upon all packages between block 952 and block 838. The directory of express stations is also to state the delivery limits in each city within which the express company gives service upon its tariff rates.

The report deals extensively with the classification of express matter, saying that the official classification in which all the carriers join contains many rates which are so stated as to be only of value to those familiar with an intricate classification.

Companies' Big Profits.

In the course of the decision it is said that a reasonable express rate may not be fixed upon the basis of the value of the property owned and used by the express company, as by a matter of mathematical calculation it is shown that at least one of the express companies has received for three years past an average profit of 597 per cent. upon the value of the property which it reports as owned by it, while all of the larger companies show a net revenue per year that is from 17 to 65 per cent. profit on the value of their property.

From these figures it has often been contended that there ought to be a tremendous slashing in express rates, but the commission does not agree with this argument. It says that the real asset of the express company is its contract with the railroad company. In this connection the report says:

It is a matter of common knowledge and frequently referred to in this hearing that these express companies, taken as a whole, are not the product of large investments. The original express company was a man with a carpet bag paying his railroad fare and travelling between New York and Boston with a few packages of an especially valuable nature. That carpet bag has evolved into an express car—in fact into solid trains of express cars—with an expenditure on the part of the expressman of an inconsiderable amount of money.

Big Earnings Shown.

Speaking of the big earnings of the express companies the report says:

Generalizing from these facts, it is a matter beyond contradiction that beginning sixty years ago practically with no assets whatsoever other than favorable contracts with one or more railroads, the express companies have out of their rates and the profitable investment of the proceeds of their operations been enabled to pay large dividends upon shares representing no investment and amassed over $150,000,000 of property.

Last year (the fiscal year 1911) the thirteen express companies before us had a gross transportation income of $149,311,485, out of which they paid to the railroads $73,956,455, leaving to themselves $75,355,030. Their operating expenses amounted to $67,996,759. Thus, after the deduction of all expenses connected with the operation of the express company as such, there remained a net operating revenue of $7,358,271. There are bookkeeping intricacies involved in the statement of operating expenses which it is not necessary for us here to discuss. The net figure given allows a 6 per cent. return upon all of the property reported as owned and used by the express company in the rendering of express service ($27,163,869), makes no deduction for services rendered to the railroads, includes the allowance of all taxes, accepts the estimates without question of the express companies as to the cost of their outside enterprises, such as handling of investments and money order business; accepts all charges made by the express companies for new equipment as proper operating expenses; in short, it is based upon the figures of the companies themselves as operating express companies.

Attacks Graduated Rates.

Commissioner Lane makes a strong attack upon the so-called scale of graduated charges by which is determined the rate that shall be applied to a package of a given weight. This scale is held to be unreasonable, discriminatory and arbitrary.

"It is the product of years of shrewd manipulation, has no justification in the minds of the express men themselves and is the richest example yet brought to our attention of a tariff based exclusively upon the theory that the charge should be what the traffic will bear."

The report deals with the close relationship between the express companies and the railroads, and adds:

The railroads, apparently dominating as they do all the express companies, either through stock ownership or through interlocking directors, have the express companies absolutely helpless whenever the latter desire to renew an expired contract or to make a new one. The result may readily be seen when the contracts between the companies which are now effective are compared with those made thirty years ago. Such a comparison will show that the important railroads now receive an increased remuneration of about 37½ per cent. due to an increase in basis of payment in addition to sharing in the receipts from an enormously increased volume of business.

The report shows that of the 47,910 shares of stock of the American Express Company the New York Central and Hudson River Railroad owns 30,000, and of the 1,010 shares of the Great Northern Express Company James J. Hill owns 980. Of the 48,487 shares of the Southern Express Company M. F. Plant owns more than 38,000 shares.

Commissioner Franklin K. Lane wrote the opinion of the commission and it was under his direction that the whole investigation was conducted.

It is believed that the express companies will not contest the findings of the commission and that they will with but little modification go into effect not later than November 1 next.

The following table compiled by the commission shows the rates now in vogue between New York and other points and the proposed rates under the new "block" system:

Between New York, N. Y., and—	5 lbs.	10 lbs.	25 lbs.	100 lbs.
Philadelphia, Pa.:				
Present	$0.35	$0.40	$0.45	$0.75
Proposed	.23	.25	.34	.75
Portland, Ore.:				
Present	.80	1.50	3.50	13.50
Proposed	.69	1.18	2.65	10.00
Spokane, Wash.:				
Present	.80	1.40	3.50	12.50
Proposed	.64	1.07	2.39	8.95
Los Angeles, Cal.:				
Present	.80	1.50	3.50	13.50
Proposed	.68	1.16	2.61	9.85
Pittsburg, Pa.:				
Present	.45	.55	.75	1.50
Proposed	.28	.33	.52	1.50
Richmond, Va.:				
Present	.45	.55	.75	1.50
Proposed	.27	.34	.56	1.65
Jacksonville, Fla.:				
Present	.75	1.00	1.50	4.50
Proposed	.36	.51	.99	3.35
Tampa, Fla.:				
Present	.75	1.15	1.85	5.50
Proposed	.39	.57	1.14	3.95
El Paso, Tex.:				
Present	.80	1.35	2.50	8.75
Proposed	.55	.91	1.97	7.30
Baltimore, Md.:				
Present	.40	.45	.55	1.00
Proposed	.24	.28	.40	1.00
Washington, D. C.:				
Present	.40	.50	.65	1.25
Proposed	.25	.29	.44	1.15
Birmingham, Ala.:				
Present	.75	1.00	1.50	4.25
Proposed	.36	.51	.99	3.35
New Orleans, La.:				
Present	.75	1.10	1.60	5.00
Proposed	.41	.62	1.25	4.40
St. Louis, Mo.:				
Present	.65	.80	1.20	3.00
Proposed	.32	.43	.79	2.55
Kansas City, Mo.:				
Present	.75	1.00	1.50	4.50
Proposed	.37	.55	1.07	3.70
Chicago, Ill.:				
Present	.60	.75	1.10	2.50
Proposed	.31	.42	.75	2.40
Omaha, Neb.:				
Present	.75	1.00	1.50	4.50
Proposed	.28	.57	1.12	3.90
Sacramento, Cal.:				
Present	.80	1.50	3.50	13.50
Proposed	.70	1.20	2.71	10.25
San Francisco, Cal.:				
Present	.80	1.50	3.50	13.50
Proposed	.71	1.22	2.75	10.40
Tacoma-Seattle, Wash.:				
Present	.80	1.50	3.50	13.50
Proposed	.69	1.18	2.66	10.05
St. Paul, Minn.:				
Present	.75	1.00	1.50	4.50
Proposed	.36	.52	1.00	3.40
Denver, Col.:				
Present	.80	1.25	2.25	8.00
Proposed	.49	.77	1.64	5.95
Salt Lake, Utah:				
Present	.80	1.40	3.25	10.50
Proposed	.58	.96	2.11	7.85
Reno, Nev.:				
Present	.80	1.50	3.50	13.50
Proposed	.67	1.13	2.54	9.55
Atlanta, Ga.:				
Present	.70	1.00	1.40	4.00
Proposed	.39	.57	1.14	3.95
Fort Worth, Tex.:				
Present	.75	1.15	1.85	6.00
Proposed	.48	.77	1.62	5.90
Butte and Helena, Mon.:				
Present	.80	1.40	3.25	10.50
Proposed	.55	.96	2.10	7.50
Boston, Mass.:				
Present	.40	.45	.55	1.00
Proposed	.24	.28	.40	1.00

HIP SING MAN SHOT.

Hun Ken Yun's Enemy Got Him as He Smoked Pipe in Bunk.

On his bamboo bunk high up over the Arcade in Doyers street last night Hun Ken Yun lay and smoked his pipe in peace. He rolled over and poised another sputtering ball of yen over the lamp, watched it swell and cook and then crammed it into the pipe bowl with a grunt of satisfaction.

A board outside the door creaked faintly. Hun stiffened in his bunk and slid his hand softly beneath his headrest. The door was shoved open even as Hun tried to slide beneath the bunk and four shots blazed through the opium smoke and struck Hun down.

It was so that Capt. Tierney and his detectives found him doubled across his bunk and with four bullets in his body. Not more than five minutes had elapsed from the time Moe Harris, a lobbygow, scurried up to Capt. Tierney in the Arcade on Doyers street and said another Chinaman, a Hip Sing, had been shot, but nothing could be found of the man who had done the shooting. Hun was the only man who saw his face and Hun could not tell.

BOY FALLS DOWN SHAFT.

Mrs. Maloy Finds Missing Son Mortally Hurt in Tenement.

Mrs. Margaret Maloy missed her four-year-old son Harry at supper time last night and was unable to find him in the tenement at 267 West 143d street, where the Maloys live. Some boys in the street told her they had heard that Harry had fallen down the dumbwaiter shaft.

Mrs. Maloy hurried back to the building and found her son at the bottom of the shaft wedged in between the elevator and the wall. Thomas Maloy, the boy's uncle, climbed into the shaft at the first floor and lowered himself to the bottom. He got Harry out.

Dr. O'Brien from the Harlem Hospital said Harry was suffering from a fractured spine, internal injuries and lacerated scalp wounds. He will die.

WOMAN THROWN FROM CAR.

Three Others Hurt When S. I. Trolley Hits Terminal Bumper.

Four persons were injured and a score shaken when a trolley car crashed into a bumper at the St. George Municipal Ferry terminal at St. George, Staten Island, yesterday. The injured are:

ROSE SMITH, 32 years old, of 60 West 100th street, thrown out of car, suffering from broken rib; taken to S. R. Smith Infirmary.

JOHN BROCKMAN, 65 years, editor, of 284 Seventh avenue, Brooklyn, contusions on the face and body.

WILLIAM YADELWITZ, 5 years, cuts on face and body.

MRS. BESSIE YADELWITZ, 27 years, of 225 East 100th street, cuts on face and body.

The accident was due to wet rails and a higher speed than usual at that place.

GOV. WILSON OUTLINES A NOVEL CAMPAIGN PLAN

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referee. Men who have talked about the matter did not believe that any committeeman, no matter how much he might be hurt by being ignored, will care to go on record as fighting the candidate. Gov. Wilson wants all his organization fights to come now in any event and his frends have their armor on. Information as to the Governor's ideas on campaign management practically cleans up everything with reference to the fight now.

He will have the organization he wants, acting as he thinks a Democratic organization should act to produce results. He will be the court of last resort in everything the committee may do. He will look personally after the finances, the receipts and the expenditures, but particularly the receipts. His treasury will be in close touch with him at all times and will submit detailed reports of all funds received and the sourace from which they came. The Governor will at all times reserve the right to reject any contribution which he thinks should not be used in the campaign he will make.

So far he has acknowledged the several thousand dollars received in small sums and will continue to do so until the volume is too great to handle. The contributions received by the committee are to be acknowledged publicly from time to time during the campaign. There is to be the fullest publicity on that score, even more than any laws require.

The Governor's main dependence will be on popular subscriptions from all parts of the country. It is known that many Democratic newspaper publishers have sent word that they will start popular subscriptions in their publications, while committees of citizens in various sections of the country will do the same thing. No large subscriptions will be sought and the word is that the man with the dollar will be as pleasing in the sight of the nominee as the man with $100,000. This also has been impressed upon all visitors, that liberal campaign contributions will not count as points in an ambition for Federal patronage.

It will be a campaign of argument. Every State will be attacked by armies of native and imported spellbinders, for in the political complications of the present the Democrats believe they have a chance in about every State of the Union. There will be no centring of attack upon the Republicans or the Bull Moosers. The tariff will be the principal issue and it is to be set forth as the foundation for every public economic evil or problem. The tariff theories and performances of President Taft are not to be assailed any more vigorously than the theories and performances of Theodore Roosevelt.

Gov. Wilson has indicated that he does not incline toward an active campaign of stump speaking for himself. He favors the McKinley idea of receiving delegations and addressing them from the front porch. He will not make more than half a dozen important journeys and these will be to States which his board of directors and their district managers regard as doubtful or wavering. The Governor has been asked to go up in Maine for that early election, but he did not give any promise to Senator Gardner or Committeeman Jones, who called on him last week. He has made no speaking engagements and will make none until after he and his board of directors have a meeting.

He has not talked politics and will not talk politics except in the most general way, until after August 7, when he will deliver a speech of acceptance to the notification committee. This speech is to become the groundwork of the campaign and everything is to be built upon that. The country and some wings of his own party may be surprised by the Governor's interpretation of the Baltimore platform, but it will not be the progressive wing.

The fact that Mr. Bryan is not mentioned in the organization plans will not give offence to the Nebraska statesman, who it is believed already knows what the Governor wishes to have done. There have been many letters and messages exchanged between Lincoln and Sea Girt, and some of the men who have been here are competent messengers. Mr. Bryan is to help the Democratic ticket in his own way. He will make his own plans, speak where he thinks he should speak and act as a political free lance.

Of the men selected for the board of directors every one is and has been a warm Wilson man. Senator O'Gorman, who argued for Wilson against the local leaders of his party, has had a long consultation with the Governor, and in becoming New York's representative on the board will devote his entire time to the national ticket, allowing the other New York leaders to work for the State ticket.

Senator Gore, another recent visitor, was the Wilson floor leader and the supreme adviser of Mr. McCombs at Baltimore. After all the other managers had finished presenting their arguments the young Wilson field marshal would go to the blind Senator for the final word.

A. Mitchell Palmer of Pennsylvania proved his worth by leading the Wilson fight in Pennsylvania and by his actions on the floor at Baltimore. Burleson and Henry of Texas, with Cato Sells, brought to the convention a solid delegation prepared to stick until snow flew in warm climes, and they aided mightily in inducing others to change their minds.

Davies ran the Western end of the Wilson prenomination boom. Hudspeth, warm personal friend and veteran of two Presidential campaigns, is naturally the Governor's spokesman. Personally the Governor thinks as much of William G. McAdoo as he does of any other man in the country. He always stops anything he may be doing to say something nice of the tube builder when his name is mentioned. Mr. Morgenthau of New York is another man for whom the Governor has the highest admiration. The Governor likes the way in which Mr. Morgenthau has made his money and he values the reputation of the real estate man in the community very highly.

No matter whether the directors are twelve or more, the board will be equally divided. If an odd number gives the board a committeeman majority an outsider will be appointed so that Mr. McCombs will have the deciding vote.

Gov. Wilson has not been visible to the world to-day in these parts. Friends last night induced him to go to the home of a friend near by where it was impossible for any outsider to reach him. The Governor was sadly in need of rest and to-night a telephone wire was repaired long enough for word to come out that the Governor slept until about 1 o'clock this afternoon.

He spent the day absolutely at rest. He had no callers, no letters, no newspapers and no messages of any kind. He will return early to-morrow morning for a busy week. His absence to-day was a disappointment to many who braved the rain just to see the man who has been nominated for President. These persons would like to have him on exhibition from 8 o'clock in the morning until after the dances are over at the seashore hotels. To many of them it appears he is part of the summer show along the shore.

WAITING FOR WILSON'S WORD.

National Committeemen at Chicago Don't Know What's Coming.

CHICAGO, July 14.—If the Government is where the King is then the seat of authority in the conduct of the Democratic National Committee will be in New York. That much was accepted as settled to-night by a majority of the eighteen members of the Democratic National Committee who are here, and it is based on the assumption that William F. McCombs of New York will be elected chairman of the National Committee at to-morrow's meeting. It is admitted by all of the committeemen that no matter who is chairman of the committee the final word in all the strategic moves of the campaign will be given by Gov. Woodrow Wilson.

Committeemen had hoped they at least would have a look in on their nominee's plans by to-night, but they went to bed disappointed. Mr. McCombs and Committeeman Robert S. Hudspeth of New Jersey, custodians of the plans, failed to arrive. The prospective chairman was expected yesterday. He will not arrive until to-morrow.

Such is the helplessness of Thomas Taggart of Indiana, Roger C. Sullivan of Illinois and other veterans wearing the scars of many battles that they know nothing of what is likely to happen to-morrow. They were potent at Baltimore, but here they are twirling their thumbs pending the arrival of a comparatively unknown from Gotham who is bearing orders for them.

Mr. Taggart says his mission here is to deliver a message from Gov. Thomas R. Marshall, the party's nominee for Vice-President, to the committeemen, inviting them to come to Indianapolis after the adjournment of the meeting to meet him.

Only one name is heard in connection with the treasurership of the committee. That is of William McAdoo of New York. For the secretaryship Urey Woodson of Kentucky, who has held the position for a number of years, is the choice of some committeemen, but he is not a candidate in the sense of seeking the place in face of opposition from New Jersey. Joseph E. Davies of Wisconsin, one of the active Wilson men in the West, is considered a likely candidate for the secretaryship.

T. R. VETOES FLINN PLAN FOR ELECTORS

Denies That Same Names Will Go on Both Ballot Columns in Pennsylvania.

OYSTER BAY, July 14.—History will not be repeated under the oaks at Jackson, Mich., the birthplace of the Republican party. Col. Roosevelt said that he would not be able to attend the Progressive State convention there on July 20. No matter what arises he will not leave Sagamore Hill this week, except for his customary day in town. He feels that every moment will be needed to complete the comprehensive statement upon which he is laboring and the speeches which he is outlining for the Western campaign trip scheduled for next week.

Practical politics in Wisconsin and economics from the academic standpoint engaged his attention to-day. Harry F. Cochems, once well known as a football player, and more recently as a supporter of Senator La Follette, one of whose delegates he was at the Chicago convention, went over the situation in Wisconsin carefully with the Colonel. Mr. Cochems was a signer of the third party convention call, and he has been stirring up Roosevelt feeling in his State very successfully, according to his report.

With him came President Charles R. Van Hise of the University of Wisconsin fresh from his conference with Gov. Wilson at Sea Girt. President Van Hise is interested in economic questions in general and in the trust problem in particular, and he has been going to headquarters to discover precisely the attitude taken by the several candidates.

He seemed to have preserved a position of neutrality, for Col. Roosevelt when asked if the university president had offered his support replied:

"Oh, no; he is not for any individual. The economic side of the fight appeals to him, and he talked to me in favor of the economic schemes which he is anxious to have put through."

The reported plan for dealing with the conflict between Republican and Progressive Presidential electors in Pennsylvania, which is said to have originated in the mind of William Flinn, was one with which the Colonel denied any familiarity. The idea is that the same men be named upon each ticket as electors upon the pledge that they will cast their votes for that party upon which ticket they receive most votes.

"That report is wrong," declared the third party leader. "We have no intention of following any such course."

Just what procedure will be adopted in Pennsylvania he was not ready to divulge.

GOLF BALL KILLS TROUT.

Bay State Man's Drive Went Into a Brook.

SPRINGFIELD, Mass, July 14.—J. W. Hunt, postmaster of Worcester, playing against H. A. Morse of the Oxford Country Club in a team match at Chicopee Falls to-day, drove a ball into the brook on the seventh hole.

The stream is a famous trout brook and the ball killed a ten inch trout that was lurking in the pool. The fish will be mounted as one of the Oxford club's summer trophies.

EXPECT TO ARREST SWARTZ IN 24 HOURS

Capt. Price in Julia Connors Case Obtains New Word of Ex-Convict.

BIG HUSTLE TO GET HIM

Police Say He Left Home Two Hours Before Little Girl Was Found Dying.

The detectives who are working to clear up the murder of twelve-year-old Julia Connors gave it out last night that they expected to arrest within twenty-four hours Nathan Swartz, the ex-convict and prizefighter who has been missing since Sunday, July 7. They based this opinion on information obtained from members of the Swartz family.

Capt. Samuel Price of The Bronx Detective Bureau, who has been superseded by Inspector Hughes, the chief of the detective bureau in the command of the big staff of detectives that are searching for young Swartz, was sent yesterday to 593 Cleveland avenue, East New York, to question Swartz's sisters. Price took with him Detective Cassassa and a stenographer.

Information of the utmost importance, it was learned last night, was obtained concerning Nathan Swartz's conduct and movements since he was released from the Hart's Island prison on January 12 this year. It is known that members of the Swartz family gave to Price some information concerning the fugitive that made the detectives redouble their efforts to apprehend him.

Questions were put to the Swartzes concerning the death of one of the Swartz children, an eight-year-old girl, three weeks ago. The detectives were interested also in finding out why Nathan Swartz's mother ordered him from their home a few weeks after he got out of prison. The family was questioned also about alleged peculiarities of the young man.

The investigation yesterday led the detectives to believe that Swartz had no money when he disappeared. Mrs. Swartz told them that she gave him none and the other members of the family said with apparent frankness that they had not assisted Nathan in any way. The police know now that the young man was seen leaving his home at 3970 Third avenue early on the morning of Sunday, July 7, about two hours before Julia Connors was found dying in the vacant lot back of the apartment house where the Swartzes lived.

Detectives have picked up information that young Swartz appealed to several pugilist acquaintances for money on Sunday and that he was disappointed. The police deny positively that the youth appeared last Friday night in the neighborhood of the crime. They insist that he dropped out of sight last Sunday.

Despite the apparent confidence that Swartz would be arrested to-day there was nothing whatever to show that the young man had been traced anywhere either in the city or out of it. If he is located here his arrest as a suspect would be an easy matter. He could be held and the questions that the police desire to put to him could be put vigorously. But as a police official explained last night, the case would be decidedly complicated if Swartz has sought refuge in another State. The hope among the detectives was that he hadn't been able to get out of the city.

The late start in the hunt for Swartz is blamed on the little Molz girl, who told so many fanciful stories for two days that Price and his men dropped all other suggestions to listen to her.

For two days, it was said yesterday, the detectives did nothing but look for an elderly Italian with a gray beard, a character that figured largely in the Molz girl's imaginative yarns, and the fact that young Swartz had disappeared from the house next door to where the police believe Julia Connors was murdered was entirely overlooked. The police insist that they began on Tuesday to look for Nathan, but there was little evidence of such activity until Friday.

Detectives visited yesterday half a dozen resorts in The Bronx where the hangers on of prizefighting clubs congregate. At these places they found several boys and young men who know young Swartz and who had seen him late in the week before the Connors murder. None of them, the detectives were told, has seen him since or has any idea where he went.

The out of town hunt for Swartz took in half a dozen towns and villages yesterday. Fairview Park, N. J., reported that they had a man answering Swartz's description, and Detective Clark journeyed over there to inspect the prisoner. The trip was fruitless. Then came word from Mount Vernon that Swartz had been picked up there, but when Clark saw the man who was being held he again turned back disappointed. Detectives were sent to Newark and to Jersey City to look over the day's take of vagrant and suspicious persons, but nobody at all resembling young Swartz was found in the batch.

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Fast Trains every hour on the hour

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