

POLICE BAFFLED BY MISS CASPARI

Capt. Boardman Admits Inability to Clear Mystery.

PAPERS ARE FOUND IN TRUNK

Where Were Letters from Persons Who Demanded that Money Be Forwarded According to Agreement, and from Firms Acknowledging Receipt of Orders.

After a searching investigation lasting two days and three nights, Washington police officials are still baffled in their endeavor to arrive at a correct solution of the mystery surrounding Miss Frances A. Caspary, who baffled Baltimore police years ago with her Sphinx-like silence, Napoleonic strategy, Casarean wisdom, Cassio Chadwickian daring, and who is now confined in a cell in the United States jail in default of \$5,000 bond on a charge of grand larceny.

Capt. Boardman, chief of detectives, late last night, just before leaving his headquarters, after a long day's work in an endeavor to clear up the mystery of the "silent woman," said: "I believe Miss Caspary simply borrowed money to pay off creditors, using the simple method of borrowing."

Capt. Boardman spent an hour or more examining a number of letters and papers found in a small box, which was taken from Miss Caspary's room, but which had not been opened. The letters were carefully read and every discovery of importance noted. They were dated from the largest cities in the country, some coming from Rochester, N. Y.

Reply to a Letter. A reply to a letter presumably written by Miss Caspary, asked for money for investments. The writer declined to send the money. Following this letter was another, in which the writer refused to take up Miss Caspary's inducement, showing, according to the police, she had written letters to different persons in an effort to get money after receiving a bill.

But as Miss Caspary is not known to have spent large sums of money, equal to the big amounts she is thought to have received, the police are at a loss to account for the way in which she originally got in debt. They say her maneuvers in the last two years, since being released from prison after operating in Baltimore, indicate it has been her desire only to pay off bills as they were presented, and not to allow other debts to pile up.

The "borrowing" from Peter to pay Paul theory was strengthened by the finding of a number of receipts, and other ordinary expenses had been paid, but there was no evidence of extravagance.

In the bottom of the trunk, beneath a packet of letters, were found newspaper clippings, telling the story of her release from the Maryland penitentiary. None of the clippings contained pencil marks or any indication that they had been read with interest. Although there are a number of years old, the clippings look as if they had been cut from a newspaper of recent date, and all are carefully folded.

Although it was thought the box would contain letters from the man who is supposed to have figured in Miss Caspary's life before her imprisonment, nothing of this nature was found. All the letters or papers were of purely a business nature.

Letters Found in Box. Following is a list of some of the persons whose communications to Miss Caspary were found in the box: Annie C. Volk, 1314 Bolton street, Baltimore; Annie G. Nagle, Rochester, N. Y., containing a bill for books and a contract signed by Miss Nagle, Thomas Nelson & Sons, 41 East Eighteenth street, New York City, relative to a consignment of books ordered from the firm by Miss Caspary; William J. Johns, attorney, Rochester, N. Y., representing Mrs. Foots, of the same city, and demanding that money be forwarded as agreed upon by Miss Caspary; other letters of the same nature from Attorney Johns were in the same packet as the letter of the oldest date; John W. Stevens, 34 Monroe street, New York City, giving the discount that would be made on an order of books; Scranton, Whitman & Co., 200 Broadway street, Rochester, containing a bill for an order of books; Hall & Locke Company, 32 East Twenty-first street, New York City; Mrs. Babcock, Rochester, containing a board bill and bills for incidental expenses; E. S. Robertson, Baltimore, refusing to forward money, and an envelope addressed to Miss Frances A. Caspary, 32 East avenue, Rochester, which the police believe Miss Caspary lived with in Rochester. Many other letters, bills, and receipts were found in the box, which the police say are of small importance.

Although Miss Caspary has opposed all efforts of reporters to persuade her to talk, she has said one or two things which give the impression she has gone through much suffering in recent years. While in the House of Detention, she compared herself to Hannah in Lucy Larcom's poem, "Hannah Binding Shoes," and later in the Police Court she said to a newspaper man: "Half the world does not know the troubles and sorrows of the other half. If they did, I believe they would have more compassion, more feeling."

Although Miss Caspary has displayed an almost indomitable will and wonderful self-control since being taken into custody, it is thought she has been laboring under a severe nervous tension. This was caused, the police say, by her daily fear of becoming involved in trouble.

Talks with Attorney. Miss Caspary had a long talk with her attorney, William E. Ambrose, at the House of Detention yesterday morning. What action will follow this conference on the part of the attorney is not known. Shortly after 3 o'clock Miss Caspary was taken from the House of Detention to the courtroom. Arriving in the courtroom, where her entrance caused a little excitement among spectators, she was conducted to the prisoners' cage, where five negroes were confined. Paying no attention to the other inmates, Miss Caspary walked through the door of the wire apartment with firm step, and stood near the end of the cage, where Lawyer Ambrose joined her to renew the conference. Mr. Ambrose stood close to the cage and talked through the wire netting in a low tone.

When Clerk Sebring called the case, Miss Caspary appeared before the bar. The routine question: "Do you plead guilty?"

Did Your Roof Leak? We are ready to cure the trouble so that it will stay cured. Good, thorough work. Consult us by mail or telephone.

Iron Clad Roofing Company, 1412 G Street N. W. PHONE MAIN 14.

WASHINGTON GLOBE-TROTTER.

COURT TO FIX BLAME

Navy Department Probing Accident to Mayflower.

SNOWDEN MAKES A REPORT

Brief Dispatch Tells of Collision Between President's Yacht and Schooner Menawa—Loss of Bow-sprit and Port Anchor Only Damage—President in Smaller Accident.

A court of inquiry to determine the responsibility for the collision between the President's yacht Mayflower and the schooner Menawa will be ordered by the Secretary of the Navy as soon as a complete report of the accident has been received from Commander Thomas Snowden, of the Mayflower. The Navy Department was informed of the accident yesterday by Rear Admiral John P. Merrill, president of the Naval War College, at Newport, R. I., who received a wireless dispatch from Commander Snowden shortly after the accident occurred.

Admiral Merrill's dispatch was as follows: "About 1:30 o'clock a. m., July 22, in thick weather, Mayflower collided with schooner Menawa. No casualties. Bow-sprit of Mayflower damaged and she lost her port anchor. No other damage. Crew of schooner taken aboard the Mayflower."

Commander Snowden's Report. Commander Snowden has been in command of the Mayflower since March 29 last, when he relieved Lieut. Commander Carl T. Vogelsang, who was relieved from command of the yacht as a result of the grounding of the Mayflower on Thimble Shoal, in Hampton Roads, last March. Previous to that date Commander Snowden was on duty in the Bureau of Equipment of the Navy Department as superintendent of compasses. He is regarded as one of the most careful officers of the navy, and has had many years of sea duty. It was because of these qualities that he was selected last March to command the President's yacht. During the Spanish war he was ordnance officer of the dispatch boat Dolphin, which was on patrol duty on the North Atlantic coast.

In Similar Accident Before. President Roosevelt was in a similar accident in November, 1906, as he was leaving New Orleans on the lightship tender Magnolia for the mouth of the Mississippi River, to go aboard the armored cruiser West Virginia, which was to bring him up the Atlantic coast to Norfolk. The Magnolia collided with the fruit steamer Esparta, a few miles below New Orleans. President Roosevelt, at the time of the collision, was in his state-room, and the shock threw him overboard. The stern window with such force that the glass was broken, and fragments of the pane of glass inflicted several slight scratches on his back and shoulders.

The damage to the Mayflower, according to press dispatches, is so slight that it will hardly be necessary for her to go to a navy yard for repairs. She will probably be sent to the New York Navy Yard, where she was ordered to have her hull examined to ascertain the extent of the damage caused by the collision.

Once Ogden Goetz's Yacht. The Mayflower was formerly Ogden Goetz's private yacht. At the outbreak of the Spanish war she was bought by the government and was used in the North Atlantic patrol squadron. She is 23 feet long, 36-foot beam, and 17 feet 4 inches draught. She has a speed of about 11 knots.

YACHT HAS NARROW ESCAPE. Mayflower Not Seriously Damaged in Collision with Schooner.

Newport, R. I., July 22.—President Roosevelt, while on his way to the conference of naval officers at the Naval War College here to-day, had a narrow escape from death or serious injury when the government yacht Mayflower, which was conveying him from Oyster Bay to the conference, crashed into the lumber schooner Menawa.

Only the fact that the Mayflower was in collision with a small wooden vessel of less than 20 tons burden saved her from serious injury. As it was, the government yacht escaped with the loss of her bowsprit and a few other things, but her bow, the President, who was asleep in one of the after state-rooms when the collision occurred, slept soundly through the confusion, and knew nothing of the accident until several hours later. No one on either the Mayflower or the schooner was injured.

The Mayflower was scheduled to leave Oyster Bay last night at 7:30 o'clock. Her departure was delayed on account of thick weather and it was some hours later when she cleared the harbor and started up the sound. Outside, she ran into a heavy fog and Commander Thomas Snowden ordered half speed and took the bridge himself. In order to avoid danger as much as possible, the Mayflower was kept outside of the regular steamer track and it was this that caused the accident.

Bound for New York. Some hours before the Mayflower's departure from Oyster Bay the two masted schooner Menawa, of Isleboro, Me., bound from Boston to New York, with a cargo of lath, had entered the sound and under jibs and foreails alone was feeling her way slowly through the fog before a fair wind. Capt. Hutchinson, the skipper of the Menawa, was also afraid of getting in the way of the sound liners and he, too, kept clear of the steamer line. This brought him directly in the path of the Mayflower.

Accounts differ as to just where the collision took place. Capt. Hutchinson says that the Mayflower rammed him while he was off Stamford, Conn. Those on board the Mayflower were just as certain that it was off New London.

Capt. Hutchinson, after coming ashore here, declared that the schooner's lights were burning brightly at the time, and that, having sighted the Mayflower, he had sent a hand to sound the patent fog horn. He declared that the Mayflower was steaming rapidly, and did not sound her whistle. Capt. Hutchinson insists that the fault of the collision lies entirely on those in charge of the Mayflower.

Commander Snowden, of the Mayflower, refused to make any statement, but several of the men on board said that while the Mayflower was still steaming slowly through the fog, the lookout sighted the port light of a sailing vessel close aboard. At his warning cry, Commander Snowden ordered full speed astern, but before the order could be carried out, the Mayflower hit the schooner nearly amidships. Her prow cut deeply into the schooner's side and the crash brought all those in the forward part of the yacht on deck with a rush. The reversing of the Mayflower's engines carried her free of the wreck, and as soon as it was ascertained that the yacht had not been materially injured, Commander Snowden ordered a boat to the assistance of the schooner's crew, whose shouts could be heard in the darkness.

Boatswain Loftus put off with a crew of six of the Mayflower's sailors. He found that the schooner's crew had all safely launched a boat and had deserted their vessel, which, although lumber laden, appeared to be sinking.

No One Is Lost. Boatswain Loftus escorted the schooner's boat back to the Mayflower, where Capt. Hutchinson reported to Commander Snowden that no one had been lost or injured. The small boat belonging to the schooner was hoisted on the forward deck of the Mayflower, and, after standing by for a short time, the government yacht proceeded on her way, with the President still sleeping in blissful ignorance of the happening.

When the President sat down to breakfast on board the Mayflower, at about 8 o'clock this morning, he received his first news of the accident. He at once called Capt. Hutchinson and his crew aft, and expressed his regret at their misfortune and his happiness that it had been no worse. He gave points to his expressions of regret by giving the crew, who were on duty, money enough to carry them to their homes, and Capt. Hutchinson to his agent in New York. On his arrival here Commander Snowden ordered a full inquiry into the accident, and took the testimony of Capt. Hutchinson and his crew.

MARINE BAND CONCERT.

A concert will be given at the United States Marine Barracks this afternoon, at 3 o'clock, by the Marine Band, under the direction of the band leader, Walter F. Smith.

WANT PAY CUT OFF

Texans Get After Postmaster at Jacksboro.

HIS APPOINTMENT REJECTED

Johnson Said to Be Serving in Spite of Senate's Action—Post-office Department Asked to Furnish Facts in the Case—Similar Cases in the States of Georgia and Ohio.

Everett Johnson, whose nomination for postmaster at Jacksboro, Tex., was rejected by the Senate on May 21, 1908, continues to hold office as the head of the Jacksboro office.

Mr. Johnson was nominated by President Roosevelt prior to the last session of Congress, more than a year ago, and has been drawing pay, or rather draw pay, until his rejection by the Senate, and it is alleged that he continues to draw pay. It is further stated that he is not a man of means and would not continue to hold office were his monthly stipend cut off.

Several Texans, all noted for their fearlessness, are going to take the matter up with the Post-office Department and demand that his pay be stopped if he is drawing any, and that all pay received by him since May 21, 1908, if he has received any, be returned to the Auditor of the Post-office Department.

Quote Law in Case. They say this can be done, according to Article II, section 2, and paragraph 2 of the Constitution, which states that an Executive appointment to a position like that of postmaster must have the confirmation of the Senate, and when an appointee, if he has had a recess appointment, fails to get the confirmation he ceases to be an employee of the government.

These Texans, among them being a United States Senator, are indignant over the matter, and yesterday one of their representatives visited the First Assistant Postmaster General for enlightenment on the situation.

The First Assistant Postmaster General told the representatives that the matter would be adjusted as soon as another man could be found for the place. He also added that the government agent in Jacksboro, who is said to be the Republican referee of that district, and who has been backing Mr. Johnson in his fight to secure the postmastership, has been asked to find another applicant.

It is alleged that John T. A. McCullom, of Conyers, Ga., and T. W. Scott, of Toocoo, Ga., whose nominations for postmasters were also rejected by the Senate at the same time Mr. Johnson's was rejected, are still holding office. All three of the appointments in question were recess appointments.

Another case similar to those of Texas and Georgia, having quite a stir in the Post-office Department, it is in Ohio. When Congress adjourned a long list of Ohio postmasters remained unconfirmed by the Senate. These appointments, made by President Roosevelt, and Senator Foraker caused them to be held up, on the ground that they were made for political purposes. In his view each of the appointees had been rightly classified by reason of being an anti-Foraker man.

Dick Objects to Morrey. Senator Dick, who is now in Washington, entered a protest at the Post-office Department against the appointment of William B. Morrey as postmaster of Wapakoneta, Ohio.

The appointment was made on the recommendation of Chairman Williams, of the Ohio Republican committee. Senator Dick says he received his information from newspapers which led him to express himself vigorously in opposition to the policy of the Post-office Department. Senator Dick holds that his rights as a Senator are being disregarded. This same office was one of those that Senator Foraker held in dispute, and he made a special point of it in a speech in the Senate assailing the administration for what he termed a misuse of patronage. At that time Amel H. Mosher, chairman of the Auglaize County committee, had been named as postmaster of Wapakoneta. As Senator Dick's Foraker have trained together on Ohio appointments, the appointment of Morrey does not seem to be taken as an olive branch by the Ohio Senators.

LOCAL BRIEFS.

E. W. Wheeler, manager of the Hotel Driscoll, has obtained a license for the hotel to be renovated and a number of changes made.

Ernest R. Foster, according to the terms of his lease, has vacated the premises he rented for \$100. Emma G. Withers, sister, is given the balance of the estate.

James E. Farmer, of the Department of the Interior, has been assigned to the Alaska-Yukon exhibit to be held in that city in June, 1909.

Lille J. Sterling yesterday filed suit to recover \$1,000 damages from the Capital Traction Company for injuries sustained when he was run over by a street car at Ninth and Pennsylvania avenues southwest.

Funeral services for Mrs. Candace Krumboltz, who died at the home of her son, H. K. Collins, 222 Third street southeast, on Monday night, will be held from the home this morning. Interment will be in Rock Creek cemetery.

Charles Johnson, colored, will be given a hearing in the Police Court this morning on a charge of assault. It is alleged he stabbed Frank Brown, by striking him with a brick, at the home of Lee, 28 C street northeast, yesterday morning.

Alleging that Orville J. Moat, an insurance agent, of 729 Eleventh street northwest, slandered him by stating that he was an imbecile, Bernard G. Brown, real estate broker, yesterday filed suit in the District Supreme Court to recover \$500 damages.

The funeral of Civil Engineer A. G. Menard, who died in New York City on Tuesday, will take place this afternoon, interment being in the Mount Hope cemetery. The funeral will arrive from New York early this morning, and the interment will be private.

Judge Kimball, in the Police Court, yesterday morning held Henry Diggins, negro, charged with attempting to assault Miss Margaret Wilson, and with attempting to assault Miss Margaret Wilson on Monday night last near Takoma Park, in \$200 bond to appear at the trial of the grand jury, to be held at 10 o'clock this morning from the home, Sixth and M streets northwest. Her Dr. Galt, pastor of Hamilton M. E. Church, will officiate. Interment will be in Rock Creek cemetery.

Funeral services for Rapley M. Cheslie, his newspaper man who died Tuesday morning at his home, 1206 Caroline street northwest, will be held this morning at 10 o'clock at St. Paul's Catholic Church. Requiem mass will be offered by Father Krag. Mr. Cheslie came to Washington about twenty years ago from Georgia, and was well known to the newspaper fraternity. He is survived by his wife and five children.

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TO-DAY. Stockings—what woman doesn't love them? To-day's the day to pick up bargains. Nothing the matter with them—if you don't count "remnants" a fault. Many little lots are bunched and reduced to sell quickly.

THE PALAIS ROYAL. 18c, 29c, 49c. At 18c pair or 50c for three pairs, are plain and lace gauze lisle Hose, in black, tan, and all colors.

At 29c are 35c and 50c lisle hose, all-over lace, and lace ankle effects, in black, tan, and colors.

At 49c are cobweb gauze lisle Hose, some silk embroidered. Plenty imported to retail at \$1.

13c, 25c, 39c For Union Suits, Vests, &c. Swiss ribbed vests, plain and lace trimmed, are only 13c; silk-lisle vests with crocheted yokes are only 25c; union suits for only 39c.

The Palais Royal, G St., 11th St. A LISNER. RAIN BRINGS CITY RELIEF. Moderate Night Follows Showers at End of Hot Day.

Thermometer in the Street Registers 95 Degrees, and General Humidity Adds to Discomfort. Slight relief from the excessive humidity and high temperature of the previous twenty-four hours came with the heavy fall of rain last evening at 5 o'clock, and all Washington enjoyed a breathing spell.

Heat and humidity played a game of tag all day. Both rose and fell at different times in the day. Beginning at midnight, the temperature was 71 degrees. Then it rose 5 degrees, where it remained until 6 o'clock in the morning, when it dropped back to 71 degrees. At 8 o'clock it commenced to rise again, and continued to rise until the mercury in the thermometer registered 87 degrees at 2 o'clock in the afternoon.

RAMSAY'S sly Scotch 54 and 51 qt. 75c pt. Christian Xander's Quality House, 909 7th St. FUNERAL DIRECTORS. J. H. TABLER & BRO., 136 S STREET NORTHWEST. TELEPHONE M. 4113. GEORGE P. ZURHORST, 201 East Capitol Street. FUNERAL DESIGNS. FUNERAL FLOWERS. G. E. SHAFFER, 1215 F ST. NORTHWEST. PHONE M. 424. FLORAL DESIGNS, REMARKABLE PHOTOS. Phone 101 main, 1015 and Eye sts. W.

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