SAYS ROADS MUST FIND SOME RELIEF

Cannot Give Adequate Service Under Present Oppression, Declares L. E. Johnson.

ROSE FROM FIREMAN

Present Head of Norfolk and Western Has Had Meteoric Career in Railroad World.

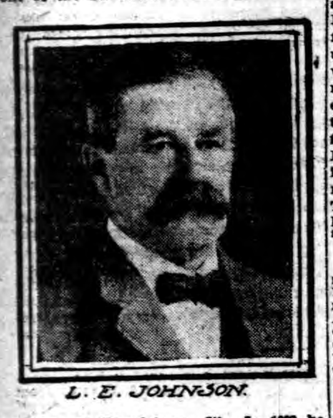
"MEN OF SENSE ARE NEEDED"

The Workingman Has an Equal Chance with the College Graduate, He Says.

[SPECIAL DESPATCH TO THE HERALD.]

RICHMOND, Va., Tuesday.—Lucius E. Johnson, president of the Norfolk and Western Railway Company, with headquarters at Roanoke, Va., has had a rather meteoric career in the railroad world, having risen from the position of a locomotive fireman to be president of one of the greatest transportation systems in the East.

Johnson was born at Aurora, Ill., and while yet quite a lad entered the service of the Chicago, Burlington and Quincy as a fireman. He remained in the locomotive department of that road for twenty years, holding various positions, including that of master mechanic of the shops at Aurora. In 1886 he was made superintendent of the St. Louis division, with headquarters at Beardstown, Ill. In 1888 he was promoted to the superintendency of the Chicago division, with headquarters at Aurora. He held that position for three years and then accepted service with the Montana Central, becoming superintendent of that road, with headquarters at Helena. After four years with the Montana Central he went to the Lake Shore and Michigan, becoming superintendent of the Michigan division.



L. E. JOHNSON.

RAPID RISE IN EAST.

He came to the Norfolk and Western as general superintendent, with headquarters at Roanoke. He held that position for two years, and so favorably impressed were the higher officials with his work that he was on July 15, 1899, made general manager of the system, retaining headquarters at Roanoke. In 1902 he had the title of vice president added to that of general manager, and on September 30, 1903, shortly after the death of Frederick J. Kimball, president of the road, Johnson succeeded to the position he now fills, retaining the title of general manager until February 1, 1904, when he was relieved of the general managership.

Mr. Johnson lives at Roanoke with his wife and mother. He has two sons, one of them being John P. Johnson, superintendent of the Scioto division of the road of which his father is the head.

"The workingman has an equal chance with the college graduate to succeed in the railroad world," says Mr. Johnson. "What the railroads need are men with sound sense, pluck and determination, coupled with a tremendous capacity for hard work. A man with these requisites is bound to attain his ambitions sooner or later."

Mr. Johnson tells many amusing experiences, which were not amusing when they occurred, of the many hard knocks which he received while he was climbing the ladder. He is a firm believer in the worth of a man who has grown up in the service of a railroad over a man with a technical education who has no practical knowledge of transportation problems.

MUST HAVE RELIEF.

"The railroads are bound to be afforded some relief from the present oppression of adverse State legislation before they can give the people the adequate service for which they are clamoring," said Mr. Johnson. "The Norfolk and Western, more than any other affected road, sees the dawning necessity of cutting salaries in order to meet the situation, at least in part. Several propositions looking to this end have already been made to the employes by the Norfolk and Western. Sooner or later the cut must be made in order that the railroads may avoid financial trouble."

Mr. Johnson deplores the outlook. The people, he says, have brought about the existing conditions, and it is by the people, through the legislatures, that the relief must be forthcoming. Or else the wages of the employes must be systematically reduced, he believes, in order that the conditions imposed may be met.

"EUROPE HAS CONFIDENCE"

Mr. Tailer Finds Evidence of Improvement in Business Conditions.

As an illustration of the improvement in business conditions in this country and the return of confidence abroad in American securities, Mr. T. Suffern Tailer, who returned yesterday from a brief visit to Europe, on the Kronprinzessin Cecilie, of the North German Lloyd line, said to a HERALD reporter that he had not found the slightest difficulty in disposing of a large block of securities in France, and that after he had disposed of his own he took up some others that were on the market and sold them.

"A year ago," he said, "I could not have done that. This time it was easy, for confidence has returned and there is plenty of money in Europe awaiting good investment in America. All they want over there is the assurance that we are on a firm foundation and they will be quick enough to take our offerings."

BONAPARTE SUMMONS AIDS.

Attorney General Calls Conference of District Attorneys Who Prosecuted Standard Oil Cases.

[SPECIAL DESPATCH TO THE HERALD.]

LENOX, Mass., Tuesday.—District Attorney Edwin W. Sims, of Chicago, and his assistant, James H. Wilkinson, who tried the famous Standard Oil case before Judge Landis last year, are now at the Aspinwall Hotel, together with Solicitor General Henry M. Hoyt, of Washington. They are awaiting the arrival to-morrow morning of Frank B. Kellogg, of Minnesota.

Attorney General Bonaparte, who has summoned his lieutenants to the Aspinwall for a conference, declined to talk of the case to-night except to say they were awaiting for Mr. Kellogg and after he arrives to-morrow there will be a discussion of the recent decree of the United States Court of Appeals. Mr. Bonaparte would not even attempt to forecast what will be the result of the conference.

AGREE TO ADVANCE IN FREIGHT RATES

Manufacturers and Shippers Are Coming to the Side of the Railroads.

W. C. BROWN TALKS

Suggests Arbitration Board Composed of Merchants from Fifteen States to Adjust Present Charges.

TO BEGIN WORK AT ONCE

Committee Which Is To Be Appointed Will Hold Its First Meeting During the Present Week.

William C. Brown, senior vice president of the New York Central lines and spokesman for the railroads in the educational campaign attending the crusade for an advance in freight rates, returned to the city from Chicago yesterday and promptly met the challenge interpreted as conveyed in the Interstate Commerce Commission's statement that proposed rate increases will be investigated at once without waiting for the filing of "formal complaints" by shippers.

Evidence is coming to the surface that in the interest of re-establishing a buoyant and solid prosperity throughout the country the larger manufacturers and shippers rapidly are ranging themselves with the railroads. As a result of the HERALD'S campaign of education, embodied in its series of "arterio-sclerosis" editorials, Mr. Brown daily is receiving scores of letters from manufacturers the country over urging that rates should be equitably advanced and thus the alternative of wage reductions mong railroad employes avoided. These letters, affirming the justice of the railways' contentions and the truthful presentment of the situation in the HERALD, come from heads of manufacturing concerns whose annual freight bills range from $300,000 to as high as $750,000. They assert that until the railroads are prospering the country at large cannot substantially prosper.

PLAN FOR ARBITRATION.

Mr. Brown asserts that the contest for moderate rate advances has just begun. While in Chicago he learned that many members of the Illinois Manufacturers' Association, the organization which has crystallized opposing sentiment in the Middle West, have taken issue with that position of hostility toward the proposed increases. It is understood that Mr. Brown frankly told the heads of this organization that he was willing to select fifteen manufacturers from as many States—men not interested in railroad properties—and abide by the decision of such an arbitration commission, both sides—the association and the railroads—presenting their cases before that body. It is possible, too, the HERALD is in position to state, that such a course may be adopted.

"What the railroads desire in the matter," said Mr. Brown, "is a full and early hearing of their case. To a suggestion made in an interview some days ago that this might be done, Chairman Knapp, as I understand it, replied that, in his opinion, it was impracticable; that if they attempted to settle the question in that way any one shipper in the United States could upset the whole matter by making a complaint after the rates went into effect.

"The railroads believe they are in a position to submit to any fair, disinterested commission figures that will demonstrate clearly the necessity for and the justice of a reasonable increase in earnings by a moderate and equitably distributed increase in freight rates. I have said several times that, so far as the New York Central lines are concerned, I would be perfectly willing to submit the question to a commission of disinterested men who have sufficient knowledge and experience to qualify them to pass on a problem of this kind, such a commission to be appointed as was the Coal Strike Commission. All we sought was a hearing that would afford opportunity to present the facts as they really exist. This contention is not selfishly advanced by the railroads. The problem is one that concerns the prosperity of the whole country and the welfare of millions of workingmen—men who work in the mines and in manufactories as well as the great army of railway employes.

ADJUSTMENT OF RATES.

"The term 'adjustment of rates,' I think, would better express what the railroads have in mind than 'increase of rates,' as an investigation probably will result in leaving many rates unchanged, and certainly will result in increasing rates only where an investigation shows that an advance is justified. The general result of this 'adjustment of rates,' however, must, in my opinion, be an increase in the earnings of the railroads. It is absolutely certain that there must be a moderate increase in the earnings of the roads or, as the other alternative, a very substantial decrease in the pay of railroad employes. There is no two ways about that. I believe the HERALD'S admirable, truthful and instructive presentation of the facts in the situation must have convinced any thinking citizen of that."

"How will the new phase now given the matter affect the situation?" was asked. "Will it lead to any delay in the plans of the railroads in filing increased tariff schedules?"

"Not at all," was the reply. "I will state that, to my knowledge, every day is adding many firms, corporations and business concerns to the roster of those who are in favor of a reasonable increase in freight rates. I was advised yesterday by Fred W. Upham, of Chicago, president of the Illinois Manufacturers' Association, that at a meeting of the representatives of fifteen or twenty business associations of various cities in the West and Middle West a committee of fifteen shippers, or their representatives, had been appointed to take up with the railroads this question of an advance in freight rates. I presume that some time during this week the executive officials of all the lines will be advised of the appointment of this committee and of the personnel of the same, and that as soon as a mutually convenient time and place can be agreed upon we will get together and discuss the matter.

"The railroads never have contemplated any 'uniform' or 'horizontal' increase in freight rates. In short," concluded Mr. Brown, "all we ask is a hearing of our case. We are attempting no imposition; we are asking simple justice. In no event, I believe, could the adjusted rates take effect before November 1 ensuing. But there should be opportunity afforded for the threshing out of the entire problem at once, so that action in official quarters may follow as soon as practicable."

ERIE ROAD BEGINS A REMARKABLE SUIT

[SPECIAL DESPATCH TO THE HERALD.]

TRENTON, N. J., Tuesday.—Service was made to-day by United States Marshal Thomas J. Alcott in a novel suit filed by counsel for the Erie Railroad Company against the Interstate Commerce Commission in the United States Court here.

The company declares an order of the commission requiring railroads to report the hours employes work was in contravention of the fourth and fifth amendments to the constitution of the United States, in that it compelled railroads to give information which might be used against them in a suit for alleged violation of the act of Congress "limiting the hours of service of employes," approved on March 4, 1907.

This suit is featured by the fact that a prospective defendant comes into court first as complainant against the rulings of the possible complainant, the Interstate Commerce Commission, and requests the Court to not only construe the methods adopted for getting information for enforcing the law but to give an opinion as to the constitutionality of the law itself.

Woman in Fight Over Alleged Spite House

NEW HOUSE — SPITE HOUSE

SO CALLED SPITE HOUSE AT FAR ROCKAWAY.

MRS. ELIZABETH BAILEY, wife of a man who did much in the development of Far Rockaway and was once known as its "Mayor," declared yesterday that through the machinations of a neighbor, aided by alleged political influence exerted in the Dock Department, she is compelled to live in a house more than half of which is roofless, because she has been ordered to stop its further construction, although she claims ownership of the land on which it stands. The hardship is all the more severe, she said, because her husband is suffering from locomotor ataxia.

The house in question is in Waterloo place, Bayswater, L. I., and the neighbor she mentioned is George Haar, a retired contractor, whose residence is just across the street. In answer to her charge, Mr. Haar said he believed the erection of the house had been begun out of spite, to cut off his view of the bay, thus materially affecting the value of his place, and to coerce him into buying the Bailey property at a high figure. He did not admit that he had invoked the power of the Dock Department nor would he confess that he had any political influence.

There is a question of title and riparian rights involved in the controversy. Mrs. Bailey insists her claim to a title to the property is confirmed by the Title Guarantee and Trust Company, her husband having acquired the land from the town of Hempstead about twenty-five years ago, when he also obtained from the State a confirmatory grant to the riparian rights, ownership in all the land under water to a distance of five hundred feet from the high water mark being vested in him and others.

Not far from the Bailey property is the residence of A. L. Heinsheimer, which is said to have cost $1,000,000. Title to the tract has also been guaranteed by the same company and Mrs. Bailey contends her title is equally valid. She admitted that Mr. Haar had made overtures to buy her property, but the price was too high to suit him.

"There is a case in the Court of Appeals," she added, "which involves the right to dispose of the riparian rights along Jamaica Bay, and my counsel has advised me that although he believes my title is all right it will be the best policy to await the decision before we attempt to sell. As for spiting Mr. Haar or any one else, that is absurd. Our only desire was to benefit my husband's health."

At the offices of the Commissioner of Docks and Ferries it was said by Mr. Staniford, chief engineer, that the city owned the land on which Mr. Bailey's house stood and that at one time he was told to tear it down or move it. Mr. Staniford said such an order would work hardship to Mr. Bailey, so it was at last decided to allow the structure to remain for the present, but when it was found on complaint of Mr. Haar that additions to the Bailey house were being made word was sent to Mr. Bailey that the work must stop.

The Dock Department had control of the Bailey property vested in it by virtue of the ownership by the city, according to Mr. Staniford.

ROADS TO ABANDON ORIENTAL TRADE

Seven Transcontinental Lines Issue Statement That They Will Drop Export Business.

$250,000,000 IS AFFECTED

Action Threatened When Commerce Commission Restricted Changes in Export Rates.

[SPECIAL DESPATCH TO THE HERALD.]

CHICAGO, Ill., Tuesday.—The trade of the United States with the Orient, Australia and New Zealand, amounting to more than $250,000,000 annually, and of Canada with the same countries, has been dealt a severe blow by the transcontinental railroads, which have decided to abandon a large portion of this business.

By the same action the railroads controlled by Edward H. Harriman, James J. Hill, the Berwynd Syndicate and the Canadian government have made it possible, it is asserted, for the Japanese government to realize speedily its ambition to become the master of all the trade on the Pacific seas.

The Canadian Pacific, Great Northern, Northern Pacific, Union Pacific, Southern Pacific, Oregon Short Line and Santa Fé roads have served notice upon the shippers that they will go out of the export business to China, Japan, New Zealand and Australia November 1, and practically will abandon the import trade.

In so doing the roads are carrying out a threat which was made to the Interstate Commerce Commission at the time that body issued what is known as Rule 86, which requires the railroads to publish the inland proportions of their import and export rates, and, as subsequently modified by the Commission, not to change these rates without a three days' notice for lowering and a ten days' notice for an increase.

It is stated that the lines of steamers maintained by the Harriman roads through the port of San Francisco, through the port of Seattle by the Hill lines and through Vancouver by the Canadian Pacific road will soon be for sale and that it is more than likely the Japanese will be the purchasers.

These boat lines, it is said, are run at a loss now and are maintained more with a view to trying to stimulate Oriental trade than for anything else. Were it not that the loss occasioned by operating them was somewhat compensated by the revenue obtained by the railroads through the tonnage they bring their operation would long ago have ceased under American management.

In 1907 the value of the imports and exports to and from the various countries affected were as follows:—

From Hong Kong to the United States	$8,332,208
From the United States to Hong Kong	2,740,642
From China to the United States	26,704,532
From the United States to China	33,430,542
From Japan to the United States	38,770,927
From the United States to Japan	68,910,694
From Australia (Oceania) to the United States	29,765,393
From the United States to Australia	51,186,198

POISON THAT CLEANS GIFTS KILLS BRIDE

Mrs. Catherine Keeley by Mistake Drinks Cyanide of Potassium in Brandy.

Cyanide of potassium, taken accidentally, caused the death, early yesterday morning, of Mrs. Catherine Keeley, a bride of eight months, in her home at No. 245 Hooper street, Williamsburg. Her wedding presents figured in the circumstances under which the woman drank the poison by mistake.

Mrs. Keeley was the wife of John Keeley, employed by a Manhattan jeweler as a gold chaser. He used the poison in his business and constantly had it in his home. Mrs. Keeley complained of being ill Monday night, and on the advice of her husband retired early. Looking about the room while eating dinner, Keeley commented upon the tarnish on silverware presented to his wife when they were married and decided to clean it.

After he had completed his work Keeley forgot to empty from a glass a considerable quantity of the poison which had not been used. He left it on the dining room table. After remaining in bed for several hours Mrs. Keeley found it impossible to sleep and decided to take some brandy. She left her bed without waking her husband and in the dim light in the dining room saw a glass on the table.

Believing it was empty Mrs. Kelsey poured brandy into the glass and drank the contents. The poison worked quickly and she stumbled into the bedroom and fell dead.

Eight Poisoned by Toadstools.

Eight persons, residents of Roselle, N. J., were poisoned by eating toadstools in mistake for mushrooms on Monday night and are now in the General Hospital in Elizabeth. They are Simon Cramer, fifty-three years old; Bedka Cramer, his wife, thirty-five; their five children, Ethel, Sadie, Augusta, Joseph and Anthony Cramer, and Mrs. Matilda Kosch, thirty-six. It is believed all will recover.

BALDWIN AIRSHIP PREPARES TO FLY

Dirigible Is Set Up and Gas Bag Inflated and Found in Perfect Condition.

CHOOSING A TRIAL ROUTE

General Allen Expresses Preference for Fort Myer-Alexander Path for the Government Test.

HERALD BUREAU, No. 1,502 H STREET, N. W., WASHINGTON, D. C., Tuesday.

Brigadier General James Allen, chief signal officer of the United States Army, to-day expressed his preference for the Fort Myer-Alexandria route for the official acceptance trials of the dirigible delivered to the government by Thomas S. Baldwin, of New York.

This route is favored by General Allen for several reasons. It offers excellent facilities for the Signal Corps to keep in touch with the dirigible during its five mile flight to Alexandria and the five mile return, both by telegraph and telephone. It is also traversed by excellent roads, over which the officers and newspaper men will follow the airship for observation purposes.

Lieutenants Benjamin D. Foulois and Frank P. Lahm during the last month have traversed almost every foot of the territory within the five mile radius of Fort Myer and prepared a map of the country.

The turning points on each of the courses are advantageous, as they offer clear turning points, with no hills or trees which might act as obstacles should the airship be flying at a low altitude. Under the specifications, the dirigible must make the turn in the air without a landing.

The signal corps officers and Mr. Baldwin himself express preference for the Alexandria course, although Mr. Baldwin said to-day that he was willing to take any course the signal corps officers should designate. At the turning point on the Alexandria route is located Shooters' Hill, with an elevation of 160 feet. This is considered a very desirable spot, as it is sixty feet lower than the starting point, at the Fort Myer parade grounds. There are numerous open fields in the locality should it be found necessary to make a landing. The Fort Myer and Fort Hunt telegraph and telephone lines pass within eight hundred yards of the turning point on Shooters' Hill.

Excellent progress is being made in the assembling of the dirigible in the balloon house at Fort Myer by Mr. Baldwin and his assistants. It was decided yesterday that operations would not be delayed pending the arrival of the large tent, where it was originally planned to assemble the airship, and the work done since has caused surprise, even to the signal corps men.

Practically all the frame, or car, of the dirigible has been set up, and the big gas bag was to-day inflated with air to test it to see whether it had been injured during shipment. It was proven to be in perfect condition.

Mr. G. H. Curtis, who built the engine of the airship, arrived in Washington to-day and accompanied Mr. Baldwin, Brigadier General Allen and Lieutenants Foulois and Lahm to Fort Myer. Much work was accomplished during their visit. Mr. Baldwin has had two expert mechanics with him since his arrival, and another arrived to-night. The fourth will be here to-morrow.

Mr. Baldwin said to-day that he expected to make his first inflation with gas of the completely assembled dirigible on Saturday. This will be for the purpose of deciding on the location of the aeronaut's platform and the placing of the box kites which will control the ascension and the descent of the dirigible.

A. HAMMERSTEIN ACCUSED BY GIRL

Impresario's Son, Arrested Near Philadelphia, Is Charged with Offering Insults.

[SPECIAL DESPATCH TO THE HERALD.]

PHILADELPHIA, Pa., Tuesday.—Arthur Hammerstein, son of Oscar Hammerstein, a New York impresario, who is in charge of the construction of his Broad and Poplar streets, was arrested this afternoon by the police of Lower Merion township on the charge of annoying women and children in the vicinity of his home at Ardmore.

For several weeks the Lower Merion police have been receiving complaints about a man dressed in a sweater and a light colored cap who has been riding around the country on a bicycle and annoying women and girls.

The arrest to-day was made by Policeman Wilson, of Lower Merion, who had been instructed to watch Hammerstein, following the report that he had insulted Kate Gregory, a ten-year-old girl living in Levering Mill road, Cynwood, yesterday.

Wilson did, but had the child stand in the road to-day. Soon afterward Hammerstein came along on his bicycle.

As he passed the girl his actions were such, according to Wilson, as to justify his arrest.

Hammerstein was held in $800 bail. He denies the charges and declares he can explain the occurrences which led to arrest.

USES ESPERANTO TO TALK OF FLYING

Henri Farman Says Newest Language Seems Made to Fit Newest Mode of Travel.

CHALLENGE TO HIS RIVALS

French Aviator Declares He Will Give Exhibition to Establish His Claim to World's Championship.

Henry Farman, of France, who is to give a series of flying machine exhibitions at Brighton Beach next month, is determined that the Wright brothers and A. M. Herring must publicly prove their superior skill in flying while he is in this country or acknowledge his right to claim the championship of the world.

In the government tests at Fort Myer next month the Wrights and Mr. Herring are expected to make flights that will exceed anything that Mr. Farman will or can do in the limited area at the Brighton Beach race course, but he stated last night that in order to satisfy the world his machine was equal to the American machines he would be willing to give a public exhibition of long flights, similar to those to be made at Fort Myer, if a suitable field could be found. His only condition is that the authorities will guarantee adequate police protection for his machine.

"I do not question the skill of the Wright brothers," he said, "but I do not think they or Mr. Herring should feel vexed at my coming to this country if they are not willing to come into the open and compete with me. I am sure we could all learn much by these competitive flights. Before leaving France I challenged the Wrights for a contest for 25,000f., and when that was refused I offered to allow them to make a flight in my machine. I hope they will accept my challenge while I am here.

"There is a great difference between flying in a place like the North Carolina beach or Fort Myer, and in a restricted area like Brighton Beach race course or Issy, in France. If the Wrights were obliged to operate their machine in a limited space they could not do what it is said they did in North Carolina. It is very hard to find a sufficiently large field anywhere near a great city, but if such a place could be found I would be perfectly willing to make a public flight there."

While Mr. Farman was talking there were upon his table several volumes of Esperanto. On a writing desk was a partly written letter in Esperanto addressed to M. Ernest, Archdeacon, of Paris, one of the foremost inventors and promoters of flying machines in the world. Mr. Farman was asked if he was a student of the new language.

"Yes," he said, "I am very deeply interested in Esperanto, and it is a singular fact that the newest language in the world seems to be especially adapted to the newest mode of travel in the world. It is being generally studied by aviators. With the perfection of the aeroplane we shall travel so rapidly from one country to another that a universal language will be necessary if we are to be able to communicate with the people where we come to earth."

Mr. Farman's aeroplane came in on the Kroonland, of the Red Star line, yesterday, and after much difficulty the heavy crates were loaded on trucks and transported to Brighton Beach. By special order from the officials of the International Mercantile Marine, the large crate containing the wings of the machine was transported on the deck of the vessel. The freight charges on the machine amounted to $876.

Red tape encountered at the customs office, it was said, is likely to delay the unpacking of the machine to-day, and Mr. Farman stated that unless the aeroplane could be unpacked and assembled this afternoon he might not be able to make a flight Saturday. He believes that some parts of it may have been broken in transit and will have to be repaired.

Announcement was made that President Roosevelt had expressed a strong desire to see one of the flights and that probably arrangements would be made to exclude the public on a special day and invite the President and his friends to witness a flight.

TEXAS MOB BURNS NEGRO BOY AT STAKE

Seizes Prisoner, Identified by Victim, and Roasts Him Alive in Public Square.

DALLAS, Texas, Tuesday.—"Tad" Smith, a negro boy, eighteen years old, charged with attacking Miss Viola Delancey at Clinton, Hunt county, yesterday afternoon, was captured by officers early to-day. He was taken before the young woman and identified. The prisoner was then hurried toward the Greenville jail.

Before arriving there, however, a mob of citizens overpowered the officers, took the prisoner and prepared to hang him. This idea was given up, however, and the mob agreed to burn him at the stake.

Fagots were piled up in the public square at Greenville and the negro was placed thereon. Kerosene oil was poured on and a match applied. Smith slowly burned to death while a thousand persons witnessed the execution by fire.

HYPNOTISM THEORY IN DREW MYSTERY

Mother Expresses Conviction That Daughter, Under Spell, Was Lured to Teal Pond.

SEEKING TWO MEN IN CASE

Troy Police on Trail of Strangers Seen at Pond on Night Girl Was Murdered.

TROY, N. Y., Tuesday.—An entirely new turn was taken to-day in the solution of the mystery of the tragic death of Hazel Drew. The mother of the dead girl, Mrs. John Drew, made a dramatic statement that her daughter had been hypnotized, conveyed to Teal Pond and there brutally murdered.

After going over the facts disclosed by the Coroner's inquest into the cause of the girl's death, Mrs. Drew asserted, with great positiveness, that Hazel had been lured to the lonely mill pond in the Grafton Mountains by some man who possessed a hypnotic influence over the girl. That he was a man of means, and possibly a citizen of Troy, Mrs. Drew said she had every reason to believe.

Nothing could make her waver in her opinion, which she said she had slowly arrived at, after revolving in her mind her daughter's habits and temperment and the known facts preceding her disappearance and death. Mrs. Drew was bitter in her denunciation of persons who had advanced the suicide theory, as she said there was not the slightest motive for such an act on the part of her daughter.

Every day, Mrs. Drew said, since the news of the tragic end of her daughter became public letters of sympathy from far and near have been received, one coming to-day from Colorado from a former pastor of the girl.

Hazel's eight-year-old brother Willie, who was staying at the home of Mrs. Libbie Sowalsky, a couple of miles beyond Teal Pond, the night his sister was killed, said to-day that Hazel did not know he was in the country. That the girl was on her way to visit this young brother had been advanced as a reason for her appearance on the Taborton road the night of July 7.

No one but Mrs. Sowalsky, her son and Willie were at the little mountain farmhouse on that evening or any other during the boy's stay there of two weeks. A significant fact, however, was brought out in Willie's statement. The lad said the widow's son, a powerfully built youth of twenty, who is regarded is half witted, had to be carefully watched to keep him from harming the livestock on the place. It was alleged by the boy that young Sowalsky was most cruel in his treatment of the animals on the farm.

To-day the search by detectives was kept up through the mountains near Sand Lake, in the hope that some trace might be found of the two men and the runabout seen at Teal Pond on July 7, but without results.

QUICK JUSTICE FOR JERSEY MURDERER

Archibald Herron Convicted of Killing the Rev. S. B. D. Prickitt on July 15.

Archibald Herron, charged with killing the Rev. S. B. D. Prickitt on July 15 at Metuchen, N. J., was convicted of murder in the first degree by a jury in New Brunswick yesterday. Judge Bergen at once sentenced him to be electrocuted during the week commencing September 7 at Trenton.

Herron was unconcerned as to his fate, and upon reaching the jail said to the Warden:—"They tell me I have been found guilty of murder. I don't know what they will do with me. Give me a paper of tobacco. I'm all out."

The Herron case was an example of Jersey justice, the murder having been committed only two weeks ago. Herron absolutely refused to testify in his own defence, although urged to do so by his counsel. His defence was insanity.

Judge Bergen, in his charge, said:—"The case is important to the defendant because of the penalty. Criminals must be taught to respect the law. The principal defence was that the defendant was insane. The State did not have to prove he was sane beyond a reasonable doubt. Every man is presumed sane and the defendant must satisfy you he was insane. The jury must decide as to the defendant's sanity from his acts."

SONS ON PIER, SHE JUMPS INTO RIVER

Mrs. Emma Duff, Ill and Hungry, Is Rescued by a Fisherman, Who Dives After Her.

Despondent from ill health caused chiefly by lack of food, Mrs. Emma Duff, thirty-six years old, left her two sons, Edward, six years old, and John, three, standing on the pier at Ninety-second street, yesterday morning and jumped into the North River.

Cries of the children attracted John Fell, who was fishing nearby, and he dived after her and held her up until Policeman John Dickey, of the West 100th street station, obtained a rope and fished them out. The woman was taken to the J. Hood Wright Hospital suffering from hysteria and immersion. Policemen at the station raised a purse to buy food for the boys, who were given into the care of the Children's Society.

The Duffs lived in the rear of the third floor of No. 362 Columbus avenue. It was learned that the husband and father, who is a laborer, had not been there for a long time and that the mother and children had been dependent upon neighbors for sustenance. The rent had not been paid for two months.

SOCIETY WOMAN IS ARTIST.

Mrs. S. G. Courtney Pinckney Works at Interior Decorating in the Hotel Wolcott.

Another society woman has entered the ranks of business. She is Mrs. S. G. Courtney Pinckney, who on her marriage went South to live, so that she is as well known in Dixie as in New York and Newport. Bored by a life of leisure, she has taken up interior decorating, and while her friends are amusing themselves she has been working hard in planning schemes of decoration for the Hotel Wolcott, which is being renovated.

Many of the designs in hangings and mural treatment are so original and artistic as to call forth praise from experts who have seen them. At the close of her work at the Wolcott Mrs. Pinckney will go to Cape Cod to rest, and on her return in the autumn she will open a studio. She makes her winter home in Lakewood.

TRY EXPERIMENTS TO SAVE SHELLARD

Coroner's Physician and Police Use Revolver on Calf's Head to Get Powder Marks.

BUT ONE TEST SUCCESSFUL

Dr. Wuest Asserts Dead Girl Was Forced to Use Right Index Finger if She Committed Suicide.

As a result of several tests made yesterday by policemen under the direction of Dr. Charles Wuest, coroner's physician, who examined the body of Barbara Ra[illegible] after it was found in a shelter house in Irving Square Park, Williamsburg, a calf's head will be exhibited to-night at the coroner's inquest in an effort to save Dan[illegible] H. Shellard from being tried for murder. The experiments prove that in order to commit suicide the dead girl was compelled to pull the trigger of the revolver with the index finger of her right hand.

Dr. Wuest will tell the Coroner's jury that powder stains made upon white gloves at yesterday's experiment and the powder marks found upon the girl's hand could have been caused only in the same way. The experiment was made in a garage house on the estate of Dr. L. E. Meeker, [illegible] Linden street and Bushwick avenue, Williamsburg. Besides Dr. Wuest, Captain Cary, in charge of the Homicide Bureau, and Lieutenants Fogarty and Jimenez were present. A calf's head was used. Placing the head in a position similar to that in which the girl is supposed to have stood, Jimenez, with a white glove on his hand, fired one shot. The pistol muzzle was placed tightly against the head. The glove was removed and placed under a microscope. It did not compare exactly with the marks caused by the back spray upon pieces of skin that had been removed from the dead girl's hand.

In the next experiment the revolver was held against the head, but not so tightly pressed. The back flash was evident. Under the microscope the powder marks showed exactly as they did on the girl's skin. Several other shots were then fired with the revolver held as much as one sixteenth of an inch from the head of the calf. In only one of the experiments did the powder marks show identical with those found upon the girl's skin.

Contradictory statements are made as to whether the girl could use the index finger on her right hand. Her fellow employes in the Sackett & Wilhelm Company lithographers, say she used the finger in her work, folding and cutting paper. Other statements are made to the effect that an injury to her hand several years ago made it permanently useless and it is possible for her to pull a revolver trigger.

'MURDERED,' REITERATES CORONER'S DOCTOR

Report That Victim Is Harry S. Cornish Is Denied By the Latter's Friends.

After the completion of an autopsy at the Coney Island morgue upon the body of an unidentified man found floating in the bay yesterday in Gravesend Bay, Dr. Henry Brewer, a Brooklyn corner, and two of his physicians, reiterated yesterday their opinion of the day before, that the man had been murdered. When several policemen were working on the case asked the Coroner if the three inch wound in the man's head could not have been caused by a fall, Coroner Brewer asserted positively that it was impossible, and that the wound was inflicted either by an ax or a butcher's cleaver.

"We find," said Coroner Brewer, "that death was caused by a blow on the head. The laceration on the back of the head resulted in a depression of the skull and caused a laceration of the brain and then a hemorrhage. The man was murdered. It was impossible for that injury to have been caused by the man's body coming in contact with any vessel. A blunt instrument was not used. The cut is clean and was caused presumably either by an ax or a cleaver. Death occurred within an hour after the blow was struck."

Reports were current in Coney Island last night that the man had been identified as Harry S. Cornish, who figured in the Molineux case, but persons who knew Cornish denied this after they had visited the Morgue.

CUBAN POLITICS BOILING.

Gomez and Zayas Followers Hold Meetings, Speeches and Parades.

[SPECIAL CABLE TO THE HERALD.]

HAVANA, Tuesday.—Conservatives held a big meeting in Havana last night. General Gomez, one of the liberal Presidential candidates, and his followers will parade to-morrow, and the Zayas wing of the liberals are holding several meetings to-night.

H. C. PIERCE'S SON QUIETLY MARRIES

Bride Is Miss May Deering, Whose Brother Recently Was Wedded to Bridegroom's Sister.

Confirmation of the report that the families of Henry Clay Pierce, of the Waterloo Pierce Company, and James A. Deering, lawyer, of No. 399 Riverside Drive, will become still more closely related by a second marriage was obtained yesterday when Theron F. Pierce, son of the oil magnate and his bride, who was Miss May Deering, left for Europe in a suite on the Kaiser Wilhelm der Grosse, while a small but merry party of friends on the pier wished them a happy honeymoon.

T. H. Pierce's sister Violet was married last March to James R. Deering, a brother of the then May Deering, notwithstanding the wishes of her father. She had been active in social affairs during the preceding winter, and it was then that Deering's courtship speeded.

One interesting feature of the union of brother and sister to brother and sister is that Theron F. Pierce is a graduate of Harvard in the class of 1906, and James R. Deering of Yale, 1902.

"Theron Has Eloped With May," Says Mrs. Deering's Telegram.

[SPECIAL DESPATCH TO THE HERALD.]

PRIDE'S CROSSING, Mass., Tuesday.—Mr. and Mrs. Theron F. Pierce spent the early part of their honeymoon at Pride's Crossing. Until Sunday they were at the Tuffrey cottage, occupied by the family of B. Wentz, of Philadelphia. This estate, on Hale street, is directly across from Eagle Rock, the new $3,000,000 estate of Henry Clay Frick, of Pittsburg. None of the Pierce family to-day was at Rock Crest, the summer home of Henry Clay Pierce.

Cottage occupants saw Miss Deering at the Tuffrey cottage, but they did not know of a marriage. Where the ceremony took place is not known here, but it is believed it may have been in New York. The young people left here Sunday, shortly after which Mrs. Deering telegraphed to Henry C. Pierce at the Waldorf-Astoria, in New York:—

"Theron has eloped with May."