

GOULD FAMILY FEUD CARRIED BY FRANK INTO WALL STREET

Youngest Brother Hires Publicity Agent in War on the Elder, George J.

ACTRESS BRIDE IS MENTIONED AS CAUSE

Active Hostilities Force Howard Gould Out of St. Louis Southwestern Executive Committee.

NOT A GOULD ROAD, HE SAYS

Frank Also Ousts His Brother from Control of the International and Great Northern Railroad.

Differences have arisen between the eldest and the youngest of the Gould brothers which threaten to disturb the harmony of family relations that has prevailed for so long in the Gould railroad properties.

Frank J. Gould has assumed an attitude of open hostility against George J. Gould and now not only engaged in an active campaign against him in the financial district, but is seeking to wrest from his brother the latter's supremacy in managing the family estate.

After having had himself made chairman of the International and Great Northern Railway and deposing his brother George as president, Frank J. Gould announces that it is no longer to be staged as a "Gould property," since it is owned and controlled by himself and not by his brothers.

After trying to elect his banker, R. Lancaster Williams, of Baltimore, to the Missouri Pacific board, Frank J. Gould caused turmoil in the management of the St. Louis Southwestern Railroad by buying a large interest in the property, and conducting a campaign against the controlling powers, which last week caused the retirement of Howard Gould.

Frank J. Gould's latest move has been to open a publicity campaign in the Wall street district, having engaged the services of W. E. Seal, of Richmond, Va., a publicity agent, at No. 141 Broadway, in the furtherance of his plans, and is now opposing his brother George, in the Wabash Railroad and other corporations.

Friends of Families Distressed. Friends of the Gould family are much distressed over the turn of affairs. An acquaintance of George J. Gould said yesterday:

"The conditions are very unfortunate, but we hope in the course of time to persuade Frank to view matters in a different light, and desist from his antagonism to his brother."

It was asserted yesterday that the attitude of the youngest of the Gould brothers is due to resentment caused by the attitude taken by the women members of the Gould family toward himself and his wife. Mr. Gould married Miss Edith Kelly, an actress, in 1910, and soon his former wife remarried.

The two children by the first marriage, Helen and Dorothy, were then taken in charge by Miss Helen M. Gould, who is caring for them at her estate in Irvington. The women members of the family have made their displeasure with it in a social way, and this is said to have caused deep embitterment in the family circles.

With the old Gould instinct, Frank J. Gould has transferred the contest to the financial field, and in Wall street the outcome of affairs is awaited with interest, as it is not known what course the next hostilities may take.

Through Mr. Seal, his publicity man, Mr. Gould has just issued a statement of earnings of the International and Great Northern Railroad, with the added announcement:

"The International and Great Northern is not a Gould property. It is owned and controlled by Frank J. Gould."

Takes His Brother's Place. George J. Gould formerly was president of this road, but in the recent reorganization his brother ousted him and now presides over the meetings of the road.

It was at about the same time that Frank J. Gould bought a large block of stock in the St. Louis Southwestern, known as the Cotton Belt road. Through the banking house of Middendorf, Williams & Co., of Baltimore, he issued a circular asking for proxies at the meeting to be held on the plea that the minority interests should be represented on the Board. There was a stormy scene at the annual meeting in St. Louis, efforts being made to elect R. Lancaster Williams and George F. Taylor as Frank's representatives, and out Winslow S. Pierce and other representatives of George J. Gould.

Where Classified News Is Placed To-Day.

Table listing news categories and their page numbers: General (3, 4, 5, 9, 7 and 8), Cable (13), Weather (8 and 12), Washington (6), Politics (3 and 4), Obituary (9), Editorial (12), Navy (12), Society (10 and 12), Music and Drama (11), Art (10), Automobiles (14), Sport (11), Aviation (14), Financial (10 and 17), Real Estate (17), Shipping Reports (19), Women in the News (20), For Index to advertisements in to-day's Herald see page 13.

2 Die as Train Runs Wild and Rams Building

Steel Cars on Long Island Railroad Hit Coach, Leap Upon Lawn and Demolish Office Structure.

[SPECIAL DESPATCH TO THE HERALD.] HEMPSTEAD, L. I., Sunday.—Two men were killed instantly and another was hurt fatally soon before eleven o'clock to-night when an electric train of three cars on the Long Island Railroad got beyond the control of the motorman, ran wildly at top speed for more than a mile from a point near Garden City, crashed into an empty passenger coach here, tore across Fulton avenue, mounted a lawn in front of a real estate office and demolished that building. The three men who composed the train crew were the only ones injured. Twenty others narrowly escaped death.

The train was composed of steel cars. Just outside of Garden City the road turns, and there for some reason the train gathered speed as it swung around this curve. It kept going faster and the motorman called to his two assistants to apply the air brakes. Officers of the company who arrived after the accident were told that the brakes refused to work.

Gathering speed the train dashed past four grade crossings between Garden City and this place. Vehicles loaded with men and women narrowly escaped. The train raced into Hempstead at a rate of more than a mile a minute. Fortunately, however, it hit an open switch. Shunted from the main line, the three cars sped down the side track. The empty passenger coach was standing against a bumper at the end of the branch.

The empty car was lifted from the rails but was carried forward in front of the runways. An automobile from which Alanson S. Loebe had alighted was in the path of the train, in Fulton avenue, and was demolished. Mr. Loebe barely had time to jump aside and save his life.

With undiminished speed the train mounted the curb in Fulton avenue, ripped up the sidewalk and plunged into the lawn embankment. It ploughed into the front door of the real estate office, a building just erected. Here its progress was stopped, mainly because of the lack of electric power.

The men killed were tossed out of the cars which composed the milk train when the lawn was encountered.

GIRL PLUNGES IN ICE TO RESCUE BOY

Canadian School Teacher Battles Floes and Saves Lad Whose Sled Broke Through.

[SPECIAL DESPATCH TO THE HERALD.] CEBLING, N. E., Sunday.—Battling her way through ice cakes six inches thick, Miss Phoebe Bellows, a school teacher, rescued from drowning Walter St. John, six years old, whose heavy sled had broken through the ice of an arm of Humber Sound. When she reached shore with the lad the young woman restored him to consciousness and then carried him home.

The boys of Miss Bellows' school and others were coasting down a steep embankment which overlooked the bay. The little fellows took a running start and plunged down the hill, going fifty yards straight toward the water, and then by a squirm sending the sleds along the bank. They had been warned not to shoot out onto the water.

Walter St. John, however, was unable to give his sled a turn quick enough and he dashed far out into the ice and plunged through the thin formation which verged on the open water. In the open water thick blocks of ice were rolling about on the waves.

The boy found himself floundering in the water and was struggling desperately when Miss Bellows' attention was attracted by cries of the other children.

Without removing any of her heavy winter clothes she ran across the strong ice, plunged through the thinner crust and swam into the ice choked open space to the boy.

TROPHY THEFT STIRS UNION

College Men at Schenectady Determined to Push the Case Against Alleged Vandal.

[SPECIAL DESPATCH TO THE HERALD.] SCHENECTADY, N. Y., Sunday.—Athletic circles at Union College are wrought up over the theft from Silliman Hall of trophies won in many hard fought contests, and they are determined to push the case against Theodorus Jeffers, accused of the robbery after his arrest at Poughkeepsie with one of the cups in his possession.

4 DEAD, 1 DYING, 4 OTHERS STRICKEN IN POISON MYSTERY

Woman, Two Children and Girl Boarder Are Victims—Former Is Blamed.

GAVE CYANIDE TO FAMILY IS THEORY

Despondency Over Disappearance of Husband Only Motive Now Apparent for Philadelphia Tragedy.

DANCING SAVED ONE GIRL

[SPECIAL DESPATCH TO THE HERALD.] PHILADELPHIA, Pa., Sunday.—With no certain clues to guide them, the police to-night are mystified by the sudden death of four persons in Mrs. Bridget Flanagan's boarding house, at No. 1323 North Twenty-fourth street, and the dangerous illness of five others. Every one in the place was stricken and the department officials are eagerly awaiting the autopsy to-morrow morning for an idea of what caused the deaths.

Joseph Flanagan, husband of the woman, has been missing two weeks, and the only theory the police would venture on this evening was that his wife, despondent over his absence at the holiday season, decided to end her life and those of all the others in the home and so administered cyanide of potassium in their food.

THE DEAD. Flanagan, Mrs. Bridget, thirty-seven years old. Flanagan, Annie, ten years old. Flanagan, Joseph, eighteen months old. Murray, Catherine, eighteen years old.

STRICKEN. Curran, Mrs. Hannah, sixty years old, dying in Homeopathic Hospital. Curran, Marguerite, eighteen years old. Curran, Philip, seventeen years old. McFadden, Dennis, twenty-nine years old. Gallagher, Thomas, fourteen years old.

Mrs. Curran, who is a sister of Mrs. Flanagan, is dying in the Homeopathic Hospital, and as she is suffering from pneumonia the physicians cannot tell whether she has been poisoned, too. Quarrels between Mr. and Mrs. Flanagan led to the man's disappearance, the police have learned. Flanagan has been employed at the Baldwin Locomotive Works here for twenty-five years, and two weeks ago he went home and informed his wife he had been discharged. She could not understand it, as he had stuck to the company through many labor troubles and had been told that in case of a reduction in the force he would be one of the last men to be released.

Mrs. Flanagan, sceptical, went to the plant and learned her husband had not been discharged. He never returned home after that.

Mrs. Flanagan grew despondent and last night at dinner was especially so, her family and the boarders thought nothing of it, nor did the survivors, who were taken ill after leaving the table, think seriously of the matter until this morning, when Mrs. Flanagan failed to appear for breakfast.

After awaiting more than an hour after the usual breakfast time Miss Marguerite Curran went to the Flanagan apartment and knocked on the door. Getting no response she entered. Sitting in a rocking chair was Mrs. Flanagan. She had been dead for hours, and on the bed were the bodies of the two Flanagan children and the Murray girl, who boarded at the house. They also had been dead for hours and their features showed no evidence of a painful death.

At first it was thought that ptomaine poisoning might have been the cause of death, and the police attempted to trace this to pork eaten at the evening meal. This theory soon was cast aside when it was discovered that the infant, Joseph Flanagan, had partaken only of milk.

With the ptomaine poisoning theory cast aside the police are of the belief that the poison was administered in the milk and tea which the others drank. Some of the milk and tea was left and will be analyzed.

Saved by Dancing. Miss Curran attributes the fact that none of her immediate family are dead to her attendance at a dance last night. She told the other members of the family that she would bring home a light lunch, and so they only ate sparingly of the supper. The only bad result she noticed was heaviness and a desire to go to sleep.

Miss Curran, who is the only member of the household apparently able to give a comprehensive account of what happened, declares that Mrs. Flanagan was unusually despondent, but she seemed very solicitous that her children should eat heartily. She paid no attention to the boarders, and Miss Curran believes the woman had planned to wipe out her entire family.

The police and coroner found nothing in the house. Their theory that cyanide caused the death is based on the quick manner in which the poison did its work. The Curran's have been boarders in the Flanagan house but two days. One week ago Mrs. Flanagan called on the Curran's and told her sister that she was lonely since the disappearance of her husband. She asked them if they would not come and live with her.

The bodies of the victims have been left in the house and the coroner has given instructions against any person entering. The survivors, with the exception of Mrs. Curran, have been sent to the old Curran house, in Taylor street, with instructions that they must not talk to any person.

Atlantic Hurricane Strips the Dixie and Four Destroyers in Battle to Keep Afloat

Cruiser's Crew, Lashed Together, Fight Thirty-Six Hours to Save Vessel.

PUMPS FAIL, MEN BAIL FLOOD WITH BUCKETS

Bluejackets, Drenched and Exhausted in Freezing Winds, Win Praise for Their Heroism.

REACH HAVEN IN BERMUDA

Battered Ships, Shorn of Life Boats and Superstructures, Bring Story of Encounter with Seas.

[SPECIAL DESPATCH TO THE HERALD VIA COMMERCIAL CABLE COMPANY'S SYSTEM.] HAMILTON, Bermuda, Sunday.—Their officers and men exhausted, machinery crippled and decks battered and swept clean of lifeboats and trimmings, the converted cruiser Dixie and the torpedo boat destroyers Perkins, Walke, Ammen and Sterrett reached port this morning after having been hurled about by one of the worst hurricanes in the seas south of this island. So badly was the Dixie torn and damaged that the floating dry dock of the British government here had been prepared for her on the appeal of the officers of the Perkins, which came on ahead.

For thirty-six hours the men of the Dixie, which is tender to the destroyers, fought to save their vessel and their work has won the praise of every officer in the little division. With the four destroyers and the battle ships North Dakota and Michigan the Dixie had a rough journey. All of the vessels were proceeding slowly because of the tremendous seas. Movable objects on the decks had been lashed down or removed to sheltered spots, but the thick ropes were torn away as easily as if they had been twine when the vessels were struck by the hurricane.

Seas Overwhelm the Dixie. The small boats were dashed against the sides of the vessels, smashed into splinters and torn from their davits by one great wave, and then another would sweep across the decks and wash away all trace of the wreckage. Hatchway coverings were strained to the utmost, and on board the Dixie were cared in by the seas, allowing the water to rush below.

So heavy were the seas shipped by the Dixie that the men were set to work at the bilge and suction pumps, but these became choked by ashes and were useless. Armed with buckets every seaman on board worked desperately for thirty-six hours to keep the water down, while the engineers labored desperately in the pump room rigging up an emergency outfit.

Squads of the crew, lashed together and then in turn to some stanch part of the vessel, ventured forth onto the decks to further reinforce the spots where seas might gain entrance to the interior of the Dixie. They were drenched by the waves rolling over the decks almost every moment, and between the plunges in the water suffered from the bitterly cold winds that dashed spray high over the bridge.

When at last the improvised pump was ready the hardest were called upon to man it, and the others sought an hour's rest. The Michigan and the North Dakota had been standing by the Dixie throughout the storm, keeping at a safe distance, lest the smaller vessel be tossed toward them on the crest of a great wave, and with the abatement of the wind and seas all vessels headed straight for Bermuda.

Great Waves Stop Vessels. While the Dixie's crew were fighting so hard to save their craft men aboard the big battle ships and the little destroyers also had their hands full keeping the entries protected and endeavoring to lash down the boats and other movable objects on the decks. But their work outside was in vain, for when the destroyers reached here to-day they were all more or less damaged.

When the condition of the Dixie's pumps was made known to other vessels the Perkins was ordered to proceed at full speed for this port and enter into negotiations with the British Admiralty for the use of the big floating dry dock. At that time it was considered the Dixie would have to be put in dock immediately, and the British authorities had all in readiness for her when she reached port with the battle ships and other destroyers.

Later, however, it was decided it would not be necessary to dock the Dixie as the repairs can be made to her pumps and the deck damages without taking her from the water.

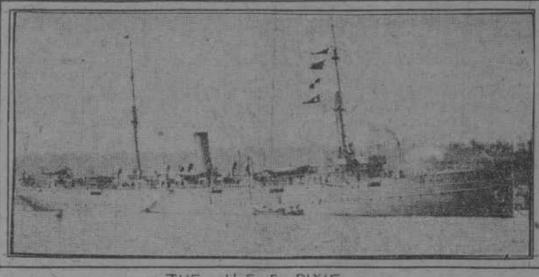
Praise for Heroic Bluejackets. No loss of life has been reported as a result of the hurricane. Officers of the vessels are warm in their praise of the work done by the men in the emergency, and also of the seaworthiness of the torpedo boat destroyers, which fought the seas bravely.

Other torpedo boats and destroyers are believed to have been in the vicinity of the Dixie at the time the hurricane hit the squadron, and reports are momentarily expected from them.

The Perkins, the Walke, the Sterrett and the Ammen were in the vicinity of Cape Hatteras two weeks ago when the destroyer Warrington was run down in a storm by an unidentified schooner and crushed.

THE DESTROYER TERRY IS CRIPPLED BY GALE

Battered by heavy seas and tossed like a cork in the northwest gales, the torpedo boat destroyer Terry was disabled yes-



THE U. S. S. DIXIE



THE U. S. S. TERRY

terday, 372 miles southwest of Sandy Hook. For a time it was thought she would founder, and all on board perished. The first report of her distress to reach this city was in a wireless message received at the Herald wireless station at the Battery. The message was transmitted by telegraph to Norfolk (Va.), and the revenue cutter Onondaga was sent to her rescue.

The message received here was from the steamship Tagus, of the Royal Mail Steam Packet Company. The Tagus, coming up from Bermuda, sighted the Terry, and noted her distress signal. Within a half hour she was standing by the crippled destroyer. She found that the Terry's engines and pumps were out of commission and that her wireless apparatus was disabled and her entire stores ruined. Captain C. F. Laws, of the Tagus, remained at the side of the Terry until he was assured that aid would be sent to her.

Battleship Goes to Aid. The first message of the Terry's plight was sent to the Herald station. Then Captain Laws sent another message across the seas which was picked up by the battle ship South Carolina. The South Carolina replied that she would turn back and hurry to the aid of the destroyer.

The Terry left here Thursday with a division of the fleet from the Navy Yard under Rear Admiral Hugo Osterhaus. Besides seven battle ships there were five torpedo boat destroyers, including the Terry. They were bound for Guantanamo, Cuba, to engage in naval practice there.

For the most part the torpedo destroyer fleet remained together until they were driven apart by the heavy weather. As the storm grew more violent Saturday night all effort to cruise in a group was abandoned. However, the five vessels kept

in constant communication with each other and reported their progress. None of them were able to make any speed and all of them reported damage from the severe storms.

Nothing was heard from the Terry for several hours yesterday. The captains of the other vessels figured that she had turned in for a shelter harbor on the Virginia coast. The first intimation of her disabled condition was in the wireless message sent by the Tagus.

The Terry's Battle With the Sea. Mountainous seas broke over the bow of the Terry in the fearful storm of yesterday and several times she was given up as lost. She struggled against the wind and seas, but it was an uneven fight. There was consternation among the crew when it was found that the powerful seas lashing against her had disabled the turbine engines and put her pumps out of commission. The craft was flooded with water and several times was on the verge of foundering. All hands worked valiantly to keep her afloat.

Her cargo of stores were ruined by the water flooding down from her deck in torrents. A northwest gale, blowing at a hurricane velocity, carried away part of her wireless outfit and left her without means of communication. The foundered more than an hour in a helpless condition. All hope of receiving aid was given up when the steamship Tagus hove in sight.

The disabled vessel was then 500 miles east of the Virginia Capes, in latitude 38.21 north and longitude 67.20 west. The Tagus stood by her until the South Carolina appeared.

Dog Guides to Master's Body. ROCHESTER, N. Y., Sunday.—Maurice Worth, a glass cutter, of Corning, went to the woods a short distance from his home last night and shot himself. A pet bulldog led his wife and daughter to the body. He had been despondent because of illness.

New York "Brick Trust" Made Target at Albany

Consumers Organize and Lay a Complaint Before Attorney General Carmody, with a Request for Instructions as to How to Proceed.

BARE THE METHODS OF THE ALLEGED COMBINE

[SPECIAL DESPATCH TO THE HERALD.] ALBANY, N. Y., Sunday.—There has been filed with Thomas Carmody, the Attorney General of the State of New York, a complaint against an alleged existing combination of Hudson River dividing brick manufacturers.

The complaint has been filed by the legal representatives of a large body of representative New York city consumers with the purpose in view of obtaining the opinion of the Attorney General as to the best and most direct manner of proceeding against the combination complained against and which is said to consist of many of the largest manufacturers of common brick in nine counties of the State, on both sides of the Hudson River.

Nothing pertaining to the impending action could be learned here to-day, but it is the consensus of opinion in the brick manufacturing circles along the Hudson River that the HERALD's recent articles on the brick situation have disclosed conditions that will lead to an early opening of the case.

Method of "Trust" Bared.

Although the New York city interests that are known to be the active forces in this matter to-night declined to be quoted for publication enough was learned to warrant the statement that the complaint as filed contains allegations against the so-called "Brick Trust," which, in effect, charges its members with conspiring to control the manufacture, distribution and price of common brick to the end that all outside competition practically would be eliminated, and the price be thereby controlled and regulated without regard to the laws of supply and demand.

The principal features upon which the complaint is made are said to be the control of practically all of the sources of supply of North River brick for the city of New York, and the cities and towns along the Hudson River, by purchase, lease, agreements or otherwise, by the con-

rol of the output of North River brick and the reduction of such output; also by arranging agreements with competing makers of and dealers in North River brick for market or use in New York and other cities, under the terms of which agreements all such competitors should agree not to compete with the brickmakers' combine.

The agreement binds the manufacturers, it is said, not to sell North River brick to any customers except as permitted by the combine or through an agency to be devised and operated by the latter body; the manufacturers also to limit their output and sales of such brick at the direction of the combine.

Other important features of the complaint include the statement that there practically is no substitute for the North River clay, in consequence of which it is owing to the strength of the demand, a prime necessity; also that the competitors of the combine were to agree to such a reduction and limitation of the actual amount of North River brick to be produced as to produce a scarcity in the supply at New York and the cities and towns along the Hudson River, and also to maintain and increase the price of such brick to dealers and users in these locations.

The formation of the alleged combination is stated to have begun in the winter of 1910, after the dissolution of the North River Brick Manufacturers' Association, when clubs were formed in the different districts along the Hudson River by the makers of brick.

Early in 1911 these clubs are stated to have conferred and joined in devising an organization or plan by which such brick makers, or the larger proportion of them, could control the amount of brick manufactured during 1911, and further control the shipment of brick.

Pending the organization of this combine and between May 1 and the middle of June, it was practically impossible to obtain quotations in brick for future delivery, agreements or otherwise, by the con-

MR. BRYAN TAKES CHARGE AS PARTY CHIEFS ASSEMBLE

Democratic Leaders Gather About Him When He Arrives for Session.

IGNORES MR. WILSON'S "ELIMINATION" LETTER

Refuses to Discuss It or Indicate a Break with New Jersey Governor.

RIVAL CITIES ARE ACTIVE

Fight Begins to Narrow to Baltimore and St. Louis, with New York Still in Race.

HERALD BUREAU, No. 1502 H STREET, N. W., WASHINGTON, D. C., Sunday. Praying for harmony, but fearing strife, democratic leaders from all sections of the country are gathering in Washington to-night for the meeting of the National Committee to-morrow at noon, when a place for the National Convention—possibly Baltimore or St. Louis, with a chance for New York—will be selected. William J. Bryan is here, and his temporary quarters in the Shoreham Hotel are besieged by callers. It is evident that he is still the leader of his party, but he insists that he is not a candidate for nomination this year. Others think he might be in a pinch.

On the eve of the important assemblage, before which will come many matters having a vital bearing on the national campaign, the fight between Governor Harmon, of Ohio, and Governor Wilson, of New Jersey, has reached a bitter stage and there is every indication that it will continue. The publication of the Joline letter, in which Governor Wilson spoke about the desirability of grading Mr. Bryan out of the party, opened up the warfare between the men behind the two candidates and it is understood that many more chapters in the controversy will soon be added.

Recall Other Wilson Utterances. Failing to bring out open hostilities between Governor Wilson and Mr. Bryan through the publication of the Joline letter, certain persons interested in the Harmon boom, in a further effort to force a break between the men, made public to-night further utterances of Governor Wilson which they expect will help to cause trouble. The first is a speech made by Mr. Wilson before the Virginia Society of New York, in New York city, November 30, 1904. He is said to have declared:

"It is now plainly the duty of the democracy of the South to assume a prominent place in the councils of the party, and it is the duty of the democrats of the South to read out of the party the alien element which has been in control since 1896. It is the duty of the Southern democrats to rid the party of leaders who undertook to commit it to a radical experiment, and further to see to it that the party should stand for the administration of governmental affairs in accordance with ancient institutions."

It is further stated that Mr. Wilson in an address in June, 1900, at Princeton University, of which he was then the president in an arraignment of organized labor said:

"The tendency of modern labor unions is to give employers as little labor for the money they receive as possible."

It is understood here that the men who are opposed to Governor Wilson and interested in the candidacy of Governor Harmon have had a most careful scrutiny made of all of Governor Wilson's writings and all his public utterances, and that several things have been discovered which will add to the general anxiety of the situation, which is rapidly approaching a vital stage. Friends of Governor Wilson resent the attacks and say that they are rendered innocuous by his transparency.

Bars the Joline Letter. Mr. Bryan declined to discuss the Joline matter. It was evident that he was needed by it, but he declared that he would take no notice of the letter. He admitted he had read it. Friends of Mr. Bryan who have been with him a good deal recently and have talked with him since the Joline development asserted that Mr. Bryan's feelings toward the Wilson boom would not be changed by the attitude which Governor Wilson took six years ago, when the Joline letter was written.

"Since then," he said, "Governor Wilson has had a great opportunity for education."

The attacks upon Governor Wilson, the latter's supporters say, are inspired largely by republicans.

"This Joline matter is merely one of the efforts to dynamite Governor Wilson by Wall street," said William G. McCombs, manager of the Wilson boom. "The attacks have proceeded from that quarter and largely from republican sources. Mr. Joline is president of the Missouri, Kansas and Texas Railway and has represented large business interests for years. I understand, also, that he has acted as attorney for Thomas E. Ryan."

Governor Wilson will arrive in the city to-morrow at noon to attend the Jackson Day banquet to-morrow evening, and it is expected that some "straight-from-the-shoulder" talk will come from him regarding the assault that has been made upon his candidacy.

Mr. Bryan Central Figure. Mr. Bryan has been the central figure in all of to-day's proceedings. In fact, there were no proceedings until he arrived here at seven o'clock this evening from Raleigh. He was delayed several hours by a rail wreck. There were

"The Huzzling Punch," in next Sunday's NEW YORK HERALD, shows Mr. Ellis Parker Butler in his best vein as a writer of humorous fiction.