

HUSBAND DISCOVERS WIFE SHOT DEAD IN HER BED.

Buffalo, Brakeman Returned Home to Find His Young Wife Murdered in His Absence.

Buffalo, Nov. 15.—With a bullet wound in her right temple, her right arm extended as though to warn of threatened danger, Mrs. Katherine Gaiser, a really beautiful young woman, was found dead in her bed at No. 375 William street at half-past six o'clock yesterday by her husband, Frederick C. Gaiser.

The police are holding the husband at the William street station as a witness. At the same time they are looking for a man described as five feet six inches tall, light of complexion, and wearing a dark suit and overcoat, and as the murderer of the woman.

The suspect was seen during the morning hours yesterday loitering around the door of the large flat house in which Mrs. Gaiser lived, and during the afternoon at Elliott and Dodge streets. Suspicion has been directed toward him because it is known that he was well acquainted with Mrs. Gaiser and visited her during the day, when her husband, who is a brakeman on the New York Central, was at work.

Many Police at Work. Following upon the heels of the strangling of Daisy H. Stauch in an Elliott street house and the assassination of Alexander Young, the crime caused unwonted activity in police circles. Commissioner Doherty, Superintendent Regan, Inspector Taylor, and practically the entire detective force of Buffalo are working upon the case.

The first inkling the police had of the crime was at a few minutes before 7 o'clock last night, when Policeman Edward F. Duerst, whose beat includes the intersection of William and Jefferson streets, near which the Gaiser home is situated, was called into the building by Dr. Herman B. Slinger and notified of the murder. The officer in turn informed the station and in a few minutes the flat was overrun by detectives.

They found the dead woman's husband remarkably cool and collected, and from him elicited the facts of the finding of the wife. Gaiser had left the house at 6:30 yesterday morning to go to work, leaving his wife and her brother, Charles Bergin, who lived with them. Bergin, who is also a brakeman, left the house at 9:30. This is certain, for he is well known and popular in the neighborhood, and was seen by a dozen different persons.

When the husband returned at half-past six in the evening, he went through a covered passageway on the Jefferson street side of the building, leading to the rear stairs. He ascended the stairs and tried to place the door leading from a balcony into his home, but found it locked. Then he tried the window of the bedroom, but that, too, was tightly closed. So he descended the stairs, and entering the front door, opened the door leading to his flat. Going into the kitchen he placed his empty dinner pail in the sink and went through a door into the dark bedroom. Lighting the gas, he looked down on the bed.

Wife Lay Murdered. Underneath the covers, her right arm half extended before her face, lay his wife. Blood covered the pillow, which was also darkened by powder stains. The right temple was splintered, a gaping hole telling the story of the blow. Gaiser rushed into the adjoining flat, where John Klink, jun., lives, calling to him:

"Come in, I want to show you something." Klink, thinking that Gaiser wanted to show them a steam boiler they had been discussing the previous night, entered the flat and was confronted by the dead woman.

"See what some ... has done," remarked Gaiser. Klink ran across the street for Dr. Frey, but when he returned with the physician, Dr. Singer had been called by the husband and had pronounced the woman beyond aid. Then came the police and detectives galore. Assistant Medical Examiner Howland was then called in and gave it as his opinion, judging from the fact that rigor mortis had set in, the woman had been dead about five hours or more. He said that death had been instantaneous.

The husband had in the meantime been taken to the William Street Station, where he was examined as to his movements for the day. He was astoundingly unconcerned and when searched was far more worried over the fact that he would have to turn over \$10.00 to the police than that he was detained on suspicion of murder.

The motive for the crime is unknown as yet. Mrs. Gaiser lived a rather isolated life, so far as her fellow-tenants were concerned. She kept the shades in her flat down nearly all day, seldom, if ever, visited in the house and only spoke to the others when she happened to meet them in the neighboring grocer or butcher shops.

Visited by Men. Tenants in the house declared last evening that she was visited by several men and went out with them, one especially paying her considerable attention. This is the man now suspected of having murdered her. That her husband was aware of some of her doings seems indicated by the repeated quarrels the couple had and which were overheard by the others in the house. An aunt of the dead woman alleged last evening that about a year ago Gaiser beat his wife and blacked her eye and that she sought refuge with the aunt. Gaiser in his statement to the police denied striking his wife, declaring that she had obtained the discolored optic by falling against a bath tub.

The Gaisers had lived at their present address for about two years, succeeding a family named Ramsey, as

the crest. He would bring the speed down to 20 or 25 miles an hour. There were three curves on this particular point of the route. On the long curve, near Ferguson's house, he always put on a heavy application of the brakes, which he released just as the train entered the "Shoe." He had never seen any special instructions to engineers as to the speed of trains going down the hill. The engineers had to rely on their judgment and experience.

Answering Mr. Davidson, Mr. Galvin said an engineer could feel when he had his engine under control just the same as a driver could tell when he had his horse under control.

George Hinchelliff, who was working with the witness Mospop near the accident, described the speed as greater than that of an ordinary train running on a level track. He placed the speed at a mile a minute.

Charles Hutchings, who was also working with the Mospop gang, described the approach of the train. It was going so rapidly that for safety's sake he clambered over the fence. He placed the speed at 50 miles an hour.

Mr. Arthur Smith, superintendent of No. 2 Division, of the C. P. R., described the duties of conductors and engineers. He said that the conductor had control over the engine, and with the air valve in every car could bring the train to a standstill irrespective of the engineer.

Repeating to the judge, the witness said he would risk 40 miles an hour himself around the curve, but not with a passenger train.

Mr. Preston, when shown the photograph of the wrecked engine, also failed to find any trace of the brake shoe, which is alleged to be missing. He added that Hodge told him that he examined his engine at Orangeville and found the brake shoes and everything else intact.

William Brown, who went from Toronto Junction to strip the wrecked engine, could not say whether the whole set of brake shoes was found or not, though he was able to account for five of the six. Alfred B. Walker, an engineer, who arrived at the scene of the wreck the same night, stated that he went there out of curiosity and was asked to stay and assist in the work. He gave technical evidence, and his examination did not close until 10:30, when the court adjourned.

Mr. Gould, through his attorneys, Nicol, Anable & Lindsey, declared that his wife had been guilty of misconduct with Col. William F. Cody, better known as "Buffalo Bill," some years before her marriage. In support of this defence, Mr. Gould's attorneys wished to take the testimony of Miss Helen Mar, of London, England, who has appeared on the stage and is known as a public reader.

They charged that Mrs. Gould, some twelve years ago, made a confession to Miss Mar that her conduct with Col. Cody had been meretricious and criminal.

Mr. Shearn declared that such a charge coming from a husband who had lived with his wife eight years put the man beneath contempt. He said that it was but a pretext to avoid supporting a wife of whom he had tired. He charged that it was but a matter of dollars and cents, so far as Gould was concerned.

The case came before Justice O'Gorman, in Part I. of the Supreme Court, to-day, on Mr. Shearn's motion to vacate an order recently signed by Justice Fitzgerald for the examination of Helen Mar, who was about to return to England. It is said that she was brought here in Mr. Gould's interest, thinking that the trial would be heard about this time. She is not willing to wait till the case comes to trial. Mr. Gould's papers, which had been served on Mr. Shearn, showed that he would enter a general denial to all charges of misconduct on his part, such as would entitle Mrs. Gould to a divorce on statutory grounds. He would further plead justification for his abandonment on the ground of the misconduct of Mrs. Gould prior to their marriage.

"The reason why we seek to vacate this order," said Mr. Shearn, "is a very obvious one. After living with Mr. Gould for eight years as his wife, Mrs. Gould was abandoned, and is now confronted with the claim that some unidentified woman living in London has been procured by Mr. Gould by means of twelve tiresome and expensive affidavits to be taken before Mrs. Gould had confessed to misconduct with Cody. Naturally she desires to have this woman face a jury and submit to a cross-examination."

Mr. Shearn declared that as Gould's affidavits were founded on information and belief they prove nothing.

SEVEN KILLED IN RAILWAY COLLISION EAST OF NORTH BAY

Six of the Killed Were Railway Employees—Several Passengers Hurt.

Ottawa, Ont., Nov. 15.—(Special.)—Early this morning a railway collision took place at Moore Lake, west of Chalk River, on the Canadian Pacific Railway, and seven are killed and others slightly injured. The killed are: J. Irvine, baggage man, Ottawa, cremated; D. Clarke, express messenger; J. E. Young, engineer, North Bay; H. J. Prendergast, fireman; T. Prendergast, father of H. J. Prendergast; J. Hendrie, engineer; J. O. Nadeau, fireman, North Bay. The collision occurred between a light engine running west and the "Soo" express coming east. The cause is attributed to the light engine not keeping clear of the express, as the engineer should have done.

Engineer Hendrie and Fireman Nadeau, and with the air valve in every car could bring the train to a standstill irrespective of the engineer. The conductor on the day of the accident told him that he was busy collecting tickets at the time of the disaster, but had no idea that the train was going so fast. The witness produced a bulletin issued on May 4th, 1904, stating that the speed of trains must not exceed 25 miles an hour.

John Fairbairn, a divisional engineer of the C. P. R., said he examined the track on the afternoon of the day of the wreck and found it in the best of condition. He had no hesitation in attributing the cause of the disaster to high speed.

Repeating to the judge, the witness said he would risk 40 miles an hour himself around the curve, but not with a passenger train.

Mr. Preston, when shown the photograph of the wrecked engine, also failed to find any trace of the brake shoe, which is alleged to be missing. He added that Hodge told him that he examined his engine at Orangeville and found the brake shoes and everything else intact.

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Mr. Shearn declared that as Gould's affidavits were founded on information and belief they prove nothing.

"If a woman had been guilty of misconduct before her marriage," said Mr. Shearn, "that is no justification for abandonment. It might be a plea for an annulment of the marriage, but the papers do not state that the defendant intends to bring an action for annulment."

LABOR DEMANDS.

UNION MEN ASKED NOT TO JOIN MILITIA JUST NOW.

A. F. of L. Passes Resolution Asking the Government to Lend Hand in Times of Industrial Trouble.

Norfolk, Va., Nov. 18.—Numerous resolutions, dealing with big and important questions, were introduced before the convention of the American Federation of Labor here to-day. One of them relates to the enlistment in the army. It calls for union men to hold aloof from military organization until the "militia system in vogue in Switzerland or some other orderly and well organized method of arming every sober and reputable citizen is adopted in the United States." It is improbable that the resolution will pass, at least without some modification.

Another resolution would have Congress, in times of industrial crisis, authorize the issuing of money by the national Government to States, counties and cities for the purpose of building highways, bridges and public utilities, provided, however, that such work is done at union wages and under the eight-hour day. Such improvements, it is stated, would be an everlasting improvement to civilization and culture.

The Government is also asked to lend a helping hand to labor in other resolutions offered in view of its "having hastened to lend a helping hand to the members and speculators of Wall street by pouring millions into their coffers, so that money would be available to them at low interest." The money so loaned to labor to be repaid at low interest. Victor L. Berger, Socialist, of Milwaukee, is the patron of this resolution.

OUR GREAT WEST.

ERNEST THOMPSON-SETON ENTHUSIASTIC OVER THAT PART.

The Zooge Below the Arctic Belt He Calls the "White Man's Last Opportunity."

New York, Nov. 18.—Ernest Thompson-Seton, the author, who has returned to the United States from his exploration trip of seven months through northwestern Canada into the great plains of the Arctic region, is enthusiastic over that part of Canada below the Arctic zone, calling it the "White Man's Last Opportunity."

Seton, by the thousands, he said, are pouring into the enormous area on high class agricultural land, which has been lying idle for so many centuries, and the rapidity with which it is now being developed, he said, is marvellous.

Seton cabled in this Arctic region two thousand miles during his seven months' trip, having one narrow escape from losing not only his diaries and all his drawings and maps, but his own life, when his canoe upset in the Athabasca River. He has brought back with him many rare botanical and zoological specimens, with original maps of the country he traversed. He also discovered a number of lakes and rivers in the Arctic region which he is now naming in conjunction with the geographical survey of Canada.

Among the animals which he studied, especially during his trip, and obtained pictures of, were the barren ground carbo, the lynx, the musk ox, wolverine, white wolf, Arctic fox and wild buffalo.

KILL CROCODILES.

DR. KOCH'S SCHEME FOR CURING SLEEPING SICKNESS.

CROSS BOUNDARY.

OBJECT OF JAPANESE IN COMING TO CANADA.

Japanese Employment Agent at Vancouver Tells of Maps Sold to His Countrymen Showing Unguarded Points—Commissioner Not Satisfied.

Vancouver, Nov. 18.—"My belief is there is something here that either you or someone else is interested in concealing, and I mean to get at the bottom of it," said Mr. Mackenzie King in response to a statement by K. Ishikawa, the man whose statements last week occasioned the second inquiry. The statements then made were in effect that local Japanese employment companies had agents in Japan, that he himself was a representative of S. Morioka, head of the immigration company in Japan, and that the Canadian Nippon Supply Company, with offices on Pender street, also had agents in Japan. "That is not true, Mr. Ishikawa is greatly mistaken," came the denial from the Canadian Nippon Supply Company, through its Vice-President, Frederick Noshay, spoken in English. It had to be translated, and Ishikawa modified so many previous statements that he had to be warned of the penalty of perjury.

Noshay said that thousands of Japanese came here in order to reach the United States.

"I have seen maps sold to my countrymen on which were marked points at the boundary line around Blaine and Sumas, and other places, where Japanese could easily cross into the United States."

"There is no fence at the boundary, you know," said Noshay, who formerly was Secretary of the Japanese Consulate in Vancouver.

GOULD DIVORCE.

BRINGS CHARGE AGAINST HIS WIFE OF WRONG DOING.

Attempt Made by Defendant to Have Alleged Prenuptial Confession Introduced—Sensation Promised.

New York, Nov. 18.—Howard Gould, the second son of the late financier, Jay Gould, was unmercifully scored in court to-day by Clarence J. Shearn, counsel for Mrs. Katherine Clemmons-Gould, when he outlined his defence in the divorce action which Mrs. Gould has brought against him.

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