

GIRL IS ABDUCTED BY GYPSY BAND

Sixteen-Year-Old Annie Einsig of Columbia, Pa., Held Captive and Forced to Wed Son of Nomad Chief.

YOUTH DISPLAYS HIS MARRIAGE CERTIFICATE

Father Has Great Difficulty in Rescuing His Daughter When Bohemians Are Located at Coney Island.

The Times Special Service. NEW YORK, Friday, June 14.—A sixteen-year-old girl was held captive as an unwilling wife of a gypsy leader's son for eight months, compelled to go about the streets telling fortunes during the day and made to do the washing and perform other menial labors for the band at night, is the fate from which Annie Einsig, daughter of a well-to-do family of Columbia, Pa., was rescued yesterday by her father, William Einsig of Columbia, Pa.

The girl was located at the home of Mrs. S. H. Spear, on Boston Road, in the Bronx, where she was in hiding, and her father, an elderly man with little knowledge of the gypsy world, had great difficulty in finally getting her away when he and she confronted the gypsy band, which is now located at Henderson's Wharf, Coney Island.

Laughter at Her Protest. It was while walking from her home in Columbia to the silk mills, where she was employed, that she was persuaded one day eight months ago to visit the gypsy camp where she was to be married. When she was once within the tent she was, she declares, told that she was to be held and her protests were laughed at. The band left the town that day. The girl's father found out what had become of his daughter and followed the gypsies for several days toward New Jersey. He lost the trail, however, and gave up the chase.

The band came to New York and camped during the winter on ground leased from Mrs. Spear. The girl was married to the son of the leader of the band, and was, it is said, threatened with beatings if she did not consent. She became resigned and the marriage was regularly performed in the tent. The girl showed the marriage certificate to William Einsig, the girl tore it to pieces and threw it on the floor, stamped upon it.

Mrs. Spear told yesterday of the treatment to which the girl had been subjected and to which she had been witness. "The way they treated that girl was outrageous," she said. "I frequently went into the tent and invariably found her crying and when they threatened her out of attempting to escape she was taunted about her fortune and made to do about the camp as if she were a slave. If she did not bring home a certain amount of money at night she was beaten. She was made to do the washing, clean the tents, and to do most of the work for the whole family. I helped her as much as I could, but she was afraid to write to her parents."

The First "Bum" for Oklahoma. All of his literary gifts and spirit are combined in Emerson Hough's article on Oklahoma, in Appleton's Magazine.

"The first traps opened for homestead entry," he says, "embraced 800,000 acres of Oklahoma proper, the lands mentioned as once belonging to the Creeks. On the morning of the opening day, April 22, 1889, an army was massed at the lower edge of the Cherokee Outlet, which latter still belongs to the Indians of the state of Kansas points the legions of land seekers had assembled. Ten thousand men marched in one body toward the opening trail. There were, roughly, ten running into the Indian lands, and the locomotive crossed the flat top of the railroad bridge, which was planked to make it practicable for wagons and horse-drawn teams to cross. The soil of the Outlet, once held by the Indians, then by the comers, and both plains and cover the ground, and the southern edge of the Outlet the invaders. A red, white, and blue ribbon marked the line. Here the footmen spread out over nearly a mile of country, packed in a dense line, horsemen in front, wagons and all manner of vehicles behind, and the footmen who could find standing room. At noon a blue smoke closed over the line, like a gate, to let the people through. A tornado of humanity broke through the vast confused roar, the sound of tramping horses, rolling wheels, rattling gear, shouting bronchos, mingled with shouts and curses and cries of consternation. Footmen were ridden down, and left lying face downward, look to them. Horses fell with broken legs, or dropped from their exertions. This stampede of humanity, which was the north border of Logan County was more mighty and more awesome than any which had ever before marked the plains, where wild buffalo and wild cattle had roamed so recently.

It was twenty-one miles from the line to Guthrie, the chosen capital of Oklahoma, and here the usual road had already arrived. At ten minutes after twelve a Santa Fe train crossed the line, humanity, platform and all, and axle crowded. It found the land already erected, a hotel in operation, and town organizations already completed. A private car stood on the side track, filled with officials from Topeka, Kansas, in the interests of the law. Scores of deputy sheriffs, marshals, were there—all of whom had staked their lives for hours before the opening of the land. The town square was being laid out, and as the line of wagons crossed at the same time, the town was in a confusion. For ten minutes after the cupping of the line, the men who were selling quit claims to those who had staked their claims came in that afternoon, twenty in all, one hundred cars from Arkansas City, fifty from Purcell. Fifteen thousand men ran from the town to the stake out what they could get.

Nearly two million acres of lands went like a flash of smoke. Guthrie had 10,000 population by her first home city. The other leading town, Gourd-like, Oklahoma sprang up in a raw board and canvas, built on a barrel head, a newspaper came on the heels following hard behind the boots. Leaning back behind the boots, jeered at the ugliest, positive men. Much of the intent of the Government was, according to the article in Appleton's, "subverted, and it goes without saying that a vast crop of litigation presently arose."

Out Of Woman's Ear. Writing to the London Daily Mail, a Paris correspondent tells of the crimes of the hoodlums. A woman on the Quai du Vesud Fort by a stranger and asked to hand over her gold earrings. She started back in alarm, and a minute later screamed and fell fainting to the pavement. When she was picked up by a policeman it was found that the lobe of her left ear had been cut off, and the earring with it. Another woman, wearing a pair of pearl earrings, was accosted by a well-dressed man in

Beauty Forced to Wed Son of Outlaw Chief



This child, employed of the silk mills at Columbia, Pa., was persuaded to visit a gypsy camp where she was detained and forced to wed a son of the chief. She traveled with the band eight months and was cruelly treated. Her father rescued her at Coney Island.

In any case, night or day, halt, rain, snow, or sunshine, with safety valve snoring, every pound of steam crammed into the boiler, the engine chugged, the locomotive fairly bounds across the ribbons of steel, taking crossings, tunnels and cuts, just as fast as her giant drivers can whirl her, taking tall bridges and skyscraping trestles like a scared cat along a fence, and never slackening until the glimmer of a red light or the warning of a scarlet flag ahead gives warning.

The trouble may be slight, like a switch, in which a couple of fuses or the crane lifts the engine, and within fifteen minutes sets it back upon the rails. An axle may have broken under a fifty-ton coal car so that it has to be hooked up to the crane, and a ponderous four-wheel truck from the flat car behind and deposited it on the track. The engine usually stops, and might help yourself to an olive. Or freight-like steel girders or an entire bridge may have toppled from a passing freight car and landed across tracks.

On the other hand, the wreck may be a serious one with a score of the first cars knocked into binders, and thirty or more piled up, or one or two run over one another or stood upside down or on end, and scattered about the scene as a boy might scatter a pile of train by kicking it across his playroom. The condition, like so many wreckers dive into the work. There are a few men who head the train, and yet every man knows his place, the one man who is supreme, the one man who usually has a glance of the situation, and the one upon whose shoulders rests this mountain of junk and wreckage is called wreckmaster.

The Boom in Japan. In the course of a remarkable article in Appleton's Magazine for June, Thomas F. Mildred tells some "strange truths about Japan." He says: "The tremendous impulse given in Japan since the war has attracted much attention, and been the cause of a general optimism. The latest official statement (taken from the aggregate capital of \$187,151,514 gold, \$187,151,514 dollars) shows that the industrialized industry of the country previous to the war. The enterprises represented in this enormous capitalization cover a wide field, but they nearly all belong in the category of what may be termed 'new capitalization.' The new capital in Japan. For instance, there are fifty-one new electrical companies, with an aggregate capital of \$55,000,000; five new insurance companies, with a total capital of \$7,500,000. New banking concerns aggregate a capital of \$11,000,000. There are eleven new steam railway companies, with \$10,000,000 capital; fourteen new mining companies, with \$10,000,000 capital; while old corporations have increased their capital \$24,000,000. To many of them direct government assistance is being given, while nearly all of them have had or hope to have some assistance through the government by indirect means.

This enumeration of the new commercial activities of the nation does not, however, include the greatest enterprise of all. This is the national debt, which has increased to \$1,000,000,000 gold, for the purpose of pushing Japanese commerce and interests in Korea and Manchuria. The new company, in so far as its components have become public, is to include the government with all the associated interests it can marshal, and is to be thrown open to popular subscription, with a view to inducing the common people and middle-classes to invest, thus enlisting their sympathy and direct pecuniary interest in the success of the schemes.

The American Invasion. The London Daily Mail in an article on the prospects for a great influx of American visitors in the coming summer, says that 2,500,000 are expected. The real rush will begin this month. American holiday-makers appear as a rule from three days to a fortnight in London, says the Mail. "In that time they contrive not only to see most of the famous show places, ranging from Westminster Abbey to the Chesire Cheese, but also to do a good deal of shopping. For some reason, Americans are fond of London purchases. The West End shoppers are allied with happy anticipations of American customers, and are making preparations accordingly. American stores chiefly concerned are jewelers, tailors and bric-a-brac dealers."

Business is reported to be improving in the country districts of the Cape Colony, orders for galvanneal iron, zinc, and other building materials being numerous, though small. Wolverhampton manufacturers of bar iron and galvanized sheets report a good South African demand.

England's Distinguished Sons. Lewis Harcourt and Herbert Gladstone are not the only sons of members of former governments holding places in the present British Cabinet. The Marquis of Ripon, for example, is the son of Lord Gerdorich, who was a prime minister in 1877. The Earl of Egin also is the son of a cabinet minister, his father having filled the office of postmaster general before going out to India as a viceroy. Sir Edward Grey is the grandson of a cabinet minister, his grandfather, whom he succeeded, having served in Palmerston's cabinet. That father and son should hold cabinet rank is nothing unusual. What is unusual, however, is that father and son should sit in the same cabinet. That distinction was won by Mr. Chamberlain and Austen Chamberlain in the late Unionist administration.

Made Her Swallow Needles. A curious story is reported from Tassin, in the department of the Rhone, France, of a brother who tried to get rid of his sister by making her swallow needles. The young woman was heard frequently crying and calling out for help, writes a Paris correspondent. But nobody was able to get near her, as her brother kept her shut up in the house. At last the mayor of the town entered by force, and found the young woman, who is 22 years old, in a terrible state. She said her brother had compelled her to swallow needles, which he had stuck in pears and oranges, and that his object was to get rid of her, so as to have all the inheritance to himself. A doctor was called and the presence of needles in different parts of her body proved that what she said was true. She was suffering terribly, though her life was not in danger, and after being taken to the hospital, seventy-two needles were extracted from her body.

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Austria Grants Increased Subsidies. The Austrian government, according to Consul George H. Folschick of Trieste, has increased its annual subsidy to the Austrian Lloyd Steam Navigation Company from \$1,811,160 to \$1,486,536 for a period of fifteen years. The new

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