

FORMER ARTIST'S MODEL TRYING TO BREAK INTO SOCIETY

Mrs. Harry Thaw, Wife of Pittsburgh Millionaire, Has Her Mother-in-Law for an Ally



MRS. HARRY K. THAW, who as Evelyn Nesbit, actress and artist's model, one of the most beautiful New York has ever known, won the gay young Pittsburgher and his millions, is trying to break into society.

There is nothing surprising about this, for it is the almost invariable custom that the actress or Bohemian who marries wealthy instantly aspires to all that is conventional and proper, and to take a place among the social elite. Besides women of Mrs. Thaw's temperament, must be in the limelight.

But while the fact itself is nothing out of the ordinary, one feature of it is astonishing.

Her mother-in-law, Mrs. William Thaw, is helping her.

This is a morsel that is making the Smoky City gossip hold long and animated sessions around their afternoon tea.

Mrs. William Thaw, the ally and advocate of her son's beautiful wife. This is a situation to create comment.

It is only a few months ago since that same Mrs. Thaw, Sr., was announcing that under no conditions would she accept the former model and actress for a daughter-in-law. When Harry brought Evelyn to the United States from Europe the opposition of his mother to the marriage kept the papers filled with lively material for a long time.

It has been a dramatic and well-colored story.

A Jimmie Hyde Feast.

Harry Thaw, whose sister married the Earl of Yarmouth, had long been rated as a connoisseur on feminine beauty. In Europe he had known nearly every character who was worth while, and had capped his prodigious extravagance by giving a dinner to twenty of the most noted beauties of Paris at which he was the only man present.

The queen of this celebration was Cleo de Merode, and there were also present Liane de Pougy and Anna Robinson, the latter an American. It said that this feast cost the host the sum of \$50,000.

Naturally the woman who was to ensnare the heart of this expert in feminine charms, had to be a real beauty. He realized the efforts of match-making mothers and stuck to his bachelorhood until the real queen appeared. When he saw Evelyn Nesbit, he straightway capitulated, and

wooed with as much ardor as a man who had not artfully escaped a hundred efforts to lead him to the altar. She was from Pittsburgh, but he had never known her there, although she had often strolled by and looked at the great Thaw mansion. Then she went to New York, and after a career as a model, made brief appearances with "The Girl from Dixie" and "Wild Rose." Everybody said she was beautiful, but that was all. No one was able to find in her any dramatic skill. Disappointed she quit the boards, and went to Europe. It was there that Thaw's serious relations with her began, although he had known her for some time previously. Some say that she became his wife over there, but this both deny.

Making Peace With the Family.

Then they returned to the United States, and had a stormy experience in New York.

On their arrival, they discovered that Mrs. William Thaw, mother of Harry, had announced that under no conditions would she accept Evelyn Nesbit for a daughter-in-law, and that if her son had really married the beautiful young model, she would promptly disown him.

Harry didn't want to lose his fortune, and it is probable that the lady who is now his wife didn't desire to placate his mother either. So they faced this dilemma. Fear of the wrath of the mother forced them to deny that the union had been consummated, yet at the same time they were to be together in New York at the Cumberland Hotel, and the proprietor demanded that either Thaw write "wife" after his name on the register or quit the hotel.

Thaw chose the latter alternative. Miss Nesbit, as she insisted on being called, went to a boarding-house, and the young millionaire made efforts to placate his mother. He was successful, but not until an open rumor said that Miss Nesbit had refused an offer of \$250,000 in cash to quit the United States and leave the Thaws in peace.

Mother-in-Law an Ally.

When the mother did agree, she acted handsomely, and the exquisite beauty was quietly married at the home of the Third Presbyterian Church, Pittsburgh, Mrs. Thaw and the members of both families being present.

There were those who thought that the bride would be cocky at this, and would live quietly, glad to escape the notoriety that her somewhat sensational experiences had brought upon her. Those who

reasoned thus did not know the kind of stuff that was in young Mrs. Thaw.

She had determined to get even with all those who had said unkind things about her, and she decided the best way would be to cut out a position in Pittsburgh society that would put her above the danger of criticism, and enable her to serve friends and punish enemies.

Her first act was to win the assistance of mother-in-law. This was quickly accomplished, and before long Pittsburgh had the surprising spectacle of seeing the two erstwhile enemies the happiest of chums. They make a formidable combination. Leaving out of question the lavish wealth, the elder Mrs. Thaw is a woman of force and most excellent judgment. Moreover, she is full of ambition, and has the wit to see that the new-rich element is so strong in Pittsburgh that there is no reason why the former chorus girl and artist's model should find it a hopeless task to storm the barriers. Added to this is the beauty and tact of Mrs. Harry Thaw, qualities that are now admitted even by those who do not like her.

Both are brave. Mrs. William Thaw has not hesitated to express openly her contempt for some of those who are trying to bar her daughter-in-law's entrance to society.

Among these foes may be mentioned Mrs. A. R. Peacock.

Inimical Priest.

Mrs. Thaw well remembers that this lady was once a shopgirl, and that Peacock owed his wealth to the aid of Carnegie. It was Mr. Peacock who was

poisoned in "The Curse of Too Much Money." Mrs. Thaw, Sr., treats lightly the opposition of this type, and also the almost avowed ill will of the wife of Rev. William L. McEwan, who married Thaw and Miss Nesbit.

It might have been supposed that gratitude would have kept the reverend gentleman loyal to the Thaws, for Mrs. Thaw has long been a most liberal patroness. Once she gave him a check, it is reported, for \$500 as a birthday present. But the newly wedded wife of the pastor seems not to warm up to the latest Mrs. Thaw, and her opposition defeated plans to hold a double reception at which Mrs. Harry Thaw and Mrs. McEwan should be the guests of honor.

It is even said that there is war against Evelyn in the Thaw family. A grand-daughter of Mrs. William Thaw recently married, but neither of the Mesdames Thaw nor Harry Thaw attended. It is said that mother and son stayed away because the younger woman had not been invited.

Disregarding all these difficulties, Mrs. Thaw is pursuing her campaign with tact and judgment. She is grace personified, and what modest functions she has held have been models of good taste and entertainment.

That she has made some progress is shown by the fact that she was a guest at the Egan-McKay wedding, and that with her mother-in-law she was enabled to receive Mrs. Hermine Schenley, whose position is unassailable. The unfortunate incident of the sausage advertisement the first of the year was

a bit of a setback to Mrs. Thaw's aspirations. A butcher who was an admirer of beauty put her face on his 1906 calendar against that of a polar bear, and called the combination "Beauty and the Beast."

It made a big hit in Pittsburgh, but not with the Thaws, for it revived memories of the fact that the bride had once been an artist's model, whose beauty was photographed in order that she might

eat. But in this crisis the loyal mother-in-law acted promptly, and bought up, so it is stated, all the edition not distributed, at a price far greater than what the butcher paid for them.

That episode past, the crusade is now on again, and during the winter months Mrs. Harry Thaw, backed by her husband and his mother, will maintain the fight to get her dainty little foot on the neck of Pittsburgh society.

Seventy Notable Victims of the Auto Death

Calamitous Record of the Most Dangerous of All Recreations—New Peril of the Rich.

WHILE accurate statistics of passengers carried are not obtainable, it is estimated that the percentage of persons killed in automobile accidents is five times greater than the percentage of persons killed in railway disasters. No other recreation or sport has claimed a title of the sacrifice in the form of human life demanded by the automobile. The rich and the prominent figure largely in the fatalities, as witness the following lists:

Count Caben d'Arvers—Hit a tree near Mezerens, France; skull fractured; instantly killed; October 20, 1905.

Frederick H. Benedict—Machine ran away downhill near Central Valley, N. Y., and turned somersault after hitting a boulder; died under machine. Grenville Kane had broken arm; October 18, 1905.

Baron George von Bielechroder—Collided with a stone cart near Cologne, while going 60 miles an hour; machine upset and machinery, continuing to work, pounded victim to death; June 11, 1902.

Mr. and Mrs. Charles L. Fair—Tire burst and machine killed in automobile accident; both killed in automobile accident; at 60 miles an hour near Saint Aguilin, France; both instantly killed and chauffeur driven insane by shock; August 14, 1904.

Frank J. Matthews and Mrs. J. H. Cobb—Plunged off bridge and fell 35 feet to railway tracks at Elberon, N. J.; Mr. Matthews instantly killed and Mrs. Cobb so badly injured that she died; August 2, 1902.

Mrs. William M. Stewart—Machine skidded into a pole at Alameda, Cal., and United States Senator's wife was thrown against it so forcibly that she died in a few minutes; September 12, 1902.

Mr. and Mrs. Arthur R. Pennell—Plunged over cliff at Buffalo; husband killed; wife died next day, never recovering consciousness; their deaths left famous Burdick murder mystery unsolved; March 10, 1903.

Clarence Sherwood—Automobile hit by train near Kingston; both Sherwood's legs cut off and he died in agony; William J. Turck, Jr., frightfully injured; July 25, 1902.

Herbert Lamphere—Riding on Dr. John M. Alden's automobile in a race at St.

Johnsbury, Vt., when machine plunged over high bank; Lamphere's skull crushed and Dr. Alden had left arm dislocated and both legs broken; September 17, 1902.

Henry P. Spaulding—Machine ran into Erie Canal near Port Plain, N. Y., and Spaulding was drowned; August 11, 1902.

C. L. Caldwell—Automobile exploded and incinerated Mr. Caldwell while he lay unconscious; body not found for nine days; January 5, 1904.

Mrs. John H. Rathbone—Machine hit cart near Les Thiermes, France, then swerved into a tree, hurling Mrs. Rathbone against it with great force; she fell back into the automobile dead; Harold Melior and Mrs. Ella Echalsas hurt; January 27, 1904.

Count Elliott Zborowski and Baron de Pallange—Machine struck a small rock at a turn during a race near Nice, France, and threw both occupants against a stone wall; top of Zborowski's skull smashed in and de Pallange horribly mangled; April 1, 1902.

Mrs. Adelaide Hawley—Son ran machine into curb on Canton avenue, Flatbush, and mother was hurled against a tree by force of collision and instantly killed; July 21, 1904.

Arthur Nutt and Miss Amelia Davies—Machine hit by railway train near Sydney, O., and hurled 40 feet; both died within half an hour; Miss Bertha McLean also killed; July 26, 1903.

Miss Florence Mass—Thrown out of automobile in transverse road, Central Park, and died of fractured skull; Solomon Strook severely injured; March 27, 1904.

George Holcombe—Machine plunged into a ditch in the dark near Trenton and plumed Holcombe and Captain P. Yard Brees against a tree; Holcombe died and Brees finally recovered after an operation; April 25, 1904.

Frank B. Read—Train hit automobile in which were a party of six; Read fumbled 40 feet and instantly killed; Miss Margaret Noakes lost left leg; four other injured; June 12, 1904.

Mr. and Mrs. George M. Dixon—Electric car hit automobile and instantly killed husband and wife at Austin, Ill.; June 25, 1904.

Margus D'Audiffret—Pasquier—Tire burst and machine overturned, going 60

miles an hour; Marquis died of internal injuries; June 18, 1904.

Frank F. Carroll, G. F. Jewell and Frank Snyder—Their car hit by train on the Merrick road, near Rockville Center, L. I.; July 15, 1904.

Mrs. Charles Hurst—Automobile hit by train at Altamont, Mo.; Mrs. Hurst died after suffering agonies for days; Mr. Hurst slowly recovered; July 26, 1904.

Edwin M. Hagar—Machine plunged off a bridge near Xenia, O., and broke owner's neck, burying still breathing man in mud and water; August 27, 1904.

John Kallens—Automobile plunged down 30-foot embankment near Baldwin, Mo., while going at top speed; Gallen crushed to death and Edward Parkhurst, Miss Lou Marquitt and Miss Nellie Marquitt seriously injured; September 17, 1904.

William Dean—Automobile's steering gear jammed and hit a curb at Hastings; Dean was thrown out on his head and died soon after; F. A. Chapman was seriously hurt; October 4, 1904.

Howard Rigby—Testing racing automobile near Hickville for the Vanderbilt cup race; steering gear buckled and machine swerved into a fence, throwing Rigby against the railing with terrific force; October 4, 1904.

Albert Noyes, Miss Madge Corcoran and Mrs. Bella P. Strobel—Motor car containing nine persons went through fence over 30-foot embankment in front of extreme train on New York Central, at One Hundred and Sixty-first street, New York, all others hurt badly; October 6, 1904.

Carl Meusel—Thrown from car of George Arantz, Jr., during Vanderbilt cup race, dying from compound fracture of skull; Arantz recovered after a year's suffering; October 8, 1904.

Douglas Neare—Machine became unmanageable and ran over a cliff near Cincinnati; Neare instantly killed under the auto, and Mrs. Emma Ohrendorfer Cooper, his fiancée, seriously injured; November 21, 1904.

Frank B. Bristol—Tried to cross tracks of New York, New Haven & Hartford Railroad ahead of express train; hurled into the air 100 feet and instantly killed; November 21, 1904.

Frank H. Croker and Victor Rouel—Racing auto collided with a motor cycle at Daytona Beach, Fla.; machine over-

turned and dashed into surf; Croker suffered double fracture of right leg; left arm broken; three ribs broken, right thumb broken, right ear torn off, head bruised and intense nervous shock; Rouel's head crushed in and body mangled; January 22, 1905.

Charles P. Koester—Eight-seating automobile hit by Eighth-avenue trolley car at Fifty-seventh street, New York; Koester thrown on his head to the pavement and skull fractured; fiancée a spectator; April 24, 1905.

Mrs. W. Roe—Machine overturned in Buffalo; Roe's skull fractured and Mrs. Roe severely injured; May 6, 1905.

Jerome G. Kurtzman, Mrs. Kurtzman and W. A. Hartley—Automobile plunged through open draw in Chicago and three of a party of five were drowned; June 10, 1905.

Mr. and Mrs. Richard S. Sayer—Automobile hit by Erie train near Goshen, N. Y.; husband and wife instantly killed and their two sons horribly injured; June 15, 1905.

William Butler Woodbridge—Machine ran into barbed-wire fence in the darkness near Lynn, Mass.; Woodbridge fell under auto and was killed; S. H. Wolf badly hurt; June 15, 1905.

Charles T. Estabrook—Victim pulled wrong lever and backed machine off dock at Marblehead, Mass.; crushed under wrecked automobile; three others seriously injured; June 23, 1905.

Paul Foster—Automobile hit trolley pole on Jerome avenue, New York, and threw seven occupants 50 feet, killing Foster and severely injuring others; June 23, 1905.

Count Thiley—Machine swerved going down hill at Les Champs, France, and drove into stone wall; victim died in two hours; July 5, 1905.

Franklin D. Strong—Machine plunged over embankment at Trinidad, Colo., and killed him instantly; new machine used for the first time; July 5, 1905.

Mrs. Margaret Downey and Mrs. C. I. Eddy—Hit by New York Central train at Medina, N. Y., and instantly killed; chauffeur seriously hurt; July 8, 1905.

M. T. Hancock—Machine struck a buggy at Los Angeles, Cal., and overturned; Hancock died without regaining consciousness, and wife, son and daughter received broken bones; July 12, 1905.

Oliver Johnson—Machine struck a rut in Indianapolis, overturned and caught fire; Miss Johnson, a beautiful girl of 16, was burned to a crisp when pulled out of the wreckage; July 21, 1905.

Mrs. William A. Westphal—William R. Stanberry, a wealthy silk manufacturer,

ran his machine into a horse and wagon in Dunellen, N. J.; his companion, Mrs. Westphal, was horribly injured and died next day. Mrs. Stanberry committed suicide two months later because of revelations made by accident, and husband died a nervous wreck a few days ago; July 25, 1905.

James L. Darragh—Machine hit milk wagon near Houston, Tex., while going 40 miles an hour, turned complete somersault and then dashed on; Darragh's neck was broken and Miss Bettie White was hurt seriously; August 10, 1905.

Harris Lindsey and Miss Evelyn Willing—Deputy Police Commissioner was out with his fiancée in big automobile near Bennington, Vt., when hit by a train; both horribly mangled and dead when picked up; Miss Willing's young brother and chauffeur also badly hurt; August 14, 1905.

Vinson Walsh—Speeding 40 miles an hour near Newport, the machine dashed through the wooden railing of a bridge into a creek; "mine" king's son was killed and his sister, Miss Evelyn, Mrs. James L. Kernochan, Harry Oelrichs and Herbert Fell all injured the women very seriously; August 19, 1905.

Neill Wolfe and Miss Marie Hamill—Steering gear jammed and machine ran off bridge near Camden, N. J.; Miss Hamill instantly killed and Mr. Wolfe died on the way to hospital; September 5, 1905.

Robert L. Kid—Machine turned out near Hightstown, N. J., to avoid a cow and upset; Kid died beneath the automobile, conscious to the end; S. Hipman died seriously hurt; September 19, 1905.

George Powell—Machine blew up in Chicago; Powell's right leg was blown off, both eyes destroyed and left leg fractured; Harry Brown lost one eye and had a broken leg; October 12, 1905.

Senator George T. Fulford and Louis Zeriah—Machine collided with electric car at Newton, Mass.; Zeriah died three days later and Fulford lingered a week, dying from paralysis of the vital centers; October 15, 1905.

James H. A. Brooks—Machine upset at a curve near Absecon, N. J.; Brooks killed under tonneau; Mrs. Brooks and Mr. and Mrs. M. G. Price badly injured; November 1, 1905.

Mrs. Francis Burton Harrison—Machine overturned in Long Island City; instantly killed; November 25, 1905.

John R. Baird—Automobile broke

down and rolled over cliff near San Francisco, crushing Mr. Baird; December 12, 1905.

James E. Martin, Sr.—His chauffeur tried to pass another machine in front, and left wheel running into soft mud, machine somersaulted, instantly killing Mr. Martin and injuring Mr. and Mrs. Daniel Bacon; December 24, 1905.

MARRIED THE WRONG MEN

Two Queer Instances Where Women Wed Their Lovers' Doubles.

Tid Bits.

A strange case of matrimonial fraud has lately occurred in Vienna. A woman of the lower middle class married a man whom she took to be a Herr Weiss, her fiancé, returning after a year's absence in America to make her his wife. In less than a month he robbed her of her savings and then suddenly disappeared.

A month later she received a letter from America regretting that the writer had been too ill to return at the time agreed, but stating that he was about to sail, and that immediately on his arrival would fulfill the promise by leading her to the altar. The letter was signed "Hermann Weiss."

The poor woman was thrown into a sad condition of perplexity and apprehension, and her worst fears were realized when, on her correspondent's arrival, she recognized that she had been imposed upon by a callous impostor whose resemblance to the real simon pure was marvellously striking. It subsequently transpired that the genuine Hermann Weiss had, while in America, foregathered with his double, who had ascertained sufficient of the former's history and prospects to enable him to carry out, with success, his base scheme of deception and heartless robbery.

When Claude Bonnat, a baker of Mar-selles, was in hiding from the police, who held a warrant for his arrest on a serious charge, he managed to communicate with an acquaintance, one Leriot, who in every respect was his exact double, and conjured him, on the strength of their old friendship, to promise that should any misfortune befall him, he would, by impersonating him—an easy enough task by reason of the striking resemblance existing between them—keep from the young woman to whom he was engaged the

knowledge of her lover's shame. Leriot gave his promise, which set, but lightly on his conscience as one to be kept or broken as whim might direct.

However, when Bonnat a day or two later fell into the hands of justice, Leriot sought out the young woman, of whom he had no previous knowledge, with the result that his susceptible heart was so touched that he entered into the fulfillment of his promise with surprising zeal. So well, indeed, did he enact the role of Bonnat that he, in a short time, espoused the latter's fiancée. The couple led a life of complete happiness, which was in no wise dimmed when some years later, on the convict's release, the wife first discovered the fraud of which she had been the victim.

His Impudence Settled It.

Philadelphia Record.

The friendly quarrel between two acquaintances as to who shall pay car fares when they happen to be riding on a trolley car together has come to be considered had taste, and among the knowing it is now taken as a sign of greenness for one person to try to pay for another. Nevertheless, the attempt is often seen. Yesterday two gushing girls who fought over the question attracted the attention of all in a crowded car. One, Gaston and Alphonse had a performance. "No, really," said one, "you must let me pay. You know you've paid for everything this afternoon, so far, and you must let me reciprocate." "But didn't you take me to the matinee last Wednesday?" said the other. "I really feel as though I must do something to pay you back." When a momentary silence fell as each girl tried to hold her money out further than the other, some rude man several seats away said, loud enough for all to hear: "Conductor, have you raised the price for a ride to 50 cents? Is it still 5 cents?" The almoner of the girls continued, and their fare was paid without further wrangling.

Lives on Accident Lane.

Exchange.

Within the last three years Colonel H. B. Maxon, of Reno, Nev., has fallen down a mining shaft, breaking both legs; been knocked across a Los Angeles street by an automobile; has been in three railroad wrecks; participated in an automobile smash-up in Salt Lake City, and seven weeks ago was trampled nearly to death by horses. He is afraid his accident insurance policy will be canceled.