

PROF. HAU IS TOLD OF WIFE'S SUICIDE

Report That He Confesses the
Murder of His Mother-in-
Law Is Denied.

HAD TALKED WITH WIFE

Theory That What He Said Impelled
Her to Take Her Life
Immediately.

KARLSRUHE, June 8.—Karl Hau, Professor of Roman Law at the George Washington University, Washington, D. C., who is in prison here charged with the murder of his mother-in-law, Frau Molitor, was visited by the Governor of the Prison to-day and informed that his wife had committed suicide by drowning in a lake near Pfaeffikon, Switzerland.

The Governor had quite a lengthy conversation with the professor, which led to a report that he had confessed that he had murdered his wife's mother, which he has always strenuously denied. The State's Attorney subsequently denied the report that Hau had made a confession.

It has not been possible to discover the origin of the story that Hau had confessed the murder to the Governor of the prison, but the report may have originated from the very depressed demeanor of Mrs. Hau as she left the prison after talking with her husband Thursday, or a statement of a confession might have been contained in a long farewell letter found in the clothing of Mrs. Hau. It is assumed here that Hau did make a confession to his wife when she last saw him.

Mrs. Hau came to Karlsruhe two days ago and had a long talk with her husband. She left the prison in a state of the utmost depression and went back to the village of Pfaeffikon. She went direct to a bathing establishment on the small lake near by, and requested a separate dressing room.

The attendants saw her swim out in the lake, but soon afterward observed that she was no longer moving. A boatman rowed out to the spot and brought the body ashore, where a physician who was hurriedly sent for attempted in vain to resuscitate the unfortunate woman. A long farewell letter was found in her clothing, in which she declared it was impossible for her to any longer bear the sorrow of living apart from her husband, notwithstanding the charge brought against him, but death was bitter for her, owing to her child.

A considerable sum of money was also found in her clothing.

Hau graduated from the George Washington University in 1904 and was appointed Professor of Roman Law. Last year he returned to Europe and visited his mother-in-law, Frau Molitor, at Baden Baden. He left to return to the United States at the end of October, and on Nov. 5 Frau Molitor was shot in the back as she went to answer a call to the Post Office.

Hau was arrested in London and extradited to Germany, where he now awaits trial. Recently lawyers for his wife have been endeavoring to trace what has become of the \$25,000 which she received as dowry from her father's estate and intrusted to her husband. They have been unable to do so, but during the course of these investigations it developed that Mrs. Hau's father left \$125,000 and a large amount of realty to his wife and children, and that the greater part of the estate was to go to Mrs. Hau upon the death of her mother.

FRAIL CRAFT IN RACE.

Two Little Motor Boats Start on Run
to Bermuda.

Two little craft that looked to be admirably adapted to cruising on Long Island Sound were sent away yesterday afternoon from Gravesend Bay on a 650-mile race to Bermuda in competition for the Gordon Bennett Cup. They were the motor boats built especially for the long race across the Gulf Stream to comply with regulations drawn especially to promote the production of seaworthy types. With high counters and low-lying sterns, with watertight compartments which might be shut off in case of accident, they were declared to be perfectly safe in undertaking the journey. But there were not many of the spectators who went down the bay on the tug C. P. Raymond that wished they could change places with the sixteen men who had undertaken the trip. Half of the crews were required to be amateurs, while the others were permitted to be paid hands.

The start was made from a point opposite Bath Beach, about three-quarters of a mile below Fort Hamilton. The plan to start from Scotland Lightship was changed at the last minute on account of the delay in finishing the Ailsa Craig. On Friday night it was regarded as likely that the Stevens-Craig boat would not be ready at all, but owing to the postponement and rush work all night she was able to leave Bayonne, where she was being finished, at 1 o'clock. She was then taken on her first trial trip across to the Marine Basin, where she put on supplies, and just before 4 o'clock, when the last gallon of gasoline and the last box of biscuits were stowed away, she was called upon to make at once for the starting line, where the Idaho was awaiting her.

The Idaho crossed very slightly ahead of the Ailsa Craig, both being timed at 4:10:22, but she drew at once in front and led the way down through the Narrows. At Roamer Shoal the Idaho had opened up a gap of about a half mile on her competitor and looked as though she was going to run away from her before nightfall.

The boats are to finish off St. David's Head in Bermuda, and must cover 650 miles to reach there. It is estimated that they can average nearly ten knots and can finish within three days with favorable conditions.

The two boats are very nearly of a size, but the Ailsa Craig has much the greater power. She is equipped with a four-cylinder, four-cycle engine of 9-inch bore and 6-inch stroke, capable of developing 50 horse power.

The relative dimensions of the two boats are:

Ailsa-Craig—Length over all, 59 feet 2 inches; length on water line, 59 feet; beam, 10 feet; draft, 4 feet 6 inches.

Idaho—Length over all, 60 feet; length on water line, 58 feet; beam, 12 feet 8 inches; draft, 3½ feet.

The Ailsa Craig is in command of Thomas Fleming Day. Capt. John Mueller is her navigator. Eben Stevens, one of her owners, and Charles D. Mower, the well-known yacht designer, accompanied her. The Idaho was in command of W. B. Stevens, her designer and builder. W. A. Saunders is her navigator.