

FOLK TALKS OF JEROME.

Does Not Agree with Him, but Hopes
He Will Be Re-elected.

Special to The New York Times.

BUFFALO, Aug. 23.—Gov. Joseph W. Folk of Missouri made his first authoritative statement regarding the candidacy of William Travers Jerome of New York while passing through Buffalo en route from Chautauqua to St. Louis to-night.

"I do not agree with Mr. Jerome in many things, but I believe in his sincerity and honesty of purpose, and wish him godspeed in every good endeavor. His record as District Attorney in New York is such that it would seem that the people would give him a second term."

The Governor spoke of his differing with Jerome on the question of enforcement of the laws in large cities against saloons and gambling.

"Missouri now has a reign of law, and in the great cities of St. Louis, Kansas City, and St. Joseph it has added very materially to their prosperity," he said.

CUT OUT OF ELEVATOR SHAFT.

Elevator Man Was Pinned Between
the Car and the Wall.

Henry Stephens, a freight elevator conductor, thirty-six years old, of 133 Jane Street, Long Island City, is in Hudson Street Hospital as a result of being caught between the elevator and the shaft in the incomplete eleven-story building of the Varick Realty Company, at West and Hubert Streets. Both of his legs are crushed and he is in a very serious condition.

No one saw the accident. Stephens went up to the eleventh floor with some steam fittings. These he delivered. A moment later he shouted for help. Employees of the building found him pinned between the car and the shaft. Hammers and chisels were obtained and the brick work of the shaft cut away sufficiently to release him.

TO LIMIT NEW GRAIN RATE.

Chicago, Milwaukee and St. Paul
Wishes to Maintain Present Scale.

Efforts are being made to restrict the application of the reduced grain rates announced by the Great Northern at the close of last week. It was learned yesterday that conferences have been held in the West within the last few days between representatives of the Chicago, Milwaukee and St. Paul, and of the Great Northern and Soo lines for the purpose of inducing the latter lines to confine the lower grain rates to the territory north of a line parallel with the southern boundary of North Dakota.

Such an arrangement would omit the St. Paul from the situation and would leave that road free to maintain the rates that prevailed before the cut announced by the Great Northern. This is desired by the St. Paul management, which looks upon the reduction in grain rates at this time as entirely uncalled for.

It is asserted that the rates have been fair and that the farmers themselves would be quick to assert that the rates were excessive if that were the case.