



SOCIALISTS BEATEN. ELECTION IN GERMANY.

Government's Colonial Policy Upheld at the Polls.

Berlin, Jan. 25.—The government has won a definite victory in the general elections held today for a Reichstag. The Liberal, Radical and Conservative parties, supporting Prince von Bismarck's colonial policy, have won at least twenty seats, but more important for the government than the success of its colonial plans is the smashing defeat administered to the Socialists, who will lose seventeen or eighteen seats.

This is the first election since 1887 in which the Socialists have not increased their representation in the Reichstag by from five to twenty seats. They have lost especially in several large cities, among these places being Breslau, Halle, Magdeburg, Leipzig and Königsberg. The Clerical Centre holds almost all of its former one hundred seats. There is a possibility, however, that rebalancing in the undecided districts may lose a few seats to the Centre party.

The Conservatives have won six seats, two from the anti-Semites, two from the National-Liberals and two from the Socialists.

Rebalancing probably will be necessary in 175 constituencies, so that complete returns will not be in before February 5.

Some snowbound districts in Upper Bavaria have not yet been heard from, but they are considered safe for the Centre party.

When it became evident at a late hour tonight that the government had won, immense crowds streamed from the palace of chancellors in Wilhelmstrasse. The people massed in front of the building and sang "Hed Dir Im Siegeskranz." Prince von Bismarck came out, in advance of the ralling of the palace garden, spoke as follows:

Gentlemen, I thank you for your homage, and I am especially delighted that your national feeling brought you here. My predecessor in office, before whom we must respectfully bow, said forty years ago: "Put the German people in the saddle and they will ride soon enough." The German people have shown to-day that they can ride. I hope and believe that every one will do his duty also in the rebalancing. Then will Germany stand respected and mighty before the world. Let us then unite together in the cry "Long live Germany and the German nation. Hurrah!"

The crowd then burst into enthusiastic cheering, and soon after set off for the imperial palace; but on reaching the castle bridge over the Spree, a strong body of police opposed the crowd and forced it back with some violence. The people then formed in line again and marched down Unter den Linden to the palace of the crown prince, Frederick William, where they sang and cheered. The crown prince appeared upon a balcony of the palace and bowed repeatedly to the people. The crowd then dispersed.

Never before has Berlin known such after-election enthusiasm and noisy demonstrations by singing and cheering crowds. The Emperor's picture, however, was missed when it was flashed upon a transparency in front of the office of the "Lokal Anzeiger," but the misses were lost in the volume of cheering.

The newspapers gave away hundreds of thousands of copies of extras during the day.

Not a single incident of a disorderly character has been reported from any of the polls.

Emperor William received the election returns at the palace. The first bulletin came in at 8:50 o'clock this evening. It was dated Altona, and said: "Frohe, Socialist elected by great majority." The message was taken to indicate Socialist gains, but it was quickly followed by a series of dispatches announcing Socialist losses.

The Socialists lose in Leipzig and Esslingen to the National-Liberals, in Königsberg and Breslau West to the Radicals and in Breslau East to the Conservatives. Some of the urban districts show surprising Socialist losses since 1903. In that year Leipzig elected a Socialist deputy on the second ballot, and now it has returned a National-Liberal member by a large majority. Herr Haase, one of the most able of the Socialist leaders, has lost Königsberg, where he was elected on a rebalot in 1903 by nearly 1,000 majority. Prince Hatfeldt, Conservative, has carried Breslau East by 5,587 votes, beating the former Socialist majority by 2,800, and Herr Bernstein, one of the leading Socialists of the so-called Revisionist Wing in the Reichstag, has lost Breslau West by 1,500 votes. Herr Bernstein was elected in 1903 on the first ballot by a majority of 2,583.

The Radicals increased their vote in the first district of Berlin by 1,800, while the Socialists in the same district lost 275 votes. A rebalot in this district will be necessary, but Herr Kaempff, Radical, is sure of election. All the other districts in the capital again went Socialist by large majorities.

The Radicals and the National-Liberals, according to the returns, are increasing their vote generally throughout the country.

The Clerical leaders, Müller, Fulda, Röben, Gröber and Erzberger, have been re-elected.

As further returns came in it was seen that the tide continued to run against the Socialists. The Radicals carried Gmünd, Göppingen, where the Socialist majority on a rebalot in 1903 was 5,288, and Bremen, which was carried by the Socialists on the first ballot. In Bremen a rebalot against the Radicals is now necessary. The National-Liberals will again enter a demand for a rebalot against the Socialists at Dortmund, where the Socialist majority in 1903 was 1,000. At Frankfurt-on-Main also a rebalot between the Socialists and the Radicals will be required.

The "Lokal Anzeiger" estimates the Socialist losses at sixteen seats on the first ballot, and predicts still greater losses as an outcome of the second ballot.

The Socialists are losing seats in Saxony. In Magdeburg, which the Socialists carried on a rebalot by 2,000 votes in 1903, now goes to the National Liberals. The Socialists hold Lübeck by 277 votes, as against 2,650 in the previous election.

Hamburg is again Socialist. Herr Bebel, the Socialist leader, having been re-elected.

A noteworthy feature of the elections is the failure of the Socialists to obtain rebalots in places where they were successful in doing so in 1903. They have also failed to get rebalots in many districts where rebalots were not necessary. The Socialists in these districts mostly will be lost to them, as the other parties always combine, on rebalots, to defeat the Socialists.

The "Vorwärts" in summarizing the results from one-fourth of the districts, claims the election of twenty-five Socialists, and says that rebalancing with other parties will result in twenty-seven Socialist members of the Reichstag from these districts. The paper says that the total Socialist vote this year is far in excess of that in 1903, but that the government's repeated exhortations to non-voters to abstain from bringing out an unusual number of that element, who caused the defeat of the Socialist candidates.

The "Tagblatt" says the Socialists already have lost twenty-one seats.

FROLICOME CADET PUNISHED. (By Telegraph to The Tribune.) Annapolis, Jan. 25.—For masquerading as a girl at a recent hop, Midshipman Richard Coffman, son of De Witt Coffman, has received fifty demerits, and has been reduced to a private from his rank of cadet ensign. The charge was "conduct unbecoming an officer and a gentleman."

SUBWAY LOOP ASSURED. FOUR-TRACK BRIDGE LINK

Estimate Board Approves—Cost, \$5,000,000—Ready in 2 1-2 Years.

The Board of Estimate voted yesterday to build a subway four-track loop in Manhattan connecting the Brooklyn and Williamsburg bridges, at a probable cost of about \$5,000,000, with a separate four-track subway running through Lafayette avenue to Broadway, in Brooklyn, at a cost of less than \$2,000,000 a mile.

Mayor McClellan believes that with this loop system built and owned by the city, the municipality need never be at the mercy of the traction companies, no matter how much they merge. His views are shared by the best railroad experts who have made a study of the local traction situation.

Chief Engineer Lewis, of the Board of Estimate and Apportionment, thinks that the new subway can be built in two and a half years. With its four tracks it will enable the Brooklyn Rapid Transit Company to operate its cars across both bridges, and if desirable the Interborough company can use two of the tracks to reach into Brooklyn territory.

President Winter of the Brooklyn Rapid Transit has signified his willingness to use the new loop, and Mr. Belmont says his company will heartily co-operate with the city in any attempt it may make to facilitate the handling of the throngs on the Brooklyn Bridge.

Many engineering difficulties will be encountered in remodeling the Manhattan terminal of the Brooklyn Bridge so as to get a practicable grade for the Brooklyn cars, which will be underground in Centre and Delancey streets, and which must climb to the bridge tracks on a 2 per cent grade. The proposed new terminal and plan to run two tracks for elevated cars off the bridge into the subway, and land the trolleys on the mezzanine floor, thus exactly reversing the location of the respective tracks as authorized two weeks ago.

The engineers are confronted with a knotty problem at two points in Brooklyn in getting elevated cars underground. The first will be a "dip" from the elevated somewhere near Lafayette and Flatbush avenues, in Brooklyn, where the city may be obliged to buy half a block, and the second will be at the intersection of Centre street and Broadway, where the elevated cars will again be compelled to burrow. The grade is against the engineers at Lafayette avenue and Broadway, thus aggravating the matter. Chief Engineer Lewis says, however, that the plan is entirely feasible, and that the system will be in full operation in two and a half years.

As soon as the construction of the loop system is under way the city will ask the traction companies to make proposals for its use, so that there may be no delay after the subway is finished.

The Appellate Division already has approved the route, as it was incorporated in other proposed routes decided on earlier by the Rapid Transit Commission. The action taken yesterday does not include the option of a plan for extending a subway down either William or Nassau street.

The loop as proposed in Manhattan runs from Centre street and Centre street north through Centre street to Delancey, thence east to the Clinton street approaches to the Williamsburg bridge, a distance of 7,300 feet.

ICE CALLED POLLUTED. Comes from Connecticut—No Danger Found Here, Says Dr. Bensen.

(By Telegraph to The Tribune.) Winsted, Conn., Jan. 25.—The Greenwoods Ice Company, composed of Hartford capitalists, headed by President Arnold of the Trout Brook Ice Company, of Hartford, is shipping from twenty to twenty-five carloads of ice daily from New Hartford to the American Ice Company, in New York City.

This ice is harvested from the Greenwoods reservoir, in New Hartford, into which empties nearly all of Winsted's sewage, after being carried through rivers a distance of between nine and ten miles. An official of the ice company said to-night that he thought about seven hundred carloads, averaging twenty-five tons to the car, had been shipped to the American Ice Company already this winter.

Dr. Walter Bensen, of the Health Department, said last night that he had no knowledge of the various sources from which the American Ice Company drew its supply of ice, and that it would be impossible for the department to pass upon the purity of these sources when distant from the city. The department, he said, made tests from time to time of the ice delivered to consumers, but so far this season no serious pollution had been discovered.

MAY RACE WITH SPAIN. King Alfonso Offers Cup for International Yachting.

(By Telegraph to The Tribune.) Boston, Jan. 25.—Chairman Howard of the Eastern Yacht Club's regatta committee has just concluded his European trip in connection with the Sonderklasse races at Kiel. He reports having a special audience with the King of Spain, during which the latter offered to donate a special cup for races between American Sonderklasse boats and Spanish boats built under the same rules and measurements. Mr. Howard said:

The King is eager to have American boats come to Spain. He said he would like to have us send boats to San Sebastian for an international race, and assured us that he would give the prizes himself. He thought we might send the same boats that we will use at Kiel, following the matches there.

ROCKEFELLER INCREASES MEN'S PAY. Laborers at Lakewood Estate Receive a 10 Per Cent Advance.

Lakewood, N. J., Jan. 25 (Special).—Workmen at John D. Rockefeller's home here have received an increase in wages of 10 per cent, taking effect on January 1. They have heretofore received \$1.50 a day for ten hours' work. More than forty laborers are employed in building roads, planting trees and repairing Mr. Rockefeller's private golf course. The Rockefeller estate here consists of six hundred acres, and Mr. Rockefeller has planted more than one thousand young evergreen trees along the drive-ways, and last summer he personally supervised the laying out of three miles of new roads. Road making is one of his hobbies.

MR. ROCKEFELLER'S WIG HELD UP. Cleveland, Jan. 25.—A fine wig ordered in Paris by John D. Rockefeller during his trip abroad last summer is held up in the customs office here until the officials determine its exact value. The wig arrived in New York recently from Havre, and was forwarded to Cleveland. According to the customs invoice, it was modestly billed as worth five francs.

"A LITTLE HIGHER IN PRICE—BUT!" Quality first and always—the aim in curing FERRIS Hams and Bacon—insist on this brand.—Adv.

MAP OF THE FOUR TRACK SUBWAY LOOP. To connect the Williamsburg and Brooklyn Bridge terminals. Approved by the Board of Estimate and Apportionment. Dotted line shows proposed subway loop.



HARD DAY FOR HORSES. Slippery Streets Cause Many Animals to Come to Grief.

A sudden drop in temperature yesterday afternoon following the drizzle of the early morning covered the pavements throughout the city with a thin icy coating, which was exceedingly dangerous and annoying to horses. The Society for the Prevention of Cruelty to Animals had one of the busiest days of the winter caring for horses injured on the slippery grades. Over six hundred horses fell and were more or less injured, in Manhattan alone. Twenty of these were taken in ambulances to the society's hospitals for treatment. The society had eight ambulances and a dozen sand wagons moving constantly through the day in Manhattan, and was barely able to meet the demands for assistance.

The sudden drop in temperature gave drivers and horse owners no time to prepare the animals for slippery streets. The carriage horses suffered almost as badly as the animals attached to heavy trucks. The greatest trouble occurred on the grades, particularly at Bowling Green, where no fewer than eight horses fell within an hour.

Although there is no grade at the intersection of Fifth avenue and 23d street, the congestion at that point brought many teams to a sudden halt, and more horses were thrown there than in any other section of the city.

Capricious January, after twenty-five days of fluctuating temperature, caused the official thermometer to add yesterday a few more acrobatic feats to its versatile record. After sending the mercury down to zero on Thursday, just to show New Yorkers that zero weather was still a possibility in this city, Mr. Boreas released his thumb from the tube, and up went the temperature to the 22 above mark. This little sleight of hand of the wind feat on the part of Mr. Boreas occurred at 8 a. m., and after recovering from the amazement of his real ability he turned on the fine rain shower faucet, and wet the crisp, dry pavements until they became thoroughly sloppy. Not content with this mischief, he ordered a little more heat turned on, and by noon the mercury hovered at 30 degrees above zero.

Traffic about the bay got on too well to please Mr. Boreas, so he opened up the fog valves until the harbor became enveloped in a dirty gray mist.

A CURE FOR LEPROSY? Commission Reports Favorably on Havana Doctor's Treatment.

Havana, Jan. 25.—A commission appointed by the government has turned in a report to the effect that Dr. Matias Duque, who is in charge of the Hospital for Contagious Diseases, probably has discovered a cure for leprosy. Two lepers were turned over to the doctor several years ago for experimental purposes, and to-day these persons have no exterior traces of the disease, and are gaining notably in weight. Several other cases treated by Dr. Duque are in various stages of improvement. Dr. Duque's experiments have been along the line of what he terms the "red mangrove tree" treatment.

KILLS BLACK HAND MAN. Italian Answers Demand for \$50 with Revolver Shot.

When he refused a Black Hand demand for \$50, Nicola Marra, of No. 139 Mulberry street, was murderously attacked last night by a man who slashed him in the neck with a razor. While defending himself, Marra drew a revolver and fired three shots at his assailant, killing him instantly.

BIG FIRE AT TOULON. Provision Depots Burned—Twenty Soldiers Hurt—Ten Arrested.

Toulon, Jan. 25.—The provision depots of the government here were destroyed by fire to-night. The damage is placed at \$200,000. Twenty of the men engaged in fighting the flames were more or less injured before the fire was put out. A regiment of colonial infantry was called out to assist in the work. Ten soldiers of this regiment were arrested for pilfering from the burned buildings.

EX-GOV. HIGGINS WORSE. Passes a Bad Night—Condition Rather Discouraging.

Olean, N. Y., Jan. 25.—Dr. Hibbard said, after a call on ex-Governor Higgins at 10 o'clock to-night, that the patient had lost very little ground since morning. He will not see him again until to-morrow, unless summoned by the nurse.

ORANGE COUNTY QUAKE. Four Earth Tremors Noted at Middletown, N. Y.—Felt for 15 Miles.

Middletown, N. Y., Jan. 25.—Four earth tremors, distinct and severe enough to cause buildings to tremble and startle the occupants, were felt in this city and vicinity to-day. The vibrations were first credited to blasting operations, but upon inquiry it could not be learned that any work requiring the use of explosives was being done near by.

GREAT BEAR SPRING WATER. "Its purity has made it famous"—Adv.

U. S. STEEL IN GARY. Buys 2,500 Acres at \$3,000,000 and Will Ask Congress for Harbor.

(By Telegraph to The Tribune.) Chicago, Jan. 25.—The United States Steel Corporation has just closed the purchase of 2,500 acres of land in the new town of Gary, comprising the remainder of what is known as the Packer tract, for \$3,000,000.

It is the largest purchase in connection with the operations of the steel corporation at that place, and its acquisition gives the company eight thousand acres of land upon which to build its industrial city, which, when completed, it is now believed, will represent an investment of \$75,000,000.

Its requirement is the result of the broadening scope of the company's plans, and negotiations have been under way with Armour & Co., Swift & Co. and Morris & Co., the owners, for some time past.

The property acquired is on both sides of the Calumet River. The west tract will be used for railroad purposes, while that on the east side, comprising about 1,500 acres, probably will be used for town purposes. The ground north of the river in all three tracts will be used as a site for the company's plant.

The company, it is said, may bring in the Belt road, elevating it over the surface tracks, and also the Indiana Harbor Railroad. The Calumet River, which runs in a tortuous course, is to be straightened and other extensive public works undertaken, including a harbor for which Congress will be asked for an appropriation.

The Packer tract was acquired in 1891, when it was given out that owing to the unsatisfactory attitude of the roads the packing firms interested would move their plants to the new site. Satisfactory arrangements subsequently were made with the roads, however, and the moving never took place.

As indicating how land values are jumping in the new town it is said that the Schlitz Brewing Company recently paid \$12,000 for a fifty-foot lot in Broadway just outside the prohibition district.

SNOW PLOUGH STALLED. Blizzard in Northwest Demoralizes Traffic and Defies Crews.

(By Telegraph to The Tribune.) Lakota, N. D., Jan. 25.—There are nineteen locomotives and snow ploughs buried under great drifts of snow between Doyno and Mapes, a distance of fourteen miles, more than one locomotive and snow plough to the mile. They are all useless for want of coal, and it probably will be another week before they are released. The railway company concentrated all its energy on opening its branch, and it was nearly accomplished when the blizzard of Tuesday filled all the cuts and the locomotives could go neither forward or backward.

The engine crews have been on the verge of starvation, except where they may have stopped opposite farmers' homes. Supplies have been sent to them by men on snowshoes. The crews have also suffered greatly from the cold. The Oriental Transcontinental Limited train, which has been stalled here for three days, got away to-day for the Pacific Coast. The out-bound trains are here to-night waiting the clearing of the road.

It has been rumored that a dozen homesteaders have perished from the cold, and oldtimers say the death list from this cause will exceed three score. The actual loss of life will not be known until the snow melts and the roads become passable.

FAST LINE TO ST. JOHN'S. English Capitalists Close Contract with Newfoundland.

St. John's, N. F., Jan. 25.—English capitalists have closed a contract with the government of Newfoundland for a fast transatlantic steamship line to run between a port on the Irish coast and St. John's. The steamers are to make twenty-two knots an hour. The colony is to grant the company a subsidy of \$75,000 a year. An enactment confirming this contract will be introduced in the colonial legislature during the session which will open on February 7.

OBJECT TO MR. BANGS. But Not for Relationship to Gaynor, It Is Said.

(By The Associated Press.) Washington, Jan. 25.—As a result of an extended conference at the White House to-night it was decided to reject the bid of Oliver & Bangs, who propose to complete the construction of the Panama Canal for 6.75 per cent of the total estimated cost, in so far as Anson M. Bangs, of New York City, is concerned.

The fact that the MacArthur-Gillespie Company, of New York, whose bid for the construction of the canal was 12.5 per cent, was represented at the conference, leads many of the interested parties to believe that a combination may be formed between that firm and Mr. Oliver. It is known that the MacArthur-Gillespie syndicate has convinced President Roosevelt and Secretary Taft of its financial responsibility, and after a most thorough investigation the Canal Commission officials have expressed the belief that Mr. Oliver is able to carry out his end of the agreement, and there probably would have been no question as to awarding the contract to Oliver & Bangs had the credentials presented by Mr. Bangs proved as satisfactory to the officials here as those furnished by Mr. Oliver.

Secretary Taft to-morrow will make known to Mr. Oliver the decision that has been reached, and if the arrangement is satisfactory to Mr. Oliver he probably will have several days in which to arrange a satisfactory agreement with the MacArthur-Gillespie company or some other contractor who can deposit the required cash security.

Mr. Oliver left here for New York to-night, and it is said by his representatives that he will submit a proposition to the MacArthur-Gillespie Company to join him in making a proposal to the Canal Commission in place of the bid submitted under the firm name of Oliver & Bangs. It is also said that a compromise arrangement will be considered by the commission, provided Oliver succeeds in making a satisfactory arrangement with the MacArthur-Gillespie Company, to pay 8 per cent of the total cost for the construction of the canal. Mr. Bangs has been informed of the decision of the commission and has gone to New York.

Anson M. Bangs was the contractor for the Soo Canal locks. He is president of the Federal Construction Company, of New York City, which is capitalized at \$2,000,000. The board of directors of that company consists of Anson M. Bangs, John P. Donovan and James Hughes. Mr. Bangs is a brother-in-law of John F. Gaynor, of the firm of Greene & Gaynor, who were implicated with Captain O. M. Carter in the Savannah harbor engineering fraud case. The fact, however, it is said, had no influence with the canal commission in rejecting Mr. Bangs as joint contractor with Mr. Oliver.

After seven Jurors had been obtained to try Harry Kendall Thaw for the murder of Stanford White Justice Fitzgerald yesterday adjourned court until Monday morning.

One talsman, Harold R. Faure, a broker, of No. 21 Manhattan avenue, passed unscathed through the fire of questions asked by the District Attorney and Thaw's lawyers at the morning session, and was sworn in as Juror 6. In the afternoon Malcolm S. Fraser, a salesman, of No. 142 West 128th street, was equally successful, and became Juror 7. That was the sum total of the day's work.

As on previous days, most of the talsmen were primed with excuses. Their desire to escape from serving was apparent. If they had not formed an opinion of the case which would warp their judgment—as very many of them confessed they had—they knew some one connected with it or had business relations with White's firm. Fifty-one men were examined yesterday, and 101 in the three days, one more than the half of the special panel of two hundred.

To show the extreme care with which the Thaw jury is being picked, it was recalled yesterday that the entire jury of the second Mollneux trial, in 1902, was chosen in four days, only one day more than has been spent in picking half the Thaw jury.

The jury for the first trial of Nan Patterson was picked in three days; it took four days to get the second jury, and the third jury was picked in only two days. A jury to try Patricia, in 1902, was found in three days, the same time being taken to get the jury box full for the Terranova case, the defence of which was emotional insanity.

The rumored coolness between Mrs. William Thaw, the prisoner's mother, and Mrs. Evelyn Thaw, his wife, was very apparent yesterday. Mrs. Evelyn Thaw and her constant companion, Miss May Mackenzie, were already in their seats when Mrs. William Thaw and her daughter, Mrs. George Lauder Carnegie, arrived. Mrs. William Thaw bowed so frigidly to her daughter-in-law that one would have thought they were the merest acquaintances. Mrs. Carnegie did not bow at all. Mrs. W. Thaw, however, sat beside Mrs. Evelyn Thaw, and once or twice during the morning spoke to her. The conversation was brief and lacking in cordiality. In the afternoon a vacant chair was between them and there was no conversation. Just after adjournment for the day Mrs. Evelyn Thaw went back of the jury box to talk to John D. Gleason, of counsel for the defence, leaving Miss Mackenzie alone. Mrs. Carnegie, who was seated nearest to Miss Mackenzie, immediately turned her back, and remained in that position until about to leave.

COUNTESS OF YARMOUTH ABSENT. The Countess of Yarmouth was again absent from court yesterday. It is declared that she is opposed to the presence of Miss Mackenzie and has remained away on that account. She is said to have a slight cold, not severe enough, however, to keep her indoors. Much of the coolness shown by Thaw's family to his wife is believed to be due to her friendship for Miss Mackenzie.

The ordeal through which the accused man's wife is passing becomes more marked each day. Yesterday she wore a blue veil, which accentuated the lines of suffering in her features. In the dull morning light she looked as if she had passed a sleepless, tearful night. Her eyes were surrounded by heavy, dark rings, her lips were swollen, her cheeks colorless. In the last month or two she has become much thinner, and yesterday she looked on the verge of collapse.

Mrs. Carnegie also showed that she was suffering. Hollow eyed, pale and weary looking, the strain of the trial has already left its marks upon her. Mrs. W. Thaw, the stout hearted mother, bears up bravely under the strain, but during the afternoon she frequently wiped her eyes, as if there had come to her a keener sense of the danger to her wayward son.

In contrast to the general dejection of the women were the appearance and manner of Thaw. He entered and left court with sprightly step, head erect, shoulders thrown back and altogether an air of hope, even of confidence. He had plenty of color in his face, his eyes were bright and he looked in splendid health. Frequently during the day he chatted with his counsel and smiled or laughed, evidently much at his ease.

None of the four women left the building during the noon recess, but ate the luncheon which they had brought with them in an anteroom. Mrs. Evelyn Thaw carried a patent leather satchel. Mrs. William Thaw had a neatly tied box and Mrs. Carnegie also had a small package. The women ate alone, while Josiah and Edward Thaw went to a restaurant.

THAW EMBRACES HIS MOTHER. When Thaw entered court in the morning he stopped as he reached his mother's side and shook her hand. For the others he had smiles. At night, when court had been adjourned, he leaned over with his arm on her shoulder and kissed her. After a moment's conversation he kissed her again, and nodding a quick goodbye to the others walked out with his customary brisk step. The coolness between mother and wife was once more shown just after adjournment, when Mrs. Thaw interrupted a conference her daughter-in-law was having with Mr. Delmas, of counsel. In tones of cold politeness she said:

"Pardon me for interrupting you."

Mrs. William Thaw then asked the lawyer to call on her to-morrow.

The first talsman who in any way expressed even indirectly an opinion in the case was James M. Ketcham, a travelling salesman for the Sprague Electric Company.

When Mr. Jerome asked him: "Did you know Stanford White?" the talsman quickly answered: "I am pleased to say I did not."

"The reply caused a hum of conversation which

TOUR TO NEW ORLEANS MARDI GRAS. Leaves New York by special Pullman train Feb. 15, via Pennsylvania Railroad. Rate, 50 cents, and all necessary expenses, including seat on Grand stand to view the passing parade. No words about hotel accommodations.—Adv.

CANAL BID REJECTED. MAY ABANDON CONTRACT. Bangs Eliminated—Another Chance for Oliver.

(From The Tribune Bureau.) Washington, Jan. 25.—The government may decide to construct the Panama Canal itself, thus abandoning the scheme of Chairman Shonts to do the work through a contractor. Before a decision to this effect is reached, however, it is probable that all the bids now before the Canal Commission will be rejected, and new bids asked. The proposition of Oliver & Bangs to build the canal for 6 3/4 per cent of the total estimated cost has been definitely rejected. Should one of the new bids meet all the requirements, an award would, of course, be made, but experience with the present bidders has not only led the administration practically to decide that all the present bids must be rejected, but to fear that the government may have to abandon the scheme of employing any contractor.

The President and the Secretary of War held a conference on canal affairs after 6 o'clock this evening, and the subject was also discussed at to-day's Cabinet meeting, but no definite decision, even to advertise for new bids, has yet been reached, although that such a course will prove necessary is the present expectation of those charged with the responsibility of awarding the contract.

The President and his advisers attach the utmost importance to the necessity of obtaining an absolutely trustworthy contractor, one who has ample financial resources, and who takes the contract at a percentage which will avoid all loss, as it is appreciated that a contractor who is losing money is the most unsatisfactory person possible to deal with. The view is taken that the actual percentage is a matter of less importance than the absolute responsibility of the contractor.

The association of contractors whose bid has received the greatest consideration next to that of Oliver & Bangs is the MacArthur-Gillespie company, which offered to do the work for 12 1/2 per cent. This percentage is regarded as too high, although the financial backing of this company is regarded as satisfactory. This concern is understood to have intimated that were a second opportunity to bid afforded, it would shave its bid to at least 10 per cent, and possibly less. Mr. Oliver is said to have intimated that if he has an opportunity he will form a new association with financial backing entirely satisfactory to the commission, and it is therefore probable that new bids will be called for.

It is rumored in some quarters that Mr. Oliver will form a new association and submit a new bid, if he has an opportunity to do so, and that in this way he may be able to obtain the contract to which his bid of 6 3/4 per cent would have entitled him had other features of the proposition proved satisfactory.

There is also an intimation that the North American Dredging Company, of Los Angeles, which offered to do the work for 28 per cent, appreciated that it aimed entirely too high and would like an opportunity to submit a lower figure, while the suggestion has been made that Mr. Oliver, by forming an association with this company, might be able to comply with all the requirements of the government.

One fact has impressed itself on those who have had to do with the consideration of the bids, and that is that no contractor can afford to do the work as reasonably as the government can do it itself. The reasons for this are obvious. In addition to what might be termed a legitimate profit, a private contractor must increase his percentage for every risk he is obliged to incur, and while the commission has sought to devise a contract which would reduce the risks to a minimum it is impossible to eliminate the element entirely. Moreover, the gigantic size of the undertaking and the necessity of demanding of the contractor a bond of \$2,000,000 to protect the government from loss, will apparently compel any contractor who undertakes the work to make some division of his profits with his bondsmen, and this, too, will compel some increase of the percentage.

OBJECT TO MR. BANGS. But Not for Relationship to Gaynor, It Is Said.

(By The Associated Press.) Washington, Jan. 25.—As a result of an extended conference at the White House to-night it was decided to reject the bid of Oliver & Bangs, who propose to complete the construction of the Panama Canal for 6.75 per cent of the total estimated cost, in so far as Anson M. Bangs, of New York City, is concerned.

The fact that the MacArthur-Gillespie Company, of New York, whose bid for the construction of the canal was 12.5 per cent, was represented at the conference, leads many of the interested parties to believe that a combination may be formed between that firm and Mr. Oliver. It is known that the MacArthur-Gillespie syndicate has convinced President Roosevelt and Secretary Taft of its financial responsibility, and after a most thorough investigation the Canal Commission officials have expressed the belief that Mr. Oliver is able to carry out his end of the agreement, and there probably would have been no question as to awarding the contract to Oliver & Bangs had the credentials presented by Mr. Bangs proved as satisfactory to the officials here as those furnished by Mr. Oliver.

Secretary Taft to-morrow will make known to Mr. Oliver the decision that has been reached, and if the arrangement is satisfactory to Mr. Oliver he probably will have several days in which to arrange a satisfactory agreement with the MacArthur-Gillespie company or some other contractor who can deposit the required cash security.

Mr. Oliver left here for New York to-night, and it is said by his representatives that he will submit a proposition to the MacArthur-Gillespie Company to join him in making a proposal to the Canal Commission in place of the bid submitted under the firm name of Oliver & Bangs. It is also said that a compromise arrangement will be considered