



A PLEA FOR NATIONAL POWER BY DR. ELIOT.

MR. GOMPERS TAKES ISSUE WITH SPEAKER.

Harvard Head Urges Central Control of Commercial Associations at Civic Federation Dinner.

More power for and the control of the great industrial and commercial forces of the day by the national government was the burden of the speech delivered last night by Charles W. Eliot, president of Harvard University, at the National Civic Federation dinner at the Hotel Astor.

Samuel Gompers, president of the American Federation of Labor, in his speech rather took Dr. Eliot to task and also disparaged the profit sharing plan of the United States Steel Corporation, so far as it concerned the wage workers of the steel industry, which had been the subject of George W. Perkins's address.

President Eliot, who was introduced as "the first citizen of this great Republic of ours who has labored with pen and hand for fifty years to help his fellow man," began by saying that he represented the consumer, who felt the full effects of the industrial warfare the Civic Federation was organized to prevent.

Dr. Eliot hoped that Canada and the United States would remain absolutely independent powers so long as they could work out two independent experiments in government.

EVERY ONE AGAINST MONOPOLY. Labor and capital alike were in search of the same thing, a monopoly. If there was anything in this world that free men resented it was a monopoly.

Massachusetts and New York, said Dr. Eliot, had good incorporation laws, but Maine and New Jersey did a profitable business in issuing corporation rights on easy terms.

"I look forward," he continued, "to an increase of the national power. It goes against our most cherished fetish of local government, local interests, local representation.

Dr. Eliot's speech met with great applause, his words, "Local interests have become continental interests," and his plea for a uniform divorce law in particular calling forth the approval of his hearers.

AMERICAN GOMPERS DISAGREES. The first ripple on the calm of the gathering was caused by Mr. Gompers, who said:

I am sorry if I must sound a discordant note here. We all like to be made comfortable, but I should like to inquire a little further into the profit sharing proposition. I should like to know whether the wages of men employed in the iron and steel industry ten years ago, before profit sharing was in vogue, and what their wages are now.

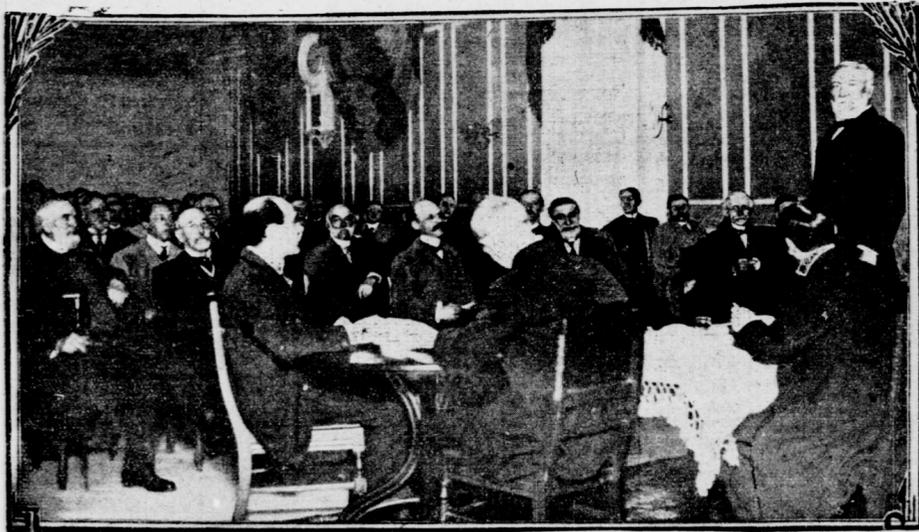
Men come to me in whisper and private conversation, and by hint and insinuation say that after all the wages of workmen are not so high as they would simply suggest. I thought: Our soil is not less fertile to-day than it was yesterday; the wheat harvest is not less valuable; men's minds have not been dulled since yesterday.

Wherefore, then, is there reason, with all these facilities for the production of wealth, and men willing to work; wherefore now is there a reason to attack wages and the American standard of life in this country?

I thought the reduction of wages would lessen the present situation by one day. I would favor the success of the proposition. As a matter of fact, the history of industry shows that every effort in the past to reduce or even reduce the wages has simply accentuated conditions. We can't reduce wages without reducing the consuming power, and when you reduce the consuming power you make the situation worse always.

I might say without serious argument that the workers of labor who propose to reduce wages will not have the easy sailing they had years ago. For the American workmen have come to the conclusion that whatever the reason is that the financial situation is as it is it is no fault of the working people; whoever is to blame, whether the capitalists of industry or Congress, it is no fault of the working people, and they are not going to be made to suffer for an artificial panic caused by the

ANDREW CARNEGIE ADDRESSING MEETING OF NATIONAL CIVIC FEDERATION.



MORE ITALIANS SHOT. ONE DEAD, TWO WOUNDED

Embassy at Washington to Investigate Trouble in Louisiana.

Chathamville, La., Dec. 16.—Three Italian immigrants have been murdered and two wounded and robbed in this section in the last forty-eight hours as a result of opposition by home labor to the Tremont Lumber Company importing workmen.

Six negroes have been arrested in connection with the murders and brigandage. They were in a lumber camp when a number of white employees were dismissed, and are believed to have been prompted and encouraged to pillage and murder by the committee of discharged American workmen.

Washington, Dec. 16.—Prompt steps will be taken by the Italian Ambassador, Baron Mayor des Planches, to ascertain the exact facts connected with the shooting and killing on Saturday night at Chathamville, La., of two Italians who had been imported to work in the camps of the Tremont Lumber Company.

The ambassador was greatly shocked on learning of the affair and regrets that the feeling against his countrymen is so great as to manifest itself in this manner.

AUTO OUSTS LOCOMOTIVE.

State Railroads in Prussia to Put It in General Use.

Berlin, Dec. 16.—Virtually a complete transformation in the state railroad system is about to be introduced in Prussia. On all except main trunk lines, automobile cars, which run singly, will replace locomotives drawing ordinary trains in all portions of the system.

Prolonged experiments have proved that such cars running along rails as at present laid possess immense economic advantages.

ON NAMING HUGHES FOR PRESIDENT.

Republican Club Votes to Consider Advocating His Nomination Monday.

A largely attended meeting of the Republican Club was held at the clubhouse, in East 40th street, last night, and after the routine business had been transacted A. B. Humphreys moved that the club call a special meeting for next Monday night to consider a resolution that he would then offer advocating the nomination of Governor Hughes for President of the United States in Chicago next June.

FAMOUS TABER DIAMONDS SOLD.

Denver, Dec. 16.—The famous Taber diamonds, given as security for a loan of \$8,650, were sold at auction here to-day for \$8,750.

DESCENDANT OF BETSY ROSS IN NEED.

Denver, Dec. 16.—Afflicted with rheumatism and paralysis, treatment for which her son, a day laborer, is unable to pay, Mrs. Eunice E. Baker, of this city, a granddaughter of Betsy Ross, who made the first American flag, appealed through a newspaper to-day for financial assistance. She has been an invalid for years.

AFTER ALL, USHER'S THE SCOTCH

that made the highball famous.—Adv.

CABMEN GO ON STRIKE

All Drivers in City Affected by Order.

Thirty-five hundred cab drivers were ordered on strike early this morning at a meeting of the executive committees of the Liberty Dawn Cab Drivers' Association and the New York District Council of the United Teamsters of America, which was held in Groff Hall, in 53d street, near Lexington avenue.

The men ask for \$15 a week and twelve hours off a day. They have been getting \$14, with ten hours off.

TAFT DELAYED BY STORM.

Steamer May Be Two Days Late—Secretary Silent on Politics.

On board Steamship President Grant, Monday evening, by wireless via Cape Race, N. F., Dec. 16.—The President Grant, which has among its passengers Secretary Taft, Mrs. Taft and their son Charles, has encountered disagreeable weather, which has retarded its progress and probably will make the steamer a day or two late in reaching New York.

The wireless message bringing news of Secretary Taft's party was sent, as near as can be reckoned in New York, when the steamer President Grant was about three hundred miles east of Cape Race. This is an unusual distance at which to establish communication with the Cape Race station.

DENIAL FROM GOVERNOR.

He Is Not Dissatisfied with Public Service Board Here.

Albany, Dec. 16.—Governor Hughes emphatically denied to-night the story published in a New York morning paper to-day that he had said he was dissatisfied with the Public Service Commission in the 1st District and had criticized it.

ALLEGED TIPSTERS HELD.

"Sure Things" Didn't Win and Bets Weren't Placed, Police Say.

Detectives McConville, Nelson and Thorpe arrested William Kuchenmeister and Edward Kelleher in an office in the Broadway Central Bank Building, No. 329 Broadway, yesterday, and charged them with violation of Section 1670 of the postal laws, which relates to the use of the mails for unlawful purposes.

SELLS 1804 DOLLAR FOR 900.

Worcester, Mass., Dec. 16.—Edwin W. Bond is tonight \$900 richer than he was this morning. Bond took what he thought was a rare quarter to a money exchange. While dickering about it he pulled a silver dollar out of his pocket.

HENRY WATTERSON'S DAUGHTER DEAD.

Louisville, Dec. 16.—Mrs. Alexander Gilmour, youngest daughter of Colonel Henry Watterson, died at Norton Infirmary to-day. She had been critically ill since last Wednesday.

DEWEY'S OLD PORT FOR THE GRIPPE.

It prevents any bad after effects. H. T. Dewey & Sons Co., 138 Fulton St., New York.—Adv.

KILLS GIRL IN CAB.

THEN SHOOT HIMSELF.

Williamsburg Broker and Stenographer in Double Tragedy.

Elsie Karlies, twenty years old, a stenographer in the Supreme Court, Manhattan, and living at No. 1477 Bushwick avenue, Williamsburg, was shot and instantly killed last night by Bernard E. Wallace, a young stockbroker, while the pair were riding in the Eastern Parkway in an automobile.

No reason for the tragedy can be assigned by the parents of either of the victims. Both Miss Karlies and Wallace come of well-to-do families. It was said last night that the shock would probably kill Mrs. Wallace.

According to the police, Miss Karlies and Wallace dined last night at the Hotel Knickerbocker and then engaged a taxicab to take them to Miss Karlies's home. The cab was in charge of Daniel Gilmartin, of No. 428 West 124th street, and was within a few blocks of the girl's house when the shooting took place.

Gilmartin said he was running along at a good rate when he heard a shot which he knew came from the closed tonneau of the cab. He immediately applied his brakes, but before he could stop the car he heard another shot. He jumped from the box and opened the cab door. As he did so the body of Miss Karlies fell into his arms.

As he stood there bewildered a small boy, attracted by the shots, started crying "Murder! Murder!" This brought Bicycle Patrolman Smith, of the Ralph avenue station, who had heard the shots but had been unable to trace them. Smith seized the body of the girl and, jumping on his bicycle, started for the nearest drug store for help.

The bodies were removed to the station house and instantly news of the tragedy spread throughout the neighborhood and a morbid crowd gathered. From letters in Wallace's pocket his identity was ascertained and word was sent to his home, at No. 769 Jefferson avenue. His sister and brother John came to the station house.

His sister said that young Wallace, who was twenty-one years old, had been acting queerly for some time, but that aside from this she could not understand what caused the shooting. Miss Karlies's father was summoned, and when he saw the body of his daughter he became hysterical. An attempt was made to keep the news of the tragedy from Mrs. Wallace, but in some manner she learned it and it was necessary to place her in a doctor's care and to summon her religious adviser.

In Wallace's pocket was found a letter from a woman dated last October, which said that the writer missed him and wondered why he did not call her on the telephone. In his pockets were also found two theatre tickets for the Knickerbocker Theatre for last night, while in Miss Karlies's pocketbook was found the stub of a theatre check for Hammerstein's for yesterday afternoon.

Miss Karlies's father said that his daughter was engaged to marry a young man living at Bath Beach, but refused to tell his name. Both Miss Karlies and Wallace were well and favorably known in Williamsburg.

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BIG FLEET OFF FOR PACIFIC.

President Roosevelt Leads the First Stage of the Voyage to the West Coast.

RECEPTION ON THE MAYFLOWER.

Sixteen Battleships Pass Outside the Virginia Capes About Noon on Fourteen Thousand Mile Cruise.

Old Point Comfort, Va., Dec. 16.—Sixteen hard hitting, steel belted American battleships, gun bristling and busy of girth, but sparkling white in their immaculate dressings of peace, sailed away to-day under the dazzling sun of a cloudless winter sky on their famous twin sea expedition of 14,000 miles along foreign shores and changing climes to the west coast of the United States.

The blue of the sky, the stretch of blue sea, the glistening of spotless hulls, the curl of foamed-crested waves, the cheering of sailors aloft and friends ashore, the breeze blown strains of "Auld Lang Syne" floating across the waters, the blare of trumpets, the rattle of drums, the flash of signals and the boom of saluting cannon marked the departure of the fleet, which presented to the people who watched a spectacle they will never forget, and to the world at large the reality of the trimmest, snuggest, most homogeneous, most thoroughly equipped, most mobile and most self-reliant assemblage of first class battleships ever gathered in one command.

There was not a ship in the line old enough to have smelled powder or taken the shot of Manila or Santiago—stories written scarcely ten years ago in the history of nations. All were modern of design and armament—examples of the aggressive seagoing navy which the President has declared to be so essential to the peace of the country.

Attaches of foreign legations and embassies at Washington and many correspondents who have seen war service on foreign journals freely declared that to-day's naval display was the most impressive they had ever seen. The facility with which the big vessels were handled, the manner in which they were manoeuvred into single column formation and the perfect alignment which was maintained to the southward turn from the cape called out the warmest admiration. The thrill of the beautiful marine picture was felt until the last wind blown spiral of smoke was lost on the horizon.

PRESIDENT GREETES OFFICERS.

The sailing of the fleet was preceded by a reception on the quarterdeck of the Mayflower, which shortly after 8 o'clock this morning steamed into the centre of the anchored fleet. President Roosevelt warmly greeted the four rear admirals and the sixteen commanding officers of the fleet as they climbed from dancing launches up the starboard gangway of the yacht. He had a word of confidence and well wishing for all, but made no formal address. The President felt that the occasion did not call for any such remarks, as the cruise just undertaken is officially regarded as only a detail of naval training.

The inspiring sight of the gayly dressed vessels at anchor and waiting the word to go put the President in rare good spirits. While the Mayflower was coming into position and waiting for the reception to begin, the President paced rapidly up and down the deck, anxious to obtain a view of the great double squadron from every possible vantage point. To the Secretary of the Navy, Mr. Metcalf, and the others of his guests on board he was constantly exclaiming about the beauty and grandeur of the surrounding scenes.

"Did you ever see such a fleet? And such a day! Isn't it magnificent? Oughtn't we all to feel proud?" And then the President had something to say to the enlisted men. In the midst of the reception to the higher officers he sent for the coxswain of the Louisiana's launch, and through him dispatched a special message of greeting to that ship's crew. It was on the Louisiana that the President made his recent trip to the Isthmus of Panama, and ever since that time he has felt a personal interest in all the ship has done. When the surprised and embarrassed coxswain, Seaman William Chandler, had been presented to Mrs. Roosevelt as well as to the President and had again clambered into his launch, the President said to those about him:

ADMIRAL EVANS FIRST ABOARD.

Admiral Evans, commander in chief of the departing fleet, was the first of the flag officers to be piped over the side of the Mayflower. He hurried to where the President stood waiting, and bringing his right hand to saluting position, paid his formal respects and gave his personal assurance that the ships of his command were ready for their trip to the other side of the continent. President Roosevelt acknowledged the salute with lifted hat and accepted the formal words of greeting in as dignified a manner as they were uttered. Then, with the brief ceremony ended, he grasped Admiral Evans's hand and gave it the heartiest of shakes. The two conversed together informally for a moment or two until other arriving flag and commanding officers set the reception in full swing.

When the President and the officers were posing for their pictures Admiral Evans grouped forth laughter by exclaiming to the crowd of photographers: "Shoot fast, you fellows! You need some training at a navy gun."

To-night the sixteen ships of the massive

for a moment or two until other arriving flag and commanding officers set the reception in full swing. When Admiral Evans was about to take his leave and get the fleet under way the President followed him to the gangway and then called him aside for nearly five minutes of earnest consultation. The President spoke with his usual emphasis, and the admiral listened intently with a constant affirmative nod of his head.

During the reception the President was photographed with the officers grouped about him. A marine guard and band were stationed on the Mayflower's decks, and the ceremonies of receiving and sending away the visiting officers gave a martial touch of color to the occasion. Rear Admiral Berry, commanding the Norfolk Navy Yard, journeyed to Hampton Roads on the torpedo boat Stringham to pay his respects to the President, and his dark hulled, rakish looking craft passing in among the white clad battleships added something of the sinister side to the purpose of a navy's being. Black of hull and funnels, with no touch of color anywhere in the relief, the Stringham glided about like some creepy reptile. There was another torpedo craft in the picture—the Tingey, which acted as convoy to the Mayflower. But the Tingey was far more pleasing in her sea green coloring and bright yellow band about the forward stack. She remained by the side of the Mayflower throughout the ceremonies.

In parting with the officers of the fleet President Roosevelt was wholly informal, and to each gave a cordial handclasp, a grasp of the uniformed shoulder and a hearty "Goodby, old fellow, and good luck."

ACTIVITY BEGINS EARLY.

The waiting fleet prepared early to welcome the President and later bid him adieu. Long before the first gray shadows of the breaking day slanted through the open gateway of the capes the red and white Ardois lanterns on masts-heads were flashing signals from divisional flagships. Sailormen by the hundreds were busy in polishing decks and bright work for the coming sun to bring out in sparkling relief against the buff color of the superstructure. The ever busy little steam running boats were making their last trips from the shore, with impatient whistles screeching a warning to tardy mail orderlies laden with last messages of goodby to the departing fleet, when the sun broke above the eastern horizon.

It was not long after the anchor lights had disappeared that the slim white hull of the Mayflower could be made out in the distance. Then the final preparations were rushed with a will. Orders had been given to dress ship at 8 o'clock, and the last bell of the morning watch had not been struck when the dressing lines, after with varicolored signal flags, were lifted to the trucks above the fighting tops. The gay dressings appeared as if by magic on every ship of the fleet and remained aloft until the President had taken his place at the head of the line and the start for the Pacific cruise was an actuality. Then they came tumbling to the deck and the ships had once more assumed the simple garb of cruising trim.

The Old Point shores and the ramparts of historic Old Fortress Monroe were lined with thousands of persons as the fleet lifted anchor and got under way. Other thousands were gathered aboard excursion craft of all descriptions. The government pier projecting far out into the Roads at Old Point was a living mass of humanity. In the crowd were gathered wives, sisters and sweethearts of officers and enlisted men, all feeling the common impulse of mingled admiration for the vast marine picture unfolded before them and the heartburnings of a long parting with relatives and friends. It was peculiarly fitting, therefore, that when the flagship Connecticut swept by the pier the band assembled on the quarterdeck should play "The Girl I Left Behind Me," and then, more plaintively, came the strains of "Auld Lang Syne," followed in turn by "The Star Spangled Banner." It was a pretty indication that amid the regrets of parting the call of patriotic duty was at last the one thing to be considered.

NO HITCH IN THE PROGRAMME.

There was not a hitch in any of the details of the well planned programme, but there were a number of amusing incidents, not the least of which were the antics of four sailors who had overstayed their leave on shore and were ironically calling from the Old Point pier for a boat to pick them up. At last one of the quartet conceived the idea of wigwagging their plight to the commanding officer. Seizing his own cap and another from a companion he mounted to a pile head and for nearly ten minutes waved arms and caps according to the signal code. But it was too late to stop for stragglers, and the disappointed sailors, their ditty boxes and clothes bags safe aboard the departing ships, were left behind.

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LOW'S ATAR OF MYOSOTIS VIOLET. The new old perfume. Riker's Drug Stores.—Adv.

Continued on third page. DEWEY'S WINES FOR HOLIDAY GIFTS. Special Assorted Cases. H. T. Dewey & Sons Co., 138 Fulton St., New York.—Adv.