

BATCH OF LONDON TROUBLES

IRISH TURBULENCE; U. S. MONEY ROYALTIES AND BELLS.

Mortality of Boy Babies Puzzles Doctors and Pone's Decree on Marriages Has Canonists Worried—Druce Case Absurdities—Breath of Promise Breaks.

Special Cable Dispatch to THE SUN. LONDON, Dec. 14.—Ireland has become a worse thorn in the side of the Liberal Government than it was in that of the Unionist Government. It was reported yesterday that Secretary Birrell had become alarmed at the growing lawlessness which the Government's present methods were powerless to check and that the Cabinet had decided to invoke the 'rings Act in five of the worst counties, where the law is now paralyzed. The rumor proved false, for so dear is political consistency to the heart of the Liberal politicians that they decided to allow agrarian crime to run riot a little longer rather than use the coercive weapon which they always condemned when it was in the hands of the Unionist Government.

The Irish Secretary must have spoken with his tongue in his cheek, to use an Irishism, when he complained to a deputation of Irish landowners yesterday that they did not cooperate with the police in furnishing evidence against cattle drivers. He got a prompt answer that the agrarian and herdsmen dared not come forward because they firmly believed they would be murdered if they testified against the raiders.

This is common knowledge in the affected districts. Yet Birrell affected to receive the information with surprise. There is small doubt that outrages will continue on an increasing scale throughout Ireland, and it will be interesting to see how long a Liberal Government will permit anarchy to continue without recourse to effective measures of repression.

AMERICAN DEPRESSION. America's financial difficulties continue to be the dominant topic in the business world throughout Europe. It is not surprising that the comments on this side show a tendency to exasperation, inasmuch as the European nations regard themselves as innocent victims. A representative utterance is this in to-day's Economist: "How and when the American coach will be pulled out of the mire in which it has been sinking for the last eight weeks is a problem that becomes more pressing every day. The present situation is a peril to financial and commercial interests all the world over. The best that can be said is that the position is beginning to be appreciated on the other side of the Atlantic. The only way apparently to eliminate the distrust that has been directed against all banks is to divert the suspicion to those which deserve it. A dischargeable remedy indeed, but for such discourses the cure cannot be pleasant. Better far the suspension of the few than the semi-suspension of all."

But will the rulers of the United States have the courage to think upon this surgical operation, and will they conduct their examination without fear or favor? A great part of the American currency is in convertible. The issues of bank notes in the United States are not based upon sound principles. The so-called security of bond deposits is no proper security at all. It is a device which originated in a desire to give an artificially high value to the Government's debt and enable it to borrow cheaply. The American people are afflicted with an unsound currency because the American Government when it was hard up wanted to make a market for its bonds.

VIETNS OF ROYALTY. According to unanimous English opinion the Kaiser has reached greater heights of tenacity and courage than he had ever before attained when he bought the Empress a collection of hats on the eve of his departure from London. He insisted that all should be large and that he should be seen in feathered hats in each of them, but he sternly drew the line at ostrich plumes, a delicate compliment to Queen Alexandra, whose crusade against the cruelty involved in procuring this article of adornment has completely banished ostrich plumes from English society.

Stories concerning the royalties who have been recently visiting England are still being told. The Kaiser's royalty is spoken of as his "little" even for a great monarch on a state visit. He left \$10,000 for tips for his servants at Windsor Castle and his generosity was everywhere on the stars and stripes. The Emperor's visit to England must have cost him many thousands of pounds. His departure, when, on the way, he left the absence of his own coat of arms in the room he received a far more generous gift from the London public than on his arrival, was a great relief to the detective force, which had as unobtrusively as possible kept close watch on him all the time.

King Alfonso's departure, however, was far more welcome to that hard-worked body. The Kaiser's program might be strenuous, but he always adhered to it, but Alfonso, who was probably in greater need of self-governance than any other monarch, he had no respect for program. He would change his mind at the last minute and dash off in a motor when something entirely different had been arranged.

One story goes that the Kaiser warned King Edward that he viewed too leniently the inroads of socialism in England, but the King only smiled in response.

One clubman who has been a victim of an acute recent cold, two riddles: Why does the King of Spain always wear a hat one if not two, sizes too large? and Why in muff do the Kaiser have his coat collars set so high in the neck?

WHY DO BOY BABIES DIE? Dr. Francis Warner, senior physician of the London Hospital and lecturer on therapeutics, in speaking before the Child Study Society this week drew attention to a curious sex problem. Taking the births of 1905 he showed that 57 per cent. were boys, yet the death rate of boys was so much higher than that of girls—that of five-year-old children only 48 per cent. were boys. Further statistics showed 27 per cent. of boys as compared with only 22 per cent. of girls died in the first year. Dr. Warner attributed the preponderance of females in England despite the more numerous birth of boys to the fact that a much larger proportion of males had a more fatal phlegm defect. A minute examination of thousands of children showed that 9 per cent. of boys were physically defective, as compared with 7 per cent. of girls, but taking the children's medical wards, where practically all were physically defective, the mortality of defective girls was higher than that of the boys. Hence he deduced that while the female sex apparently approached closer to normality than the male, yet when abnormalities are found equally in both the girls have less vitality, a fact which causes a more rapid breakdown under an added strain.

Dr. Warner also noted that whereas the male sex supplied a great majority of criminals, yet in murders complicated with lunacy women were in a great majority.

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WOMEN WERE ALSO TWICE AS NUMEROUS AS MEN AMONG INCONVERTIBLE CRIMINALS WHO HAVE BEEN CONVICTED UPWARD OF TEN TIMES.

A question affecting the canonical marriage laws is now agitating the minds of members of the Roman Catholic Church in England. The difficulty has arisen over the indefinite wording of the *motu proprio* recently issued by the Pope. By the declaration of the Council of Trent in 1545 all clandestine marriages, that is, marriages not celebrated by a parish priest before two witnesses, were unlawful and invalid. This decree was never promulgated in England and any marriage contracted before a clergyman was therefore valid, although the contraction was sinful.

By the recent *motu proprio* such clandestine marriages are declared invalid from Easter next. The question arises whether the operation of the decree applies to England. Cardinal Gennari declares that the whole question is most difficult of solution and requires a formal declaration from the Holy See.

DRUCE CASE ABSURDITIES.

To a plain citizen the Druce case would seem to show that the law really is, as high authority pronounced it, an ass. The present and the previous case, which are mere preliminary skirmishes to the great battle as to who is the Duke of Portland and the owner of the Portland and other estates, is being really waged around a coffin in the Druce vault. A plain citizen says "Why don't the authorities open the vault and settle the question?"

As a matter of fact Anna Druce's action has disclosed the curious fact that there is no legal process, known in English law whereby a coffin in a vault can be opened. The vault is Herbert Druce's property. He will not open his father's coffin without incurring liability to prosecution. The Home Office only can order the exhumation of a body on suspicion that the deceased was the victim of foul play. If the present suit goes against Herbert Druce he might apply to the Home Office for an undertaking that he would not be prosecuted if he opened the coffin in order to prove that a corpse was there. If this application were granted it would amount to a license to break the law.

THE GREAT RAT CRUSADE.

The great anti-rat crusade has been started this week with such supporters as Lord Avelbury, Sir Lancelot Brumby, Dr. Crickton-Brown and Sir Harry Johnston. They proclaim the astonishing fact that the rodents cause \$30,000,000 worth of property damage annually in England alone, while their hygienic danger is still more appalling. It is pointed out that they are chiefly responsible for the spread of plague and epidemics, and trichinosis has been traced to rats, which infect pigs and subsequently people who eat pork.

Rats multiply at the rate of 800 descendants yearly from one pair. Denmark has tried the experiment of paying two cents for each dead rat, at a cost of \$3,000. It is calculated that these rats would have done damage to the amount of \$100,000, not to speak of their progeny. The English agitators against the rat advocate a similar law in England. Yesterday's meeting, however, was a walkover for the rats, seeing that it proved almost a fiasco.

BREACH OF PROMISE PARADOXES.

Two breach of promise of marriage cases which were heard during the past week show that the English law as it stands leaves a very important question open in the making of a contract law. In the first case a woman sued a rich man for breach of promise under the following circumstances: Knowing that his wife was alive but that she was old and dangerously ill the woman consented to become his mistress on his promising to marry her when his wife died. The woman became the mother of three children, of whom the man did not disavow the paternity, but when his wife died he refused to fulfill his promise of marriage. The woman accordingly sued. Counsel for the man in defence pleaded that the contract was one against public policy and morals and could not be enforced by law. The Judge reserved his decision.

In the meantime a society breach of promise case, that of the famous beauty, Miss Atherton, against the Hon. Yarde-Buller, who is now married to the actress Denise Orme, was being heard. Yarde-Buller, who was the correspondent in the case, did not defend the divorce suit which was successfully brought by Col. Atherton against his wife and did not deny a promise to marry the respondent after the divorce. His counsel acknowledged this in court and, he paying all costs against him by consent.

Mrs. Atherton did not ask for damages. She only wanted the world to know that she had not given herself lightly to him without a promise of marriage. The Judge, though he mentioned the other case, consented to give judgment accordingly. A couple of days later the judge in the former case gave a decision that such a contract made when both parties knew that husband or wife, as the case might be, was alive was against public policy and morals and should not be enforced. Thus opposite decisions were rendered in similar cases within a couple of days.

OBJECT TO THE BELLS.

To the great satisfaction of distracted workers in the city, who have long complained of the constant church bell ringing which occurs almost daily in various churches in accordance with old customs, the Society for the Betterment of London has prepared a petition asking the Home Secretary for greater power in dealing with street noises and that the police may have authority to prevent unnecessary noised, and furthermore that church bells be placed in the category of street nuisances. If the petition meets with the success hoped for it will be the greatest benefit to unfortunate men who work in the vicinity of churches and are tortured by the bells which ring from fifteen minutes to an hour.

A mysterious disease which is prevailing in certain parts of England is baffling the local doctors. It was first thought to be scarlet fever until many of the patients deviated from the normal course of that ailment. It is now suggested that the disease is a form of influenza. It is not markedly infectious, resembling German measles in this respect, but the rash which appears is quite unlike any other, being more of a brick red color.

BIGGEST SCHOONER A WRECK

THOMAS W. LAWSON BREAKS HER BACK ON BRITISH ROCKS.

Captain Saved, but Many of the Crew Lost—Lifeboats Flooded by the Doomed Vessel in Yarn Through Terrible Night—Career of a Seven Master—Other Disasters.

Special Cable Dispatch to THE SUN. LONDON, Dec. 14.—The schooner Thomas W. Lawson, Capt. Dow, which sailed from Philadelphia for London on November 25, ran on the rocks of Annet, an uninhabited island of the Scilly group, yesterday afternoon in a gale. Assistance was sent to her, but her lights disappeared early in the morning and she is now lying on the rocks bottom upward. Three dead bodies have been washed ashore on St. Agnes Island. The captain and several of the crew have been rescued.

A tremendous hurricane is sweeping western Europe to-day. There has been much damage to shipping along the English coast. All the lifeboats and tug boats are busy assisting wrecks and bringing in disabled vessels.

A naval cutter, the Speedwell, has foundered off Shoerness and eight men were drowned. She had thirteen liberty men on board, of whom but five escaped.

Early in the day two men were picked up near the wreck of the Lawson. Both were unconscious. One of them proved to be an Englishman named Allen. He says that the last he saw of the captain, mate and pilot they were lashed to the rigging.

Capt. Dow and Engineer Rowe were rescued to-night. Lifeboats found them on Helwethor Rocks. With the mate and pilot they had been lashed to the mizen rigging. The mast fell and all were washed overboard. Rowe managed to clear himself and pluckily assisted Dow. Both were washed up on the rocks half a mile away. Capt. Dow is in bed with a broken wrist. Rowe, who is uninjured, has been in three other wrecks. The mate and pilot, who were entangled in the rigging, sank and were drowned.

Two lifeboats made gallant efforts to reach the wreck and rescue the crew, but their efforts this morning were in vain. One of them lost her masts and was therefore compelled to return. The other had to give up the attempt owing to the fact that her crew were exhausted, one of the men apparently being in a dying condition.

The latest report from the Scilly Islands is that seventeen of the crew were drowned. It is believed that among those lost is W. C. Hicks, a Scilly pilot, who managed to scramble on board the Lawson during one of the attempts of the St. Agnes's lifeboats to help the ill-fated ship.

Signals of distress were heard at the Bishop Rock Lighthouse at 4 o'clock yesterday afternoon. Two lifeboats at once put out and found the Thomas W. Lawson anchored in dangerous position just north of Gunner's Rock. Great seas were running and the lifeboats, although they stood by the Lawson for several hours, were unable to render assistance.

From scraps of information that have been obtained from the Allen it seems that the Lawson encountered prolonged bad weather and lost all her boats on the trip out from Philadelphia. She sighted the Scilly Islands yesterday afternoon and, finding herself in a dangerous position, dropped both anchors, the captain hoping that the weather would moderate. At midnight the wind rose to hurricane force and the vessel, battered by the waves, finally turned over.

A large schooner, name unknown, has been wrecked off Swanage. There was a cargo of sea on and it was impossible for the lifeboats to get to the shore. It is feared that all the crew perished. Extensive damage has been done inland, especially in London, where the full force of the gale was felt. Windows of shops were blown in, houses were unroofed and chimneys and boardings were demolished.

The continuous rain caused floods in the Thames Valley in many districts, the lands adjacent to the river being submerged and houses being threatened with destruction.

PARIS, Dec. 14.—Violent storms are raging along the French coast and many maritime disasters are reported. Communication with a number of seaport towns is interrupted.

The cruiser Isly is ashore at L'Orient. HAVRE, Dec. 14.—The sailing of the French liner La Bretagne for New York has been postponed owing to the storm. The ports of Boulogne and Dieppe cannot be used for Channel traffic.

The Thomas W. Lawson was the first and only seven masted schooner in the world. Although she was named for Mr. Lawson he had not a controlling interest in her, her principal owner being Capt. J. G. Crowley, one of the cleverest coastwise navigators in the business and originally her commander. She was intended for a collier and plied as such between Southern ports and Boston, earning much money. Capt. Crowley said she was a very profitable investment and that he was wistful that her great size was handled easily. She made some swift passages between ports.

Her biggest sometimes got her into trouble as she was leaving or entering ports through narrow channels where there were shoals. On her passage for New York she sailed from Newcastles, Del., for London on this her first across sea trip, she was engaged in the Delaware River and a dozen tugs were employed to get her off. She was hard to handle in a heavy blow with high seas but was readily manageable in pleasant weather.

About two years ago the Lawson was fitted with steel tanks for carrying oil and was chartered by the Coastwise Transportation Company, her owners, to the Sun Oil Company. She was then why it was decided to convert her into an oil tank has never been explained by her owners, who declared that she earned big dividends as a sea oil carrier, her cargo averaging more than 7,500 tons. She looked much less graceful as a tank, as she had had her topmasts removed, and she came up from Fort Arthur, Tex. mostly in tow. When she was equipped for her first deep sea voyage she was fitted with topmasts again and looked somewhat like a clipper she had been originally. She was built by the Fore River Shipbuilding Company of Quincy, after designs by B. B. Crossfield, who drew her.

Mr. Lawson's yacht, the Independence, which, contested unsuccessfully for the honor of defending the American cup. Capt. George W. Dow, of Melrose, Mass., second mate of this city, George Miller, steward, of Boston; E. L. Rowe, donkey engineer, Walscott, Me.; Mark Saxon, cabin boy, Brooklyn; John Krave, Bremen, Sweden; Z. O. Hansen, Bremen, Sweden; Gustavus England, seaman, Norway; John Lynde, seaman, Norway; Ole Olsen, seaman, Denmark; P. A. Burke, seaman, Tonawanda, N. Y.; I. Garridon, seaman, Caracas, Venezuela; N. Peterson, seaman, Ripa, Russia; G. W. Allen, seaman, Bradford, England; A. Peterson, seaman, Denmark; Gustav Rohne, seaman, Germany; Anton Andrade, seaman, Austria.

The Lawson measured 4,914 tons, was 375 feet 8 inches long and 50 feet beam amidships. She cost originally about \$300,000 and was not insured. She carried on her last voyage 2,000,000 gallons of sea engine oil, valued at \$71,200.

The fact that she was lost on Friday the Thirteenth caused some folks who are not fond of Mr. Lawson to make remarks. PHILADELPHIA, Dec. 14.—There are six men to-day shaking hands with themselves. They are classed in the annals of the United States Shipping Commission as castaways, but they no doubt care nothing for that because to the act of desertion they in all probability owe their lives. On November 25, M. E. Wiklund, A. Wiklund brothers, of Sweden; John E. Burgess, Portland, Me.; William O'Brien, Dublin, Ireland; J. Edwards, Barbados, and George H. Smith, Yarmouth, N. S., signed articles of sail before the mast on the Lawson. They went aboard ship and were not long there when they became dissatisfied and at the first opportunity quit the vessel. In their places Olsen, Burke, A. Peterson, Gorrdon and Andrade shipped.

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MURDER SEASON IN COREA. Twenty Members of Pro-Japanese Society Killed—May Be for Plunder. Special Cable Dispatch to THE SUN. TOKYO, Dec. 14.—A despatch from Seoul reports the murder in Hang-Yong province yesterday of twenty more members of the pro-Japanese Ihoi Hoi Society. But probably the motive for the murders is less hatred of the Japanese than desire for plunder. Murders from the latter motive are common in Corea at the beginning of winter.

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