The Sun.

WEDNESDAY, DECEMBER 7, 1910.
Snow to-day; brisk northwesterly winds; fair to-morrow; continued cold.

VOL. LXXVIII.—NO. 98. NEW YORK, WEDNESDAY, DECEMBER 7, 1910.—Copyright, 1910, by the Sun Printing and Publishing Association. PRICE TWO CENTS.

NO FLOWERS FOR MRS. EDDY

FUNERAL ON THURSDAY WILL BE SIMPLE AND PRIVATE.

Obsequies Not to Be Different From Those of Another Occupying Her Station. Authoritative Statement as to Church's Management and Its Future.

BOSTON, Dec. 6.—The body of Mary Baker G. Eddy will be laid at rest some time Thursday afternoon in Mount Auburn Cemetery, a few miles away from the home at Newton which had been hers during the latter years of her life.

Until the directors of the Mother Church in Boston shall have decided upon a suitable lot for the interment Mrs. Eddy's body will lie in a receiving vault in the cemetery after the funeral services, which are to be held in the house where she died.

Such was the tentative announcement of the plans for the funeral which was made late this afternoon by Alfred Farlow, the representative of the directors of the Mother Church. In making this announcement Mr. Farlow took occasion to say that the report that Mrs. Eddy was to be buried in a lot offered by one of her former pupils was unfounded. "No permanent resting place for the remains of the former head of the Christian Science Church have been determined upon," Mr. Farlow added.

The last earthly honors that are to be paid to the founder and leader of the Christian Science Church are to be in marked contrast to the almost royal pledge of sanctified exclusion which surrounded her in the last ten years of her life. Upon the word of one of the directors of the Mother Church rests the statement made this afternoon that Mrs. Eddy's funeral will be no different from that of any of us in her station in life who should pass away. There is to be no mystery, no secrecy; only the utmost simplicity."

The founder of a sect which now numbers more than 2,000,000 devotees will lie in her final sleep among a noted company. Mount Auburn, one of the most famous homes of the dead in the country, was consecrated in 1831, and there lie the bodies of such as James Russell Lowell, Henry W. Longfellow, from whose works there are such frequent quotations in "Science and Health", Oliver Wendell Holmes, Phillips Brooks, Charlotte Cushman, Edwin Booth, Charles Sumner, Louis Agassiz, Robert C. Winthrop and Mrs. James Fenton.

The funeral services, which are to be conducted by Judge Clifford P. Smith, first reader of the Mother Church, will be held at the side of the casket in the dim parlor of the house at Newton at 11 o'clock on Thursday morning.

There will not be more than twenty-five or thirty persons present. These will include the members of the board of directors and of the Eddy "household" at the Newton mansion, George W. Glover, Mrs. Eddy's only surviving son, and, it is said, Ebenezer J. Foster Eddy, Mrs. Eddy's adopted son, who lives in Waterbury, Vt., will also be there.

Immediately after the funeral services, which are to be brief, a small funeral party will start from the Eddy mansion in Newton to Mount Auburn Cemetery, which lies about five miles north between Cambridge and Watertown. There will be no services at the receiving vault. Before sundown on Thursday night all the symbols of parting will have been accomplished and the iron doors of the vault will be sealed upon the remains of a masterful character.

John V. Dittemore, one of the board of trustees of the Mother Church and incumbent of the office of clerk of the church, broke silence to-day to refute the rumors concerning the final disposition to be made of Mrs. Eddy's remains which seem to have displeased the present rulers of the sect. When a representative of THE SUN visited Mr. Dittemore in his office in the church building on Falmouth street near Huntington avenue he said that he wished to emphasize on certain statements relating upon Mrs. Eddy's funeral.

"The report that Mrs. Eddy is to be placed in a secret crypt under the First Church, which seems to have been disseminated by a news association, is bosh," said Mr. Dittemore. "There is nothing sensational or mysterious about Christian Science or about the First Church in Boston. A visit to the church will show any visitor that everything is brightness and joy in the church. We don't purpose placing any bodies under the floor.

"Christian Scientists try to get away from the superstitions which are entertained by other religionists. We have no sanctified ground under the roof of an edifice devoted to the worship of truth that is in life.

"It might as well say now that there will be nothing about Mrs. Eddy's funeral to attract attention by pomp or by seeming nothing to suggest mystery. It will be the same sort of a funeral that would be provided for one of us. The arrangements and the ceremonies will be commensurate with the station in life Mrs. Eddy held and with her position as a woman who has been prominent all her lifetime; but even at her wish church directors will strive for the utmost simplicity and privacy."

In the afternoon Mr. Farlow, chairman of the publication committee of the First Church, asked the newspaper representatives to publish a request of those in charge of the arrangements that no floral offerings whatever should be made.

"Mrs. Eddy during her lifetime had expressed that blossoms were to be for the living and that they had no place to those who had passed on," Mr. Farlow said.

Instead of flowers and other accessories of grief was but in keeping with the Christian Scientist's view of the unfitness of any exterior indication of grief over death, was Mr. Farlow's explanatory word.

A report has it that Mrs. Eddy was interred in a mausoleum on her estate at Newton. Mr. Dittemore said, in giving his statement relative to funeral arrangements: "It was said that this mausoleum was to be a mag-

Continued on Second Page.

BROOKLYN BOY'S FREIGHT YARD TRIP.

Travels Locked in a Refrigerator Car for Forty-eight Hours.

BALTIMORE, Dec. 6.—Nearly dead from cold and hunger, Herbert McCadden, the seventeen-year-old son of George W. McCadden of 1030 Herkimer street, Brooklyn, N. Y., was taken from a refrigerator car this afternoon in which he had ridden from Petersburg, Va.

For nearly forty-eight hours the boy had ridden on freight trains from Savannah, Ga., endeavoring to reach the home of his father in Brooklyn. When young McCadden left home last spring every effort was made to find him, but without success. He said to-day that he had been following the races since he left home. After the races were over in the South he decided to return. He lost all his money in Jacksonville and on Sunday he left the Southern city riding on the trucks of a freight car. The train arrived in Petersburg yesterday and the young Brooklynite managed to escape from the yards without detection. He spent his last few pennies for bread.

Returning to the freight yard at night and finding a made up train he climbed on top of a refrigerator car, opened the hatch and dropped down into the ice compartment. Fortunately it contained no ice, but it was mighty cold.

A few minutes after secreting himself a brakeman walked over the top of the train and locked the door to the compartment. The train ran into a blizzard on its journey to Baltimore and outside of Alexandria, Va., the little prisoner endeavored to attract attention by knocking on the top of the refrigerator. There was no response, but the boy kept up his tattoo until nearing Baltimore, when the conductor opened the door and discovered him.

He was lifted out and taken to the wash room, where he revived and got the first meal he had had since Sunday morning.

McCadden was technically charged with riding on the cars of the Pennsylvania Railroad unauthorized. Justice Grannan dismissed the case, but the boy will be held pending his return to Brooklyn. McCadden says he wants to go home. He has seen enough of the eastern part of the United States and says he will be mighty glad to get home for Christmas.

MEATS GO UP AGAIN.

Packers Add a Cent a Pound to Beef and Two Cents to Pork.

OMAHA, Neb., Dec. 6.—The wholesale prices of fresh meat, which have been on the downward trend for three weeks, took a turn to-day and started upward, and retail prices all over the country will follow at once.

To-day prices on all grades of beef and pork were increased one cent a pound, and the wholesale price of pork, which last week was 10 cents, is now 12 cents.

Packers say the prices of all fresh meats will continue to advance for the present. In the market to-day the price of hogs rose from 15 to 30 cents per hundred. Cattle have been advancing steadily for a week.

REICHSTAG HITS GOVERNMENT.

Votes to Let Railway Employees Become Members of Labor Chambers.

Special Cable Despatch to THE SUN.

BERLIN, Dec. 6.—The Government was defeated to-day in the Reichstag, which by a vote of 132 to 115 passed, notwithstanding the Bethmann-Hollweg Government's opposition, a clause enabling railway men to benefit from a new bill creating labor chambers for specified industries.

The Government opposed the clause mainly on the ground that the railway men are nearly all State employees.

COURT'S FRESH AIR MACHINE.

Justice Gerard Carries It With Him. It Wasn't Popular Yesterday.

Supreme Court Justice Gerard is a believer in fresh air to such an extent that he has rigged up an electric fan over a hole in a wide board so that when the board is inserted under an open window the contrivance forms an effective ventilator. Justice Gerard takes his ventilator around with him as he is assigned from one part of the Supreme Court to another, and yesterday the ventilator reached Part V. and was duly installed.

By the time court opened the room was so cold that the panel of jurors declined to stay in it, and Clerk Brady had to go through the list in the Court House corridor. As soon as the case on trial opened one of the jurymen said he would have to be excused if the ventilator continued in operation because he was susceptible to cold in the head.

"Put on your hat, if you like," said the Court, and the juror put it on and kept it on.

The stenographer regularly assigned to the part hasn't much hair and he exchanged jobs with a bushy headed stenographer. At intervals Clerk Brady stepped into his office adjoining the court room and pulled a fur cap down over his ears.

In the afternoon the ventilator was moved to another window so that it no longer swept the jury box and the Court, but drove cool blasts over the benches occupied by loungers. The loungers got out.

CHIEF CROKER SAVES HIS MEN.

Shouts Warning Just Before Front Section of Factory Roof Falls In.

Chief Croker was on the roof of a burning factory at 251 Pearl street last night with a dozen men from Hook and Ladder 10. They were getting the best of the fire and the men were pressing forward.

"Drop that hose and jump!" yelled the chief suddenly.

The firemen scrambled back to the rear of the building just as the whole front section of the roof fell in. It carried the next floor with it and fell two stories.

The fire started soon after 7 o'clock, and when Chief Croker arrived flames were coming out of the windows of the four upper floors of the seven story building. It was occupied by Bradley & Smith, manufacturers of brushes. The Third avenue elevated line runs close to the front of the building, and the firemen were unable to get their ladders up until the power had been turned off. They fought the fire from the elevated structure and drove it up to the top floor, where it was finally doused. The power was turned off on the Third avenue line below Chatham Square for two hours. The damage was estimated at $50,000.

AFTER BATH TUB TRUST MEN

OFFICIALS OF SIXTEEN COS. INDICTED IN DETROIT.

Federal Department of Justice Alleges Violation of the Sherman Anti-Trust Law and Will Try to Secure Jail Sentences in Case of Conviction.

WASHINGTON, Dec. 6.—The presidents and other important officers of sixteen companies, comprising the bath tub trust, have been indicted by the Federal Grand Jury in Detroit for violation of the Sherman anti-trust law. This is one of the biggest cases, so far as individual prosecutions are concerned, that the Department of Justice has ever undertaken under the anti-trust law. If the officers are convicted they will be liable to jail sentences. The Department undoubtedly will bend every effort to have such punishment meted out instead of fines.

The sixteen companies also were indicted as corporations. The companies are engaged in the manufacture of sanitary enamelled ironware, bath tubs, sinks and other things of a similar character that enter into the construction of nearly every house in the land. The Department of Justice some time ago brought a civil suit against this combination.

The evidence in this suit, according to a statement issued by the Department to-night, shows that the annual output of bath tubs and plumbers' supplies aggregates about $15,000,000 a year; that the defendants engaged in the combination fix price by agreement and advance prices so fixed and regulate by agreement the prices by which jobbers are permitted to resell the products.

The Department of Justice charges further that the combination refused to sell to jobbers who would not agree to resell at the prices fixed by the combination and also refused to sell to any jobber who handled any supplies manufactured by concerns not in the trust.

The evidence, according to the Department's statement, tended to show that the defendants knew when they entered into this combination that such an arrangement would be unlawful and that they accordingly sought for a device behind which they might conceal the true character of the combination. The Department's statement says:

"The evidence tended to show that after they had agreed upon all the terms and conditions and upon resale prices, and the day before final meeting at which the agreement was to be signed, three members of the combination assigned certain patents for tools used in the manufacture of the ware, through the promoter of the combination, who borrowed securities on which to obtain a loan of $7,000 by the expenditure of $6,000, of which he claimed to have acquired the patents and thereby the right to control the entire output of sixteen manufacturers aggregating millions of dollars annually."

The department says further that the evidence shows that the manufacturers appointed a committee on the day they entered into this combination and that this committee, with the licensee, fixes the prices of all the products sold by the combination. The defendants also at a meeting held in New York city appointed a committee from their number known as the "price and schedule committee," which was to determine price and conditions of sale.

The department charges that this committee held a ten days session at Mount Clemens, Mich., several months ago and fixed the prices and conditions of sale for their products.

The department, satisfied that this was a deliberate case of intentional violation of the Sherman anti-trust law and that a fictitious arrangement for dealing in patented articles had been entered into to conceal the true nature of the transaction, caused the evidence to be submitted to a Grand Jury at Detroit. The indictments resulted.

The list of defendants is:

Theodore Ahrens, Francis J. Torrance, E. L. Daves and W. A. Myler, president, first vice-president, second vice-president and treasurer of the Standard Sanitary Manufacturing Company; C. M. Voegele and T. R. Barnes, president and secretary of the Barnes Manufacturing Company; Frank H. Caldwell and J. J. Mahoney, president and vice-president of the Cahill Iron Works; Jesse T. Duryea and Bert O. Tilden, president and secretary of the Colwell Lead Company; W. C. Winfield and A. G. Ward, president and vice-president of the Day-Ward Company; S. M. Ford and Reid Carpenter, president and secretary of the Humphreys Manufacturing Company; J. A. Frauenheim, president and treasurer of the Kerner Manufacturing Company; Jordon L. Mott, and Max Goebel, president and secretary of the J. L. Mott Iron Works; Thomas Walker and Alexander C. Walker, president and director of McVay & Walker; Lloyd C. McCrum and Howard T. Gates, president and secretary of the McCrum-Howell Company; Frank G. Borden and D. W. Davis, president and secretary of the National Sanitary Manufacturing Company; L. C. Huesman and E. V. Brigham, president and secretary of the Union Sanitary Manufacturing Company; Charles F. Arrott and A. H. Cline, Jr., president and secretary of the United States Sanitary Manufacturing Company; Alton Weiskittel, president of A. Weiskittel & Sons Co.; Ludwig Wolff and Herman M. Hoelscher, president and secretary of the L. Wolff Manufacturing Company; J. E. Wright and George W. Franzheun, president and secretary of the Wheeling Enamelled Iron Company; Standard Sanitary Manufacturing Company, Pittsburg; A. Weiskittel & Sons Co., Baltimore; the Barnes Manufacturing Company, Mansfield, Ohio; the Cahill Iron Works, Chattanooga; Colwell Lead Company, New York city; the Day-Ward Company, Warren, Ohio; the Humphreys Manufacturing Company, Mansfield, Ohio; Kerner Manufacturing Company, Pittsburg; J. L. Mott Iron Works, New York city; McVay & Walker, Braddock, Pa.; McCrum-Howell Company, New York city; National Sanitary Manufacturing Company, Salem, Ohio; Union Sanitary Manufacturing Company, Noblesville, Ind.; L. Wolff Manufacturing Company, Chicago, and Wheeling Enamelled Iron Company, Wheeling.

SHOT BY MAN HID IN A CAR.

Second Avenue Elevated Watchman May Die—Madman From Denver?

A night watchman on the Second avenue elevated line of the Interborough was shot last night, probably fatally, by a man who had hidden himself in a dark car which was standing on the centre track near the Ninety-ninth street station. The watchman was Alfred Baik. The doctors at Harlem Hospital say that he has only the leanest of chances for recovery. Detectives searching in the car afterward found articles lying on the floor which led them to think that Baik's assailant came from Denver. He got away.

Baik set out at about 10 o'clock on his trips through the string of stalled cars which extended from Ninety-first street to the Harlem River. He made one or two trips without finding anything amiss. About midnight he was about a block south of the Ninety-ninth street station when as he entered a car he caught in the glimmer of his lantern the figure of a man hiding behind a cross seat. He shouted at him, but for an instant there wasn't any response.

Then into the lantern light stepped a young man. Baik asked him again what was up, and the man yelled to him: "What did you do to my father and mother?"

Baik answered that he hadn't done anything, and then the man began to shoot. The first bullet passed into Baik's abdomen. He tried to grapple with the man, but the man fired again, hitting Baik in the thigh.

Robert Thompson, a gateman at the Ninety-ninth street station, hearing the shots, ran to help Baik and found him leaning against a car door trying to get out upon the platform. Baik was hurried to Harlem Hospital.

Detectives found in the cars a brown, soft hat and black overcoat, in one of the pockets of which was a memorandum book with the inscription: "I am Simon Bryant of 3101 West Colfax avenue, Denver, Col." A bottle of medicine was tagged with the name of a Denver hospital.

ON RAISING A BULL CALF.

Senator Stephenson Speaks Wisdom Not Exactly Timely at the White House.

WASHINGTON, Dec. 6.—Senator Stephenson expressed grief at the White House to-day as he discussed the untimely end of Bill Wayne, the bull calf presented to President Taft by Pauline Wayne, the registered Holstein from Senator Stephenson's farm. The Senator gave the cow to the President. He had high expectations for the bull calf when he learned of its advent.

"That calf was easily worth $500," observed the Senator. "His death was due to the ignorance of those who tried to rear him. You cannot raise a calf on cold milk and corn meal. Any farmer boy in Wisconsin would tell you that."

"Senator, what about the progressive Republican movement in Wisconsin?" he was asked.

"Oh, I don't know about that," replied the Senator. "A bull calf should have milk warmed to the temperature it has as it comes from the cow," said Mr. Stephenson.

"Will La Follette be indorsed for President by Wisconsin in 1912?"

"I don't know," replied the Senator with a snap. "A bull calf requires warm milk. Anybody ought to know that," the Senator sighed as he stepped into his carriage.

APPLES FOR UNCLE JOE.

Champ Clark Presents Two Big Red Ones The House Applauds.

WASHINGTON, Dec. 6.—Speaker Cannon and prospective Speaker Champ Clark are getting chummy. Mr. Clark ascended the Speaker's rostrum this morning and deposited two big red apples on Mr. Cannon's desk.

"They came from a nursery in Missouri that was established in 1835," said Mr. Clark.

"Fine, fine," replied the Speaker. "I shall eat them for lunch."

The House applauded.

FIVE INCHES OF SNOW.

Not Enough to Bother Railroads Here Greatly. Still Falling This Morning.

It snowed a little in the city yesterday, as sometimes will happen in December. The Street Cleaning Department took notice, commuters exchanged old crusted opinions on the country life, the City Hall clock kept on going and going, such as wear rubbers wore them, and business generally proceeded in the fashion historically related to the season.

About five inches of snow fell. The fall stopped for a time at 10 P. M. when the wind, which at the worst had blown thirty-eight miles an hour from the northeast, shifted to the northwest and fell to fifteen miles. Then in the morning hours of to-day it began snowing hard again. The storm centre went to sea south of us early yesterday morning and was off Nantucket last night. The lowest temperature here was 22, but colder weather is expected.

The snow was not heavy enough in these parts yesterday to bother the railroads greatly. The street Cleaning Department stacked a good deal of it on the streets, but could not hire enough outside wagons to carry it away. To-day more than 1,000 trucks will be carting snow and some 8,000 men, city employees and contractors' men, will be shovelling it.

DEEP SNOW IN MOUNTAINS.

Pennsylvania Railroad Traffic Badly Delayed. One Road Closed.

ALTOONA, Dec. 6.—The heaviest snowstorm of the winter visited this region this morning and before 9 o'clock the ground was covered to a depth of fifteen inches.

The Pennsylvania Railroad experienced much difficulty keeping its switches open. Trains were running from ten minutes to three hours late owing to delayed connections on account of the storm. Snowploughs are out and locomotives, especially on the mountains, are equipped with flangers to help keep the road open between here and Pittsburg.

The Wopsononock Railway, a single track road from this city to the summit of the Alleghanies, is closed, the cuts along the line drifted full. To-night a strong wind is blowing and the snow is drifting.

LA FOLLETTE REBUFFS TAFT

HE TURNS DOWN A REQUEST TO VISIT THE WHITE HOUSE.

The President Asks the Senator to Confer With Him About Supreme Court Appointments—La Follette Sends a Letter Back With Advice in It.

WASHINGTON, Dec. 6.—Senator La Follette of Wisconsin has practically refused an invitation to meet President Taft at the White House.

Charles D. Norton, secretary to the President, wrote to the Senator at the President's direction inviting him to call at the White House and discuss Supreme Court appointments with the President. Mr. Taft sent similar invitations to the other Senate insurgents, and all of them have accepted. Senator La Follette, however, instead of going to the White House sent this letter to the President:

December 5, 1910.

DEAR MR. PRESIDENT: I have a letter from your secretary, Mr. Norton, stating that you would like to discuss with me certain judicial appointments.

The one suggestion I would offer is that in view of present conditions only such men should be selected as will be certain to construe the Constitution and the law with due regard to the interests of the people, eliminating from consideration those whose legislative or judicial record shows them biased toward special interests or whose legal connections would tend to prejudice their minds in favor of such interests.

I may properly add that I shall support your Administration whenever I can do so consistently and I shall oppose your recommendations only when I find it necessary so to do in accordance with my convictions of public duty. Respectfully yours,

ROBERT M. LA FOLLETTE.

To Hon. William H. Taft, the White House.

Senator La Follette gave his letter out because he had heard that reports were going around that he had turned down an invitation to discuss the judiciary appointments with Mr. Taft.

Senator La Follette is one of the insurgents whose patronage was cut off by the President in the last session of Congress. He will stand out against Mr. Taft on many propositions in the present session, but there are reports that a split is imminent in the insurgent ranks between Senator Cummins and his followers and Senator La Follette.

LINERS HAD TO DODGE

Unseen by Each Other in the Snow Until Dangerously Close.

The Hamburg-American liner Cleveland, which sailed yesterday three hours late for the Mediterranean because trains bringing her 1,100 Italian steerage passengers bound to their fatherland to celebrate Christmas were held up by the snowstorm southwest of us, came pretty close to the French liner La Gascogne, inward bound from Havre, off Liberty Island yesterday afternoon. The snow made the air thicker than an ordinary fog and the pilots of the two ships did not note each other until they were so close that swift manœuvring was necessary to avoid trouble. The Gascogne stayed in Quarantine nearly five hours waiting for the snow to let up, and finally came to her dock piloted by the tug John Nichols, which helped her to escape a bump with the Cleveland.

FOR NAVY YARD'S DRY DOCK.

Special Appropriation of $500,000 to Be Rushed Through Congress.

WASHINGTON, Dec. 6.—An appropriation of $500,000 will be made by Congress before the holiday recess for continuing work on the dry dock at the New York Navy Yard. This agreement was reached to-day at a conference between Secretary of the Navy Meyer and Representative Tawney, chairman of the House Committee on Appropriations.

Mr. Meyer explained to Mr. Tawney that the work on the dock has progressed so rapidly that the appropriation is practically exhausted and that a force of about 500 men would have to be laid off if the appropriation were not made promptly to become available immediately. The completion of the dock would also be delayed by several months in such a contingency.

Mr. Tawney promised to put through the appropriation either in an urgent deficiency bill or by joint resolution.

NO $110,000 FOR INQUIRY.

Mayor Does Not Veto the Aldermen's Cut of the Budget.

Mayor Gaynor failed yesterday to act on the $110,000 reduction made in the budget by the Aldermen two weeks ago and in consequence the cut in the budget stands. The time for a veto expired yesterday.

The $110,000 which the Aldermen sliced out of the budget had been set aside by the Board of Estimate for an investigation, under the supervision of that board of the Departments of Health, Charities and Education and Bellevue and Allied Hospitals and also to pay the expenses of an inquiry to bring about a standardization of salaries in the various departments.

The Aldermen said that if there was to be any investigations they were the people to undertake it. Comptroller Prendergast, President Mitchel and Borough President McAneny jointly signed a letter to the Mayor asking him to veto the resolution.

A COUDERT WILL DISPUTED.

Miss Grace Left Most of Her Estate to the Marquis de Choiseul.

Surrogate Cohalan set down yesterday for trial next Monday a contest of the will of Miss Grace Coudert, daughter of the late Charles Coudert, the lawyer. The daughter died in Paris a year ago, leaving most of her estate of $50,000 to the Marquis de Choiseul. Miss Coudert's sister, Claire, married the Marquis and Miss Grace made her home with them. The Marquis was the only relative at Miss Coudert's bedside when she died.

The contestants of the will are Miss Coudert's sisters, Jeanne Clarissa, who married Condé Nast, and Aimée Margaret, wife of Baron Frederick Brenning, who was United States Consul at Java at the time of his marriage. The contestants allege undue influence.

SNUB JAPANESE OFFICERS.

Admiral Feels That California Girls' Refusal Is an Insult to His Nation.

PASADENA, Cal., Dec. 6.—Much unpleasant feeling has been caused through an invitation extended by the Hotel Maryland's manager to a ball which he proposed to give in honor of officers of the Japanese squadron now at Los Angeles. It soon came to the manager's ears that girls living in the hotel as well as those in Pasadena had declared that they would not dance with the Japanese officers. He made a canvass and found that sentiment against the Oriental officers was practically unanimous, so the only thing he could do was to call off the ball.

The Japanese Admiral regarded this cancelling of the ball as a direct insult to his nation, so he cancelled invitations to a return dance on his ship and to-day refused permission to Long Beach school children to visit the ship.

JEFF DAVIS GETTING ON.

Ozarks Senator Orders an Auto and Hobnobs With the Vice-President.

WASHINGTON, Dec. 6.—Jeff Davis, whose specialty is swatting Wall Street and the trusts, is succumbing to the civilizing influences of the national capital. He has placed an order for an automobile. It was only a few years ago that Senator Jeff announced when he came to Washington he would walk down the centre aisle of the Senate and shake his boots in the face of the Vice-President.

The Ozarks Senator never appears happier now than when hobnobbing with the Vice-President.

$72,000 WORTH OF RADIUM.

Gift of Sir Ernest Cassel for Cancer Cure Experiments—Just 15 1-2 Grains.

Special Cable Despatch to THE SUN.

LONDON, Dec. 6.—Sir Ernest Cassel has bought a gramme, which is about 15½ grains, of radium from the Austrian works at Joachimsthal for experiments in the cure of cancer by the British Radium Institute.

He paid $72,000 for it.

H. J. DUVEEN GOES ABROAD.

Presumably to Arrange for a $500,000 Bond for His Seized Property.

Henry J. Duveen, head of the firm of Duveen Bros., art dealers, sailed with his wife for Europe on the Mauretania last Wednesday. He will sail for home about January 8.

Mr. Duveen was at liberty to go abroad if he chose. He and several other members of the art firm were arrested recently by Federal officers on the charge of undervaluing importations of antiques and art objects to an extent exceeding $1,000,000. Mr. Duveen is out on $75,000 bail. A bond for that amount was furnished by the National Surety Company of 115 Broadway, but the bond was cancelled and Mr. Duveen deposited $75,000 cash with the court as surety for his appearance. The United States District Attorney's office was informed of his intention to sail.

It is understood that Mr. Duveen went abroad to raise money for a bond in order that his property seized by the Government may be released. The District Attorney has exacted a bond of $500,000 for this. It is also understood that negotiations are now pending looking to a settlement between the Duveens and the Government.

BEAVERS ATTACK A FARM.

John Stephens, Near Boonville, Faces Ruin—Law Protects the Animals.

UTICA, Dec. 6.—A colony of beavers has appeared near Boonville and the members are working on Forbes Creek near a farm owned by John Stephens. As a result Stephens is threatened with financial ruin. The beavers have constructed a dam which has flooded his farm lands. He is powerless to interfere because the law prevents him molesting the animals.

The animals have also built a house about ten feet square. They have felled trees that are eight inches through, trimmed the branches and carried them some distance. The branches are used in the construction of the dam and house.

Where they came from no one seems to know, but it is the opinion of some that they came down Black River from the Adirondacks. Under the law no person may molest wild beaver, the houses in which they live or the dams that they build. The farmer who has had his lands flooded by these builders must endure it as best he can.

"SURVIVING OFFICERS' WIDOWS"

Bill From Missouri Congressman That Startled the Clerk.

WASHINGTON, Dec. 6.—A bill to pension grass widows was introduced in the House to-day by Representative Rucker of Missouri. He did not intend it exactly that way, but the opening paragraph of the bill as he wrote it provides for a Government bounty to the widows of surviving officers and enlisted men who served in the Indian wars between 1865 and 1883.

The bill clerk, although somewhat startled when he read the measure, is holding it for possible correction.

BARK 45 DAYS OUT.

The Matanzas Four Times Blown From Her Course and Thrice Provisioned.

PHILADELPHIA, Dec. 6.—Caught in the teeth of a northeasterly gale and the blinding snowstorm that accompanied it, the lumber laden bark Matanzas, from Brunswick, Ga., for Philadelphia, was driven far to sea on Monday on her fourth attempt to enter this port.

Forty-six days ago the Matanzas left the Georgia port on a voyage that sailing vessels usually complete in two weeks. Three times her half famished crew has been supplied with provisions by passing steamships. Four times she has almost been in sight of the Delaware Capes, when storms arose and winds drove her back.

Just a week ago the steamship El Paso of the Southern Pacific Company answered the distress signals of the Matanzas and supplied her with provisions to last a week or ten days. At that time her crew had been without food for four days.

Shipping men fear that the crew will again suffer from hunger before the bark makes her way into port or attracts the attention of a passing vessel.

ELEVATED ROADS TO BE THIRD TRACKED

And Extended Through The Bronx to Woodlawn and White Plains.

COMMISSION GIVES CONSENT

Shonts Says New Subways Could Be Started in 30 Days—Mayor Gaynor Pleased.

The Interborough company, which made on Monday a new proposition for subway extension and which can begin the job within thirty days, according to President Shonts, has obtained the consent of the Public Service Commission to add third tracks to the Second, Third and Ninth avenue elevated roads. To-day the commission will decide to issue a certificate approving of the additional tracks on the ground that public necessity and convenience demand them, and at the same time consent will be given to the plans to extend the Ninth avenue road through Jerome avenue to Woodlawn and the Third avenue line to White Plains. These extensions will be in addition to the lines laid out for the new subway system.

Another extension which the commission will approve to-day will be the crosstown elevated line connecting the Second avenue elevated structure with a line to run across Queensboro Bridge.

The company will pay to the city 2 per cent. of the gross receipts of the new Bronx extensions. The franchise is to run for eighty-five years. At the end of the first twenty-five years and at the end of every twenty years thereafter the terms of payment to the city are to be readjusted.

It is understood that the franchises under which the third tracking will be done are to be made coterminous with the present franchises of the elevated railroads. That is, they will be perpetual; but it is provided that if at any time the city decides to take over these roads the municipality will not be called upon to pay the company for the cost of constructing the additional tracks. Just what remuneration the company is to pay for these tracks has not been determined, but the payment will be based on a percentage on the increased gross receipts from the new stations. A public hearing is to be held by the commission on December 22.

The cost of these improvements, which is estimated at $32,000,000, is to be borne by the Interborough company. It is believed that the Interborough's offer for the development of its subway system was conditional on the city giving it permission to third track the elevated roads. President Shonts of the Interborough admitted that much yesterday when in reply to a question as to what interest his company might have to pay for the $75,000,000 of bonds which the company will have to sell to pay for its share of the new subway lines he said that that was a question that could not very well be answered until his company knew what action would be taken on the application for the third tracking and extension of the overhead lines. If such a condition was laid down it has been met by the Public Service Commission, which is now prepared to assent after many months of consideration to the proposals of the Interborough company.

Because of the comprehensive nature of the Interborough's new subway plan there is some doubt in the minds of the commission as to whether the scheme could legally be regarded as an extension of the existing subway. If it should be regarded as an extension it would mean that the commission and the Board of Estimate could authorize the Interborough to build the branches on terms to be agreed upon with the company without advertising for bids for construction.

Mr. Shonts said yesterday he had foreseen that this question might be raised and in consequence the engineers of his company had prepared specifications for the construction of the new routes in sections so that the roads could be constructed after competitive bids had been advertised for. He said that his company was willing to follow this course and to have the work done entirely under the supervision of the Public Service Commission.

"We are ready to begin work everywhere on every part of the proposed lines," he said yesterday, "and to rush the completion of the new lines. We might possibly concentrate our first efforts on the section between Long Acre Square and the Pennsylvania terminal. That section we could complete in eighteen months, but it is our purpose to push operations on all the sections simultaneously."

Mr. Shonts said that his company was prepared to begin work within thirty days after his offer had been accepted by the city. That could be done, however, only by the adoption of the plans and specifications which have been prepared by the engineers of the Interborough company. The plans drawn by the engineers of the Public Service Commission for the triborough route call for a tunnel of sufficient size to allow the running of a standard railroad car. To change these would take at least a year. The Interborough plans provide for a tunnel to accommodate cars of the same size as those in the present subway, with the exception that the cross sections would be a few inches higher to allow for heavier ballasting. There are to be no curves at the stations, and the cars will be of the side door variety.

When Mr. McAdoo was asked yesterday if his company would make a counter offer to that of the Interborough he said he couldn't say anything about it for several days. Comptroller Prendergast