

EIGHT HOUR LAW IS VOIDED IN TEST SUIT

Federal Judge Hook Declares Adamson Act Unconstitutional to Aid Appeal.

GOES TO HIGHEST BENCH

Transcript Will Be Ready Saturday and Supreme Court Immediately to Act.

KANSAS CITY, Mo., Nov. 22.—The Adamson eight hour law was held unconstitutional here today by Judge William C. Hook in the United States District Court. The court made it plain that the decision was not based on mere consideration of the merits of the case, but on expediency desired by all parties at interest because of the necessity of a decision by the Supreme Court of the United States before January next, when the law goes into effect.

The legal moves in the process of sending the case direct to the highest court in the land were somewhat involved from the point of view, but the lawyers concerned rushed the matter through with a speed seldom witnessed in courts of law.

Just what action Attorney-General Gregory would take remained a closely guarded secret until yesterday, when Frank Hagerman, retained as special counsel to represent the Federal Government in the suit, suddenly set the ball rolling by asking Judge Hook to instruct the receiver of the Missouri, Oklahoma and Gulf Railroad, complainant in an injunction suit, to join with the defendant in proceedings which would consign the case to its merits to the Supreme Court.

Transcript at Once Begun. Today these events transpired in court by agreement: First—Counsel for the receivers asked that their bill for an injunction be granted and the Adamson law be declared null and void.

Second—Mr. Hagerman, for the Government, asked the court to dismiss the bill and to declare the law constitutional.

Third—The court overruled Mr. Hagerman and declared the law invalid.

Fourth—Preparation of a transcript of the evidence for presentation to the Supreme Court was begun and it was expected that the mails would deposit copies in Washington by Saturday.

Fifth—Counsel for the receivers was instructed to notify counsel for all railroads of the moves made here and to invite them to join in the case before the Supreme Court.

May Be Other Test Cases. The present case, in the view of Mr. Hagerman, provides all of the factors necessary for a test case, but it was said by James Dunlap of the legal staff of the Atchison, Topeka and Santa Fe Railroad that among other lawyers there is some difference of opinion on this point. He said it was thought in some quarters that perhaps one or two additional test cases should be brought to afford a wider range of inquiry and analysis.

The Missouri, Oklahoma and Gulf Railroad is in the hands of a receiver and the receiver could do only as directed by Judge Hook, who has the final say in the direction of the road's affairs. Mr. Dunlap said that certain additional phases of the law might develop in a case where the complainant was independent.

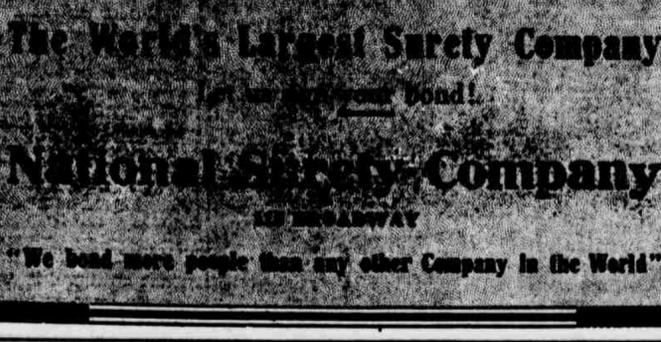
The case of the Santa Fe is scheduled to come up before Judge Pollock in the United States District Court in Kansas City, Kan., to-morrow. There was much interest as to what effect, if any, Judge Hook's decision would have on this case. Mr. Dunlap said that until the arrival to-morrow of his associates he could not predict what action would be taken. Mr. Hagerman was similarly at sea, although he said he saw no reason why every question involving the Santa Fe and all other railroads could not be settled by to-day's test case.

Brotherhood Chairmen Eliminated. One result of the proceedings in Judge Hook's court was the elimination of brotherhood chairmen of Kansas as defendants to the action. United States District Attorney Francis M. Wilson retained the only defendant.

The text of Judge Hook's decree follows: "This is an independent suit to enjoin the enforcement of a recent act of Congress, commonly called the Adamson law, upon the ground that it is contrary

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to the Constitution. In the character of the averments the plaintiff's bill of complaint is stated to be typical of numbers of suits recently filed by railroad companies in various district courts of the United States. A motion to dismiss has been presented on behalf of the defendant United States Attorney. The sole question raised by it is that of the constitutionality of the law. The court is informed that the other cases stand on applications for temporary injunctions.

"An appeal from an order granting or refusing a temporary injunction goes to the Circuit Court of Appeals and not further, by ordinary procedure, while an appeal from a final order or decree in such a case would go direct to the Supreme Court of the United States. In the former a decision would be inconclusive, in the latter a decision would definitely settle the question for the whole country. The motion to dismiss the case here, however it is decided, will promptly result in a final decree from which an appeal will be taken to the Supreme Court.

No Time for Consideration. "The assistance of this court has been invoked to facilitate a final and authoritative determination of the constitutional question. The case was presented yesterday, and a decision is expected to-day. It is far from being an agreeable duty for a judge to record a judicial conclusion without the care and deliberation essential to a conviction that he would stand in it every circumstance. Upon the merits of a case the Government neither asks nor receives from a court greater consideration than is required by the settled rules and presumptions of law, but a request by the Department of Justice to aid the progress of a case consistently with the rights of every one cannot be declined, certainly not for personal considerations.

Upon a consideration of the Adamson law and of what is said of its practical effect and what is intended to be accomplished by it, the judgment is that as the court construes the terms of the law it cannot be sustained. Since both parties have said they would not plead further, whatever the decision might be, a decree will be entered for the plaintiff reciting that the defendant prays and is allowed an appeal in an open court.

Appeal Lodged by December 4. "The case in which the plaintiffs were appointed receivers is in charge of the judge who is acting here. An order will be entered in that case directing plaintiffs and their counsel to cooperate with the Department of Justice in lodging the appeal in the Supreme Court by December 4 next, and in then moving for the advancement thereof for such early hearing as that court may find it convenient to grant; also to invite counsel for all railroad companies and others similarly interested in the question involved to participate in the presentation of the motion to advance and in the arguments on the merits as fully as though their clients were parties to this litigation.

"Though the decree of the court in the case here will be final in form, yet because of the exceptional circumstances the plaintiffs will be directed to keep their accounts and be prepared promptly to bring other suits on the basis of the Adamson law upon the decree be not sustained."

RAILROADS UNCERTAIN. Lawyers Not Sure One Case Will Cover All Points. CHICAGO, Nov. 22.—Railroad heads and attorneys here today were uncertain what effect the decision in the Kansas City court holding the Adamson law unconstitutional would have upon suits brought by other lines, that are making a fight against the act.

E. P. Ripley, president of the Atchison, Topeka and Santa Fe Railroad, said the decision had been anticipated by practically every railroad lawyer in the country who had studied the bill carefully. "However, this action does not alter our course in the least," he continued. "We will endeavor to get a decision in our case and will fight the law to the last."

Llewellyn Lee, general counsel for the Illinois Central road, said: "Everything depends on what action is taken by the Attorney-General. The railroads have gone to the courts to ask for protection from penalties for failing to do things required by law which the railroads cannot do.

The Government asks to give them protection while this case is being decided the various other suits may be postponed. If not, each railroad must continue its efforts to avoid penalties for not achieving the things required by law.

"Until we know what the Government will do we will continue to prepare for the hearing in the district court in which this case has been set for a hearing December 4."

J. A. Connel, general counsel of the Chicago, Burlington and Quincy Railroad, said to-night the road would continue its plans for fighting the Adamson law until notified by the Government that the roads would be protected from penalties until the high court renders decision in the present case. He added that railroad men generally felt certain that Judge Hook's decision would be upheld.

Two more railroad companies, the Pennsylvania and the Cleveland, Cincinnati, Chicago and Et. L. Road, said to-night that the Government might be enjoined from enforcing the law until the question of constitutionality had been decided by the courts.

BROTHERHOODS SUED. Burlington Asks Injunction to Prevent Bank of Strike. COUNCIL BLUFFS, Ia., Nov. 22.—In a suit asking injunction against enforcement of the Adamson law filed in the Federal district court here to-day by the Burlington, Chicago and Quincy Railroad Company, injunction also is asked against the four railroad brotherhoods.

The court is asked to restrain them from inaugurating strikes should the provisions of the law be disregarded by the company.

FOUR MORE ROADS SUE. Long Island and Jersey Central Among Them. The Long Island Railroad Company filed yesterday in the United States District Court a bill in equity asking an injunction against H. Snowden Marshall, United States District Attorney in the Southern District of New York, and Melville E. France, attorney in the Eastern District, forbidding them from instituting any proceedings against the Long Island road under the Adamson law. The court is asked to declare the eight hour law unconstitutional and void.

Asserting that the operation of the Adamson law would subject the railroad to destructive penalties, attorneys for the Central Railroad of New Jersey attacked the constitutionality of the new measure in a suit filed yesterday in the Federal court at Trenton. The suit is directed against the United States District Attorney and the heads of the four brotherhoods.

Suits in equity and motions asking for temporary injunctions to test the constitutionality and to prevent the enforcement of the Adamson law were filed yesterday in the Federal court at Indiana by attorneys representing the Illinois Central Railway company and the Lake Erie and Western Railroad Company.

RELY ON BROTHERHOODS. Gompers Says Federation of Labor Looks to Operation of Law. BALTIMORE, Nov. 22.—Samuel Gompers, president of the American Federation of Labor, was asked what possible bearing the decision to-day of Federal Judge Hook, declaring unconstitutional the Adamson eight hour law, might have on the stand of the federation.

"We are looking to the railroad brotherhoods to see that the eight hour law goes into effect January 1, or law no law," he said emphatically. Just after leading the Associated Press despatch giving details of Judge Hook's decision, James Duncan, chairman of the Committee on Resolutions, interrupted the convention proceedings to call an immediate meeting of his committee. There are three resolutions dealing with the eight hour question before the committee. Mr. Duncan would make no statement in advance of a report to the convention by the

RESOLUTIONS. TIME TABLE CHANGES. On November 23 a General Change will be made in the Time Tables of the Pennsylvania Railroad.

ROADS WANT 8 HOUR TEST ON BIG SYSTEM. Continued from First Page. without argument so as to make it possible for the Supreme Court to decide the question involved before the law goes into effect on January 1 next. Appeal of the case will be perfected to-day.

The Attorney-General said to-night that he was hopeful of being able to lay the case before the Supreme Court by December 4 and of obtaining a decision before the end of the month. What steps will be taken to expedite the hearing after the appeal is perfected will be decided by the court itself. It is expected that it will set the case for hearing immediately after the present recess, and that its decision will be forthcoming without delay. In a case of this importance, however, it is probable that the court, which moves deliberately, will take some time in the preparation of its opinion.

Only Eleven Days to Consider. This prospect is not without its obstacles. The court will not reconvene until December 4. The attorneys for the railroads expect that they will be given until December 11 at least to prepare their arguments and file their briefs. Assuming that the court will take its usual holiday recess it would have but eleven days to prepare its opinion.

There is also the question, if the Department intends to force the issue with this as the test case, that it will make an investigation of the effects of the eight hour law upon the railroads and the additional expenditures it will require to-day made preparations for beginning their work in New York to-morrow. The commission, consisting of Major-Gen. Goethals, Commissioner of the Interstate Commerce Commission, and George Rublee, formerly a member of the Trade Commission, held a conference with Judge Chamberlain, chairman of the board of mediation, and conciliator. The latter advised the President when the strike negotiations were in progress and it is assumed that he was discussing with the commission the scope of its work.

C. P. R. Strikers Lose Penalties. MONTREAL, Nov. 22.—Such of the freight handlers as are being reinstated by the Canadian Pacific Railway after their walkout in Toronto must put up with the loss of their pensions, according to the statutory rules under which the Canadian Pacific pension fund is governed. General Superintendent Purvis, who has been arranging the terms of settlement with Mayor Chubb, made it clear that those taken back into such vacancies as remained could only be reinstated on the condition that they come back unconditionally, and though generous terms will no doubt be made by the company, the men have lost their pensions through their precipitate action.

PERKINS ATTACKS WILSON. Tells Bay State Men President Is Foe to Business. SPRINGFIELD, Mass., Nov. 22.—George W. Perkins of New York, in an address here to-day at a banquet of the Western New England Chamber of Commerce attacked the Administration's attitude toward business.

"Only six weeks ago," he said, "the Attorney-General of the United States made a statement in which he said that there are thirty-six anti-trust dissoluting suits now pending. Describing these suits he said: 'The present Administration has insisted in every case that the parts into which the unlawful combination was or may be divided must be separate and distinct in ownership and must not be left under the control of the same set of men, thereby opening the way for the restoration of competitive conditions.'"

"That, gentlemen," said Mr. Perkins, "once more reiterates the Government's determination to prevent cooperation."

DYES REPORT MADE PUBLIC. 20,000 Tons Used in U. S. Year Before War. WASHINGTON, Nov. 22.—A detailed statement of the amount of dyestuffs imported in the year prior to the outbreak of the European war was made public to-day by the bureau of foreign and domestic commerce to aid American manufacturers in their efforts to supply dyes which formerly came from Germany.

The census shows that the total consumption of synthetic dyes in the United States in the fiscal year 1914-15 exceeded 20,000 tons. The statement was to have been issued some time ago, but protests caused the bureau to hold it up to elicit more information from American dealers said would hurt their business if made public.

LOWTHER RANGE FOUND ADRIFT. FATAL. Nov. 22.—The British steamer Lowther Range, bound for New York, was towed into port to-day by the American steamer Grayson. The Lowther Range lost her propeller blades and was adrift in midocean for four days before she was taken in tow by the American vessel.

Put one in her stocking and surprise her! BREITANOS 56 FIFTH AVENUE COR. W. ST.

CHARGES PLOT TO FORCE ARBITRATION

W. S. Carter Says Master Class Is Trying to Deprive Workers of Power.

RELYING ON HIGH COURT

Locomotive Brotherhood Head Speaks Before Political Science Academy.

The objections of organized labor to compulsory arbitration were told last night by W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, at the meeting of the Academy of Political Science in Earl Hall, Columbia University. To make arbitration compulsory, he said, is to deprive labor of its economic power. Under the guise of arbitration it is proposed to fix wages and working conditions by judicial compulsion.

"Railroad employees, and all people who work for wages, are opposed to so-called compulsory arbitration," he began, "because it is but an ill concealed effort on the part of the master class to deprive labor of its economic power. Under the guise of arbitration it is proposed to fix wages and working conditions by judicial compulsion.

"The high expenditure of wealth in the purchase of advertising space in the public press, the princes of the master class here in New York have created a popular demand elsewhere and everywhere for a law that will impose involuntary servitude upon employees of railroad corporations, then the Constitution is invoked to prevent the judicial fingers of the master class, to be moulded as best accomplishes its purpose.

Fear Newlands Law. "The present Newlands act was earnestly supported by representatives of railroad employees. Yet practically all railway employees look upon the law with a wary and suspicious eye. They have learned by bitter experience that arbitration under the Federal law is not fair to the employees. Through disingenuousness and a desire to protect this insidious class consciousness of business interests permeates our whole social structure. They have learned that the selection of arbitrators only those of the master class, or sympathetic therewith, are eligible, and that a financial interest in the result of the arbitration better fits a man to serve as arbitrator.

"Bloody wars have been fought to decide disputes arising out of the division of property between equals, but could this religious issue be decided by compulsory arbitration. Just as difficult would it be to secure an unbiased award. A Church or a Hebrew arbitration board would reject the divinity of Christ, and the one would be just as sincere as the other."

Mr. Carter referred to "the last arbitration conducted under the present law" in which, he said, one of the neutral arbitrators selected by the Federal Board of Mediation and Conciliation refused to disqualify him.

What Advertising Did. "A public opinion has recently been created through the lavish expenditure of money by the railroad industry in the purchase of railway financial interests, with their headquarters in this city, that makes it almost impossible for railway managers to secure justice through any tribunal.

"In their efforts to convince the American people that railroad employees should not be allowed to advertise, the railroads expended in an attempt to suborn the public press of the nation. We have evidence that in this respect the railroads have been successful. Financial directors employed the advertising pages of more than 3,000 daily and more than 14,000 weekly papers. Before these millions were poured into the advertising profits of these newspapers many were friendly to our cause and a majority were at least neutral. Almost immediately after the beginning of the railroads' newspaper campaign similar sentiments were expressed in their advertising pages.

"In any arbitration of a controversy between Mr. Woodbury and their employers the latter administer the award. What would be thought of the effectiveness of a court judgment enforced only by the railroads? What is the use of arbitration awards if placed in effect. What are intended to be wage increases are juggled into wage reductions by railway officials, whose authority in the matter has never been questioned.

Relying on Court. "I believe any attempt to force arbitration on the working people, even though it is a New York law, will be frustrated by the Supreme Court of this country. I don't believe the Supreme Court of the United States will uphold the Thirteenth Amendment to the Constitution, even though it be for the preservation of industrial peace."

William B. Fitzgerald, general organizer of the Independent Association of Street and Electric Railway Employees, had accepted an invitation to speak on the arbitration of street railway strikes, but he failed to appear. Thomas J. Parkinson, Legislative Drafting Research Fund of Columbia University, told of the constitutional aspects of compulsory arbitration. He said it seemed to be possible under the Thirteenth Amendment to make laws prohibiting public utility employees from striking.

William Lea Chambers, Commissioner of the United States Board of Mediation and Conciliation, presided at the morning session. His address in an address entitled "American Legislation for Prevention or Settlement of Labor Disputes" was that from the "experience of the United States Board of Mediation and Conciliation it may be fairly deduced, so far as any value may be attached to any personal opinion, that the time and occasion has not yet arrived when the principle of compulsory arbitration should be attempted by legislative enactment."

Mr. Chambers developed the idea that mediation and compulsion were in their very nature antagonistic. "The melody of industrial peace," he intimated, might best be brought about by disinterested persons acting under the guidance of Federal authority, appealing to the feeling and sentiment of the capitalist and wage earner.

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SWITCHMEN SHOWN FAVORS, SAY ROADS

Board of Arbitration Told Men's Life Is Not So Hard.

A mass of testimony to the general effect that a switchman's life is not so hard was brought out yesterday before the Board of Arbitration, which is hearing in the Chamber of Commerce facts upon which to settle the threatened strike of the railroad switchmen.

W. H. O'Keefe, assistant general superintendent in Detroit of the Michigan Central, said that when a regular switchman reports for duty he is paid for a ten hour day even though there may be no work for him to do. The Michigan Central has an arrangement with local hospitals under which the road advances pay for hospital accommodations for its employees, and the road sends it back later from the men, taking a little out of the man's pay each week.

The company sells coal to the men at cost, he said. H. J. Mullanigh, trainmaster in Scranton for the Delaware, Lackawanna and Western, said the switchmen there work ten hours a day. The road has a hospital which is free to the men and to their families. The men pay nothing for the maintenance of this hospital. The pay is 40 cents and 38 cents an hour for night workers and 36 and 37 cents for day men. In very small yards the rate is a cent an hour less, for the men there have less work and their living costs in small towns are less than in big cities.

He said men never quit the service until they die. An eight hour day would mean tremendous increases in operating costs, he said.

GOVERNOR'S ACCOUNTS STAND. Court Decides Whitman's Expenditure Expenses Can't Be Audited. ALBANY, Nov. 22.—Gov. Charles S. Whitman's much discussed expense account for his trip to the State of New York last year has been audited by an auditor to cost or change. The Appellate Division, Third Department, decided to-day, and the Governor's contention that Comptroller Travis had no right to interfere in the accounts of the trip, was overruled.

The case at law arose out of an action of Frederick W. Hinrichs of Brooklyn, a taxpayer, to force an audit in every Governor's expenditures on the trip. The move was considered at the capital as a political one and the Governor and his cabinet members were advised of the Attorney-General, Comptroller Travis refused to order such an audit. Justice Haskin, of the Supreme court, differed with Mr. Woodbury, and ordered the accounts gone into. An appeal was taken, and the decision to-day reverses Justice Haskin's holding that anything but the commission's figures.

BROKER'S WIFE ENDS LIFE. Mrs. Charles Samson Leaps From Philadelphia Hotel Window. PHILADELPHIA, Nov. 22.—Mrs. Charles Samson, 36, wife of a New York broker, committed suicide to-day by jumping from a fifth floor bathroom window in the Bellevue-Stratford Hotel. She died a few hours later in the Jefferson Hospital. Her husband was notified and hurried to this city, arriving shortly after his wife died. He is a member of the firm of Carlisle, Mellick & Co., 43 Exchange place, New York.

For several months Mrs. Samson has been living in the South, following a nervous breakdown. She was returning in charge of a nurse, Miss Underwood, and stopped in this city to make some purchases, intending to spend a day or two at Atlantic City. Miss Underwood left her patient alone in the bathroom for a few minutes at 1:30 o'clock while she went into another room for medicine. Upon her return she found the window open and Mrs. Samson lying thirty feet below in a court over the ballroom.

MEtz GIVES \$20,000 FOR AID. Contribution Made for Hospitals in Germany and Austria. Herman A. Metz has given \$20,000 to the American Physicians' Expeditions Committee. It was announced yesterday at a meeting of the directors. The committee maintains six reserve hospitals, four in Germany and two in Austria, where wounded soldiers and severely ill population are attended. Wounded prisoners also are treated. War relief societies in Chicago have financed two of the hospitals. Since war broke out New York is maintaining three through the efforts of the central committee. Arthur von Briesen is president of the committee.

GREENWICH'S BEAR CAUGHT. Troublesome Bruin Lassoed by Carpenter at Belle Haven. GREENWICH, Conn., Nov. 22.—The bear which wandered away from the Cyril Crimmins estate in Noroton three weeks ago and since has been terrifying people on the outskirts of town is a prisoner to-night in a cage on the W. T. Graham estate in Belle Haven. His capture was only due to the expert lassoing of Anthony Thompson, a carpenter.

A Gardner on the estate of Mrs. Seymour J. Hyde saw the bear prowling around the place this morning and notified the police. Armed with a gun, Sgt. Flanagan and a posse searched the premises without finding trace of the bear.

Two hours later carpenters at work on the Graham place spied the bear and pursued it. The bear plunged into the water. Edward Nelson and Anthony Thompson jumped into a row boat, and Thompson lassoed the bear and they brought it ashore.

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Put one in her stocking and surprise her! BREITANOS 56 FIFTH AVENUE COR. W. ST.

DRILLING IN SCHOOL OPPOSED BY LABOR

A. F. of L. Convention Adopts Resolution Against Teaching of Militarism.

BALTIMORE, Nov. 22.—Long debates characterized to-day's proceedings of the convention of the American Federation of Labor. Virtually all of the morning session was taken up with the discussion of a resolution against the teaching of militarism in the public schools, which was finally adopted.

The preamble set forth that the Secretary of War has communicated with public school authorities in various parts of this country inquiring if they were willing to introduce military training of the boys in the schools and stating that "the War Department would provide instructors and rifles and ammunition."

Andrew Furuseth said that although he was opposed to any increase in the standing army, it was his belief that "men who will not fight and women who won't be mothers are an abomination in the world."

Sarah Shapiro of the United Garment Workers of New York said she favored the resolution in behalf of the "mothers who had been pushed away into the slums."

Most of the afternoon session was devoted to consideration of the question whether the charter of the International Association of Bridge and Structural Iron Workers should be revoked or suspended for not withdrawing a charter it had granted to a New York local after receiving instructions to do so from the federation executive council. A committee reported favorably a resolution to revoke the federation charter of the International Association. Just before adjournment was taken to-night a roll call vote showed a substantial majority on the motion to substitute the word "suspend" for "revoke." The question of whether the big organization of iron workers and bridge builders shall be suspended will come up to-morrow.

Another Winter in Arctic for Hovey. MUSEUM TRUSTEES REPORT ALL WELL AND SAY NO ANXIETY NEED BE FELT. NEW HAVEN, Nov. 22.—Relatives in this city of Dr. Edmund Otis Hovey of the American Museum of Natural History of New York and those connected with Yale University who are interested in the Crocker Land expedition in North Greenland received word to-day that the trustees of the museum feared Dr. Hovey and his party would be obliged to spend another winter in the far north.

Dr. Hovey headed the relief expedition sent out in July, 1915, to rescue the Crocker Land party that had then spent two years in the north. He expected to return to New York in the fall of that same year, but owing to mishaps to the George B. Cluett, on which he sailed, he was obliged to winter in North Star Bay.

In June of this year a second relief ship, the Danmark, was sent to get Dr. Hovey, but from present indications it is feared the Danmark will not be able to get out of the ice this year.

A cable message received by the trustees of the American Museum from Copenhagen on November 15 reported that the Danmark had been observed to Melville Bay, latitude 75, longitude 60, on August 20, bound northward. From that report it would appear that the vessel had made only 150 miles northward in seventeen days since previous messages reported her off Upernivik on August 3, 1916.

This report and her failure to arrive at Sydney or St. John's indicate that the ice conditions are severe and that the vessel has probably been delayed by ice on her southward voyage.

In commenting on this condition the trustees of the museum said: "It is still possible the Danmark may reach this country, but even should she be caught in the ice and be compelled to winter in the north no anxiety need be felt for the safety of our party, as the vessel is stowed with ample supplies and well provisioned."

"The first relief ship, the George B. Cluett, left its winter quarters in North Star Bay the latter part of July and arrived at Battle Harbor, Labrador, on September 7. The Cluett brought out a letter from Dr. Hovey, dated July 19, 1916, saying he was in touch with Mr. Itamussen; that the members of the Crocker Land expedition were well; that Mr. McMillan had returned to Etah on May 6, 1916, from his 1,000 mile journey to the westward, and that all were looking forward to the arrival of the second relief ship, the Danmark."

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THIS suit case is made by us from the toughest of selected Oak-tanned cowhide, superbly toned and surfaced. The frame of the case is a one-piece, square steel rod, corner-rounded and welded. The leather is laboriously and exquisitely stitched by hand. The stitches are very close together, and the thread is of pure, long-fibred, hand-waxed linen. The lower corners are reinforced, or rests, of heavy leather. The hinges are of copper-riveted steel, brass plated. The locks are of heavy, solid brass. They work easily, and the suit case stays shut. The handle is of fine leather, padded with leather, and shaped to comfortably fit the hand.

This case is worthy of bearing the two marks we have placed upon it—our trademark and our name

Crouch & Fitzgerald Makers of Fine Trunks and Hand Luggage Since 1829 177 Bow Street—14 West 9th Street—154 Fifth Avenue

Put one in her stocking and surprise her! BREITANOS 56 FIFTH AVENUE COR. W. ST.