

CANAL DEBATE GROWS HEATED

DEMOCRATIC LEADERS ARE ON ALERT

Cockran and Williams Sharply Question Hepburn—Will Offer Radical Amendment to Big Appropriation Bill

Mr. Hepburn reviewed the canal work, stating that \$10,000,000 had been expended and that particular attention had been paid to housing employees on the isthmus and in rehabilitating the machinery the French company had left there.

There was a pay roll on the isthmus containing the names of more than 15,000 persons. They were paid twice a month, and there would be no funds to meet the payment due December 15 unless the bill should pass.

Mr. Fitzgerald of New York said that he had been informed that \$10,000 a year was being paid to a "press agent" in this city. Mr. Hepburn said he knew nothing of such an employee.

How can congress find out if that is so? persisted Mr. Fitzgerald. The reply was that Mr. Fitzgerald knew as a member of the house that he could get the information by asking in the proper place for it.

"But does the gentleman think this is a necessary appropriation?" asked Mr. Fitzgerald. "I do not think it would equal in usefulness an Irishman who could wield a shovel," answered Mr. Hepburn.

"But that is hardly a good defense of a \$10,000 appropriation under any department of this government," retorted Mr. Fitzgerald.

Mr. Kahn finds fault with the matter before. He did not hear of the proper appropriation of the canal funds and suggested that Mr. Fitzgerald pursue his investigation.

Mr. Williams suggested that an estimate be secured from the commission as to the amount necessary to carry on the work until January. An explanation of the purchase of the two steamers Mexico and Havana was asked for by Mr. Wadsworth of New York.

Mr. Hepburn replied that he understood the three steamers originally purchased as a part of the property of the French Canal company were not capable of transporting the required material to the isthmus.

Fault was found by Mr. Olmsted of Pennsylvania and Mr. Kahn of California with the statement of expenses furnished. Mr. Hepburn concurred in this opinion.

Mr. Williams yielded to Mr. Williams of Mississippi, who gave notice of certain amendments he should offer to the bill later. He declared the canal a non-partisan question.

Not an Individual Enterprise. Its benefits to the south would be great. No individual could claim credit for the canal.

Any amendment he should offer would be to strike out the sum of \$15,500,000 in the bill and insert an amount he should endeavor to ascertain as the amount actually necessary to carry on the work until January 1st next.

Asserting that there was at least \$40,000,000 belonging to the United States now on deposit without interest in national banks, Mr. Williams said he would object to the issuance of bonds on which 2 per cent interest should be paid to secure money to build the canal.

Falling in striking out the entire bond provision, he voted to strike out the provision reimbursing the treasury the amount appropriated in the bill from the proceeds from the bond sale. He called attention to the original act authorizing bonds for the canal and said it was plain there was nothing mandatory about it.

establishment of joint and true rates for interstate traffic and abolish the custom in some cases of billing shipments within the boroughs of a state, then compelling a reshipment.

"It seeks to abolish the so-called mid-rate evil by enlarging the time in which a published rate may be changed to sixty days and compels the carrier to itemize its schedules and rates in accordance with the recommendations of the commission.

"The bill also provides that the commission shall decide promptly and within ninety days after hearing all cases brought before it. It contains practically the same provision of the Esch-Townsend bill which authorized the determination of complaint and full hearing to determine whether a rate or regulation is reasonable or unreasonable, and if unreasonable to substitute the reasonable maximum rate in its stead, and it may order both a maximum and minimum rate.

"Admitting that it might have been better if the estimates had been more in detail, Mr. Hepburn saw no ground for the appropriation should not be made. He said if the estimates had been in detail it would hardly be the function of members to set up their unprofessional judgment against that of expert engineers. It would be impertinence on his part, he maintained, to set up his judgment against the expert officials, who had been selected because of their fitness for this work.

Mr. Cockran Questions Hepburn. This statement furnished the text for a lively speech by Bourke Cockran of New York, who demanded to know if members of the house were to blindly follow estimates, what were they here for? If that was the case, he didn't want to occupy his position on the isthmus, he asked Mr. Hepburn what the president meant when he said in his message:

"I earnestly recommend to the congress the need of economy and to this end a rigid scrutiny of appropriations." If the power of appropriation is so perfidious and impertinent, continued Mr. Cockran, "it is all a mockery. But I ask this house to declare now that this function is not impertinence, but pertains to the oath which we took no longer ago than Monday, which in regard to the treasury shall be guarded by us and not in a perfunctory manner."

Mr. Hepburn retorted that he did not propose that the gentleman from New York should make him responsible for a statement he had not made. He did not deny the right of scrutiny of any member of the house with regard to appropriations.

After some further debate the house, at 4:45 p. m., adjourned with the understanding that the bill will be read and amended and put on its passage tomorrow.

RAILWAY RATE BILL IS REDRAWN AND AGAIN INTRODUCED

WASHINGTON, Dec. 6.—The Esch-Townsend railroad rate bill, which passed the house at its last session, has been redrawn and was reintroduced in the house today by Mr. Townsend.

The bill embraces all the features of the former measure but is drawn so as to specify the things which may be done by the interstate commerce commission. In addition it has a publicity feature, and gives the commission jurisdiction over refrigeration and terminal charges.

The bill also directly prohibits the carrier from granting any shipper the privilege of collecting his product and then getting a special rate under the short term provision for changing rates. As explained today by Mr. Townsend, the bill "expresses the ideas of, and is enacted into law, amend the interstate commerce law so as to make it more effectual in its exact justice between the carriers, shippers, producers and consumers."

"The bill amends the law so as to embrace all within the powers of the commission all interstate carriers of interstate and foreign commerce, whether by railroads or partly by railroads and partly by water, and includes specifically in the term transportation all cars, vehicles, ventilation, refrigeration, elevation, transfer, storage and all other facilities and instrumentalities of shipment and carriage, as well as terminal, siding and industrial tracks, thus giving the commission authority over the so-called private car and other agencies."

Abolishes Many Evils. "The redrawn bill enlarges the interstate commerce commission to seven members, increasing the length of their term of office to seven years, and their salaries to \$10,000. This is done at the president's suggestion, as the increased power conferred on the commission will increase its duties and responsibilities and require the best men obtainable. "This commission will compel the

Wants to Preserve Constitution

WASHINGTON, Dec. 6.—Representative William E. Corey, of Massachusetts, has introduced a bill providing for the transfer of the frigate Constitution to Castle Island, Boston harbor, for use as a naval museum.

MR. COREY MAKES STATEMENT

Steel Magnate Says Will Support Wife, Even if She Gets Divorce. NEW YORK, Dec. 6.—William E. Corey, president of the United States steel corporation, made a statement today with reference to a report that he and Mrs. Corey had separated and that he intended to marry Mabelle Gilman, the actress, after his wife obtained a divorce.

"The subject matter of recent publications personal to myself and some others is of such a painful character that I have hesitated to say anything in regard to it and am glad to have it brought to myself and to the press in declining to admit the whole truth when questioned. However, in view of what has been published, I have decided to make a statement which covers the situation. I do this more to protect the good name of others than my own."

"Mrs. Corey and I have had disagreements. Our differences are irreconcilable. I have been informed and believe she is residing in Nevada. She may have contemplated a divorce, and if she applies for one I shall not oppose it if it is legally obtained and does not involve me in any moral turpitude. Whether she does or not I am under no duty bound to provide her a comfortable support and shall do so. I have been for a long time well acquainted with a lady whose name has been mentioned in connection with this matter, but there has not been any conduct between us which either of us need be ashamed of. Any suggestion to the contrary would be an injustice."

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FRUIT GROWERS HEAD APPEAL

CO-OPERATION IS STRONGLY URGED

Speaker Before State Convention at Santa Rosa Shows California Producers Weakness of Present System of Selling

By Associated Press. SANTA ROSA, Dec. 6.—The second day's session of the state fruit growers' convention convened this morning at 10 o'clock, President Elwood Cooper in the chair. The greater portion of the session was devoted to consideration of the market problem.

"Marketing Outside of Transportation Lines" was the subject of an interesting address by J. A. Filcher, one of the commissioners in charge of the Portland and St. Louis exhibits. "Marketing Outside of Transportation Lines" was the subject assigned to A. N. Judd. He spoke in part as follows: "In marketing farm and orchard products the difference in the methods of presenting them to the consumer from those followed by the manufacturer is most marked. A mighty army of agents and salesmen travel to the ends of the earth, dictating the prices of manufactured goods for the consumer to take or reject, as he pleases. This work is done at the enormous annual cost of more than \$20,000,000. Yet the farmer and the fruit grower, with their products of the almost inconceivable yearly value of five billion dollars, never yet dreamed of fixing the price on their products, but wait patiently for an offer that they are bound either to take or make no sale."

Shows Injustice of System. "The farmer or fruit grower appears to think that his business is not of sufficient importance to justify his marketing his own products. This is the case in the whole United States; it is even so in the Pajaro valley in regard to the apple industry. The apple grower there, with few exceptions, turns his product over to an agent and oftentimes to an agent of an agent, who will not buy even if the name of the grower or the name of the place grown in is on the box.

"This results in our having received this season from \$5 cents to \$1.15 per box for fancy four-tier bellefleur and Newton pippins, equal of which does not exist as regards quality. "I wish to impress upon the grower the necessity of marketing his own products, if for no other reason than to correct the vagaries of apple buyers, and this is true in all fruits. The taste of the grower is equal to the quality of an apple, while the city man is influenced by the eye wholly, and in consequence seldom eats a good apple. But as the city buyer represents our market, we should try to influence him to buy the best quality of fruit. The fruit must be consumed in greater quantities in order to sell in greater quantities."

Urges Co-Operation. "Who but the grower should show the buyer the difference between those pippins of the royal family of fruits, the yellow bellefleur, the Newton pippin and the piebald Lauer and Ben Davis? "To show how serious this question is, at the Louisiana Purchase exposition apples were judged on 100 per cent basis, and only 19 per cent were given the gold medal. The rest were given the silver and bronze medals. In fact, all awards in all kinds of fruit, the five awarded at least 75 per cent of the honors and the taste less than 25 per cent. This calls for action on the part of the grower, and further illustrates the necessity of sending to the grower the best quality of fruit. "The Hood river grower of Oregon has shown us the way to co-operation. Shall we follow his lead and go him one better, or shall we accept half price for our products?"

"Emphasize Market for Our Fruits" was discussed by Edward Berwick, and "Packing Prunes in Tin Cans in Their Natural States" was a proposition discussed by J. D. Luther Bowers. This is something new, and Mr. Bowers' paper brought out considerable discussion and occasioned much interest. He showed that prunes can be canned like any other fruit, although little has so far been attempted in that line. Finding a market for the California prune crop is one of the most serious problems confronting the fruit growers of this state, and heretofore the entire output has been shipped dry. If a market can be developed for canned prunes it will have an important effect upon the prune industry.

PLAN MORE PLEASURE BOATS

Nelson-Napier Company Will Build Two Steamers to Ply Between Long Beach and San Diego. Special to The Herald. SAN DIEGO, Dec. 6.—Two of the arrivals of the belated launch Elliott this evening were William Nelson and E. E. Napier of the Nelson-Napier steamship company. They are the owners of the launches Nellie, Fashion and Elliott, which ply between San Pedro and Long Beach. The purpose of their coming is to arrange for the putting on of a line of steamers making regular trips between San Diego and Long Beach, the two northern ports in connection with the Huntington lines which operate between the two ports and Los Angeles.

The company is now building a 125-foot steamer for the line and as soon as it is finished will start the construction of another. A round trip 23 days will be made. Neither of the steamers will have staterooms, but each will have two decks, one for promenade and the other for social hall and reading and music room. They will accommodate 600 passengers and both Mr. Nelson and Capt. Napier declare that the steamers would pay for the day they are put on.

Auto Victim Dies of Injuries

OAKLAND, Dec. 6.—J. Fletcher Sims, son of John F. Sims, president of the Western Iron works, who was injured November 28 by being thrown out of an automobile on his head, died this morning at Providence hospital. Two women, Mrs. Blanche Williams of Alameda and Mrs. J. F. Sims of Berkeley, claimed him as husband.

Mining Man Killed by Fall

SAN FRANCISCO, Dec. 6.—The body of Martin Lund, a mining man who in the old days was well known to the miners of the Pacific coast, is at the morgue. He was found dead at the foot of a stairway on Clay street at an early hour this morning. Lund's death was the result of injuries sustained in a fall down the stairway.

WORLD FEDERATION ENDS CONVENTION

BRANCHES REPORT AND OFFICERS ARE ELECTED

Interesting Papers on Questions of Women in Various Civic Capacities Close Sessions at Pasadena

Special to The Herald. PASADENA, Dec. 6.—The annual convention of the Los Angeles district Federation of Women's Clubs came to an end this afternoon after a most successful and enjoyable session. The work of today was given over to the reports of the various branches of the federation and to the consideration of two interesting papers. The reports occupied most of the forenoon. Mrs. Willoughby Rodman told of the important work the women are doing in the department of civics, what the several clubs are accomplishing in the improvement of Southern California cities. In connection with her remarks the federation closed its efforts to affix their signatures to the petition for the further declassification of the natural beauties of Niagara Falls. Prof. Zueblin of the Chicago university, who has been lecturing in this section under the auspices of the Los Angeles Civic association, will speak before the Shakespeare club in Pasadena on December 12. This announcement was made at the conclusion of Mrs. Rodman's remarks.

Mrs. Chester A. Ashley reported for the history and landmarks section and told in a very interesting manner of the plans for the study of each subject and of the efforts to preserve the country's landmarks. Mrs. Matthew Robertson spoke on "Club Extension," naming four new clubs which came into the federation yesterday—the Each and All society and the Woman's Lyric society of Los Angeles. The Glendale club and the Pasadena club were also mentioned. Mrs. C. A. Brauner reported for club reciprocity, stating that six reciprocity days have already been arranged and there are more to follow. Mrs. W. R. Dickinson spoke on the libraries. Mrs. W. W. Sillson talked interestingly of the activity of the art committee. Mrs. Andrew Lohrberger reported for the committee on education. She told of the organization of the Cnoc Tara club at Berkeley and its convenient club house for girls.

Want Women on Boards. Prof. E. L. O. Rosbrugg favored the meeting with a musical selection, one of his recent compositions. Mrs. M. A. Kenney interested the women with her excellent paper on "California Laws for Women and Children." The meat of her address was in a discussion of the property rights of women and the guardianship of the mother over her child. She spoke of the advisability of having women on the boards of reform schools, state poor farms, prisons and institutions for children. The work of the legal aid society in large cities was commended. Her paper was discussed by Mrs. Lohrberger.

The afternoon session Mrs. J. H. Woodruff read a paper on "How Shall the State Care For Its Delinquent and Dependent Children." Mrs. Florence Collins-Porter leading in the lively discussion which followed. Mrs. W. H. Housh instructed the ladies in the use of the "Knox Good Pictures," this being the first of a series of papers to be given before the Bunkin club in Los Angeles. Mrs. W. S. Bartlett led in the discussion of this paper.

Then came the final business of the convention, the reports of the committees on nominations and resolutions and the election of officers. These reports brought no contests and the following officers were chosen to head the federation during the coming year: President, Mrs. Oliver C. Bryant; recording secretary, Mrs. Frank Hyatt; corresponding secretary, Mrs. Frank Fridman; treasurer, Mrs. W. H. Johnson; auditor, Mrs. E. B. Root.

HAVE VOYAGE OF HORROR

Immigrants from Italy Tell Story of Hardship and Death Aboard Ship. By Associated Press. NEW YORK, Dec. 6.—The steamship Gerty of the Austro-American line, from Venice, Trieste, Vienna and Padua, arrived yesterday with 718 immigrants who told a story of a five weeks' voyage through storms and terrors which none cares to experience again.

For the better part of a month they were shut in between decks because of rough weather. They had been frightened into at least one panic, a woman had gone insane from terror, her fellow passengers said; fire had started down in the engine space at night; the ship had been in total darkness; the drinking water got so salty; a passenger was choked and robbed and death had claimed three victims during the five weeks' trip.

The deaths were those of a mother and her new born infant, and a boy of 10 who died of meningitis.

DIVORCED WOMAN MARRIES

Former Wife of Pasadena Banker Comes Bride in Albuquerque. Special to The Herald. ALBUQUERQUE, N. M., Dec. 6.—It developed today that the beautiful young woman who arrived from California yesterday morning and was married in the afternoon to John W. Gibson, was recently divorced. She is Mary Edith Gettings, and was until legally separated a short time ago, the wife of the day clerk of the Green hotel at Pasadena. The groom is a son of E. J. Gibson, division superintendent of the Santa Fe railroad here. The couple will spend their honeymoon in the Grand canyon, then going to Chicago to reside permanently.

Savings Banks Get Licenses

SAN FRANCISCO, Dec. 6.—The bank commission yesterday granted licenses to the Home Savings bank of Santa Ana, Santa Ana, Orange county; and the Santa Paula Savings bank, Santa Paula, Ventura county. The capital subscribed in both cases is \$25,000, of which one-half has been paid up.

Reports Turkish Atrocities

By Associated Press. SALONICA, European Turkey, Dec. 6.—The Kaimakam of Yenidje reports that he has found in Lake Yenidje the bodies of forty-four Greeks and Bulgarians who were killed during the recent fighting.

AMUSEMENTS

ORPHEUM MODERN VAUDEVILLE COMMENCING NEXT WEEK. Matinees Daily. EXCEPT MONDAY—PRICES 10c AND 25c.

Fadette Woman's Orchestra of Boston, 22 in number, Miss Caroline B. Nichols, conductor; Charles Leonard Fletcher, in his World Famous Character Studies; Trocha, Horatian Juggler and Equilibrist; Lucy & Lucier, in the comic sketch, "A Fool's Errand"; Marjorie Garrison, Prima Donna Soprano; Pierce & Malzee, Refined Singers and Dancers; Orpheum Motion Pictures, showing Latest Novelties. Last week of "The Man Behind the Book," Joe Flynn, Monologues Comedian. Evening prices as usual, 10c, 25c, 50c.

GRAND OPERA HOUSE THE FAMILY THEATRE. Melville B. Raymond's Successful Cartoon Comedy. BUSTER BROWN. With the Toy Comedian, Hester Rice. By arrangement with Richard F. Outcault, John Lefler and the New York Children should not fail to bring their parents to see this funny show. Matinees Sunday, Tuesday, Saturday.

MASON OPERA HOUSE H. C. WYATT, Lessee and Manager. TONIGHT—TOMORROW AND SATURDAY NIGHT—WITH A SATURDAY MATINEE. MERRY W. SAVAGE offers an exquisite comic opera. THE SHO-GUN. A Korean conceit, novel and fascinating. Music by GUSTAV LUDERS. Book and lyrics by GEORGE ADE. Specially augmented Orchestra. Seats now on sale. Prices—50c, 75c, \$1.00 and \$1.50.

MASON OPERA HOUSE H. C. WYATT, Lessee and Manager. Seat Sale Now on for Seven Appearances of Mr. Richard Mansfield. Monday Dec. 11, Beau Brummel; Tuesday, King Richard III; Wednesday, Don Carlos; Thursday, The Baron Chivalry; in A Partisan Romance; Friday, As Shylock in The Merchant of Venice; Saturday matinee, as Alceste in Moliere's The Misanthrope; Saturday (forenoon) Dec. 10, Jekyll and Mr. Hyde. Prices: \$2.50, \$2.00, \$1.50, \$1.00, 75c and 50c.

ASCOT PARK LOS ANGELES JOCKEY CLUB. RACES! RACES! Six Races Every Week Day, Starting at 1:40 P. M. Grand Concert Every Friday by Frankenstein's Orpheum Orchestra. Wednesday, Dec. 6—Special Handicap, 1 Mile. Friday, Dec. 8—Steeplechase Handicap, Short Course.

Admission \$1 to grounds and grand stand. J. W. BROOKS, Manager. City Offices, 519-521 BRADLEY BUILDING. BELASCO THEATER BELASCO, MAYER & CO., Proprietors. TONIGHT—ALL THIS WEEK. MATINEE TODAY—The Belasco Stock Co presents William Gillette's Best and Funniest Comedy. Because She Loved Him So. Prices, Night, 25c to 75c; Thursday and Saturday matinees, 25c to 50c. Next week: Vivian's Pappas, overflowing with sprightly fun.

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CHUTES Today—Thursday. CHIAFFARELLI'S ITALIAN BAND. Open Air Matinee concert will include "IL LAMENTO DEL BARDO"; "QUARTETTE FROM RIGOLETTO"; "LUCIA SEXTETTE"; ETC. ADMISSION 10c. GRAND BENEFIT FOR SIGNOR CHIAFFARELLI IN THEATER. THIS EVENING. BRILLIANT PROGRAM WILL COMPRISE "NINTH HUNGARIAN RAPODY," ENTIRELY ARRANGED BY MANFREDI CHIAFFARELLI. Never before played by a band. LISZT'S "CONSOLATIONS," VIOLIN SOLO BY MISS JUDITH JOYCE BISHOP. VOCAL SOLO BY MISS ARLINE ELLIS, ETC.

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BASEBALL Chutes Park. Nine Games for the Championship. Tacoma vs. Los Angeles. Commencing Today, Dec. 7. All games called at 2:30. Ladies free Friday only. Admission 25c. Grand stand 25c. Tickets on sale at Morley's Billiard and Bowling Parlors, 220 1/2 S. Spring st.

CASINO THEATER Musical Comedy. THE ISLE OF BING-BONG. 30 People. 20 Show Girls. 12 Big Musical Numbers. Matinee Daily Except Wednesday. Every Evening, 8 and 9:30 P. M. Prices, 10c, 20c and 25c. Charming Costumes.

Donatelli's Great Italian Band Assisted by Eminent Vocalists. Gives a concert tonight in the new convention hall at Long Beach. ADMISSION 25 CENTS. Special cars to seat the people from our Sixth and Main street depot.

CONSUL MEETS TRAGIC DEATH

AMERICAN KILLED IN CITY OF MEXICO. Special Gives Details of Trolley Car Accident in Which James Russell Parsons Lost His Life. By Associated Press. CHICAGO, Dec. 6.—A dispatch to the Tribune from the City of Mexico gives further details of the accident in which James Russell Parsons, United States consul general, lost his life last night. An open carriage in which he was driving with Mrs. Parsons and their son was struck by an electric car. Mrs. Parsons was slightly injured. The boy escaped without a scratch. The accident happened while Mr. Parsons and his family were going to the central station to bid farewell to friends. The coachman tried to cross a street car track in front of a rapidly moving car, which struck the carriage with terrific force, crushing it against a trolley post. Mr. Parsons' head struck the post, the whole top of the head being torn off. When assistance arrived the body was lying with the head and shoulders on the pavement and the feet in the wreck of the carriage. Mrs. Parsons was staggering blindly

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A Piano of Quality and the Metrostyle Pianola. Are united in one compact case, and this "Complete Pianola" is known as... The Pianola came to awaken the silent pianos of our land, and while it served its purpose well and is doing so today in thousands of homes, still the demand grew for an instrument that would combine the two in the space one should occupy. THE PIANOLA PIANO opens to the world the vast treasures of music so long denied all but the few who, having the love for music and the "talent," were fortunate to have the time and money necessary to study out the problems of technique and harmony. ANY PERSON—man, woman or child—who has a love for music, may put a roll into the Pianola piano and play, with excellent time and artistic finish everything known to the world of good music. Thousands of pieces can be had for the PIANOLA PIANO; thousands of people in thousands of homes in our country today are enjoying and acquiring a taste for good music, who, but for this great invention, would be starving for music. If you are being Denied what your Heart Craves in Music, Come hear the Pianola Piano. If you have an Old Piano, we will Allow You a Fair Price for it. If you wish, You May Purchase a PIANOLA PIANO and Pay for it in Small Monthly Payments. We invite you to call and hear this "piano of pianos."

Wants to Preserve Constitution. By Associated Press. WASHINGTON, Dec. 6.—Representative William E. Corey, of Massachusetts, has introduced a bill providing for the transfer of the frigate Constitution to Castle Island, Boston harbor, for use as a naval museum.

MR. COREY MAKES STATEMENT. Steel Magnate Says Will Support Wife, Even if She Gets Divorce. By Associated Press. NEW YORK, Dec. 6.—William E. Corey, president of the United States steel corporation, made a statement today with reference to a report that he and Mrs. Corey had separated and that he intended to marry Mabelle Gilman, the actress, after his wife obtained a divorce.

HAVE VOYAGE OF HORROR. Immigrants from Italy Tell Story of Hardship and Death Aboard Ship. By Associated Press. NEW YORK, Dec. 6.—The steamship Gerty of the Austro-American line, from Venice, Trieste, Vienna and Padua, arrived yesterday with 718 immigrants who told a story of a five weeks' voyage through storms and terrors which none cares to experience again.

CONSUL MEETS TRAGIC DEATH. AMERICAN KILLED IN CITY OF MEXICO. Special Gives Details of Trolley Car Accident in Which James Russell Parsons Lost His Life. By Associated Press. CHICAGO, Dec. 6.—A dispatch to the Tribune from the City of Mexico gives further details of the accident in which James Russell Parsons, United States consul general, lost his life last night. An open carriage in which he was driving with Mrs. Parsons and their son was struck by an electric car. Mrs. Parsons was slightly injured. The boy escaped without a scratch. The accident happened while Mr. Parsons and his family were going to the central station to bid farewell to friends. The coachman tried to cross a street car track in front of a rapidly moving car, which struck the carriage with terrific force, crushing it against a trolley post. Mr. Parsons' head struck the post, the whole top of the head being torn off. When assistance arrived the body was lying with the head and shoulders on the pavement and the feet in the wreck of the carriage. Mrs. Parsons was staggering blindly