

MESSIAH A SUCCESS

Brilliant Concert by the Oratorio Society at Woolsey Hall.

CONDUCTING OF PARKER

Professor Apparently Pleased at Results—Orchestra Does Fine Work.

Fortunate indeed is the community among whose people differences in years, social status, prosperity and occupation are swept away by one great and common desire to give united utterance in song to the primeval feelings in the heart of mankind that must forever lie beyond the limits of any other medium of expression.

The New Haven Oratorio society gave a concert before a full house at Woolsey hall last night that will live long in the memory of those fortunate enough to be present.

Never before has the society done so well—there was volume, spirit, tenderness, good judgment and artistic finish to satisfy the most exacting. The soloists sang some numbers better than others, but nevertheless the average was very high.

The orchestra was sympathetic in an unusual degree and added greatly to the finish of the performance. In the orchestra the bigness and steadiness of the violins was a very prominent feature and the background furnished by the organ was positively inspiring.

The tenor, Daniel Beddoe, sang his numbers more uniformly good than did any of the others. His voice was clear cut, very good in quality and always under perfect control. It is doubtful if a more satisfactory tenor has appeared in New Haven within the last ten years.

Miss Edith Castle, the alto, did not reach her artistic equilibrium until her third number, "Shall We Feed His Flock?" but that she sang in an entrancingly beautiful way. It was probably the finest gem of the concert.

In her first two numbers she seemed to be trying to fathom the various elements of the song with her intellect instead of trusting herself with bird-like confidence to her feelings, and the result was not a happy one.

Miss Marie Stoddard carried the audience with storm from the beginning with her splendid voice and artistic temperament, but unfortunately, she failed to rise to her former heights just where she should have surpassed all previous records. I know that My Redeemer Liveth! lacked the vital fervor and intensity which we have found in it of old.

Mr. Tom Daniel, the bass singer, filled his place in a highly satisfactory manner.

Professor Parker, the man who has done so much for New Haven, and, indeed, for the whole world, conducted the performance in an extremely able manner, and at the end of the concert I saw a genial smile light up his face—no doubt he was pleased, so were we, very pleased and very proud—proud of Professor Parker and the Oratorio society—proud of the artistic level attained, and we are proud it has taken years to reach that level, because it shows determination to succeed in a constantly increasing measure.

It shows that the members are full of faith, hope and "got there," that they constitute the yeast, the ferment, that will raise every true New Havener above the station where first planted.

TROLLEYMEN'S MEETING

Officers Are Elected and 25 Candidates Initiated Into Membership.

At the annual meeting of the New Haven Trolleyman's association, Division 231, held in the early morning hours to-day officials for the ensuing year were elected and twenty-five members were initiated into membership.

The following officers were down for election:

Thomas Deskin, president; Joseph Lyons, vice president; James Lynch, financial secretary; Daniel McKay, treasurer; Samuel Meigs, secretary; Frank Dempsey, conductor; John J. Harkin, correspondent to the Motorist and Conductor, the official magazine.

Almost the entire membership was in attendance, and the elections were well contested.

SENSATIONAL EVIDENCE

Kuropatkin Declares Early Assault Would Have Been Successful.

St. Petersburg, Dec. 12.—General Kuropatkin's testimony at the trial of Lieutenant-General Stoessel and other army officers charged with needlessly surrendering Port Arthur to the Japanese made a sensation. He declared that the Japanese could have taken Port Arthur by assault in the early days of the war. The defenses were then so incomplete, General Kuropatkin said, that the fortress must have fallen at the first vigorous attack. But the slowness of the Japanese and the resistance made by the army in the field gave the Russians time to improvise defense works which had withstood the Japanese for months. General Kuropatkin's evidence was favorable to General Stoessel.

STATE SENATE CELEBRATES

1907 Body Forms Permanent Organization—Thompson Treasurer.

Hartford, Dec. 12.—Twenty-seven members of the state senate of 1907 met at the Elm Tree Inn at Farmington this afternoon and evening for a reunion and general good time. A permanent organization was formed with the following officers:

President, Lieut.-Governor Everett J. Lake of Hartford; vice-presidents, Stiles Judson of Stratford, Jeremiah Donovan of Norwalk, and William R. Brown of Bridgeport; secretary, Alton Farrel of Ansonia; treasurer, Clarence E. Thompson of West Haven.

All the speeches were of an informal character.

NO 2-CENT FARE COMPROMISE

Raleigh, N. C., Dec. 12.—Plans to compromise the railroad rate litigation are seemingly at an end for the present owing to the refusal of the Atlantic Coast Line, and some smaller lines, to agree to terms acceptable to the state and the Southern railway.

WHITE LABOR ONLY

Experiment Will be Made Without Negroes in Alabama Construction.

Washington, Dec. 12.—Of far reaching importance to industrial workers in the south and in the Pennsylvania mine and iron making fields was the action of the war department to-day in awarding a contract for the construction of two large dams in the Black Warrior river, Alabama, to the Pittsburgh corporation known as the Dravo Contracting company, at their bid of \$7,000,000. This corporation has already done much river and harbor work for the government, but it is now, with the knowledge of the war department, about to engage in an experiment of great interest and importance to the south in undertaking to carry out this last large project by the use of white labor exclusively.

The basis for this decision is the fact that the contractors believe they can at the present time easily secure the necessary amount of high grade white labor in Pennsylvania and adjacent manufacturing states as a result of the existing industrial depression. The object of the dams is to open to slack water navigation the Black Warrior river giving access to the great coal fields that are expected to supply the large quantity of fuel required for the shipping that will frequent the Panama canal.

CONFISCATORY RATE

Pennsylvania Shows Greatly Decreased Earnings from Two-Cent Fare.

Philadelphia, Dec. 12.—Referring to the operation of the two cent rate law passed by the Pennsylvania legislature the following statement has been issued by the passenger department of the Pennsylvania Railroad company:

"An analysis of the passenger earnings of the Pennsylvania railroad for October, the first month of the operation of the two cent fare law shows that the new law has caused a large decrease in gross revenue and a still greater decrease in net earnings of the lines of the company within the state of Pennsylvania.

"In October, 1907, lines in Pennsylvania show a decrease of \$64,000 while the lines in the Pennsylvania system outside of Pennsylvania show an increase of \$8 per cent. This same percentage of increase, applied to state lines, would show an increase of \$140,000 instead of a decrease of \$64,000 as above.

"This decrease in revenue is absolute and has not been offset in any manner by increased travel stimulated by the reduction in the rate per mile.

"The figures stated cover the loss in gross earnings only. The decrease in net revenue, however, has been still greater on account of the increased cost of operation due to advances in wages and cost of maintenance."

ARE UP A TREE

Hamden School Committee Does Not Know What to Do With Culprit.

One of the members of the Hamden school committee stated last night that the members individually are up a tree in regard to what action shall be taken in the case of the young boy who blew up the woodshed at the Shepherd's Brook public school day before yesterday. The boy is so young that criminal proceedings cannot be instituted.

The culprit, who has confessed the misdemeanor, says he picked up the cartridge on the way to school, and exploded it in the shed. The shed was blown to pieces.

ALDERMEN HOLD

ANNUAL FEAST

(Continued from First Page.)

harmony and a peaceful gathering together.

At that first gathering I attended the expenditures of the city, I remember, were about half a million, while this past year has been over two millions.

One thing, you will all go out at the end of this year in consciousness that no one can say there has been anything dishonest in the government of the city during the past year.

Next year there will be a new administration, and I think it will be much like this only a little better. Each administration as we go on should be better. The cut will be completed and the tearing up of the streets will be less. The streets should be in better condition than in years past.

President Johnson was next called upon and said: "Some of us are going out of the board, but I think it is up to us not to go out with the idea that we are through with the city government. We should continue to be interested in each successive board. It has been one of the most pleasant experiences of my life to be a member of the board. I have gained a great deal of experience and formed a great many of the best acquaintances."

"I shall take away with me a lesson I shall never in all my life forget, acquaintanceships which will never be forgotten. I thank you gentlemen for all your courtesies to me."

Alderman Loe was called upon next. He invited the entire board to be his guests at a house warming party at his new home on Canaan street next Thursday evening. Continuing, he spoke on the subject of car fenders, and told of his experience at the hearing Tuesday. "I do not blame the railroad company for not accepting some of the fenders in use about the country. Of the forty-five varieties shown at the hearing not one would fill the bill as to what the company wanted, and I confess that there is none I would like to see used."

"I do not consider the fender question settled. It will not be settled until we get better fenders."

A few other informal talks were made.

DIFFER AS TO CURRENCY SYSTEM

(Continued from First Page.)

the thing loose. God only knows what will come. I think we would better stick to what we've got.

"The present currency is bad; it is unscientific; it is not connected with specie; there is no true basis for it; it is the greatest conceivable foolishness. Some-day we may get ready for some kind of reform, but until we do, let us hang on to what we have."

"The foundations of a currency system which would work were suggested by the three speakers. Mr. Morawetz suggested a system of a national clearing house which would guarantee the bank notes issued and disconnect the currency system so far as possible from the national government.

Prof. Emery's solution of the difficulty was the deposit of the government money in the national banks. The whole of the money was to be deposited and the amount to each bank limited by the amount of capital stock of the bank.

Professor Emery and Mr. Morawetz both said that politically it was impossible to establish a United States bank in this country, but Mr. Conant, in his solution of the difficulty, chose this method.

He maintained that it was possible to establish a national bank in this country, while Mr. Morawetz had said that, no matter how honest and capable the men placed in charge of a government bank were, the people would sooner or later think that they were working for personal ends or for the good of some particular part of the country.

He cited the banks of England, France and Germany as examples of successful national banks, and spoke of the slight shifting of interest on call money in those lands. He said that the United States was behind almost every other civilized country in its currency system. What had been witnessed during the past six weeks was really equivalent to the suspension of gold payments. It was not the fault of any individual banker under existing conditions, but was their fault in so far as they had not aided in the creation of a sound currency system. A crisis could not be prevented altogether by a better currency system, but the shock could be alleviated and normal conditions could be restored without the degree of panic and distrust which had prevailed during the present crisis. If we had had a central bank with proper powers, or a system of note issues giving broader powers to the existing banks to meet such an emergency, it would not have been necessary to suspend currency payments.

The advantage of a central bank was, Mr. Conant said, that it was in a position to meet all the temporary needs of an emergency by re-discounting for other banks as instances in this respect, the Bank of France and the Bank of Germany.

Such an institution has the power to adapt the rate of discount to the requirements of the situation in such a way as to check the outflow of gold, bringing in gold when it was needed, putting a brake on speculation, and generally safeguarding the general commercial interests of the country. In this country there was no such central authority except the clearing house committee, which could only act in great emergencies. In other words, the German system prevented panics, instead of staying them after they had begun.

The proposal for a central bank, the speaker thought, was not necessarily hostile to an increase in the powers of the existing national banks to aid the community during the crop moving season and at other periods of stress by the issue of notes against general assets. Such a system would not only permit expansion but it would compel retraction when the need for circulation was over, which was not the usual working of the existing system of bond secured issues. It was doubtful if a central bank would be competent, at any rate for many years, to supply the entire circulation of the country but it stood at the safety valve, like a trained engineer, it would be able to prevent unwise expansion by other banks and at the same time meet the need for expansion when it arose.

Because of the fact that Col. N. G. Osborn, president of the Economic club, was ill with a severe cold, Attorney Talcott H. Russell acted as toastmaster and those who delivered addresses were: Dr. McLain, Max Adler, Frank S. Butterworth, C. H. Harriman, John W. Ailing, James Hillhouse and Attorney Frank Bishop.

LONDON ON THIRD TERM

Newspapers Consider Roosevelt's Re-election Doubtful If Nominated.

London, Dec. 12.—President Roosevelt's declaration that he would not stand for re-nomination is treated as a momentous matter in the columns of the London newspapers. The editorials for the large part consider that he has taken a wise decision, on the ground that although he is the most striking personality in the political field at the present moment the fact that he has alienated powerful supporters by his anti-trust policy has made his re-election doubtful. They consider it unlikely that President Roosevelt's successor would pursue an anti-trust policy with such vigor.

The chances of the next president of the United States being a democrat also are canvassed, and the possibility of Mr. Roosevelt's again being a candidate in 1912.

DIPHTHERIA HOLDS UP MAIL

Augusta Postoffice is Closed Through Breaking of Germ Case.

Augusta, Me., Dec. 12.—The Augusta postoffice was closed early this afternoon until to-morrow and the delivery of mail matter was discontinued by order of the board of health. A mail bag containing a culture of a case of sore throat, possibly diphtheria, addressed to the state laboratory was broken in transit, and a disinfection of all mail matter was ordered.

ASKS MELLE TO MAKE IT CLEAR

(Continued from First Page.)

The present financial condition of the New York Central does not encourage it to go into the market as a purchaser of further railroad investments. Its local reputation, from its mismanagement of the Albany properties, is such that public sentiment could be relied on to prevent, in the legislature, any merger which it might attempt to bring to pass.

"The road itself has hardly been sufficiently pleased with its New England investments to care to extend their scope. Moreover, the public utility commission of New York must be taken into account. Its powers, much larger than those of the Massachusetts railroad commission, enable it to exercise close scrutiny over all further issues of obligations, both as to rates and terms. The New York Central as a bona fide purchaser is thus hardly to be seriously considered."

"The possibility of what the brokers call a 'wash sale' in this quarter should not, however, be overlooked. This might be done through the agency of the American Express company. It was one of the largest contributors to the block of stock turned over to the New Haven, and would doubtless be able to protect the rest of these holdings, if desired, as a part of further financial operations. But the New York Central actually feels itself in a position to take on the financing and operation of the Boston & Maine is most unlikely."

"This brings us to the Canadian Pacific as a customer. From a transportation point of view, its acquisition of the Boston and Maine would be in the line of natural progress. Boston would give the consolidated system a nice free port at the natural center for all eastern Canada, and would, besides, bring to Boston direct connections with the west through to the Pacific ocean. The Canadian road's financial condition, moreover, is peculiarly strong. Its stock has held up remarkably well in the recent crisis, and its general backing is such that it might reasonably expect to make an invasion of New England railway territory."

"But this is only one side of the story. This is not the first time the Canadian Pacific might have acquired a road into this port. The old Boston and Lowell was at least once within its reach. The reasons for its declining in the past to make Boston its eastern terminus are not less operative to-day. The Canadian Pacific is a government institution to an extent little realized on this side of the line. The same grants and subsidies which are promoting its progress are also directed toward the building up of the Canadian shipping and of Canadian ports. The road is really an agency of the Canadian government for comprehensive home development. It could hardly afford to face the protective spirit on the Canadian side of the line by an alliance which would make an American city its great eastern terminus, building up trade and commerce connections here, at the expense of Canadian ports which are equally with the road its object of the government's care and solicitude."

"For this reason it seems unlikely on the face of it that the competitive interest to which Mr. Mellen refers is the Canadian Pacific railroad. The substantiation of the report will thus be awaited with the greatest interest. If either of these railroads in question proves to be a bona fide purchaser of the Boston & Maine, as is of course possible—it will constitute a striking chapter in railroad and industrial history. And, of course, there may be another customer still, although its identity is not at once clear. Until the public knows of the direction into which this block of stock is going, it is premature to discuss how we should like such a merger and either or how these transfers would constitute or compare with the wedding of the Maine system with the New York, New Haven & Hartford, now on the books, and awaiting the action of the legislature."

"Mr. Mellen's statement, given out this afternoon, affords no information of the sort that is preliminary to any intelligent discussion of the question."

SHAUGHNESSY MUM

Montreal, Dec. 12.—President Thomas G. Shaughnessy, when interviewed about negotiations for the control by the Canadian Pacific railway of the Boston and Maine railroad, said: "I have positively nothing to say."

There is a feeling among minor Canadian Pacific railway officials, however, that the rumor is a well grounded one.

SUE PROCEEDING

It is stated on high authority here that negotiations between the Canadian Pacific and the New York, New Haven & Hartford Railroad companies are still proceeding, with the Canadian Pacific favoring a party to the purchase of the Boston & Maine holdings of the New Haven. Apart, however, from any question of the attitude of the federal government or the state of Massachusetts, the condition to be imposed, of the purchase of the Massachusetts trolleys of the New Haven company, is regarded as a serious obstacle to the carrying through of the sale. What, however, is of considerable importance, is that another large railroad interest has approached the New Haven management with a suggestion of the sale to it, of the Boston & Maine shares. The whole matter has not advanced to a point where it will be more than discussed at to-morrow's meeting of the New York, New Haven & Hartford directors.

An officer of the New York, New Haven & Hartford railroad company today called attention to the fact that should the New Haven corporation decide to sell hereafter to any railroad interest that the 110,000 shares practically controlling the Boston & Maine road will never hereafter be separated, and will go in a block to any interest which may acquire it.

RADICAL SWISS PRESIDENT

Berne, Switzerland, Dec. 12.—The Federal Assembly to-day elected Dr. Ernest Brenner, Radical, to be president of the Swiss Republic for 1908. Dr. Brenner is vice-president of the Federal Council. The present chief executive of Switzerland is Edouard Muller.

Hot Liquid Lunch.

Don't spend the time to go home to lunch during Christmas shopping. Stop at our Drug Store and have a hot liquid lunch.

- Hot creamed tomato bouillon... 5c
- Hot beef tea... 5c
- Hot chocolate, whipped cream... 5c
- Hot Mexican coffee, whipped cream... 5c
- Hot clam bouillon... 10c
- Hot egg chocolate... 10c
- Hot egg coffee... 10c
- Hot malted milk... 10c
- Hot egg malted milk... 15c

Dainty Cakes and Crackers served with the lunch.

GILLESPIE'S DRUG STORE

744 CHAPEL STREET.

OPEN ALL NIGHT, EVERY NIGHT.

LIST OF MOTOR VEHICLES

MACHINES OWNED HERE

Many "Omitted" Numbers—Attention of Officials Called to Fact.

All owners of automobiles or motor cycles in this city will be glad to know that the secretary of state has issued a new list of registered motor vehicles to November 30, 1907. This list contains the name and address of every owner of an automobile or motor cycle who have registered their machines since the new automobile law took effect on August 26, 1907.

The last registered number for automobiles is 622 which is considerably in excess of the actual number of machines in use as there are quite a number of omitted numbers in the list. The secretary of state has called the attention of the police and the selectmen in the different cities and towns to this fact in the following paragraph which is printed in red ink on the front inside cover:

"Omitted numbers under 'Owners' list were issued under the old law, but have not been renewed. Machines bearing such should receive the prompt attention of officials charged with the execution of the law."

The number of motor cycles which have been registered since the law went into effect last August is 893, which is also in excess of the actual number of machines in use, there being many omitted numbers which were on the old list. In the list of owners of automobiles, the character of the motive power and the make of the machine is not given. The list contains the names of five manufacturers and eighty-seven dealers.

In the list of owners are the names of 239 persons who use automobiles which are propelled by steam; first in order comes the White Steam Car, with 91; next in order, the Locomobile with 78, which is closely followed by the Stanley Steamers with 64. There are 14 Mobils, 13 Grouts, 7 "Home-Made," 5 Prescotts, 4 Victors, 3 Pope-Toledos, and 8 scattering.

New Haven is well represented in the list of steam cars from the pretensions White Touring Car which can be seen on the streets every day down to the "Home-Made" runabout which makes its appearance only on pleasant Sundays.

Every dealer and every owner of an automobile or motor cycle can have a copy of the list of registered motor vehicles by applying in person at the office of the state secretary, or by mail, enclosing a two-cent stamp for return postage. Those persons who desire the special list of owners of automobiles which use steam for the motive power, can apply to Charles D. Sherman, 213 Orchard street, New Haven, who is the Connecticut correspondent of the Steam Motor Journal, which is a 23-page monthly, published in Denver, Colo., and is the only publication devoted exclusively to the interests of the steam propelled automobile.

Only One "BROMO QUININE"

That is LAXATIVE BROMO QUININE. Look for the signature of E. W. GROVE. Used the world over to Cure a Cold in One Day. 25c.

BICYCLE RACE SLOWER

Team Positions Remain Unchanged, But 300 Miles Behind Record.

Madison Square Garden, New York, Dec. 12.—There was no change at midnight in the relative positions of the leaders in the six-day bicycle race in Madison Square Garden. Rutt and Stoll and Moran and Fogler continued to hold their positions, one lap ahead of the next five teams.

Downey made several ineffectual attempts to dash to the front and regain a lap for his team. In his first spring, about 9 o'clock this evening, Downey fell and brought Krebs down with him at the Fourth avenue turn, but the pair promptly remounted and went on.

Owing to the keenness of the struggle the management decided to cut out the special sprint events from now on to the close.

At 1 o'clock this morning the positions of the riders remained the same. The leaders had pedaled 1,562 miles, 8 laps.

The record for the ninety-sixth hour is 1,845 miles, 2 laps, made by Miller and Waller in 1899.

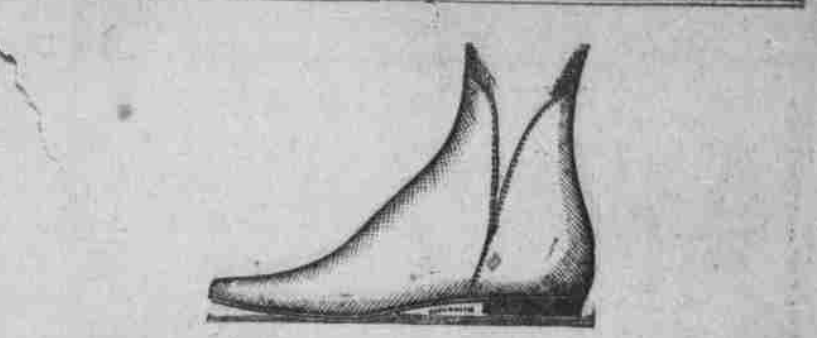
ESCAPE FROM ACCIDENT

Quebec Express Runs Into Landslide and Only Engine is Wrecked.

Bradford, Vt., Dec. 12.—The Quebec express, bound for Boston over the Passumpsic division of the Boston and Maine railroad, crashed into a big rock and mass of earth at Valley Mountain, and most of the train was wrecked.

Three miles below this town, early to-day, although the locomotive was partially demolished, none of the six cars in the train was derailed, and no one was hurt.

The boulder and mass of earth had become loosened by heavy rains.



SLIPPER TIME.

As we mentioned in one of our previous ads, we wished to furnish one-tenth (10,000 pairs) of the 100,000 pairs of slippers that would be sold for Christmas this year, and it now looks as if our wish would be granted, as our customers commenced the first of December to buy and are increasing every day, as our prices reach all who wish to buy good slippers.

Men's Tan and Black Opera and Everet... 98c

Men's Tan Opera and Black Opera and Everet... \$1.50

Men's Tan and Black Brighton, X. W. Wide... \$2.00

Men's Tan Brighton... \$2.25

Men's Fine Goat Opera... \$2.75

Men's Romeo, High Cut, Tan and Black... \$1.25, \$1.50, \$2.50

ONLY GOOD SLIPPERS.

The New Haven Shoe Company

842 and 846 Chapel Street.

THE BROOKS-COLLINS CO.

795 Chapel Street.

OFFER

Mink Furs

at exceptionally low

Prices for the Next Week

comprising an immense line of

all the new shapes and styles in

Muffs, Scarfs, Stoles, Coats

and Jackets—all selected skins. The prices show

marked reductions in every instance. A special opportunity that every woman wearing furs should take

advantage of.

Christmas Gifts, Useful and Reliable

FOR GENTLEMEN.

KODAKS (Great Variety), WATERMAN'S PENS,

GILLETTE RAZORS, MILITARY BRUSHES,

CHOICE CIGARS.

FOR LADIES.

KODAKS (Especially for Ladies),

BROWNIE CAMERAS (for Children),

RICHARD HUDNUT'S PERFUMES, Great Variety of Superior Quality

TOILET WATERS IN FANCY BOXES, HAIR BRUSHES, Etc.

THE SANITOL PREPARATIONS (\$2.70 worth for \$1.00),

HUYLER'S GOODS, ALWAYS FRESH.

We dispense from our TWENTIETH CENTURY SANITARY FOUNTAIN the best line of summer and winter drinks to be had in this city.

THE CITY HALL PHARMACY CO.,

PRESCRIPTION SPECIALISTS,

TELEPHONE 513-4. NEXT TO CITY HALL.

TRUMBULL OFFICERS.

Lodge of Masons Holds Election for the Coming Year.

At the annual meeting of Trumbull lodge, A. F. and A. M., held last night the following officers were elected for the coming year:

Worshipful master, A. C. Thompson; senior warden, Edward P. Post; junior warden, A. G. Hotchkiss; treasurer, A. A. Benedict; secretary, Harry Treacart; trustees, C. B. Hall and A. A. Wilcox.

PAPER MILLS CLOSE.

Winchester, Va., Dec. 12.—The Old Dominion Paper mills in this city, which are operated by the American Strawboard company, has closed down, throwing a large force of men out of employment. The mills had been working both day and night forces.

INVALUABLE TO SUFFERERS FROM

asthma, bronchitis or throat troubles.

Contains nothing injurious.