COME to the
Case
SPACE
at the Palace
Automobile
SHOW
MAXWELL
Motor Sales Corp
Broadway at 59th Street

BUSINESS SCHOOL FOR COLUMBIA

University Council's Plan for New Courses Approved by Trustees.

GIFTS OF $79,000 TO COLLEGE FUNDS

Newcomb Carlton Elected to Fill Vacancy Caused by Death of W. D. Sloane.

Columbia University's trustees yesterday confirmed and approved the unanimous report from the University Council recommending the establishment of a school of business from and after July 1, 1916. This is another step in line with the marked recent extension of Columbia's activities to fulfil every need of education.

The school will be organized on the same plane as the schools of Law, Medicine, Engineering, Architecture, Education, Practical Arts and Journalism. It will be under the supervision of a director and an administrative board. The instruction will include accounting, finance (including the banking and bond business), real estate and insurance, foreign trade, secretarial work, business aspects of manufacturing and transportation, the work of consular and diplomatic officers, and other forms of public service.

Men and women will be admitted on equal terms. The course of study will be three years and will lead to an appropriate degree, the form and title of which remain to be decided. For the benefit of those who must employ a part of their time in earning their living, a number of the courses will be repeated in the evening. Matriculated students will be required to have completed two years in Columbia College, or in some other college of equivalent standing. Non-matriculated students will be admitted on proof of their ability to follow the course of instruction.

Committee Works Out Plan.

Plans for the school of business have been under consideration for some time. They were worked out by a committee consisting of Professors Seligman, Beard, Egbert, Jones, McBain, Seager, Stowell and A. H. Thorndike, together with Dean Keppel, of Columbia, and Dean Gildersleeve, of Barnard.

For some years Columbia University has felt the pressure to establish such a school. It was desired also that the outcome of experiments elsewhere be fully determined.

New York University has had a business department for several years.

A second important recommendation by the University Council was also approved, by the terms of which graduate students in the Schools of Mines, Engineering, Chemistry, Medicine and Practical Arts may hereafter become candidates for the degree of master of science. In addition, graduate students in law may become candidates for the degree of Master of Laws.

Heretofore such students have been required to register under one of the non-professional graduate faculties to become candidates for the degree of Master of Arts. The University Council is of the opinion that it will be more advantageous to encourage such students to remain under the supervision of a professional faculty and to confer upon them an appropriate degree. In this way students who have had a professional or a technical school education and who wish to pursue their studies still further and to engage in research work will be encouraged.

About $80,000 in Gifts.

Among the gifts reported was one of $75,000 from Mrs. William Douglas Sloane, to be added to the endowment fund of the Sloane Hospital for Women. Benjamin B. Lawrence, '78 Mines, and Gano Dunn, '91 Mines, gave $2,500 for the purchase of equipment for the schools of Mines, Engineering and Chemistry. Homer E. Sargent and Mrs. Emily Ladenburg gave $1,000 each, the first for anthropology research work and the second for the Medical School removal and rebuilding fund.

Newcomb Carlton, president of the Western Union Telegraph Company, was elected a trustee of Columbia University, to fill the vacancy caused by the death of William Douglas Sloane. George L. Rives was elected chairman and John B. Pine clerk.

Other elections were M. Hartley Dodge to succeed B. Aymar Sands on the committee on finances; Francis S. Bangs to succeed Mr. Dodge on the committee of education, and Judge George L. Ingraham, alumni trustee, to succeed Frederic R. Coudert on the committee on honors.

DEATH ENDS SEARCH FOR SON

Mother Finishes Twelve-Year Hunt.

Death ended Mrs. Helen M. Walsh's [illegible] search for her son, Monday night. Soon after Mrs. Walsh, who was sixty-eight years old, went to bed Mrs. Alice Olsen, of 112 Front Street, with whom she boarded, heard her crying. Yesterday morning when Mrs. Olsen opened the bedroom door she saw the fruitless hunt was ended.

Twelve years ago Frank P. Walsh disappeared from his mother's home in Rochester. His mother never ceased trying to find him, and several times reached a town only to learn that her son had left a day or two before. She came to New York to look for a river pilot known as "Frank P." This time she was sure of success. Weary and discouraged, he told Mrs. Olsen Monday night that her search would soon end. The doctor said grief and disappointment had broken her heart.

Lion Fails as a Watchdog.

A performing lion is a poor watchdog, according to Servais Le Roy, of 240 West Forty-third Street, who caused the arrest yesterday of Edward Graham, twelve, of 563 West Thirty-seventh Street, and Patrick O'Donnell, fifteen, of 556 West Thirty-seventh Street. He said the boys stole twenty-two pigeons from a warehouse at 504 West Thirty-eighth Street, despite the presence in a cage of the lion, which is a large one. Justice Mayo, in the Children's Court, remanded the prisoners until Friday.

Benefit at Colony Club.

Members and their guests inspected the new clubhouse of the Colony Club, at Park Avenue and Sixty-second Street, yesterday afternoon. Miss Ruth Draper gave a programme of monologues for the benefit of the Speedwell Country Home Society.

Miss Dorothy Bigelow,
WHO RETURNS FROM SINGING TO ALLIED SOLDIERS IN THE TRENCHES TO SING AND PLAY DEBUSSY.
©INTERNATIONAL FILM SERVICE

PATRIS TOWING GREEK SHIP IN

Thessaloniki's 300 Passengers Transferred—Captain Dodged Salvage, Say Rescuers.

A wireless message from the Florizel, of the Red Cross Line yesterday made it practically certain that Captain John Goulandis, of the disabled Greek steamer Thessaloniki, has been playing a successful game of salvage dodging during the last week. His ship, with 700 passengers aboard, has been drifting helplessly from 200 to 300 miles from this port. It is now coming to port in tow of the Patris, of the same line. The passengers were transferred to the Patris Saturday.

The captain of the Florizel sent word that he had answered the Thessaloniki's S O S calls and was floating a line to her when she spoke the Patris, a sister ship. The Greek captain refused further aid and dismissed the Florizel.

The coast guard cutter Seneca returned to port yesterday after searching five days for the Greek ship in vain. Captain Levis of the Seneca reported that he had been in communication with three other ships, all searching for the Thessaloniki. These were the Florizel, the Italian liner Stampalia and the Standard Oil tanker Santa Rita. All of them were puzzled by the hazy position given in the Greek captain's calls for help: "Same position all time. Speed nil."

The only explanation offered yesterday at the office of the National Steam Navigation Company, owners of the Thessaloniki, was that on account of the stormy weather the captain might not have been able to ascertain his correct position. N. A. Gainnos, local manager of the line, denied that there was any attempt to avoid paying salvage.

"Those stories seem foolish," he said. "It is costing us $2,000 a day, as it is, for each day the ship is delayed."

He admitted that when the second S O S calls were sent out the ship was only 190 miles from Sandy Hook. Since then she has drifted about 100 miles further to sea. The last message received yesterday said: "Am proceeding. Weather moderate. (Signed) Patris."

A representative of Lloyd's said yesterday that if the Thessaloniki is registered for insurance a careful inspection of her hull and engines will be made before she leaves port again.

The Thessaloniki left the Piraeus November 24 and passed Gibraltar December 1.

Had Only 50 Cents; Got Stabbed.

Fifty cents he received at the Sullivan memorial celebration, New Year's Day, was all Thomas Campion, fifty-five, who has no home, could give a man who held him up yesterday morning at 11 Boyce Street. Disappointed, the man stabbed Campion several times and then escaped. Campion was taken to Hudson Street Hospital.

CRUSADE TO PASS GERMANY IN BOND

Continued from page 1

diplomat at The Hague on January 12, it is explained, means only that those who are not on the permanent peace board will depart.

Officials a Weak Lot. Is Henry Ford's Verdict

Under cover of darkness, secrecy and two special cars, Henry Ford and his party were spirited away from the Grand Central Station last night on the Wolverine Limited. By some time today all the land between here and Detroit will lie between the Oscar II and her former admiral.

Although too ill to strive further for Peace, Mr. Ford had approached near enough to convalescence yesterday to bestow upon the newspaper men an interview which was carefully censored by Dean Samuel S. Marquis, of St. Paul's Cathedral, of Detroit, and W. A. Livingston, president of the Dime Savings Bank of Detroit. If it had not been for the vigorous deletion of his satellites he might have said something startling. As it was, he came close to expressing his opinion of Mr. Bryan, and was saved therefrom by the intervention of Dean Marquis. He almost had criticised the administration when Mr. Livingston rescued him.

Then, after promising to see the reporters again later in the day, the automobile manufacturer disappeared from view. He left the Waldorf a little before 1 o'clock and did not return. Later it was learned that he had spent four hours at the Automobile Show with his son and then had gone aboard the train, where his wife, Dean and Mrs. Marquis and Mr. Livingston met him.

Flanked by his two trusty expurgators, Mr. Ford met the representatives of the press in conclave shortly after 11 o'clock. Before the talk began Mr. Livingston moved that Bryan be excluded from discussion. This was overruled, but the prophet of the Oscar was sufficiently awed to say little on that subject.

"If I were sworn in on the witness stand," he asserted, "I couldn't remember what we talked about. I don't know. I have known the man only three or four months and I don't know if I will ever see him again."

When asked if he would attempt to obtain official backing for further peace moves, the lean, white-haired automobile maker became almost eloquent, despite the muffling efforts of the two official silencers.

"Official backing?" he demanded. "Why, official backing is the weakest lot of the bunch. The officials are afraid of their jobs. That's the cause of their inaction. That is why they do nothing for peace."

"Does that statement apply to the government at Washington?" some one asked.

But Mr. Ford saw the anxious look on Mr. Livingston's face, and only smiled.

"Mr. Ford thinks," that gentleman interpolated blandly, "that this is a blanket statement, applicable to all officials."

Shortly after this Dean Marquis, who had been looking at his watch, discovered that fourteen minutes had already elapsed and began to push his friend toward the door.

"Can't Mr. Ford find peace, even here?" he demanded esthetically.

Nobody thought of an answer before the door closed.

$1,000,000 FOR JEWS RAISED IN 14 DAYS

Two weeks ago to-night Louis Marshall presided at the meeting in Carnegie Hall, when the story of Jewish tribulation in foreign lands was told. Treasurer Felix M. Warburg's statement of contributions and pledges up to last night showed a total of $895,086.78.

Mail that arrived at 174 Second Avenue after the report was made up last night undoubtedly boosted the campaign beyond the first million, and started it along toward the second. A $5,000,000 contribution from America is the ambition of the country-wide organization of the American Jewish Relief Committee.

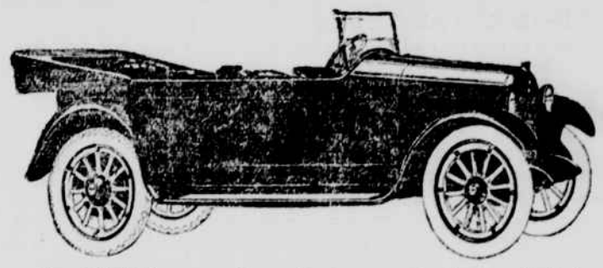
From Baltimore—which is pledged to contribute $200,000—have come reports of a recent meeting at the Hippodrome and the Palace Theatre which equalled the Carnegie Hall spectacle as a moving picture of spontaneous charity.

Jewish young men are organizing committees in the various colleges and universities to co-operate in raising funds. Cornell has contributed $600 and expects to raise $2,000. Yale, Harvard, Princeton and Columbia are about to organize relief committees. Appeals are also being made to Jewish societies and fraternities to unite in sending to Europe an offering from the academic centres of America.

Among those who helped to add more digits to the total up to last night were:

Rochester committee, $500; Eugene Katz, $100; Feld Seligman, $100; Mrs. Emma Plaut, $250; G. Hirsch's Sons, $500; New York Section of Council of Jewish Women, $100; Abraham M. Bing, $100; Morris J. Hirsch, $100; Allan S. Isaman, $200; Calvary committee, $150; Clark & Wolverton, $250; Corrugated Paper Products, $100; H. H. Middleton, $250; Raymond V. Ingersoll, $100; employes and firm of Carl Rosati, $150; Emanuel Deutsch, $200; San Francisco committee, $1,000; Omaha committee, $1,700; Mrs. William Rothschild, $500; Jacob Spencer, $250; Evansville Community, $600; Congregations sections 4, Charleroix, $296.12; Nathan Hellenger, $200; Wilkes-Barre Community, $300; St. Joseph committee, $300.60; Edgar Kempner, $100; Oklahoma committee, $150; Leslie S. Bruns, $250; Abe Rubel & Co., $100; Lilly N. Stine, $100; Rea Mary Parsons, Mrs. Francis McNeil Bacon, Miss Agnes C. Laur and Mrs. William K. Vanderbilt.

Its purposes are the collecting of information upon all the facts of our condition of unpreparedness and the formation of a plan to insure adequate defence.



A NEW eastern Case distributor who has studied the Case 40, knows that he will profit, not only by its many mechanical excellencies, but by the reputation of the Company behind the car.

This well informed man, after examining the car and the Company, has staked his business on the success of the New Case 40. He is certain to win.

If you have not seen "Tomorrow's Car Today," at the show, don't miss it. At $1090, the New Case 40, with its excellent lines and splendid performance, is an opportunity.

CASE
The Sign of Mechanical Excellence the World Over

J. I. CASE T. M. COMPANY, Inc.
Broadway at 62nd
New York City, U. S. A

The Sensational Feature of the Show

THE OWEN MAGNETIC

The Car of a Thousand Speeds

Spaces C 17-and 18

THIRD FLOOR AUTO SHOW

Auto Show
Closes January 8

NOW OPEN

Grand Central
PALACE

Admission 50c. 10 A.M. to 10.30 P.M.

The Grand Central Palace may be reached by Subway to Grand Central Station (Express Stop); Lexington Ave. Cars to the door; Madison Ave. Cars to 46th Street; 42nd Street Crosstown Cars to Lexington Ave.; Third Ave. Elevated to 42nd or 47th Streets; Fifth Ave. Bus to 46th Street.

MARMON 34
A Scientifically Constructed Light-Weight Car

The Question *of* Sprung *and* Unsprung Weight

One of the most interesting features of the new Marmon 34—"The Unit Car"—and one of the most important factors in its truly wonderful road-performance, is the proportion of unsprung weight (weight below the springs) to sprung weight (weight above the springs), and the scientific distribution of the sprung weight through which the perfect balance of this unusual car is effected. The marvelous ability of the new Marmon 34 to "hold the road" though approximately eleven hundred pounds lighter than other cars of equal wheel base, motor-power and passenger carrying capacity, marks a new era in motor car efficiency.

That it is no longer necessary to own a heavy car to secure maximum riding comfort is but one of the many interesting things the new Marmon 34 proves.

Attendants in the Marmon booth who are familiar with the car's every detail will gladly point out several other important *differences*.

Space A-18
First Floor, Grand Central Palace

Nordyke & Marmon Company, Indianapolis
MARMON NEW YORK COMPANY, Inc.
1855 Broadway at 61st St., New York City, Telephone 1583 Columbus

NEWARK, N. J., Pierre L. Smith Co., 254 Central Ave.
PATERSON, N. J., Auto Shop Co., 10 Crosby Place.
NEW HAVEN, CONN., Kirk's Garage, 213 Crown Street.
NEW ROCHELLE, N. Y., Harold T. Birnie, 57 North Ave.

MARMON

Start the NEW YEAR right with a KLAXON

There's a Klaxon for every kind & size of car $4 to $20