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ment."

**MURATORE BREAKS
WITH MARY GARDEN**
Can't Get Along With Her, He
Says, Resigning From Chi-
cago Opera
DIRECTOR REPLIES SHARPLY

Chicago, Jan. 19.—Lucien Muratore and his wife, Lian Cavalleri, have bumped their own temperamental equipment against the Mary Garden variety, with the result that they are out of the Chicago Opera Company and are leaving for New York today.
"For Miss Garden as an artist I have the highest, the greatest admiration," M. Muratore stated. "I am pleased to sing with her because she is a great artist. But as director of the company in which I am to sing—no, no, no. I like Mary Garden, but—here was the shrug—"I cannot work under her direction. One thing is, I don't like the way she has spoken to me. Miss Garden is too capricious. One day she is nice and the next she will not even say 'Good Morning.'"
He intimated that there were "too many stars and not enough roles for the company."
"This is the end!" exclaimed Mary Garden, when she had learned of Muratore's denunciation of her. "It is the last straw. It marks the end of foreign domination in the Chicago opera. From now on Americans, and not foreigners, will be given the preference."
"I have issued a formal statement," Foreign domination is a thing of the past. We are to have a little American domination for a while and see how it will work out. It is a great pity to see an artist of the value of Monsieur Muratore so badly counseled."
"MARY GARDEN."
The real reason for Muratore's decision to part company with Miss Garden, however, is believed to lie in the attitude of the director general toward Mme. Cavalleri, who was to have made her debut with the Chicago organization on the second evening of the season. For some as yet unexplained reason the performance was canceled and her appearance has since been repeatedly postponed.
Mme. Cavalleri yesterday, in reply to questions about the matter, said she shrugged her shoulders and laughed a doughty.
"I have a cold this year," she added. "The weather here is not like that of Italy. My husband, Muratore, can sing and I can eat doughnuts."
While Miss Garden never has given her version of the affair, it has been current gossip around the auditorium that she decided Mme. Cavalleri was unequal to the role assigned her.
No new contracts for next season have been offered to Muratore or his wife because of the breach.

**MME. JERITZA TO SUCCEED
FARRAR IN METROPOLITAN**
Four-Year Contract Signed With
Viennese Prima Donna
New York, Jan. 19.—Maria Jeritza, Viennese soprano, whose interpretation of La Tosca has won widespread approval, has signed a four-year contract with the Metropolitan Opera Company, it was announced last night by Director Giulio Gatti-Casazza.
The announcement followed twenty-four hours after the American prima donna, Geraldine Farrar, refused to sign a contract for next year.
In operative circles the signing of the contract with Jeritza is looked upon as Gatti-Casazza's answer to Farrar, who yesterday indicated that she would devote a year or more to concert work.
The appearance of Miss Jeritza and her immediate conquest of her audience in "La Tosca" are thought to have been one of the reasons why Miss Farrar decided to stay out of opera for at least one season. The success of the Viennese singer, who is possessed of great personal charm and beauty, and whose acting is vivacious and appealing to all who have seen her, was the greatest in many years.
Miss Jeritza's new contract calls for four full seasons of fifty performances a year, and will, it is said, be renewed, so she will actually take the place of Miss Farrar, whose contract, as offered to her by Gatti-Casazza for next season, called for only three months, or half the season.



MME. MARIA JERITZA
Viennese opera star, who has signed a four-year contract with Gatti-Casazza, director, following Geraldine Farrar's refusal of a contract. Jeritza stars in La Tosca, Gatti-Casazza's favorite role.

DUKE OF YORK TO WED
His Betrothal to Lady Mary Ashley
to Be Announced
Toronto, Jan. 19.—(By A. P.)—The engagement of the Duke of York and Lady Mary Ashley, daughter of Lady Shaftesbury, lady-in-waiting to the Queen, will be announced next month at the wedding of Princess Mary and Viscount Lascelles, according to a London dispatch to the Mail and Empire.
The dispatch, which gives as the source of its information "persons in high standing at the court," continues: "Lady Mary is a great favorite of the Queen. She is a beautiful brunette and is twenty years old."
"The approaching betrothal of the Duke of York is especially significant because it shows an heir to the throne may marry a girl of the British nobility."

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**PRESIDENT TO URGE
U. S. QUIT SHIPPING**
Winthrop Marvin Declares Hard-
ing Favors Government Leav-
ing Field to Private Owners

By the Associated Press
New York, Jan. 19.—President Harding will make "a fervent plea to Congress and the country next month to take the Government out of the shipping business and make it possible for American ship owners and seamen to live and prosper on the routes of ocean trade," the convention of the American Society of Civil Engineers was told today by Winthrop L. Marvin, vice president and general manager of the American Steamship Owners' Association.
"Whatever specific policy the President may advise should most certainly command the eager attention of all Americans interested in trade or trans-

portation by land or sea," Mr. Marvin said. "It is not a problem now of creating a merchant marine. We already have a vast fleet in being. We have also a great corps of experienced and efficient officers and men, all the officers and a majority of the crews American citizens."
"The question which the President will place before the Nation is a problem of so aiding and protecting this fleet and its personnel that the good tonnage of the Government may be transferred to private hands and operated by private initiative and enterprise under a national policy that will give American shipping the fair chance which the tariff has brought to manufacturing and agriculture alike."
"It is the united conviction of the practical men of the American ocean shipping industry that without the equivalent of that protection which our other national interests have long enjoyed, the Government-owned war-joint built tonnage will remain indefinitely in Government hands, subject to the inevitable disabilities of Government control and operation, and that private shipping, now nearly one-half of our ocean-going merchant shipping, and destined with fair play to be the greater half of it, will again languish and decline because it is forced unaided to fight the competition of a kind by which no other American industry is or has been confronted."
If the plans of the Harding Admin-

istration take root, Mr. Marvin con-
tinued, "no American railroad manage-
ment will have any shadow of an excuse
to link itself by preferential traffic or
terminal agreements with foreign mer-
chant shipping, which is to say, the
naval reserve of any foreign govern-
ment whatsoever."
The speaker asked for teamwork be-
tween American shipping and the rail-
roads.
"Under a proper policy of national
encouragement and not discouragement," he said, "there is no reason
why American shipping companies, with
alert traffic organizations abroad, may
not bring to our railroads a more ef-
ficient service than the foreign steam-
ship companies have ever given, plus
the vital factor of American good will."

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January 25—Y. M. H. A. at Witherspoon Hall
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