



TO OBSTRUCT M'ADOO INTERBOROUGH HAS A SLANTING CONDUIT.

At Grand Central This Would Prevent Hudson Extension at a Convenient Level.

What is considered an attempt on the part of the Interborough Rapid Transit Company, the lessee of the present city subway, to block the proposed extension of the McAdoo tunnel from 33d street and Sixth avenue to the Grand Central Station, unless the McAdoo company goes down below the fourth level in 42d street, came to light last night.

The Interborough, it was learned, has recently constructed a slanting conduit for cables from the east end of the present subway at the Grand Central Station to the west end of the Steinway, or Belmont, tunnel, which has its terminus at Park avenue and 42d street.

This conduit crosses the third level, which the McAdoo people desire to make use of, in such a manner as to prevent its use by the proposed McAdoo tunnel or by any other subway.

Members of the Public Service Commission refused last night to discuss the Interborough's action, but it was learned from unofficial sources that the matter will come up for discussion at the regular meeting of the commission to-day.

It is probable that the Interborough will be ordered to cease work at once on the conduit until the commission's inspectors have a chance to look at the work over.

The Interborough began breaking a hole through the easterly wall of the subway at the Grand Central Station about a month ago, when the Appellate Division handed down a decision favorable to the company in the suit brought by the city to get possession of the Steinway tunnel on the ground that the franchise of the company which built the tube had lapsed before the work was completed.

An official of the Hudson & Manhattan Railroad Company, when his attention was called last night to the action of the Interborough in building the slanting conduit, said: "I cannot believe that the Interborough is stooping to any such petty obstructive tactics as these. If it is true, however, that the Interborough is trying to block the third level at the Grand Central Station so that we cannot come in there with our proposed extension, it will soon find that the people of New York City are no longer to be balked by any such obstructive move. The time for such things has gone by."

The same official also pointed out that the Interborough could easily construct a conduit to carry feed cables from the present subway to the Steinway tunnel without blocking the third level.

William G. McAdoo, president of the Hudson & Manhattan Railroad Company, replied yesterday morning to the letter of Theodore P. Shonts, president of the Interborough-Metropolitan Company, in which Mr. Shonts suggested to the Public Service Commission that to safeguard the present subway the proposed McAdoo extension make use of the fourth, or lowest, subway level in 42d street.

TO RELIEVE HARRIMAN. Consulting Board of Four, with Headquarters Here.

San Francisco, March 25.—The statement is made in exclusive railroad circles that E. H. Harriman is preparing to form in the near future a consulting board, which will have its headquarters in New York.

The proposed board, which will relieve Mr. Harriman of a vast amount of work, will consist of W. F. Harrin, Julius Kruttschnitt, J. C. Stubbs and William Hood. This board will have charge of all the Harriman properties, consisting of the railroads, electric lines, power plants, oil fields and steamship lines and will control their operation and maintenance, traffic arrangements and construction.

Paso Robles, Cal., March 25.—The Harriman special train arrived at Paso Robles Hot Springs last night. In the party are E. H. Harriman, Miss Mary Harriman, E. E. Calvin, vice-president and general manager of the Southern Pacific; Dr. and Mrs. Dixon, Dr. McKenzie and a corps of secretaries.

Louis Hill, president of the Great Northern Railroad, accompanied by his family, arrived at Paso Robles last night, following the Harriman special. Mr. Hill intends to stay at Paso Robles a week or two, taking treatment in the baths.

Mr. Harriman decided to-night to leave Paso Robles for Del Monte in the morning, and then to go to Burlingame, which is San Francisco's Tuxedo, to-morrow afternoon.

Dr. Sawyer, the resident physician, says that Mr. Harriman has rheumatism, but is in good physical condition. He weighed 135 pounds to-day, which is more than he has weighed in years.

EXETER GETS \$100,000. Two Requests of \$50,000 for New Hampshire Academy.

Exeter, N. H., March 25.—Phillips Exeter Academy's list of scholarships was augmented to-day by the addition of \$100,000 in 20 separate gifts of \$5,000 each. Hubert E. Peschermacher, 74, who died in Boston, bequeathed \$50,000 to the academy for annual endowments of \$250 each to such students of Harvard University, who are also graduates of Exeter, as have demonstrated high proficiency in their studies.

Mrs. Margaret E. Langdale, of Cambridge, Mass., desiring to commemorate her husband, Professor Charles C. Langdale, former dean of the law faculty at Harvard, gave Exeter \$50,000 as the basis of five scholarships, to be known as the Charles C. Langdale scholarships.

Robert T. Lincoln, of Chicago, son of President Lincoln, presented the academy with a life portrait of his father, together with two historically valuable letters.

CLARKSON SEIZES HORSE. Surveyor of Customs Says Importer Undervalued Thoroughbred.

James S. Clarkson, Surveyor of Customs of this port, has made many seizures in the course of his administration. His seizures have included most everything dutiable, from a \$1,200 bale of codine to a pearl necklace. It was not until yesterday, however, that he found himself with a valuable horse on his hands.

The thoroughbred arrived here on Tuesday on the Atlantic Transport liner Minneapolis. It was consigned to a well known merchant in Harlem, who made a request that the animal be admitted free of duty on the ground that it was brought here for breeding purposes. The horse was also entered as "household effects."

As the owner did not accompany the horse to this country on the Minneapolis the surveyor could not allow the animal to land free of duty as "household effects," and he was not satisfied with the valuation of \$300 placed upon the animal.

An inspector, sent to examine the horse, reported that it was worth between \$1,000 and \$1,500, and as the animal was being led from the pier last night it was seized and sent to a bonded stable in West 56th street. It is believed that the horse will soon be sold at auction at the Public Stores.

SEIZE IMPORTED SILKS. Says They Came from Germany, but That He Bought Them Here.

The story that he was trying to sell imported German goods on which duty had been paid to a stewardess on the North German Lloyd liner Scharnhorst caused some valuable silks owned by Hanso Bagar, of Hoboken, to be seized yesterday and sent to the Public Stores.

Several days ago Bagar, who keeps a small store at No. 202 River street, Hoboken, visited the steamer Scharnhorst, tied up at North German Lloyd Pier 3. He remained aboard several hours and attempted to leave the pier shortly after dark with a large bundle under his arm. As he was about to descend the steps the pier he was stopped by Harry F. Doyle, a customs inspector on the night staff of Deputy Surveyor Conneys. The inspector opened the bundle and found that it contained ten pieces of embroidered silk, each piece being made up of three yards. Bagar, who did not deny that the silks were imported from Germany, said the duty had been paid on them, but when asked to show his customs receipts he was unable to produce them, Doyle says.

Asked how he happened to be taking the goods from a German steamer, Bagar said he had taken them aboard to sell the silk to a stewardess. When brought before Surveyor Clarkson at the Custom House yesterday, Bagar said that he had bought the goods from a company in Fifth avenue. The Surveyor's office communicated with the firm, which reported that it had never carried silk goods. Then the goods were seized.

POLAR FIGHT FOR LIFE DETAILS OF HARDSHIPS IN ANTARCTIC.

Members of Shackleton Party Nearly Lost Lives—Congratulations from the King.

Christchurch, New Zealand, March 25.—Lieutenant Shackleton's ship Nimrod has returned here from the Antarctic exploring party aboard, all of whom are well. The members of the expedition give details additional to those already published. Professor David, and his companions say that when they started on the journey to the magnetic pole, the weather was so hot that they had to pull their two sledges singly. There was half a ton of provisions on each sledge. After a comparatively easy 250-mile journey along the sea ice they had a hard and almost hopeless climb to the inland plateau. They carried their lives in their hands, fighting their way inch by inch, and suffered great privations on the return journey. When rescued by the Nimrod they were a party of skeletons, and the Nimrod had almost given them up for lost.

The members of Lieutenant Shackleton's party say that when they were compelled to turn back their bodily strength was diminishing so rapidly that their temperature went down to far below normal, in some cases reaching 93 degrees, and in others considerably lower than that. They nearly died from starvation before finding one of the depots, and were always on very short rations.

Had this party been two days later in reaching the Nimrod she would have been frozen in for another season. They say that any future explorer attempting to reach the pole must be provided with much larger supplies of food, because there is no doubt that the South Pole is situated on a high plateau, and that the coldest and stormiest weather in the world prevails there, there being 70 degrees of frost under the mildest conditions.

Lieutenant Shackleton declined to say anything regarding the protest made by the Commonwealth of Australia because it had received no news of the Nimrod's arrival at Stewart Island, although the Commonwealth had voted \$25,000 toward the expenses of the expedition.

London, March 25.—King Edward joined to-day in the congratulations which are being showered on Lieutenant Ernest H. Shackleton since the keen enterprise of "The Daily Mail" brought to England an exclusive account of his achievement in almost reaching the South Pole. In a telegram of congratulation the King accedes to Lieutenant Shackleton's request for permission to name a new range of mountains discovered in the far south after Queen Alexandra.

The explorer's father, who is living in London, also was overwhelmed with telegrams and letters of congratulation. He is still without news of his son except that brought by "The Daily Mail."

BATTLE WITH NEGROES. Two Killed After All Night Fight in Oklahoma.

Guthrie, Okla., March 25.—On the scene of the famous Creek Indian uprising of last year, at Hickory Settlement, two negroes were killed, many wounded, and forty captured in a battle between twenty deputy sheriffs and one hundred negroes. The fighting began late Wednesday and continued with interruptions until 10 o'clock to-day.

Five deputies went from Henrietta, eighteen miles north, to the negro settlement to arrest cattle thieves thought to be concealed in the house of one of the negroes. They were met at the edge of the camp by a party of armed negroes, who refused to allow them to enter. The deputies persisted and were fired upon. Being outnumbered, the five deputies fled.

A few hours after the five deputies fled, a larger posse, heavily armed, reached the settlement. Some one fired a shot and the rioting was on. When night fell the excitement increased, and negroes roamed through the woods, firing and yelling.

The fight continued as a series of duels throughout the night, the negroes retreating gradually from tree to tree as the deputies advanced, firing steadily. Reaching the settlement, the negroes barricaded themselves in the huts and could not be dislodged.

At daybreak firing ceased, and neither party made another move until 10 o'clock, when the deputies renewed the attack on the negroes, who numbered one hundred, against twenty deputies.

About three hundred shots were fired in the last encounter, when the two negroes were killed and Deputy Sheriff Fowler injured. At the first onslaught the negroes were dislodged and fled. The deputies pursued and captured forty. All in quiet to-night, and no further rioting is expected.

FRENCH NAVAL SCANDAL. Fresh Credits Held Up and a Commission Appointed.

Paris, March 25.—The Chamber of Deputies to-day unanimously adopted M. Delcasse's motion to appoint a Parliamentary commission to inquire into the state of the navy before fresh credits were voted. M. Delcasse expressed the general opinion that after the statements appearing in M. Brousse's report the departmental inquiry by the government was inadequate, and that Parliament should assure itself that the money voted would not be squandered.

M. Brousse, who investigated the navy accounts on behalf of the Finance Commission, recently reported that millions had been swallowed up without any benefit to the navy, that the highest prices always were paid for supplies, and that costly repairs were made to ships which were useless. He practically charged that a monopoly existed among the navy contractors, who made enormous profits.

Premier Clemenceau, M. Caillaux, Minister of Finance, and M. Picard, Minister of Marine, accepted the proposal for the appointment of a commission, M. Picard saying that he would not hide the faults committed, and that the best way to remedy such faults was first to recognize them. The members of the new commission will be selected to-morrow.

ROGERS TO OPEN ROAD FIRST TRAIN APRIL 3 ON VIRGINIAN RAILWAY.

Standard Oil Man, with Friends and Officials, to Celebrate Its Arrival at Sewall's Point.

The official opening of the Virginian Railway, of which H. H. Rogers is president and practically sole owner, will take place on April 3, when the first trainload of coal to be brought from the beginning point of the road, at Deepwater, W. Va., will arrive at the terminal, at Sewall's Point, near Norfolk, Va.

The arrival of this cargo of coal will be witnessed by Mr. Rogers, who will then officially declare the road open for traffic. With him will be a party of his friends and officials of the road, made up of the following: H. H. Rogers, Jr., Samuel L. Clemens, Franklin Q. Brown, George H. Church, Urban H. Broughton, G. H. Hyams, James M. Beck, Ralph Ashcroft, Melville E. Stone, Raymond Du Pu, William R. Coe and William E. Benjamin. This party will leave New York on April 1 on one of the boats of the Old Dominion Line for Norfolk, arriving there April 2. The next day they will go to Sewall's Point to witness the opening of the road, and in the evening will attend a dinner at the Hotel Monticello, given in their honor by the citizens of Norfolk.

Among the guests, in addition to Mr. Rogers and his party, will be Governor Swanson of Virginia, United States Senators John W. Daniel and Thomas S. Martin and the members of Congress from Virginia and the presidents of all the transportation lines entering Norfolk. Speeches will be made by "Mark Twain," Governor Swanson, James M. Beck, Melville E. Stone and others.

The following day the party will begin a trip of inspection over the road, stopping at convenient points on the way to spend the night. One of these stopping places will be Roanoke, Va., where there will be another dinner. It is expected that they will return to New York about April 7.

The Virginian Railway was organized in April, 1907, as a consolidation of the Deepwater Railway and the Tidewater Railway, which had been under construction for several years from Deepwater, W. Va., on the Kanawha River, to Sewall's Point, Va. The road which has recently been completed is 443 miles in length and traverses a rich bituminous coal territory in West Virginia, from which its chief traffic is expected to be derived. The road has been constructed with such low grades and such heavy bridges that trains hauling four thousand tons of coal can be run over it with entire safety, its officials say.

The cost of the road has been approximately \$40,000,000, about half of which has been put up by Mr. Rogers personally. The first public financing done by the road was in February, 1907, when it was more than half completed. The Tidewater Railway then sold \$10,000,000 6 per cent notes. There was no further appeal to the public for funds until May, 1908, when the company offered for sale \$17,000,000 five-year notes. The proceeds from the sale of these notes were devoted to retiring the former \$10,000,000 note issue and to completing the construction of the line. The only public financing the road has done since then has been the sale of \$3,750,000 5 per cent equipment trust notes in the latter part of 1908.

The company has spent \$2,000,000 in the construction of a steel superstructure "fendered" pier at its terminal at Sewall's Point. The pier is 1,000 feet long, 50 feet wide and 65 feet high, and will be able to accommodate coilers with a carrying capacity of ten thousand tons each, of which the company will have a fleet of ten or twelve. The company recently placed an order for fifteen hundred all steel fifty-ton coal cars, to cost about \$1,500,000.

The authorized capital stock of the Virginian Railway is \$26,000,000 and the authorized funded debt \$33,500,000 first mortgage 5 per cent fifty-year gold bonds. All these bonds are pledged under the \$17,000,000 note issue. Most of the stock is held by Mr. Rogers.

JOHN DAVIDSON MISSING. British Poet and Playwright Disappears from Home.

London, March 25.—John Davidson, the poet, was missing since Tuesday evening, when he left his home at Penzance to post a letter. His family fear that he had a sudden attack of heart trouble, from which he sometimes suffered.

John Davidson, the poet and playwright, was born at Barrhead, Renfrewshire, in 1877. He taught in a number of Scotch schools after leaving the University of Edinburgh in 1897. He went to London in 1900 and wrote reviews for a Glasgow paper until his poetry began to attract attention. Among his works are "Fleet Street Eclogues," "The Last Ballad and Other Poems," "A Rosary" and "The Triumph of Mammon."

READ ONLY NEWSPAPER HEADLINES. This and Dislike of Editorials Cited as Evidence of Mental Incapacity.

Philadelphia, March 25.—The reading only of headlines of newspapers and a disposition to eschew editorials were given to-day as evidence of mental incapacity at the hearing before the register of wills of the contest of the will of William Johnson Binney, who left a large estate, and, incidentally, \$5,000 to Dr. Matthew C. Baines.

It was alleged that the physician had exerted undue influence over Binney, and George W. Tyler, a nurse, said Binney showed marked peculiarities in skipping the text of articles in newspapers and magazines and reading only the heads. He said also that once he read an editorial to his employer, who did not seem to grasp its meaning. The hearing was not finished.

FIRE ENGINE CRASHES INTO CAR. Throws It Across Tracks in Sixth Avenue—Four Injured.

Spedding through 24th street last night Engine 1 crashed into a northbound Sixth avenue car, two passengers and two firemen being severely injured. The car was thrown around at right angles, so that both tracks were blocked. The angles of the impact broke the harness and allowed the horses to run wild, until caught by men attracted to the scene by the crash.

The injured are Mrs. Amelia Slesert, of No. 101 East 64th street; Harry Jones, of No. 221 First avenue; and Martin Colary and John Frey, members of the engine company. They were attended by Dr. Burnett of the New York Hospital. None was seriously injured.

SAY WOMAN MURDERED 300 Accused of Ridding Wives of Husbands for Small Fee.

London, March 25.—A dispatch to "The Daily Mail" from St. Petersburg says that a woman named Popova has been arrested at Samara, charged with having poisoned at least three hundred persons in the last thirty years. She is said to have made a business of ridding wives of their husbands for a small fee.

BISMUTH MADE CARBON. Sir William Ramsey Transmutes Three Other Substances.

London, March 25.—Sir William Ramsey, addressing the Chemical Society this afternoon, announced that he had succeeded in transmuting four different substances into carbon, namely, zirconium, thorium, hydro-fluorsilicic acid and bismuth. Experiments with silver nitrate, with the object of transforming silver in the same manner as copper is transformed into lithium, gave negative results.

ELECTRIC RIFLE SIGHTS. Invention on Trial at Armory at Springfield, Mass.

Springfield, Mass., March 25.—Tests are being made at the Springfield Armory of an electric invention to light the barrels of rifles at night. On each side of the tip end of the gun barrel is a tiny electric bulb about three-eighths of an inch in diameter. On the other side of the rifle stock is a battery, and on the steel trigger guard is a button used to turn on the lights.

These bring the rifle sight on top of the barrel into the clear vision of the shooter. If the tests substantiate the claims made for the device, it will probably be made a part of the regulation small arms. It is said that ex-President Roosevelt's outfit includes rifles equipped with the electric sights.

GAVE LAST CENT IN TIPS. Boston Immigration Officials Detain New York Woman—Released.

Boston, March 25.—Expecting that her husband would meet her at the pier, Mrs. Liza Feinman, the wife of a New York jeweler, who arrived here to-day on the steamer Manitou from Antwerp, gave her last cent in tips to the steamship attendants, and on landing being found without funds was detained by the immigration officials.

The husband was not at hand, as the steamer was overdue, but two hours after she came ashore Mrs. Feinman received money by telegram from him, and with her two children and her younger sister, who made up her party, was released. She started at once for New York, for which place she had tickets.

MAY TALK SAFE OPEN. Phonographic Lock Invented by Denver Man.

Denver, March 25.—A phonographic safe lock invented by a Denver man has, in place of the ordinary knob, the mouthpiece of a telephone transmitter. Attached to its diaphragm is a delicate needle, its end resting in a groove of a sound record made on a phonograph cylinder. The phonograph cylinder is part of the mechanism of the lock, the record being the countersign spoken by a certain voice.

When this countersign is spoken into the safe by the same man the vibration of the needle coincides with the record on the cylinder and a continuous electrical contact opens the safe door. No other voice will do it.

DIES DRESSING GIRL. Mother Was Preparing Young Actress for Stage Performance.

Just as she was dressing her daughter, a young actress, for the leading part in "The Sacrifice of a Mariner," which was to have been produced last evening at the Manhattan Lyceum, No. 66 East 4th street, Mrs. Ernesta Cunico sank to the floor and died from heart disease. Her death prevented the production of the play.

Mrs. Cunico had been living at No. 423 5th street, with her nineteen-year-old daughter Ernestina, who has achieved considerable popularity on the East Side as an actress. The mother accompanied the girl to all the theatres to give her the protection of her presence, and also to act as her dresser. They were deeply attached to each other.

ANOTHER YERKES SUIT. Widow Determined to Oust Louis S. Owsley.

Chicago, March 25.—Mary Adelaide Yerkes, widow of the late Charles T. Yerkes, filed suit in the Superior Court to-day for the appointment of a receiver for the Yerkes estate as well as to enjoin Louis S. Owsley, executor of the estate, from applying for letters testamentary in New York City to-morrow. Mrs. Yerkes also asks the appointment of a trustee to handle the estate until it can safely be turned over to the trustees appointed under her will.

The bill in many respects is similar to that recently disposed of in the probate court, where Mrs. Yerkes was unsuccessful in her effort to have Owsley dislodged as executor.

Judge Barnes issued a temporary order late to-day restraining Louis Owsley from appearing in the Surrogate's Court in New York to him ancillary letters testamentary issued to him. Mrs. Yerkes and her lawyer went to New York this afternoon. The injunction order was telegraphed there, so that it would be on hand to stop Mr. Owsley's expected move to-morrow.

LANDSLIDE ON PANAMA LINE. Three Hundred Feet of Railway Embankment at Gatun Gave Way.

Colon, March 25.—A section of the embankment three hundred feet long of the rebuilt Panama Railroad line at Gatun has settled about thirty feet at the same spot where the last movement occurred, in November. The slide, however, was to the eastward, and not to the westward, this time. A trestle is now being rebuilt across the depression, which will be filled with rocks until the former level is reached. Passenger trains have not used this line for several weeks, and little importance is attached to the accident.

GAS FUMES KILL MRS. PIERRE LORILLARD, JR.

CORONER GIVES VERDICT OF SUICIDE. Family Attributes Death to Heart Failure—Had Attended Social Affair Previous Evening.

Washington, March 25.—Mrs. Pierre Lorillard, Jr., forty-nine years old, wife of the tobacco man, was found dead from gas asphyxiation at her home, near the fashionable Dupont Circle, in this city, to-day. Her tragic death has shocked the first social circles of the capital as nothing else has in years. To-night the members of the well known and wealthy Lorillard family are gathered here to mourn over the unexpected blow. In spite of the coroner's certificate of death by suicide, members of the family declare that Mrs. Lorillard died from heart failure. She is said to have expressed apprehension of years of suffering from this trouble.

The death was made more dramatic by occurring only a few hours after Mr. and Mrs. Lorillard had been the guests of Mrs. Richard H. Townsend, in Massachusetts avenue, at a dinner given in honor of Lady Paget. Adherents of the suicide theory believe that as soon as Mrs. Lorillard arrived at her home, at No. 2030 Hillier Place, just after midnight this morning, she began to prepare for her death.

About 8:30 o'clock this morning the butler in the Lorillard home detected the odor of gas. With little difficulty the origin of the fumes was traced to Mrs. Lorillard's apartments. Opening the door of the bathroom of her suite, the butler was horrified to behold the body of the mistress of the house stretched lifeless, face downward, on the floor.

The alarm given by the butler brought Mr. Lorillard from his apartments across the hall. Together they carried the limp body to Mrs. Lorillard's bedroom. The servant was dispatched for physicians, while Mr. Lorillard attempted to revive his wife by means of artificial respiration. Dr. M. F. Cuthbert, the family physician, was summoned, and arrived about the same time that Dr. H. B. Deale reached the house. Both resorted to every method within their power to restore life, but after an hour's effort gave up in despair.

Immediately afterward Dr. J. Ramsay Nevitt, the coroner, was informed. He visited the Lorillard home, and after an investigation ordered Deputy Coroner Glasbrook to perform an autopsy, upon the completion of which Dr. Nevitt issued a certificate of death through suicide by gas poisoning. He said later that gas was escaping from one jet or more in the bathroom when the body was discovered, and the condition of the lungs indicated death by gas poisoning.

Extreme reticence is being maintained by the Lorillard family and all others who possess information concerning the sudden death. Only a few of the most intimate friends have been admitted to the home since the news spread of Mrs. Lorillard's death.

Inquiry at the house met with the declaration that Mrs. Lorillard had not committed suicide. "She died of heart failure," the servants said. When Coroner Nevitt informed the police of Mrs. Lorillard's death an officer was sent to the house to investigate, but admission was denied, the policeman being referred to the coroner for such information as the Police Department might desire.

Mrs. Lorillard, it is said, left a note in her bedroom which the coroner has seen, but which Mr. Lorillard has declined to have made public. While addressed to no one, it is said, it is personal in its nature. It is understood that it contains no declaration of an intention on the part of Mrs. Lorillard to take her life.

Mrs. Lorillard was subject to frequent attacks of despondency, it is said. To-night Mr. Lorillard said that in his opinion his wife had not committed suicide, but that her death was the result of an accident. He is quoted as denying that his wife left a note.

The last person to see Mrs. Lorillard alive was Mr. Lorillard. He bade her good night as they prepared to go to their apartments, after returning home about midnight from the Townsend house. Mrs. Lorillard was seemingly in the best of spirits. She had joined freely in the festivities of the evening at the Townsend home, where had gathered the Brazilian Ambassador and Mme. Nabuco, the Danish Minister and Countess Moltke, the Secretary of the Navy and Mrs. Meyer, Senator and Mrs. Lodge, Senator and Mrs. Aldrich, Senator Root, Mr. and Mrs. Robert Bacon, Mr. and Mrs. W. C. Endicott, of Boston; Lady Clifford, of England; Colonel and Mrs. Colin Campbell, Colonel and Mrs. McCawley, Mr. and Mrs. Clarence Moore, the Hon. Maud Pauncefoot, Commodore Rodgers, Rear Admiral Cowles and Captain Archibald Butt, military aid of the President.

Mrs. Lorillard's bed had apparently not been occupied. Mrs. Lorillard had disrobed after arriving home, and when found her body was clad in a dressing gown. The dog collar of diamonds she wore at the dinner had been removed before she went to the bathroom, but the circle of diamonds that adorned her hair had not been displaced.

The Lorillards have lived at Hillier Place, which is only a stone's throw from Dupont Circle and in the heart of the fashionable community between Dupont and Sheridan circles, since January. Immediately preceding that time Mrs. Lorillard was in Europe, and while in France consulted an eminent physician in regard to her ailment. The family has been prominent each summer for several years past at Tuxedo Park, and they have spent their winters in Washington. About a year ago they leased a house in Connecticut avenue for the season, and the winter before entertained in a house in Massachusetts avenue.

Mrs. Lorillard was married to Mr. Lorillard in 1881. She leaves two sons, one of whom is now travelling in the Orient. The other is in college in New York. He is expected to arrive in Washington to-night.

Since the Lorillards began spending the winter social season in Washington they have entertained out for a luncheon to-day at the Lorillard home, but were recalled immediately. Sunday evening Mr. and Mrs. Lorillard entertained at one of their usual Sunday night dinners.

They have been leaders in the social life of the capital, numbering among their particular friends in the diplomatic set the Italian Ambassador and Baroness Mayor des Planches and the Belgian Minister and Baroness Moncheur, the latter being an especially intimate friend of Mrs. Lorillard.