2 BATTLESHIPS, 21 SUBMARINES IN NAVAL BILL

Senate Appropriates $152,000,000 and Kills Plucking Board.

EVEN ECONOMY MEN VOTE FOR BIG NAVY

WASHINGTON, Feb. 26.—Providing for two battleships, five large seagoing submarines and sixteen coast defence submarines, the naval appropriation bill passed the Senate to-night with a total of about $152,000,000. Practically the only serious fight was over the "plucking board." The building programme, especially the twenty-one submarines, is considerably larger than that provided by the bill as it passed the House and the differences will be threshed out in conference.

The Senate committee had agreed with the House action in abolishing the plucking board, but strong pleas were made by such Senators as Weeks of Massachusetts and Bryan of Florida to continue the board. They asserted that the board was doing good work and that unless something was substituted for it the navy would fall back into the rut it was in prior to the board's establishment.

When the vote came it was 41 to 24 against the board, which settles its fate, retiring it from operation for at least a year.

Even the economy Senators surprised the men who usually vote for big appropriations for the army and navy by supporting the increased expenditures for building. The amendment increasing the number of seagoing submarines from one to five and of the coast defence submarines from eleven to sixteen passed without a dissenting vote.

Senator Smoot of Utah made a strong appeal for his amendment which would have increased the number of seagoing submarines from five to fifty and the number of coast defence submarines from sixteen to twenty-five, but Senator Swanson of Virginia made a point of order against this amendment and it was ruled out.

"If the war lasts two years longer the United States will control the commerce and the finances of the world, but she will have nothing with which to defend her advanced position. I used to believe that the Christian nations would never again go to war, but that dream is shattered.

"There are two lessons derivable from the war and the United States should try to learn them before she is herself engaged in war. They are the importance and effectiveness of the submarine and the value of the aeroplane in locating the enemy.

"I have always believed in a big navy to insure peace to the United States. This is why I offered this amendment for the construction of submarines instead of four battleships, which carry with them to the bottom when they sink almost 1,000 souls, while the loss of a submarine is comparatively insignificant and does not materially weaken the units remaining afloat.

"It would be perfectly proper to pay for these submarines by the issue of Panama bonds. These bonds are already prepared and might have been devoted already, every dollar from them, to work on the Panama Canal. These submarines would give the canal the best possible protection."

HAYTI'S REBEL CHIEF ENTERS.

Gen. Vilbrun Guillaume Sam Honored at Port au Prince.

WASHINGTON, Feb. 26.—Gen. Vilbrun Guillaume Sam, the victorious revolutionist in Hayti, has entered Port au Prince, according to State Department advices to-day, and had himself received with full military and Presidential honors.

His army of 3,000 men, except for a personal escort, is remaining outside the capital. The city is reported quiet. It is expected that he will assume the Presidency at once.

THE SEAGOERS.

Arrivals From England and Departures for Europe and the South.

Sailing to-day by the Cunarder Lusitania for Liverpool:

F. M. Alexander.
Gen. J. C. Pavia de Andrada.
Dr. J. M. Bell.
Mr. and Mrs. C. A. Crawford.
D. H. Crompton.
Dr. H. L. Dowd.
Mr. and Mrs. T. Reid Frazee.
G. E. Frye.
B. L. Hollander.
Mr. and Mrs. Oscar Lewisohn.
Mr. and Mrs. William N. McMillan.
Mrs. Charles H. Marshall.
Mrs. A. Prince.
Mr. and Mrs. Alfred Thomas.

Arrived by the White Star liner Baltic from Liverpool:

Capt. J. A. Baker.
W. A. Brewer.
Dr. and Mrs. Len G. Broughton.
Dr. George H. Cocke.
Lady Cook.
Mrs. Frederick Guest.
The Rev. Canon James O. Hannay.
Mr. and Mrs. William Lehmix.
Mr. and Mrs. Ernest C. Mainwaring.
Mrs. Villiers Hatton.
Mr. and Mrs. Lyman H. Nelson.
Mr. and Mrs. Napoleo Reyes.
Dr. Charles Sarolea.
Dr. Dorothy Smyley.
E. Herbert Stead.
Mrs. E. H. Norris.
B. W. Walpole.
Mr. and Mrs. J. Morgan Wing.

Sailing by the American liner St. Paul for Liverpool:

W. L. Ashe.
Trevor Bradburne.
The Rev. George Walker Buckner.
Mr. and Mrs. Alfred Charles Butler.
A. J. Drexel.
Mr. and Mrs. W. S. Forrest.
Dr. R. L. Jett.
Charles G. Loring.
Mrs. Walter H. Page.
Elliot H. Seward.
W. R. Strickland.
C. S. Wentworth Stanley.
Mr. and Mrs. Gerald Wyatt.
R. M. Wynne-Eyton.

By the Red Star liner Finland for Liverpool:

Robert S. Clark.
Mrs. Allen Curtis.
Miss Evelyn Curtis.
Dr. and Mrs. W. A. Hornung.
Spencer H. Green.
Mr. and Mrs. Charles A. O'Horn.
Salvatore Ortelli.
Mrs. William Sprague.

For Rotterdam by the Holland-America liner Rotterdam:

Prof. George S. Atwood.
Dr. Gilbert L. Bailey.
Ernest Geering.
Mr. and Mrs. Stephen H. Fladen.
Mr. and Mrs. L. H. Spingarn.
Ethelbert Watts.
Miss Edith L. Wood.

By the United Fruit steamship Pastores for the Caribbean:

Mr. and Mrs. E. Fielding Jones.
Mr. and Mrs. W. D. Russell.
Mr. and Mrs. Warren B. Strong.
John D. W. Vedder.
Mr. and Mrs. William Littauer.
Mrs. F. L. Olmsted.
George W. Stevens.
Mr. and Mrs. W. D. Spaulding.
Dr. C. K. Cole.
Col. and Mrs. W. C. Hayes.
Mrs. G. W. Roosevelt.
Col. Sterrett.

For Porto Rico by the Porto Rico liner Carolina:

Judge N. B. K. Pettigill.
T. M. Stromeyer.
Mr. and Mrs. E. H. Schneider.
Mr. and Mrs. Charles Logue.
The Rev. J. A. Daly.
Mr. and Mrs. Frank Jim D. Mooney.
Prosper Cinat.
George T. Parker.

For Bermuda by the Quebec Line steamship Bermudian:

Mr. and Mrs. H. B. Bristol.
Mr. and Mrs. R. P. Jenks.
Dr. and Mrs. H. R. Moree.
Mr. and Mrs. E. N. Todd.
Dr. and Mrs. B. H. Wells.
J. A. Osborne.

By the Italian liner Stampalia for the Mediterranean:

B. Marion Crawford.
Dr. Lothar Ehersberg.
Dr. Karl Kossewitz.
Dr. Tobia Monsani.

By the Norwegian America steamship Kristianafjord for Bergen:

Frank Caton.
W. A. Davidson.
Sloane Gordon.
T. T. Grover.
F. A. Park.
Mr. and Mrs. B. H. D. Peirse.

REID SAYS HE'S HEAVIEST LOSER IN ROCK ISLAND

Continued from First Page.

in 1901 there was spent on maintenance of ways, structures, &c., $1,275 per mile; in 1902, $1,185; in 1903, $922; in 1904, $908; in 1905, $768.

"How is it that it went steadily down? There was not much in the way of a railroad prior to the time we started. The Rock Island was a joke in the West among railroad men."

Q. It was paying good dividends? A. Yes, sir.

Q. You spoke of it being a joke. Why did you spend $5,000,000 or $6,000,000 on a joke? A. To be frank, I was foolish.

Mr. Reid said William B. Leeds induced him to go into it. He also admitted that at the time control was obtained the railway company had a surplus of $8,000,000.

Mr. Folk asked him why, instead of paying dividends on the stock deposited in escrow, this had not been put to maintaining the property. Mr. Reid maintained that from 1902 to 1914 $206,000,000 was put into the properties, $26,000,000 of which came from earnings.

Mr. Reid admitted that, when he assumed control of the railroad, it had outstanding bonds of $95,000,000 and that now they amount to $235,000,000. He insisted, however, that there had been a large increase in mileage and that the property had otherwise been improved.

The witness was asked if at one time he had purchased stock of the New Jersey company upon the advice of James Speyer. He did not recall.

"Did you find that Mr. Speyer had unloaded his own New Jersey stock on you after you had purchased it upon his advise?"

"Oh, I would not say that," replied Mr. Reid.

"Who benefited the most through the payment of dividends and who lost through the failure to put money into the property?" asked Mr. Folk.

"I lost the most of any one person that I know of," was the reply.

Mr. Reid disclaimed any connection with the bondholders protective committee or the foreclosure proceedings brought in New York by the Central Trust Company.

When Mr. Loree took the stand he said he was to receive $75,000 a year for five years under his contract with the Rock Island and $500,000 at its expiration.

For the first time the commission had an opportunity to ask Mr. Loree why he left the Rock Island after ten months service.

"The immediate circumstances were that I had a talk with Daniel G. Reid regarding the condition of things," said Mr. Loree. "He thought things would eventually lead to the necessity on the part of the executive committee of deciding whether they would sustain me in the discharge of my functions or part with the services of other officers of the company who had been long in the service. He said they would prefer to sever their arrangement with me."

Mr. Loree declared that he had had no friction with Mr. Reid or with any of the subordinate officials of the road and that he did not know what was in Mr. Reid's mind when he virtually asked him for his resignation.

"Did you not have any curiosity as to why they wanted you to go?" asked Mr. Clements.

"It did not interest me," replied Mr. Loree.

He added that he had too much self-respect to stay after he discovered that his services were no longer agreeable to his employers. He said he drew no inference from Mr. Reid's action.

Mr. Loree said the conference he had with Mr. Reid, at which the agreement was reached to settle his contract by paying him $450,000 in bonds, lasted only fifteen minutes. He did not know that Mr. Reid was going to put the matter up to him and when Reid virtually asked him for his resignation he said he told Mr. Reid "that is perfectly agreeable to me."

Further questioning by Commissioner Clements failed to get any additional light on this phase.

R. A. Jackson testified that he entered the service of the Rock Island in August, 1902, as general attorney and when he resigned in January, 1910, he was general solicitor. He is now general counsel of the Great Northern.

Mr. Jackson entered the Rock Island service at a salary of $18,000 a year. This was later raised to $25,000 and then it was boosted to $50,000. Mr. Reid asked him to resign, but he did not know the reason why. He received $100,000 in cash from the company when he left.

The voucher covering this payment read that it was for past services. Jackson said Reid told him at the time he resigned that his services were being discharged satisfactorily. He had no friction with Mr. Reid or any one else.

"It came like a clap of thunder out of a clear sky, then?" asked Mr. Folk.

"Not so loud as that," replied Jackson with a smile.

The witness said he had known Mr. Reid since boyhood and was associated with him in organizing tin plate companies, but it did not surprise him when his lifelong friend asked for his resignation.

"And you assure us under oath you have told the entire truth?" said Commissioner Clements.

"Certainly I have," replied Mr. Jackson.

Mr. Jackson contended that he did not know anything about the alleged payment of $250,000 to Clarence H. Venner for the discontinuance of a suit blocking the organization of the Rock Island holding companies until Mr. Folk produced correspondence and telegrams in regard to the matter signed by him.

Mr. Jackson then said that notwithstanding he was practically the chief law officer of the Rock Island he made no examination of the Nebraska companies whose stock Venner sold to the Rock Island and that the settlement with Venner was made without consulting him.

"It was all done in New York and through special counsel," said Mr. Jackson.

Charles H. Warren testified that he was treasurer for the Mutual Life Insurance Company of New York and became assistant to the president of the Rock Island in 1902. When he resigned in 1904 he was vice-president at a salary of $35,000 a year. He admitted that he received $50,000 in cash and $150,000 worth of stock when he resigned, and said that this was to compensate him for having left the vice-presidency of the New Jersey Central to go with the Rock Island.

Mr. Warren said he resigned because the situation became unpleasant and unsatisfactory. He went to the Rock Island at the invitation of William B. Leeds, who was president. Mr. Leeds gave little time to the company on account of the pressure of other matters, and this, according to the witness, left him "up in the air." Finally he resigned.

Commissioner Clements in the course of the proceedings remarked that the system of bookkeeping described by the former comptroller of the Rock Island "resulted in misrepresentation to the public" and that statements which appeared in the books were untrue.

The hearing will be resumed at 9:30 to-morrow morning, when Ogden Mills of New York, a former director of the Rock Island, will testify.

REID ADMITS THAT HE WAS FOOLISH

There was not much in the way of a railroad prior to the time we started. The Rock Island was a joke in the West among railroad men.

Q.—It was paying good dividends? A.—Yes, sir.

Q.—You spoke of it being a joke. Why did you spend $5,000,000 or $6,000,000 on a joke? A.—To be frank, I was foolish.

of D. G. Reid yesterday Mr. Reid said that if the ratio of operating cost that held good in 1902 when the Reid-Moore group came into possession of the system could have been applied to the 1914 gross earnings the railway property would have earned 15 per cent. on its stock and would have enabled the New Jersey holding company to pay dividends on preferred and common.

Because of the tremendous changes in operating costs, due to taxes, labor, rates, &c., the financing plan adopted in 1904, which prohibited the company spending more than $3,500,000 a year in betterments when it should have spent not less than $6,000,000, proved wholly inadequate for the needs of the system. The company, compelled to resort to the sale of unsecured obligations, met the snags of the adverse financial conditions of recent years. The statement reads:

"The exchange of the railway company stock for bonds of the Iowa company and stock of the New Jersey company is in no way responsible for the decrease in the net earnings of the railway company and the subsequent decrease in the market value of Rock Island securities. These have resulted primarily from a constantly increased cost of operation."

Frisco and Alton Roads.

In justifying the purchase of the St. Louis and San Francisco and the Chicago and Alton railroads by the Rock Island, Mr. Reid in his statement said:

"In 1903 the St. Louis and San Francisco Railroad Company was thought to be a property with brilliant prospects, and when the Iowa company purchased its stock it was thought to be a good purchase and that it could be operated more economically and more advantageously in connection with the Rock Island system.

"After six years, however, it proved to be a disappointment. Like the railway company itself, the operating expenses of the St. Louis and San Francisco Railroad Company increased instead of decreased, for the operating conditions were constantly changing to the disadvantage of the railways as the result of higher wages, higher taxation, rate reduction and legislative and other exactions.

"In 1909, when the exact situation was realized, the stock of the St. Louis and San Francisco Railroad Company was sold for $37.50 per share, its cost having been $60 per share. Had the sale been delayed two years longer, the $11,000,000 which was obtained for the stock would have been completely lost, to say nothing of the additional $900,000 a year saved by the stoppage of interest.

"The Chicago and Alton Railway Company was also a most promising property which did not meet expectations. It was thought necessary that the railway company should have a direct line from Chicago to Kansas City, as it then only connected Chicago and Kansas City by the use of fifty-five miles of the Burlington road, making its haul considerably longer than any of its competitors.

"Those in charge of the operation of the railway urged the purchase of the Chicago and Alton Railway Company rather than to incur the expense of constructing its own road. The purchase seemed to have been justified at the time, and with the same operating conditions, with normal times, it would undoubtedly have worked well for both properties.

Relief From Burdens.

"In this connection it is interesting to note that the expert recently employed by one of the committees representing Rock Island security holders recommended the construction of a new low grade direct line from Chicago to Kansas City notwithstanding its enormous cost. As soon as it was found that the ownership of the Chicago and Alton Railway Company made more burdens than profit it was disposed of.

"The Frisco and Alton transactions resulted in a heavy loss. As things turned out their purchase may have been unwise, but it certainly cannot be said that their subsequent sales, either as to time or price, were unwise.

"In 1902 the railway company had about 4,100 miles of track. It now has about 8,300 miles, and since 1902 there has gone into the development of its properties the enormous sum of upward of $206,000,000 in cash.

"Its capitalization, including stock and bonds, is only $46,730 per mile, and I know of no great railway system whose capitalization and funded debt are as low as this. Since 1902 the railway company has sold no securities except directly to bankers. It received the entire proceeds of the sales and no one in any way connected with its management has ever been interested or profited in any way in such transactions.

"The prices obtained for the securities were as good as could have been obtained by any other railway company under similar conditions. The company's record has been clean and its properties are of great value."

HILL NOT OVEROPTIMISTIC.

Hints That Maybe the Law Makers Haven't Yet Done Their Worst.

James J. Hill, who has been spending several weeks in Georgia, returned to this city yesterday. He said that he had not investigated conditions in the South, but believed that that part of the country, as well as the West and the East, was sadly in need of a letup in anti-business legislation. Asked as to the outlook for a business revival Mr. Hill said:

"You can't make a dead horse get up by kicking it. There are a great many people out of employment in this country, probably more than ever before. What is the reason for this? The old high tariff days, when business was good, brought people from the agricultural districts to the city. Some time ago we had 70 per cent. of our people engaged in agriculture, now we have about 32 per cent. As a result there is an increased population in the cities, and they must be supplied with employment."

When asked if he thought Washington and the State legislatures were going to give business a chance Mr. Hill said:

"It hardly looks that way. During the last year Congress passed four radical and far reaching pieces of legislation—the new tariff act, the currency act, the Clayton bill and the trade commission act. If they are not enough to deal business a body blow I don't know what is."

Quinlan Must Go to Prison.

PATERSON, N. J., Feb. 26.—Patrick H. Quinlan, former I. W. W. agitator, whose sentence by Judge Abram Klenert to serve from two to seven years in State prison and to pay $250 fine for inciting silk strikers to riot on February 25, 1913, was affirmed by the Supreme Court and Court of Errors and Appeals, failed to get a new trial to-day and will begin his term next Monday.

OPERATING COSTS BLAMED BY REID

He Issues a Statement on the Rock Island Affairs.

In a statement regarding Rock Island affairs given out at the New York office

PUSH THE SHIP BILL, IS WILSON'S ORDER

Wins Over Enough Progressive Republicans to Pass It, Is Report.

EXTRA SESSION FEARED

WASHINGTON, Feb. 26.—Under pressure from President Wilson another attempt is to be made to pass the ship purchase bill. The Administration in a final effort to obtain this legislation has given the Progressive Republicans in the Senate practically all they have asked and apparently has thus won over a sufficient number of votes to control the situation.

The Republican Senators who have blocked the ship purchase legislation gave no sign of weakening to-night and will be ready to resume their filibuster as soon as the President and his followers attempt to apply pressure. Two big appropriation bills, besides the river and harbor measure, are still pending, and it is likely that the Republicans will prevent the passage of these money measures until they are certain that the ship purchase bill cannot be put through.

The failure of either of the appropriation bills might necessitate an extra session of Congress, which President Wilson is desirous of avoiding. Thus the Republican leaders are in a stronger position and are confident of defeating the measure.

The latest attempt of the Administration to pass the ship bill is through the medium of the conference of the two houses, before which the bill has been pending now for about a week. It was the understanding that the bill would not be reported back to the Senate before to-morrow. The conferees, it was announced to-night, have reached an agreement by accepting the original Gore ship purchase bill, which provides for permanent Government ownership, with the original Weeks bill authorizing the use of certain United States war vessels for commercial purposes added to it.

Thus the fight has come around to the point where it was two weeks or more ago.

When President Wilson threw the bill into the House, it was redrafted and appeared with a provision that at the end of two years all of the Government owned vessels that were available should be turned over to the Navy Department and the others were to be sold.

Senators Norris and Kenyon refused to support it because they contended the scheme of ownership was only temporary. In conference agreement the Administration has now consented to eliminate this provision. Another concession to the progressive Republican Senators is that no ship can be leased for longer than a year.

Regarding interned ships the bill provides that "in making purchases of ships during the continuance of the present European war no purchases shall be made in a way which will disturb the conditions of neutrality."

Senator Simmons declared that there will be enough votes to pass the bill if a vote is reached.

QUEEN SORRY FOR BERNHARDT.

Mother of British King Sends Message of Sympathy.

Special Cable Despatch to THE SUN.

BORDEAUX, Feb. 26.—The condition of Mme. Bernhardt continues to be satisfactory. She said this morning that it was the first time in many years that she had passed three nights without suffering.

Among the innumerable telegrams of sympathy was the following from Queen Mother Alexandra of Great Britain:

"I have learned with the deepest regret of the misfortune which has stricken you and feel the sincerest sympathy for you in your suffering, a sympathy which all England shares for the greatest artist in the world."

The Duke of Orleans telegraphed his heartiest wishes for the recovery of the great actress. He concluded:

"I kiss your hand affectionately and devotedly."

The private secretaries of President Poincare and of the Dowager Queen Cristina of Spain also sent messages.

Eleanora Duse, the Italian actress, sent this telegram:

"With deep and tender thought you are an unforgettable image in my heart. These sad hours will pass and you will again speak to us of the beauty and grandeur of life."

Lou-Tellegen, leading man for Sarah Bernhardt when she was in this country, received a cable message yesterday from her saying she was recovering rapidly from the amputation of her right leg. Mr. Tellegen will open his first season under Shubert management in Stamford, Conn., to-night in "Taking Chances."

USUAL LIVERPOOL SAILINGS.

Transatlantic Liners Not Affected by Submarine Threat.

The threat of German submarines has not affected the sailing schedules of any of the big transatlantic lines with terminals at this port. The only reason some steamships cannot sail from the other side as originally intended is because they have been requisitioned for carrying troops to France.

Congestion of shipping in the Mersey prevented the White Star liner Arabic from sailing from Liverpool on Thursdays, but she got away yesterday afternoon. Another International Mercantile Marine ship, the freighter Michigan, also sailed from Liverpool for this port. No Cunarder was scheduled to sail from Liverpool to-day. The American liner Philadelphia will depart on time with a large number of passengers, considering the season and the war.

None of the big ships due to sail from this port to-day will be held back. The Lusitania of the Cunard fleet is expected to leave her pier at 10 A. M., the Hollond-America liner Rotterdam at noon, the American liner St. Paul and the White Star liner Cymric at noon and the French liner La Touraine, for Havre, at 3 P. M.

LONDON MARKET NARROW.

Success in Dardanelles Aids Foreign Securities.

LONDON, Feb. 26.—Trading was narrow, and speculative sentiment absent in the market to-day. Americans had a more cheerful tone on advices from your market, but price changes were within small limits. The best demand was for gilt edged securities of fixed term. The war loan was active.

The success of the allied fleets at the Dardanelles contributed to a better feeling in foreign securities.

Blockade German East Africa.

WASHINGTON, Feb. 26.—The British Ambassador to-day formally notified the State Department of the declaration by the British Government of a blockade of the coast of German East Africa beginning midnight February 28-March 1. This blockade is to extend along the whole coast, including islands, four days grace being allowed neutral vessels to clear from the blockaded area.

SHRINKING GIFTS CAUSE RELIEF FUND PROBLEM

Big Decrease in Contributions—Committee of Mercy Seeks Way of Avoiding Use of Money Sent in Meeting Expenses of Administration.

FIGURES SHOW DROP IN OFFERINGS

Table made from daily reports sent to the newspapers of contributions to four leading funds showing how the war relief contributions have decreased, notably in the last two months:

	Belgian Relief Fund.	Amer. Ambulance Hospital.	American Red Cross.	Com. of Mercy.
Amount to October 31.....	$246,997	$109,821	$314,352	$11,139
Amount for November.....	316,595	74,481	61,531	36,533
Amount for December.....	195,021	74,933	50,591	46,092
Amount for January.....	126,052	59,376	21,524	14,475
Amount for February 1-15..	38,716	8,198	10,055	10,565

A decline in contributions to war relief funds, admitted almost generally, has forced at least one committee—the New York State Committee of Mercy, a strictly neutral relief body, of which August Belmont is treasurer—to seek new ways of carrying on its work. The executive board, at a meeting yesterday afternoon at the committee's headquarters, 200 Fifth avenue, Henry W. Taft presiding, discussed the situation frankly and took steps to meet it at once.

Incidentally, E. Jesse Conway, who had been the director of publicity since the committee was organized, announced his intention to step out. It is understood that Norman Hapgood will fake up Mr. Conway's work in addition to his other duties in connection with the committee.

The committee, unlike most of the other war relief bodies, is not endowed for its administrative expenses. In view of that fact and the present situation with regard to relief fund contributions generally Mr. Conway apparently was unwilling to remain longer the recipient of any part of the contributions.

The executive board, including the finance committee, decided to have a few of the prominent business men identified with the Committee of Mercy's work to try to get subscriptions to an endowment fund to meet the expenses of obtaining relief contributions. If the fund is raised the committee, in this State especially, will be able to pursue without stint a campaign to raise relief funds from sources throughout the State not yet called upon.

Wish to Use All for Relief.

The Committee of Mercy has raised $121,125.05, in addition to about $40,000 or $50,000 in food, clothing, &c. Of the money only one-tenth approximately has been used in meeting the expenses of administration. Nevertheless, it is felt that in order to do justice to the contributors no part of the gifts for relief should be used to defray the expenses of administration.

The Committee of Mercy has met with the slump in relief fund contributions that other war relief bodies face. A study of the daily reports of contributions made public by the various committees shows that in the last two months especially there has been a tremendous decline in giving. The endowed committees, like the Belgian Relief Fund, the Commission for Relief in Belgium and several other local bodies, do not feel the falling off like the other committees, but all are seeking new sources of contributions to keep up their work of relief.

More than $2,000,000 has been raised in about five months by four of the committees alone—the Belgian Relief Fund, the American Ambulance Hospital, the New York State branch of the American Red Cross and the Committee of Mercy. The greatest harvest of contributions to these leading funds and the period when the heart strings of all classes of people were touched most was during last November. During December, January and February, the decline was noticeable. A glance at the table compiled from the reports of daily contributions to these four funds, as sent to the newspapers, shows this.

The Belgian Relief Fund, the largest of any of the committees, had raised to February 15, in cash, food and clothing, $1,658,676.53. Since January 5, this fund has been accepting cash contributions only. Its expenses have been about 1 per cent. It was admitted by the committee yesterday that there has been a decline in the last two months, but it was also said that this decline, in the case of the Belgian Relief Fund in particular, might not be so noticeable later on because recently the comittee had directed its efforts more to countrywide work than to local collecting.

Big Shrinkage of Gifts.

In November the fund collected about $316,595; in December the contributions fell off to $195,000; in January, to about $126,000. From February 1 to 16 the contributions were about $62,000.

A similar decline is noted in the contributions to the American Ambulance Hospital Fund and to the American Red Cross. The Committee of Mercy's showing in the comparison of January's contributions to those of the first half of February is more optimistic, but from December contributions of $46,000 there was a drop to $14,475 in January.

In regard to this, it was said yesterday that, while the man on the street as usual could be counted on to continue contributing to the various funds, persons of wealth had practically ceased to give.

MANY BELGIANS PAY.

Head of Relief Work There Tells How Supplies Are Distributed.

Emil Franqui, president of Belgium's National Committee for Relief and Food Supplies, has sent to the Commission for Relief in Belgium a report on the manner in which food supplies sent from this country by the commission are distributed. The feature of it is that those in Belgium who are able to pay for their food are doing so and the money so received is being turned back to the committee for further purchases.

The entire civil population of Belgium has been divided into two departments, the Department of Food Supply, a full commercial organization, and the Department of Relief. Through provincial, regional and communal committees the former department gets food to those who can pay for it. The proceeds of such sales are transferred to the Department of Relief, which then distributes the supplies purchased therewith to those who are unable to pay anything. The number of absolutely destitute is about 1,500,000.

Contributions to the Easter Argosy, the relief steamship which is to be sent from the children of America to Princess Marie Jose of Belgium for the children of Belgium, continued to multiply at the offices of the Belgian Relief Fund yesterday, along with the messages of good will to which each donor of 25 cents is entitled. The messages are to be placed in an album to be sent to the Princess. They will afterward be placed in the public archives of Belgium.

W. A. Bog of the Bank of Montreal sent to THE SUN yesterday a denial of the reports that Lady Williams Taylor, who has just returned from England, came as the spokeswoman of the Queen in connection with Queen Mary's Needlework Guild.

Contributions made yesterday to the various relief funds were: Belgian Relief Fund, $4,752.38, total, $946,215.12; Prince of Wales National Relief Fund, $179.70, total, $110,073.19; New York State Board of the American Red Cross, $147.10, total, $461,433.63; Secours National, $7, total, $60,099.47; Vacation War Relief Committee, $858.17, total, $55,611.93; American Jewish Relief Committee, $20,435.06, total, $515,214.49.

MISSOURI PACIFIC PROXIES.

Sufficient Number In to Forecast Success of Plan.

A substantial majority of the holders of Missouri Pacific stock have sent in their proxies to the special proxy committee formed a short time ago. This assures the committee of success at the meeting and gives promise of an early readjustment of Missouri Pacific financial affairs after the meeting.

Those from whom the new members of the boards of directors of the Missouri Pacific and the Iron Mountain railroads will be selected include A. J. Hemphill, Newcomb Carleton, Nicholas F. Brady, W. H. Williams, vice-president of the Delaware and Hudson, of New York; Robert Winsor of Boston and Festus J. Wade, Edwin A. Faust, W. H. Lee and Frank O. Watts of St. Louis.

SWISS SEEKING MONEY HERE.

Bankers Say, However, That Negotiations Have Been Dropped.

BERN, Feb. 26.—It is reported on excellent authority that negotiations are under way between the Swiss Government and American bankers concerning the floating of a Swiss loan at 6 per cent. in the United States. The sum mentioned is 70,000,000 francs ($14,000,000).

International bankers here said yesterday that negotiations were undertaken for a Swiss loan some time ago, but they have been dropped. Bankers do not believe that they have been renewed.

NEW YORK'S PRIVATE SCHOOLS

YOUNG MEN AND BOYS.

Mr. CARPENTER'S SCHOOL for BOYS
310-312 West End Ave. Tel. Col. 4390.
34th Year Began Oct. 5, 1914.
Outdoor exercises 1.30 to 4 all winter

BARNARD SCHOOL FOR BOYS
Fieldston, West 242d St. Boys may remain all day, including Sat'y. Study hour. Tennis Courts. Athletic Field. Bind'g to College

RIVERDALE COUNTRY SCHOOL.
14 Acres, near Van Cortlandt Pk. at 253d St. Day & Boarding Boys. F. S. Bassett, Headmaster. Intimate teaching by Scholarly Men

THIS DIRECTORY APPEARS DAILY & SUNDAY. RATES ON REQUEST. THE SCHOOL, COLLEGE AND CAMP BUREAU, N. Y. SUN, N. Y. CITY.

INSTRUCTION.

FOR GIRLS AND YOUNG WOMEN.

WASHINGTON, D. C.

LUCIA GALE SCHOOL of Rhythmic Training. Corrective Health, Expression and Normal Training Courses, Music, Handicrafts, Art. Mary Gale Davis, Pd. M., Principal, 2003 Columbia Road, Washington, D. C.

DANCING.

NEW YORK—New York City.

G. HEPBURN WILSON, M. B.
"American Authority on Modern Dances."
5th Av., N. W. cor 45th St. Tel., Bryant—6321

WALWORTH Business Institute, Broadway & 72d St. Stenography, Bookkeeping, Secretarial Course, Civil Service. See Catalog

Private Schools

THE SUN maintains a most efficient Educational Bureau.

This complete service is absolutely free of charge to you.

Accurate and unbiassed information given to all inquirers.

This service will prove of valuable assistance in selecting the proper school for placing your boy or girl.

In writing give sufficient details so that intelligent advice can be given.

SCHOOL-COLLEGE AND CAMP BUREAU
170 Nassau st. New York

SPECIAL NOTICES.

After the California Expositions—take a Little Sea Trip

Here's the idea! Go out to California by way of Denver, Colorado Springs, Pike's Peak, the Wonderful Royal Gorge and Salt Lake City—all this by daylight and, without extra charge, provided you travel on the Burlington Route (C., B. & Q. R. R.) which has through service from Chicago and St. Louis.

After that, "do" California and the Expositions and then take one of those Magnificent new Great Northern Pacific Steamships—the finest on the Pacific—from San Francisco up to Portland, Oregon. Then, homeward bound, stop at either Glacier National Park or Yellowstone Park—the wonders of the world.

Now will you allow me to help you plan for such a trip? That's what I'm here for. You are planning to spend a sum that entitles you to see the best scenery in the West. Give me an idea of when you want to go, how long you can stay, etc., and I will plan a trip especially fitted to your time and needs—also send you, without charge, such pictures, maps and printed descriptive matter as will aid you to determine the best thing to do. Write, call or telephone. Let me help.

W. J. Berger, Gen'l Agent, Pass'r Dept., C., B. & Q. R. R. Co., 1184 Broadway, New York, N. Y. Phone Mad. Sq. 5706.

RURAL CREDIT RIDER DISTURBS WILSON

Administration Fears a Row in the House Over the Amendment.

LEADERS ARE ALARMED

WASHINGTON, Feb. 26.—As a result of the action of the Senate last night in incorporating the McCumber plan of rural credits in the agricultural appropriation bill the Administration is fearful that a row may be provoked in the House that will give it serious embarrassment on this question.

At the instance of President Wilson the leaders had sidetracked the rural credit bills and were confident that the friends of such legislation were tied hard and fast so far as this session was concerned.

They were dismayed when they awoke this morning to find that a plan of rural credits had been incorporated in the agricultural bill. They were positively alarmed this afternoon when they discovered that Representative Bulkley, an Ohio Democrat, and others interested realized the opportunity that had thus presented to force the immediate enactment of a rural credit bill.

House leaders admit that as things now stand it is probable that the House will concur in the McCumber rural credit plan with an amendment that may force the President either to veto the agricultural bill or take back all the words on this subject he has ever uttered.

The McCumber proposal provides for the establishment of a farm credit bureau in the Department of Agriculture to grant loans on land mortgages. It appropriates $10,000,000 for the purpose. The amendment that will be offered to this by Mr. Bulkley, if present plans are carried, will embody the provisions of the Bulkley-Hollis bill, the very measure to which the President has taken exception. This bill carries out the principle of Government aid, a principle that is disapproved by Mr. Wilson.

That there will be a bitter fight in the House over the rural credit amendment to the agricultural bill is assured. Whether it will succeed depends on how many Democrats who have been advocating rural credits in the abstract will now stand by it in the concrete.

The Republicans are alive to the strategy of the situation. They find they are in a position to force a record vote on rural legislation, because a lot of Democrats went out to dinner last night, thereby making it possible for Republicans, led by Senator McCumber, to "slip over" the amendment to the agricultural bill.

The White House has been called in to help assist in straightening out the tangle brought about by Senator McCumber.

"DRIVE SLOWLY"

That sign does not hang over every business proposition, but it is one which an Owner would be wise to remember, when selecting a building contractor.

We do not mean at all to insinuate that contractors generally are not to be trusted—on the contrary, their average business integrity is high.

But some are better than others, and, obviously, he who drives slowly, may choose wisely.

THOMPSON-STARRETT COMPANY
Building Construction

SMALL LOSS BY 2 CENT FARE.

Kansas Roads Made Up Revenue by Not Having to Give Passes.

TOPEKA, Kan., Feb. 26.—The Kansas railroads will not be able to show that the two cent passenger fare in Kansas has caused them much loss in passenger revenues from the days when the roads charged some passengers three cents a mile and let others ride free, according to a statment sent to the Legislature by the Public Service Commission.

The statement was made up from the official reports of the four big companies in the State for 1905, the last year of passes and three cents a mile, and for 1914, the last complete year under the two cent fare.

Here is the comparison of receipts per passenger per mile:

Road.	1905.	1914.
Santa Fe.....	$0.02052	$0.01918
Rock Island.....	0.02154	0.01914
Missouri Pacific.....	0.01881	0.01826
Union Pacific.....	0.02029	0.01875

State officials think this shows clearly that the railroads have not suffered materially.

OIL COMPANY'S BIG SURPLUS.

California Petroleum Reports $212,542, Against $19,981.

The California Petroleum Corporation and subsidiaries for the year ended December 31, 1914, report a balance of earnings for the year of $212,542, as compared with a surplus of earnings in the previous year of $19,981. The better showing in surplus was made through the omission of the common stock dividend, which amounted to $371,925, in the previous year.

Gross earnings for 1914 were $2,867,117, as compared with $2,885,188 in 1913. At the close of 1914 the total surplus of the company was $258,228, as compared with $95,968 the year before.

GAULOIS
GOAL WAR
REDUCTION IN PRICE
Goes into effect March 1
No Reduction in Quality
GAULOIS TIRES represent the utmost in resiliency, service and durability.
AT YOUR DEALER'S
GAULOIS TIRE CORPORATION, 49 WEST 60TH ST., NEW YORK

WINTER RESORTS.
NEW JERSEY—Atlantic City.

Atlantic City-N.J.
Where lovely Woman loves to linger!
A delightful resting place, dear to every feminine heart, especially during the Lenten Season. Revel in the sunshine on the famous Boardwalk, entranced by the music of the broad Atlantic.
Gorgeous stores filled with all things beautiful, gathered together from East and from West.
Rolling-chairs, theatrical attractions, concerts, golf, etc.
The Leading Houses
will furnish full information, rates, etc., on application.
Marlborough-Blenheim Both American and European Plans. Josiah White & Sons Co.
Hotel Dennis American Plan Open Entire Year Walter J. Buzby
Hotel Strand Always Open E. B. Off and H. G. Edwards
Galen Hall Hotel & Sanatorium F. L. Young, Mgr.
The Shelburne European Plan J. Weikel, Mgr.
Hotel St. Charles Open All Year. Newin Haines Co.
The Holmhurst Open All Year Henry Darnell.
Hotel Chelsea In the Fashionable Chelsea Section. Open All Year. J. B. Thompson & Co.
The Pennhurst Open All Year Wm. R. Hood.
Seaside House Open All Year. F. F. Cook's Sons.
Only three hours from New York City via Central R. R. of N. J. or Penna. R. R. Consult local ticket agents for further information.

HOTEL CHELSEA
Occupying entire block of ocean front in the fashionable Chelsea section. 200 bedchambers, 150 with private baths (fresh and s