

"Strictly Reliable Qualities."

McKnew's SUITS REDUCED.

This is to be a final clean-up of all the small lots of suits; some very handsome and exclusive suits will go at half price and less. Think of buying McKnew's creations for so little.

\$8.50 Black Mohair Shirt Waist Suit. \$4

Two Tan Sicilian Suits. One \$10 to \$5. One \$23.50 to \$8.

One Blue and one Black Cloth Suit, worth \$17.50 and \$18.50, for. \$8

Lot of Handsome Blue and Novelty Mixed Cloth Suits, sold for \$20, \$21.50, \$22.50, \$30, \$35 and \$37.50, reduced to. \$10

Black Dress Skirts Less Than Half.

\$6.50 Skirt. \$3
\$9, \$10, \$11 and \$13.50 Skirts. \$5

Black Silk Waists Reduced.

\$5.00 Waists. \$2.50
\$7.50 and \$10 Waists. \$4.00

LOT OF ODDS AND ENDS IN COSETS WORTH \$1, \$1.50, \$2.50 \$3.00 and \$2.75. 69c.

WM. H. MCKNEW, 933 Pa. Ave.

OFFICIAL INQUIRY INTO BURNING OF THE STEAMER General Slocum.

CORTELYOU'S LETTER MEMBERS OF THE COMMISSION NAMED.

Investigation Will Be Entirely Separate From That of the Steamboat Inspection Service.

Before leaving for Chicago late yesterday afternoon Secretary Cortelyou announced the personnel of the commission which has been appointed to make the government investigation into the disaster to the steamer General Slocum in New York last week. The men who will act are:

Lawrence O. Murray, assistant secretary of commerce and labor, major general John M. Wilson, U. S. A., retired; Commander Cameron McE. Winslow, U. S. N.; Herbert Knox Smith, deputy commissioner of corporations in the Department of Commerce and Labor, and Mr. George Uhler, supervising inspector general of the steamboat inspection service.

The commission will report to Secretary Cortelyou. The assignment of General Wilson and Commander Winslow to duty on the commission was made by the President at the Secretary Cortelyou. The commission's investigation will be entirely independent of the investigation shortly to be made by the local board of inspectors under the provisions of section 4150 of the Revised Statutes, which compels an inquiry to be made in such cases.

The investigation made by the local board of inspectors is enjoined on the board by the statute and takes place without any order from the Secretary. It is directed against the master of the vessel, the licenses of the vessel's officers for incompetency or other good cause. The investigation to be made by the other commission will be broader.

Letter to Mayor McClellan.

Secretary Cortelyou also sent the following letter to Mayor George B. McClellan of New York city in response to a communication from the mayor:

"My Dear Sir: I am in receipt of your communication of the 18th instant, in which, after referring to the awful calamity which has befallen your city, you invite my attention to the propriety of an immediate inspection by the United States government of all passenger-carrying boats in the waters adjacent to New York city. You refer to the lack of jurisdiction in the city authorities. You urge that in making our investigation its scope be extended so as to provide for the inspection requested by you. You say that the reason for this kind of traffic is now open, and that the tranquility of the public mind, the security of life, and even the interests of the city, including your communication you tender the services of experts of the fire, health and sanitary departments of your city to facilitate and expedite the work.

"As the head of the Department of Commerce and Labor, to which the steamboats in this city are assigned, I beg to assure you that the investigation which has been for several days in progress—ordered by this department with thorough and exhaustive investigation. It would be to assume that the inspection already made was inadequate, prior to the report on the investigation; but, contrary to the reasons stated in your communication, I had already ordered a reinspection.

"In this connection I beg to invite your attention to the following circular, issued under date of May 23, 1904 (The Secretary here quotes the circular calling attention of collectors and other chief officers of customs and inspectors of steam vessels to the 'near approach of the summer season' and directing them to take special precautions to prevent the overcrowding of excursion boats, and to be vigilant and vigorous in the enforcement of the law on this subject.)

"The enclosed circular, No. 10, issued on June 22, 1904, calling the attention of licensed officers of steamboats to certain sections of the Revised Statutes of the United States, to the recommendations contained in the estimate of appropriations submitted to this department for the session of Congress for an appropriation for the employment of special agents 'to make investigations regarding the manner of conducting the business in the various bureaus, offices and services of the Department of Commerce and Labor, and to the following telegram:

Telegrams to Assistant Secretary Murray.

"NEW YORK, June 17, 1904.

"Hon. L. O. Murray, Assistant Secretary of Commerce and Labor, Washington, D. C.

"Last evening I had a conference with Supervising Inspector Rodie. As a result he will ask Supervising Inspector Uhler to come here at the earliest possible moment. I desire that you have full conference with Mr. Uhler before he leaves Washington. There must be a vigorous prosecution of the investigation already begun into every feature of the General Slocum disaster. Detail Deputy Commissioner Smith to assist you and Mr. Uhler in the investigation. I will stand by our officers here until they are shown to be culpable, but this investigation must be so made that we shall be advised of all the facts connected with their relation to the disaster, as well as such other circumstances as should be developed, and it must be so fair and impartial as to give publicity to the department's determination to hold its officials to the strictest accountability in the law and regulations.

"GEORGE B. CORTELYOU, Secretary.

"The tender of the services of certain officials of various departments is appreciated and will be availed of in such manner as may seem best, after a full conference between the representatives of your city and of this department. The investigation is to be so conducted as to disclose all the facts connected with this subject. I feel that we may confidently rely on the co-operation of yourself and your officials of the city of New York.

"I am, sir, very respectfully yours,

"GEORGE B. CORTELYOU, Secretary.

"Hon. George B. McClellan, Mayor, New York."

British Offer Homes for Jews.

A cablegram from London says: In the house of commons Monday considerable discussion of the Jewish colonization of East Africa took place. Outspoken hostility to the project was manifested by several members, who regarded it in effect as a project to establish an alien community on British soil, but real interest in the debate was in what was said by Maj. Evans Gordon and others as to the improbability of the scheme materializing on a large scale. Maj. Gordon said the proposed settlements were shadows at present. An offer of certain lands in East Africa had been made to the Jewish community.

The offer was first made public at the Zionist congress, in Basel, but while the generosity of the movement was recognized by all, a section of the congress, mostly Russians, withdrew, as a protest against its acceptance, on the ground that the establishment of these colonies would divert the attention from the original purpose, which was that Palestine be made the home of the race. On the other hand, another section, headed by Israel Zangwill, thought that while the possession of Palestine might remain the ideal of the movement, colonies in East Africa could be made a sort of training ground for the race.

USE OF LIFE PRESERVERS PRECAUTIONS TAKEN TO SECURE LIVES OF PASSENGERS. POTOMAC RIVER BOATS TALK WITH OFFICERS OF INSPECTION SERVICE.

Not a Life Lost by Accident in This District in Four Years—Millions Carried.

"In the last four years the steamers in this District have carried 10,000,000 persons, and not one life has been lost nor a bone broken."

This was the statement made this morning by E. F. White, inspector of boilers under the steamboat inspection service of the Department of Commerce and Labor. It was in response to an inquiry by a Star reporter as to the adequacy of the equipment on local steamers for the protection of the passengers from fire and drowning.

Chief Clerk W. F. Gatchell of the steamboat inspection service, with headquarters in this city, said the system of examination, both annually and at intermediate times, was carried on in this district without a hitch, and, while, of course, equipment might get slightly out of order between times, this was very unlikely and should cause no fear.

"Rats sometimes knew the cork life preservers," said Inspector White, who was in Dr. Gatchell's office this morning, "and a month or less before many of them were used. But whenever we discover anything like that we immediately condemn them."

The inspectors under the service, however, that a still more troublesome destroyer of life preservers is the passenger himself.

"Why," he said, "I have gone over a vessel in the past after an annual inspection and found necessary straps missing from new life preservers. The officers tell me that the passengers cut them off and even garters out of them. I think there ought to be a severe penalty for such destruction of protective apparatus, and I wish to see the law changed in this respect."

Up to the Requirements.

Present equipment of vessels carrying passengers in this vicinity is entirely up to the requirements of law, said both Mr. White and Dr. Gatchell. An intermediate inspection is going on at present and there is no reason to fear a discovery that anything is wrong with the boats. Before a vessel is allowed to go into service it must be provided with firefighting and life-preserving equipment that is approved by the local board of inspectors, and each part must be stamped by an official of the board. These parts are ordered to be renewed as soon as anything wrong is detected about them. It makes no difference, the officials say, how new the life preserver, for instance, happens to be when inspected. If it is stamped by a good mark it is ordered to be replaced by a good one.

The hose which is used in case of fire is always kept in order, because it is carried along with the vessel. Each month the crew is required to go through a fire drill and the captain reports the same, to begin with, to the month to the office of the inspectors.

While praising the condition of the vessels in this district, which besides Washington, includes Baltimore and Annapolis, he said that the inspectors are not south as the York river on the west shore and Crisfield on the east, and as far north as a point just inside the Chesapeake Bay. Inspector White said it might nevertheless be impossible to prevent an accident like the one in the East river.

It was the panic and confusion of the morning that the inspectors are most concerned about, he said. "I know Capt. Schalk of the General Slocum personally, and I believe his boat had good equipment. It was not his or the crew's fault."

Inspectors' Precautions.

Capt. C. M. Wright, the other inspector of steam vessels in this district, was in the city from Baltimore this morning on business connected with the steamboat inspection service, and in response to a question of the Star reporter as to the safety of passengers aboard steamboats corroborated Inspector White's statement as to the absence of accident in the Potomac. The officials of the steamboat inspection service, he said, but three lives have been lost and they were all suicides and not the result of an accident.

"The inspectors," he said, "for the care taken by the officials of the steamboat inspection service, aided by the steamboat men, to keep the boats in good condition, the standard required by the marine laws."

The method of conducting the inspection of a steamboat will be of interest at this time. Two inspectors conduct the examination, one for hulls and the other for boilers. One is a practical steam engineer, and the other is a practical steam boiler maker. The best material is selected for the boiler, and the boiler is selected for the making his tests of the boiler and pumps, the hull inspector is looking after the boats, life rafts and life preservers.

The condition of the hull is examined, the timbers being bored into to determine their soundness. Before the inspectors come aboard the steamer, the boiler is tested from their storage places and piled up on the deck. Each one is closely examined by the inspector. For every passenger on board the boat there is a life preserver, and steamers are only licensed to carry passengers when the inspectors know the life preservers are adequate.

The inspector also has the boats swing out on their davits to secure himself that their holdings are sound. The boiler is tested by the inspector, and the boiler is tested by the inspector, and the boiler is tested by the inspector.

Before the inspectors will pass the steamer, the boiler, pumps, life rafts and fire apparatus must all be in good condition. This is the local board of inspectors.

The attempt to evade the law are few and far between.

Since the opening of the season the local inspectors in New York the vigilance of the local inspectors, which was not lax, has greatly increased.

Inspectors' Precautions.

In order that a better idea might be had of the causes for such disasters as the one which happened to the General Slocum, the officials of the steamboat inspection service referred The Star reporter to a record of the proceedings of the twenty-second annual meeting of the board of supervising inspectors, in which the cause of the disaster was discussed.

The case was thoroughly investigated at Washington by William Ross, inspector of hulls at Savannah, and John E. Edgar, inspector of boilers at Norfolk. The steamer's certificate of inspection allowed her to carry about fifty passengers, while it was proven in the investigation that at the time of the burning there were more than one hundred passengers on board. When the fire was discovered the captain gave orders to run the boat ashore. The breeze being ahead, the flames were driven aft among the passengers there, creating a great



A "PANAMA" INVASION.

Unquestionably the largest shipment of Panama Hats ever made to our city has to be accredited to us in this our latest consignment. Secured at an unusually low price, through stress of circumstances, we offer them at a price never before equaled in the history of Panama Hats—quality considered.

Every Hat is strictly high grade and has nothing in common with the usual low-priced Panama, its fiber strands being fine and evenly woven and wholly fashioned by hand.

The Hat par excellence for mountain and seashore.

This is an opportunity which seldom presents itself to the man desirous of high-grade summer headgear at a small expenditure.

Values up to \$7.50 - - - - - \$3.75
Values up to \$15.00 - - - - - \$4.75

Ready for service or trimmed and blocked according to your desire.

Pennsylvania Avenue. **Saks & Company** Seventh Street.

KIDNEY

Disorders cause RHEUMATISM, DROPSY, GOUT, etc.

Still they come. Another very important cure by

LE NARD'S

Uric Acid Solvent.

A pleasant, scientific preparation, by a physician.

C. W. Thomas, Lemont, Va., says: "A complete, satisfactory cure of a case that was on crutches a long time. Not only relieved, but cured. My multiple-name brand in bottle. At drug stores, \$1.00. Prepared only by (and from his own formula).

DR. L. S. NICHOLSON, 1205 H St. N.W.

4th of July Supplies

For Confectioners, Bakers, Druggists and Ice Cream Men.

WE make a specialty of furnishing confectioners, bakers, druggists and ice cream men with supplies of every description.

Make your preparations NOW for the 4th of July—you'll find it more satisfactory than waiting until the final rush arrives.

Satisfactory qualities only. Lowest consistent prices on the following and all other supplies:

"D. & M." Freezers

—our own make—absolutely guaranteed—40 qts. for hand or power. Lower in price than any other freezer of equal capacity.

"White Mountain" Ice Cream Freezers.

1-qt.	2-qt.	3-qt.	4-qt.
\$1.50	\$1.95	\$2.45	\$2.85
6-qt.	8-qt.		
\$1.50	\$4.05		

Alaska Freezers.

1-qt.	2-qt.	3-qt.	4-qt.
\$1.50	\$1.75	\$2.00	\$2.50
6-qt.	8-qt.		
\$3.25	\$4.00		

Dulin & Martin Co.

Successors to M. W. Beveridge, Pottery, Porcelain, China, Glass, Silver, Etc.

1215 F St. & 1214-18 G St.

A BEAUTIFUL WOMAN

Imperial Hair Regenerator

Imperial Chem. Mfg. Co., 135 W. 25th St., New York.

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This flimsy trick has aroused the ire of the officials beyond measure because of the immensity of the catastrophe and the solemnity of the investigation. These bills were put in by President Frank A. Barnaby of the Knickerbocker Steamboat Company. Mr. Barnaby's examination has not yet been concluded. He will be placed on the stand again before the inquest is ended.

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Canon and Dynamite Used.

Canon were used yesterday to hasten the recovery of the Slocum's dead, after the thunderstorm of Monday night had brought up many bodies, and many more were recovered.

Today, under the direction of Police Inspector Albertson, dynamite will be called into play. Sticks of the explosive will be attached to short pieces of timber to serve as buoys, the free ends rising clear of the water, while the dynamite will be several feet below the surface. The improvised mines, according to the plan, will be placed at intervals of about 100 yards around the wreck, and will be touched off by time.

Rapid progress was made by the Merritt & Chapman Derrick and Wrecking Company in raising the wreck of the Slocum. The hull was lifted 200 feet from the rocks on which it rested, early in the afternoon, and the placing of the chains necessary for bringing the hull to the surface was rendered comparatively easy. Contrary to expectations, there were comparatively few bodies released when the hull was ordered rising clear of the bottom. Only two bodies, both of those of women, were found beneath the paddlebox. Both were terribly disfigured.

Commission to Investigate.

After the meeting of the President's cabinet at Washington yesterday an extra-legislative commission, three members of whom are of Secretary Cortelyou's department, one of whom is a army officer and the fifth and last a navy man, was appointed to investigate the disaster. The work of this commission will be independent of the steamboat inspectors' organization of themselves. Secretary Cortelyou announced that he had appointed a commission of steamboats in and around New York.

Of the Slocum's dead 121 more bodies were found yesterday, according to the report made by the coroner in charge at North Brother Island at 11 o'clock last night. To the list of identified dead seventy-three were added yesterday, taking fifty-one from the list of missing. Allowings for newly reported missing, due to the police house-to-house canvass, the list of missing now numbers 200.

Negro Boy Punished With 20 Lashes.

A dispatch from Suffolk, Va. says: For having attempted to wreck a Suffolk and Carolina passenger train, Harry Lacy, a twelve-year-old negro, was on Monday given twenty stripes with a rawhide. The boy's father, who was allowed to administer the correction in the mayor's office in the presence of officials, was not severe enough to suit them at first, and all the mild blows were eliminated from the count. The rawhide was laid on the boy's back until he begged for mercy, and mingled incoherent prayers with his own cries and the wails of his mother, who was a spectator. Owing to the boy's youth, he was let off with the punishment in lieu of a term in the reformatory.

Chicago Presbytery's Big Bequest.

A dispatch from Chicago last night says: Property valued at \$150,000 has been donated by Mrs. Emille J. Smith of Chicago to the Chicago presbytery for the purpose of founding a Presbyterian home for the aged.

Attached to the gift is a stipulation that the presbytery erect certain buildings and that the home, when completed, be recognized as a memorial to Mrs. Smith's parents, Washington and Jane Smith.

Bank Buys Big Bonds.

A dispatch from New York last night says: The First National Bank has bought of the Chicago, Rock Island and Pacific Railway Company (old Rock Island) \$7,000,000 bonds of 4 1/2 per cent three-year gold notes, secured by the company's first mortgage and refunding 4 per cent bonds.

It is understood that J. P. Morgan & Company, Blair & Company and Kidder, Peabody & Company of Boston share in this purchase, and that a large amount of the notes has already been sold to investors at slightly under par.

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