THE EVENING STAR
WITH SUNDAY MORNING EDITION.

Business Office, 11th Street and Pennsylvania Avenue.

The Evening Star Newspaper Company.
S. H. KAUFFMANN, President.

New York Office: Tribune Building.
Chicago Office: Tribune Building.

The Evening Star, with the Sunday morning edition, is delivered by carriers, on their own account within the city at 50 cents per month; without the Sunday morning edition at 44 cents per month.

By mail, postage prepaid:
Daily, Sunday included, one month, 60 cents.
Daily, Sunday excepted, one month, 50 cents.
Saturday Star, one year, $1.00.
Sunday Star, one year, $1.50.

Pages 17-20.

The Evening Star.

Part 2.

It is only the article of merit that can stand publicity.

WASHINGTON, D. C., THURSDAY, FEBRUARY 22, 1906—TWENTY PAGES.

RAILROADS.

Pennsylvania RAILROAD
Station Corner of Sixth and B Streets.

7.50 A.M. daily. PITTSBURG EXPRESS AND CHICAGO SPECIAL.—Parlor and Dining Cars Harrisburg to Pittsburg. Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Parlor Car and Pennsylvania Railroad Cafe Car to Harrisburg.

10.50 A.M. daily. MAIN LINE EXPRESS.—Pullman Buffet Parlor Car to Harrisburg. Parlor Car Harrisburg to Pittsburg. Pennsylvania Railroad Cafe Car Harrisburg to Altoona.

12.01 P.M. daily. ST. LOUIS LIMITED.—Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg.

12.01 P.M. daily. THE PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car to Harrisburg.

3.40 P.M. daily. PENNSYLVANIA SPECIAL (18 hours to Chicago).—Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg for Chicago. Sleeping Car to Harrisburg.

3.40 P.M. daily. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping Cars Washington to St. Louis, Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Sleeping Car to Harrisburg.

5.40 P.M. daily. CHICAGO LIMITED.—Sleeping Car Washington to Chicago and Cleveland. Pennsylvania Railroad Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining and Observation Cars from Harrisburg. For Chicago and Cleveland.

7.15 P.M. daily. ST. LOUIS EXPRESS.—Pullman Sleeping Car Harrisburg to St. Louis and Cincinnati.

7.40 P. M. daily. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago.

7.40 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.—Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland, Barberton and Cincinnati. Dining Car.

10.40 P.M. daily. PITTSBURG SPECIAL.—Pullman Sleeping Car to Pittsburg. Dining Car Altoona to Pittsburg.

10.40 P.M. daily. PACIFIC EXPRESS.—Pullman Sleeping Car to Harrisburg and Harrisburg to Pittsburg. Connects for Cleveland and Toledo.

7.50 A.M. daily. BUFFALO DAY EXPRESS, with through Parlor Car, Pennsylvania Railroad Cafe Car and Coaches to Buffalo, via Emporium Junction.

7.50 A.M. for Erie daily, Canandaigua, Rochester and Niagara Falls daily, except Sunday.

10.50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3.40 P.M.

7.15 P.M. daily. BUFFALO NIGHT EXPRESS, with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

7.40 P.M. daily for Erie, Rochester, Buffalo and Niagara Falls, with Sleeping Car Washington to Rochester.

10.40 P.M. daily for Erie, Canandaigua, Rochester, Buffalo and Niagara Falls.

For Philadelphia, New York and the East.

4.00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining Car.

Express, 6.55, 8.50, ‡10.00 (New York only), and ‡11.00 A.M., ‡12.55, ‡3.00, 3.15, ‡4.45, 6.50, 10.00 P.M., 12.30 night. On Sundays, ‡8.50, ‡11.00 A.M., 12.01, ‡3.00, 3.15, ‡4.45, 6.50 and 10.00 P.M., 12.30 night.

For Philadelphia only, Express, 7.40, 10.00 A.M., 12.01 P.M. week-days, 2.00, 4.00, ‡5.35 and 5.40 P.M. daily; 6.55 A.M. Sundays.

For Boston, without change, 7.40 A.M. week-days and ‡5.35 P.M. daily.

For Baltimore, 5.00, 6.15, 6.55, 7.40, 7.50, 8.50, 10.00, 10.50, 11.00 A.M., 12.01, 12.35, 1.15, 2.00, 3.00, 3.15, 3.40, 4.00 (4.00 Limited), 4.20, 4.45, 4.48, 5.35, 5.40, 6.10, 6.50, 7.15, 7.40, 10.00, 10.40, 11.35 P. M., and 12.30 night week-days. On Sundays, 6.55, 7.50, 8.50, 9.05, 10.50, 11.00 A.M., 12.01, 1.15, 2.00, 3.00, 3.15, 3.40, 4.00 (4.00 Limited), 4.20, 4.45, 5.35, 5.40, 6.10, 6.50, 7.15, 7.40, 10.00, 10.40 P.M. and 12.30 night.

For Annapolis, 7.40 A.M., 12.35, 4.20 and 5.40 P.M. week-days. Sundays, 8.50 A.M., 5.40 and 10.40 P.M.

For Pope's Creek Line, 7.50 A.M. and 4.48 P.M. week-days; 9.05 A.M. Sundays.

Ticket offices, corner Fifteenth and G streets, and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

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619 Penna. Ave. Telephone: Main 278.
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Effective January 8, 1906.
4:30 a.m. daily—Sleeping Cars New York to Jacksonville, Fla.
3:45 p.m. daily—Sleeping Cars New York to Jacksonville, Fla.; New York to Port Tampa, Fla., via Jacksonville; New York to Thomasville, Ga. (Tuesdays and Thursdays); New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at Petersburg for Norfolk via N. & W. DINING CAR SERVICE on this train.
8:10 p.m. daily except Sunday—"NEW YORK and FLORIDA SPECIAL," composed entirely of the most Modern Pullman Drawing Room, Sleeping, Compartment, Dining, Library and Observation Cars, lighted throughout by electricity and heated by steam, runs solid from New York to St. Augustine.
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W. J. CRAIG, Pass. Traffic Mgr. H. M. EMERSON, Gen'l Traffic Mgr.

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H. W. FULLER, Telephone Main 1066. General Passenger Agent.

SOUTHERN RAILWAY.

Trains leave from Pennsylvania Station.
7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.
10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savannah and Jacksonville. Parlor car to Pinehurst, N. C., week days. Dining car service.
11:15 a.m. Daily. United States Fast Mail. First-class coaches and sleeper to New Orleans. Dining car service.
4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:55 p.m. Daily. Local for Warrenton and Charlottesville.
6:55 p.m. Week days. Southern's Palm Limited. Solid Pullman train. Electric lighted. Through sleepers to Aiken, Augusta, Savannah, Jacksonville and St. Augustine. Club and observation cars. So. Ry. dining car service
7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga.; Sunset tourist sleeper Washington to San Francisco Mondays, Wednesdays and Fridays.
9:50 p.m. Daily. New York and Florida Express. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service a la carte.
10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeper to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to Birmingham and New Orleans. Dining car service.
10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train; observation car to Atlanta and Macon; club car to Atlanta; sleepers to Nashville, Atlanta, Macon, Birmingham and New Orleans. Dining car service.
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Leave Washington 8:10 a.m., 1:30, 4:45, 5:05 p.m. week days, for Bluemont; 6:28 p.m. week days for Leesburg only. On Sunday leave Washington 9:10 a.m., 5:05 p.m., for Bluemont.
Through trains from the south arrive Washington 6:42, 6:52, 9:50 a.m.; 10:15 a.m. (except Mondays), 11:05 a.m., 3:00, 9:30 and 9:50 p.m. daily. Local trains from Harrisonburg, 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville, 8:10 a.m.; from Lynchburg, 9:20 p.m.
Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th st., 511 Pa. ave. and Pennsylvania Station. Baggage checked through from hotels and residences.
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6.25 P.M. DAILY—Seaboard Florida Limited—Electric Lighted. Exclusively Pullman. Solid train to St. Augustine, Fla., arriving there 2.10 P.M. Double Drawing Room, Compartment, Library, Observation and Dining Cars.
7.25 P.M. DAILY—Seaboard Express—Solid train to Jacksonville and Tampa, with Pullman sleepers. Through sleeper to Atlanta and Birmingham. Also through sleeper to Richmond daily except Sunday.

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On and after February 8 steamers will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baltimore and river landings, arriving in Baltimore early Tuesday, Thursday and Saturday morning. Returning, leave Baltimore, Pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m., arriving in Washington early Thursday, Saturday and Monday morning.
All river freight must be prepaid.
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Steamer for GLYMONT and intermediate landings at 9 a.m daily except Sunday; returning about 4 p.m. no15-tf

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NEW YORK—ROTTERDAM, via BOULOGNE. Sailings Wednesdays as per sailing list.
Ryndam.Feb. 28, 8:30 am | State'd'm.Mar. 28, 10 am
Rotterdam.Mar.7, 10 a.m | Ryndam...Apr. 4, 10 am
Noordam, Mar.14, 7 a.m | Potsdam....Apr. 11, 6 am
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ja16-tu,th,Sa,52t,16

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no30-tu,th&s-52t-28

CUNARD LINE.
FROM PIERS 51-52, NORTH RIVER, TO LIVERPOOL VIA QUEENSTOWN.
Umbria...Feb. 24, 3 pm | Lucania...Mar. 17, 10 am
Campania..Mar. 3, 10 am | Umbria....Mar. 24, 2 pm
Carmania..Mar. 10, 2 pm | Campania..Mar. 31, 9 am
GIBRALTAR, GENOA, NAPLES, ADRIATIC.
CARONIA—Fastest and Most Luxurious of Leviathans—February 27.
Supplements New Modern Twin-screw Steamers
CARPATHIA.....Mar. 6, noon; Apr. 24, June 12
SLAVONIA.....Apr. 3, noon; May 22, July 10
PANNONIA.....Apr. 10, 4 p.m.; May 29, July 17
Apply for illustrated booklets describing the interesting trip through the Mediterranean and Adriatic to Trieste and Fiume and to new winter resorts.
VERNON H. BROWN, 29 BROADWAY, N. Y., Or 126 State st., Boston, Mass.
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fe16-1yr,eSu,24

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
PHILADELPHIA—QUEENSTOWN—LIVERPOOL.
ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT.
RED STAR LINE.
ANTWERP—DOVER—LONDON—PARIS.
WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
BOSTON—QUEENSTOWN—LIVERPOOL.
TO THE MEDITERRANEAN VIA AZORES
FROM NEW YORK:
REPUBLIC.....Mar. 9, 3 p.m.; Apr. 21, May 31
CRETIC.....Apr. 3, 10 a.m.; May 10
FROM BOSTON:
CANOPIC.....Feb. 24, 11 a.m.; Apr. 7
ROMANIC.....Mar. 17, 3:30 p.m.; Apr. 28
WASHINGTON OFFICE, 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent.
mh22-312t,eSu,24

FRENCH LINE.
COMPAGNIE GENERALE TRANSATLANTIQUE. Direct Line to Havre—Paris (France).
Sailing every Thursday at 10 a.m.
From Pier No. 42, North River, foot Morton st., N.Y.
La Bretagne.....Feb. 22 | *La Lorraine...March 15
*La Touraine.....March 1 | La Bretagne....March 22
La Gascogne.....March 8 | *La Savoie.....Mar. 29
*Twin-screw steamers.
GEORGE W. MOSS, 1411 G ST. N.W.
mh1-312t,eSu,14

OCEAN TRAVEL.

NORTH GERMAN LLOYD
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Fastest and Most Luxurious of Leviathans.
PLYMOUTH—CHERBOURG—BREMEN.
Kaiser.....Mar. 6, 10 am | K.Wm. II..Apr. 24, 6 am
K. Wm. II.Mar. 27, 7 am | Kronprinz..May 8, 6 am
Kronprinz..Apr. 10, 7 am | Kaiser....May 15, 10 am
Kaiser....Apr. 17, 10 am | K.Wm.II...May 22, 6 am
Twin-Screw Passenger Service.
BREMEN DIRECT.
Breslau....Mar. 1, 10 am | Bran'burg..Apr. 12, 10 am
Koeln....Mar. 8, 10 am | Breslau..Apr. 19, 10 am
Frankfurt.Mar. 22, 10 am | Cassel...Apr. 26, 10 am
†Kurfuerst.Mar. 29, 10 am | †Kurfurst..May 1, 10 am
†Calls at Plymouth and Cherbourg.
Mediterranean Service.
GIBRALTAR—NAPLES—GENOA.
Barbarossa.Feb. 24, 11 am | Albert...Mar. 24, 11 am
Irene.....Mar. 3, 11 am | Barbarossa.Mar. 31, 11 am
Luise....Mar. 10, 11 am | Irene.....Apr. 7, 11 am
*Weimar.Mar. 17, 11 am | Luise....Apr. 14, 11 am
*Gibraltar and Naples only.
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E. F. DROOP & SONS CO., 925 PENNA. AVE.
fe3-312t,eSu,31

Hamburg-American Line.
Plymouth — Cherbourg — Hamburg.
¶Waldersee.....Feb. 24 | ‡Patricia.....Mar. 17
¶Amerika.....Mar. 1 | *‡Bluecher.....Mar. 22
¶Pennsylvania....Mar. 10 | †Pretoria.....Mar. 31
*Deutschland....Mar. 15 | ¶Amerika.....Apr. 7
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*Grill room. ‡Gymnasium. ¶Elevator and a la carte restaurant. †Calling at Dover for London and Paris.
Mediterranean Service.
TO GIBRALTAR, NAPLES AND GENOA.
Prinz Oskar.....Mar. 7, 2 p.m.; Apr. 19, June 2
Prinz Adalbert..Mar. 22, 10 a.m.; May 8, June 19
Moltke.....April 26, noon; June 12, July 24
Rates, 1st Class, $70, $85, $118 upward, according to steamer selected.
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E. F. DROOP & SONS, 925 Pa. ave.
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fe22-th,Su&tu-15t

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fe21-d,eSu-4

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oc14 Sa,tu,th,4

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For Making Threats.

For threatening to end the life of James McDonough, a student at Robinson's veterinary hospital, Isaac Campbell, colored, was arraigned in the Police Court this morning. Judge Kimball believed after hearing the evidence that the defendant intended bodily harm, and he ordered him to give a bond for $500 to keep the peace or to serve ninety days in jail. Campbell thought that he would try it at the jail.

For a Reserve Pump.

Congress has been asked by the District Commissioners to appropriate $800 for the construction of a reserve pump and motor at the Industrial Home School so that repetitions of the incident of last summer, when the regular water supply was cut off for four days, may be avoided in the future.

THE YERKES ESTATE

AMOUNT MAY BE SOMEWHERE NEAR $70,000,000.

The name of the late Charles T. Yerkes, the traction magnate and millionaire, will be before the public for some time to come if present indications materialize into something tangible. According to New York dispatches the Yerkes estate will amount to about $70,000,000, instead of $15,00,000, as was at first estimated.

That news of this startling discovery had suddenly reached the ears of Mrs. Yerkes-Mizner seemed certain last night, when it was learned that she had hurriedly revoked her decision to withdraw as trustee under the will, and that Louis S. Owsley, co-trustee with her and her stepson Charles, had rushed to New York from Chicago, summoned to a conference with her.

Mr. Mizner's Statement.

"It has been ascertained," said a friend of Wilson Mizner, the young husband who left the house on St. Valentine's day, after a tempestuous scene with his bride of less than three weeks because, according to the reports, she would not give a million dollars to him, "that about $50,000,00 worth of bonds and securities belonging to the Yerkes estate had been hidden. Wilson, who had been a counselor to Mrs. Yerkes for more than fourteen months before he married her and in consequence was thoroughly conversant with most of the details of the Yerkes fortune, on which Mrs. Yerkes kept herself well posted, had his suspicions aroused immediately after the estimate of the value of the estate had been made by the lawyers and the other interested persons. Quiet investigation begun at that time reached the point yesterday where it was indicated that his suspicions had foundation in fact."

The report that the Yerkes estate had shrunk mysteriously was emphatically denied by Louis S. Owsley, one of the trustees.

"We do not know of any shrinkage," he said, "and so far have not been able to tell the value of the estate. Of course, nobody can say what certain properties will bring until these properties have been offered for sale. So far as the London securities held by Mr. Yerkes are concerned, I will say that there has been no decrease in their value. About the Chicago tractions—well, that's another story."

Hiding of Securities.

It is not a shrinkage, however, in the value of the securities that the Mizner people hint at, but a deliberate hiding of quantities of bonds. It will be remembered that general surprise was expressed when the estimate of $15,000,000 was given as the total value of the Yerkes estate at the time of the traction magnate's death, and it was suggested then that millions in securities had been given by him during his life to Miss Grigsby and other young women he had befriended unknown to his wife. At least half a dozen young women, it was learned after his death, had been the beneficiaries of his liberality.

To what extent that liberality had depleted his fortune was not known. The majority of these young women had been educated for the stage or for literary pursuits by Mr. Yerkes, and the cost of their education under the greatest masters and tutors in Europe was enormous. In addition to that, Mr. Yerkes invariably installed them and their families in establishments commensurate with the wealth of a multi-millionaire.

It is believed, however, that Mr. Yerkes held large interests in various traction properties in conjunction with partners, and that these interests were in many cases in the names of partners of whose identity he alone knew. It has been suggested that these properties are still in those hands, and efforts to unearth them are to be made.

ANNAPOLIS NOTES.

Special Correspondence of The Star.

ANNAPOLIS, Md., February 21, 1906.

The charter commission practically completed its work at the sesion yesterday afternoon, the remainder of the proposed charter being adopted section by section and the whole instrument then adopted. The secretary, Mr. Ridgely P. Melvin, was instructed to put it in form for presentation to the legislature.

William Beatty, about fifty years old, while walking on the track of the Baltimore and Annapolis Short Line railroad this afternoon, was struck by a southbound train and rendered unconscious. It is thought he received internal injuries.

The board of directors of the Y. M. C. A. held its regular monthly meeting last night and the usual order of business was transacted. It was decided to send the general secretary to the first biennial secretaries' conference, to be held at Clarksburg, W.Va., March 6 and 7, and also to the second biennial convention, to be held at Parkersburg, W. Va., March 8-11.

Admiral Francis A. Cook, who commanded the U. S. S. Brooklyn in the Santiago sea fight, has returned to Annapolis after a prolonged absence, and is stopping at Carvel Hall.

Supt. Sands issued an order setting forth the observance of Washington's birthday at the Naval Academy. The day will be observed as a general holiday.

AT ANNUAL FUNCTION

ALUMNI BANQUET OF SIGMA CHI FRATERNITY.

The seventeenth annual dinner of the Washington Alumni Chapter of Sigma Chi was held last night at Rauscher's, with seventy-five members present. Many brilliant speeches were made, and there was a great display of the fraternity spirit. Dr. Louis Mackall, jr., president of the alumni chapter, presided as toastmaster, and made the opening address.

The principal speakers of the evening were Grand Consul Robert E. James, Representative Edmund H. Hinshaw of Nebraska, A. Bernard Chancellor, president of the Baltimore Alumni Chapter; Rev. Thomas S. Samson, D. D., of Philadelphia, and Wm. Mahon of George Washington University. Brief addresses were also made by Dr. Robert Farnham, Chaplain Ruter Springer, U.S.A.; Andrew Y. Bradley, J. J. Weaver, J. Holdsworth Gordon and A. J. McElhone.

Letters of regret were read from Lieut. Gov. Ellyson of Virginia, Grover Cleveland, former President of the United States; Robert E. Lee, jr., Judge Howard Ferris of Cincinnati and Capt. Fitzhugh Lee.

Among those present were J. Holdsworth Gordon, W. W. Curry, John S. Alleman, Eugene B. Wilkins, Dr. Louis Mackall, jr., Walter H. Evans, William W. Bride, A. George Maul, Dr. Frank Biscoe, B. H. Trussell, Maj. John T. Knight, Andrew Y. Bradley, Morven Thompson, J. H. Holland, Reed Paige Clark, L. A. Bauer, Lloyd D. Smoot, J. B. Weed, H. W. Moffitt, Maxwell W. Winter, Basil D. Boteler, Rev. Thomas S. Samson, Samuel Hamilton Walker, Dr. Robert Farnham, Dr. John F. Fillebrown, Earl Biscoe, Arthur J. McElhone, John W. Mahon, Charles W. Humrichouse, Robert Farnham, jr., Morris F. Frey, Russel Smith, Edwin G. Evans, Maj. J. R. Kean, S. P. Carter, Jacob J. Weaver, jr., F. W. McComas, D. W. Williamson, Edwin J. McKee, R. E. James, E. K. Fox, Paul Freeman, Snowden Ashford, C. B. Winship, H. R. Hinshaw, Stephen O. Ford, Clyde B. Welkert, E. H. Hinshaw, Risley G. Hunt, Smith Hempstone, C. Vivian Everett, J. M. Chapman, Mortimer Lynch, Kemp G. Acker, Dr. J. Mortimer Lynch, Kemp G. Asker, Dr. J. Lewis Riggles, John D. Thomas, A. Bernard Chancellor, Dr. Duncan L. Buzby, Kendall Cressey, J. F. Clark, D. G. Williamson, Harry C. Allnutt, Maj. S. H. Walker, Reginald Munson, Rev. J. C. Nicholson, F. W. McReynolds, Thomas L. Hume, C. Le Roy Parker, Charles F. Sterne, Henry C. Coburn, Harrison Nesbit, Robert W. Holt and T. M. Neal, jr.

The committee in charge of the dinner was composed of J. Holdsworth Gordon, F. W. McReynolds, E. G. Evans and Dr. J. Lewis Riggles.

FIT FOR SUGAR LANDS.

Claimed There Are Over a Million Acres in Philippines Available.

F. R. Hathaway of Saginaw, Mich., yesterday finished his statement before the Senate committee on the Philippines in opposition to the Philippine tariff bill. He was cross-examined by Senator Dubois, who brought out many of the possibilities of the islands under modern sugar-planting methods, giving added argument from the standpoint of the American cane and beet raiser against the passage of the bill. Instead of the comparatively small acreage of land fit for sugar stated by government statisticians, Mr. Hathaway asserted that the sugar lands in the island of Negros aggregate 771,840 acres, and in Panay 331,520 acres, a total of 1,103,360 acres. He said that undoubtedly other islands contain many thousands of acres of sugar lands and that the facilities for irrigation were the best.

He produced testimony of large employers showing that the Filipino laborer may be developed without great trouble and that under white foremen excellent results may be obtained from this class of labor. Mr. Hathaway believes that the Philippine Islands, if the duty is removed, would soon supply all of the sugar used in the United States and that the development of American sugar industries would remain at a standstill from the moment the bill is passed.

Wallace P. Willett, one of the publishers of the statistical Sugar Trade Journal of New York, made a technical staement of the workings of the tariffs on Philippine, Hawaiian, Cuban and Porto Rican sugars.

The committee will meet again tomorrow.

Girls' Narrow Escape From Fire.

Several narrow escapes from death were reported at a fire last night which damaged the building in New York city occupied by the wholesale liquor firm of Marschuetz & Co., to the extent of $50,000. On the second floor of the building were several girls employed as bottle wrappers. Their cries for help attracted the attention of two policemen, who started up the stairs through a dense cloud of smoke. When half way up the stairs gave way beneath them, and Patrolman Lynch was seriously injured. The girls finally managed to make their way to a fire escape and were taken down to the street. A member of the firm was almost suffocated while endeavoring to lock the company's safe.

NAVAL ACADEMY PROBE

INQUIRY INTO DISCIPLINE BY CONGRESSIONAL COMMITTEE.

The subcommittee on naval affairs of the House of Representatives, which has been in session at Annapolis four days to investigate the subject of hazing at the Naval Academy, is expected to adjourn Friday, and the members are known to be perfectly satisfied that Superintendent Sands and the officers of the department of discipline have