wrote thirteen letters to her husband, all of which represent her as being with her cousin, with no intimation in any of them that she had been elsewhere. She returned to Washington about the first of August, and from September 16, 1904, to October 24, 1904, lived at the Varnum Hotel. While there the co-respondent continued to visit her frequently, sometimes in the morning, sometimes in the afternoon, sometimes in the evening. They frequently went out together, and, as stated by the clerk of the hotel, Hunt 'was very attentive to her.'

"During the period of her husband's absence in the summer and fall of 1904 and after she had, on the 11th day of May of that year, decided not to live with him again, she wrote to him more than seventy-five letters, which are a part of the record. These letters uniformly begin, 'My dearest husband' and are signed 'Your dear wife,' 'With all love, your dear wife,' or in similar words of affection. They are such letters as would be expected by an absent husband from a loving wife.

Concealed Her Whereabouts.

"From the time Mrs. Bassett was in Little Rock (about the first two weeks of November, 1904) until July 4, 1905, when she was found at Atlantic City, N. J., she concealed her whereabouts, not only from her husband, but from her relatives and closest friends, excepting only the co-respondent, Hunt. The only clues her husband had as to the place where a communication might reach her was her instruction to him that a letter from him addressed 'General Delivery, Baltimore, Md.,' would reach her; and a notice from the Western Union Telegraph Company, dated November 2, 1904, that a dispatch from him, dated that date, to Mrs. Bassett, care the Varnum, Washington, was undelivered, the reason being that she was not there and that her address was 'General Delivery, Baltimore, Md.'

"Mrs. Bassett's testimony is significant. She was asked upon cross-examination if she did not expect to marry the co-respondent after she was freed from the plaintiff. Her answer is: 'I could not possibly answer, because I would not know what I was going to do in the future. It is quite entirely in the future. Dr. Hunt has not yet asked me to be his wife. Whether he will or not, I know not.' When asked as to whether she loves the co-respondent, her answer is: 'I respect Dr. Hunt immensely; he is a most perfect gentleman.' When asked why she did not inform her husband of the birth of the child Lawrence, her answer was: 'Because it was none of his business. He had forfeited all right to know.'"

Several circumstances in this case, Justice Gould concluded, stand forth with great clearness and have an important bearing upon the conclusion reached.

Payment of Costs of Suit.

Justice Gould deferred until tomorrow the signing of the formal decree of divorce. The decree, it is understood will assess the costs of the suit, which approximate $750, against Mr. Hunt, and will contain no reference to the Bassett children, as they are beyond the court's jurisdiction, being with their mother in Omaha.

WOMEN IN A RIOT

SUFFRAGISTS MAKE ATTACK ON HOUSE OF COMMONS.

LONDON, February 13.—Following a conference of the Women's Special and Political Union today hundreds of women suffragists made a determined attack on the house of commons with the object of forcing their way into the building. The police had been forewarned of the attempt and a large force, in uniform, in plain clothes and mounted, was on duty about the building.

The doors of the house were shut in the faces of the women, and the police attempted to drive them back. In so doing the mounted men galloped among the women, who struggled fiercely. Many of the women were thrown down into the mud and badly hurt. The demonstrators, however, were kept out of the house proper, although the fight with the police outside continued for a long time.

Several women journalists, who were roughly handled by mistake, fainted. Over twenty of the so-called "suffragists" were arrested and taken to the nearest police station.

During the confusion following the first onslaught of the women six suffragists succeeded in obtaining access to the public lobby and attempted to rush through the corridor leading into the house, but they were seized by policemen and ejected.

DRIFTED TWELVE HOURS.

Survivor Tells of How He Escaped From Sinking Steamer.

Special Dispatch to The Star.

BLOCK ISLAND, R. I., February 13.—While some of the survivors who reached here from the wreck of the Larchmont are in a critical condition, some have recovered sufficiently to tell their stories. Richard Hall, who lives at 388 North Main street, Providence, was the saloon watchman on the Larchmont, and the terrible suffering by sixteen persons on a large fragment of the quarterdeck is told by him in a few words. He was on watch in the saloon at the time of the collision with the Knowlton. He asked Steward Harrison what the matter was. Harrison said that he guessed everything was all right.

"Then," continued Hall, "the steam began to fill the ship. I put on a life preserver and helped adjust life preservers on a number of the other passengers. Whether they were men or women I don't remember. They were in their nightwear, for the most part. Then I noticed that the throbbing of the ship's engines had stopped and there was a sensation as if the ship were sinking. I went up on the hurricane deck aft and found sixteen men and women standing together closely. I made the seventeenth in the group.

"The ship settled lower and lower, until finally a wave which swept across the platform, then only a foot or so above the surface, so it seemed, swept three of the party—two men and a woman—into the water. They gave one despairing cry; that was all.

"But we were not left any time to think about their death. The ship gave its last plunge and then sank, and the hurricane deck was broken into pieces. The after portion of the deck was almost intact, however, and it was there we found, at least a part of us, a return to life, after we had almost given up hope. We floated from 11 o'clock that night through the blackness and the cold, chill wind which blew over the water, together with the spray which broke over us and the long rollers which sent the water, frequently several inches deep, across the platform-like raft, soon had us half frozen, particularly our hands, feet and ears.

"This kept up until 7 o'clock yesterday morning, when we floated past Sandy Point. We had distress signals hoisted, but no one saw them. Our case seemed hopeless, and we drifted along for four hours more, when we were picked up by a schooner."

DIES WHILE AT MASS.

Brother Benedict of St. John's College Passes Away.

Brother A. Benedict a member of the faculty of St. John's College, Vermont avenue near N street, died suddenly about 6:30 o'clock this morning while in St. Augustine's Catholic Church, 15th street near M street.

Brother Benedict, who was fifty-two years of age, had gone to the church to early mass and had just received the blessing of the ashes and returned to his seat, when he was stricken. Father Griffith of St. Augustine's Church was summoned, but the brother was dead before he arrived. The funeral arrangements were being made this afternoon.

CHICAGO, February 13.—At the thirty-ninth annual convention of the National American Woman Suffrage Association, which will begin here tomorrow, the delegates from all parts of the United States will listen to a glowing resume of the work done by the organization during the

TESTIMONY WAS ABRUPTLY ENDED

Trial of Representative Binger Hermann Begun.

ATTORNEYS DEBATE POINTS

Exclusion of Witnesses Subject of Spirited Discussion.

TWO EXCEPTIONS AGREED UPON

Assistant District Attorney Adkins Presents Case for Prosecution, Mr. Worthington for Defense.

The proceedings in the Binger Hermann case in Criminal Court No. 1 came to an abrupt close late this afternoon as a result of an objection made by the attorneys for the defendant to the introduction of certain letters which the government had claimed were written by Binger Hermann, while he was commissioner of the general land office, relating to official business and by his direction copied into some of the thirty-five letter-press copy books, which he is charged in the indictment with destroying.

It is of record that in the indictment Mr. Hermann is charged with the destruction of certain letter-press copy books. After the indictment was found the attorneys for the defendant asked the court to require the government to give it a bill of particulars showing what the government expected to prove. The government furnished this bill of particulars, and in it stated that the letter-press copy books destroyed by the defendant contained the letters, some of a private nature and a great many of an official nature, and no better description of the books or contents could be given.

When the prosecution began introducing its testimony today the district attorney offered to put in evidence several letters which he claimed were written by the defendant on official business and copied in the letter-press books, and also stated that he had a great many other letters of a like character which he would introduce in the case to show that the books were official and that they related to land fraud matters, all tending to show the fraudulent intent of the defendant in destroying the books.

Attorney Worthington Objects.

Attorney Worthington, for the defendant, objected to the introduction of the letters, because, he said, no intimation of the existence of such letters was given him in the bill of particulars, and for that reason no notice was given to the defendant that he would have to meet the introduction of such evidence at the trial. The district attorney contended that such letters were competent to show the official nature of the records destroyed.

Folowing a statement by Justice Stafford, partially upholding the contention of the defendant, the district attorney moved that he be allowed to amend the bill of particulars. Attorney Worthington again objected, on the ground that it would be practically a new charge against the defendant, and thereby put him in jeopardy twice, against the constitutional provision which says that no man shall twice be put in jeopardy for the same offense.

The court then adjourned until tomorrow morning, at which time it will hear the application of the district attorney to amend, and will then probably pass on this vital point in the case.

Introduction of Testimony.

District Attorney Daniel W. Baker began the introduction of testimony on the government's side of the case. Mr. Hermann, former commissioner of the general land office, is charged with violation of section 5408 of the Revised Statutes of the United States, which make it a crime to destroy public records. Only a little testimony was taken, however, because the opening statements of Assistant District Attorney Adkins and Attorney Worthington consumed so much time that the noon recess hour was reached before the examination of the first witness was concluded.

The government's attorneys and counsel for the defense engaged in a spirited debate about noon as to the exclusion of witnesses. Mr. Baker contended for the exclusion of all witnesses with the exception of Irving Rittenhouse. The District attorney insisted to Justice Stafford that it was essential to the government's case for Mr. Rittenhouse to remain in the court room because he had been of material assistance in preparing the whole matter for trial.

Mr. Rittenhouse was at one time private secretary to Mr. Hermann, when the latter was commissioner of the land office, and also acted as private secretary to District Attorney Heney during the time Mr. Heney was actively engaged in the expose of the land frauds. Mr. Rittenhouse was permitted to remain in he court room, and the same privilege was subsequently granted to Schiller Hermann, son of the defendant.

Statements by Attorneys.

Assistant District Attorney Jesse D. Adkins, in his opening statement of the government's case, outlined the plan of prosecution and explained in detail the workings of the land office and the granting of land patents to citizens in western states. He said Mr. Hermann kept letter-press copy-books containing correspondence emanating from his private office as commissioner, and he declared a great majority of the letters would be shown to have been on official business of the department. Thirty-five copy-books accumulated during Mr. Hermann's connection with the land office. "We will show you that Mr. Hermann destroyed these books a short time after his resignation was peremptorily demanded by Secretary Hitchcock.

"It came to the knowledge of Secretary Hitchcock that investigators of land frauds in the west made report showing a systematic scheme was in existence in connection with land grants, but that this report was not brought to the attention of the Secretary. Mr. Hitchcock asked for Hermann's resignation. The resignation was made to the President. But before the resignation took effect the thirty-five copy books were destroyed. We will show you that these books were government property, paid for with government money, and intrusted to the care of Mr. Hermann."

Attorney A. S. Worthington then told the jury what the defense would be. He said the letters copied in the books were of a personal and strictly confidential nature, and the law did not require Mr. Hermann to permit the government to see his private correspondence.

Twenty talesmen were summoned to court this morning in order that the one vacant seat which remained yesterday at the adjournment of court could be filled. Only five of them were examined.

Jury Completed.

George E. Cresswell and Harvey Elker who were seated as members of the jury yesterday, were challenged by the defense this morning, thus making three vacant seats in the box. Only eleven jurors had been selected when the regular panel was exhausted at yesterday's session of the court. Three new men were chosen from the special panel, which was summoned at Justice Stafford's order, and the jury as completed and sworn included the following:

Charles R. Schutt, H. Clyde Grimes, George E. Smith, Walter Murphy, Frank M. Smith, Clem W. Sheriff, William E. Jones, Charles Woodward, John A. Burch, Edward E. Ward, David Davis and Charles A. Richardson.

After a long conference, in which Justice Stafford, Attorney Worthington, the latter representing the defendant, Binger Hermann, and District Attorney Baker participated, the formal opening statement of the case for the government was made by Assistant District Attorney Jesse D. Adkins. He described in detail the inner workings of the general land office and its various state branches, and referred to the particular charge in the indictment that the defendant had, January 30, 1903, destroyed thirty-five letter press copy books from the records of the land office.

"In order to prove the charge in the indictment," said Mr. Adkins, "we will show that before the time Binger Hermann assumed the office of commissioner of the land office only such letters as were marked "Private" or "Personal," and addressed to the commissioner, were received personally by the incumbent of the office. In 1897, when he was appointed to the office, the defendant made a change and directed that all mail which came from his home state, Oregon, should be placed on his own desk.

Procures Letter Press Book.

At the same time, or thereabouts, Mr. Hermann directed his messenger to secure a letter press copy book, and in the course of his tenure of office these copy books accumulated to the number of thirty-five. The letters were on all conceivable subjects, but Mr. Hermann answered practically all of them."

After detailing the particulars of the report on the general land fraud cases, Assistant District Attorney Adkins asserted that the then commissioner of the land office, Binger Hermann, was severely reprimanded by Secretary of the Interior Hitchcock for not immediately transmitting this report, and the Secretary subsequently demanded Mr. Hermann's resignation.

"Mr. Hermann's resignation was not voluntary," declared Mr. Adkins (and Attorney Worthington was on his feet instantly with an objection, but the statement went in under an exception). "The defendant sent Senator Mitchell to intercede with the Secretary, but Mr. Hitchcock was obdurate, though he finally consented that the resignation should not take effect until February 1, 1903 or more than one month after the conversation occurred. The resignation was written January 16, 1903.

"Only two days before Mr. Hermann was to leave the office he directed the messenger to destroy the thirty-five copy books," said Mr. Adkins, and he described the peculiar method followed in the destruction of the books in that one-half of each leaf was first torn out and thrown in the waste paper—and subsequently the remaining portion of the books was similarly treated.

"We will endeavor to show you, gentlemen of the jury, that the motive of Mr. Hermann in destroying the books, after his resignation had been demanded, was to cover up any evidence contained in the correspodence by him with these persons in the west who were accused of the land frauds."

Attorney A. S. Worthington made a brief answering statement for the defense, claiming that it will be shown all the books contained private correspondence. He called attention to the fact that there was no attempt at concealment in the destruction of the books.

Hearing of Evidence.

When the taking of evidence was begun the district attorney presented as exhibits certified copies of the appointment and resignation and oath of office of Binger Hermann.

Dr. Harry S. Reiger, now a practicing physician in Oregon, but in 1903 a clerk and stenographer in the general land office, was the first witness called. He testified that he acted as private secretary to Mr. Hermann for some time, and he gave the names of a number of persons with whom the defendant was then in correspondence. Answering questions propounded by District Attorney Baker, the witness said Mr. Hermann went away one month each summer, and he described the distribution of the mail of the office at such times.

Objection was made by counsel for the defense, but Mr. Baker declared his purpose was to show that in Mr. Hermann's absense the daily mail was of such character that it could be, and was, cared for by other officials of the land office. The evidence was allowed to go in.

"In the ordinary course of business where were the letters copied which had been written at Commissioner Hermann's dictation?" asked the district attorney.

"In the personal copy books of the commissioner," replied Dr. Reiger.

"I desire to offer our exhibit No. 18, a letter," continued Mr. Baker, and the missive was identified by Dr. Reiger as one written by him while he held the position as secretary.

"I object to this letter going in evidence," said Attorney Worthington, "and would like to know the purpose."

"To show that it concerned official business," retorted Mr. Baker, "and I will say here that we desire to offer in evidence every letter written by Mr. Hermann during his tenure of the office of commissioner of the land office which we have been able to procure in the preparation of this case, whether the letters are of a personal nature or of a business nature."

By further questioning the district attorney brought out the statement that a great majority of the letters written by Commissioner Hermann and copied in his letter-press books were sent out in "franked" envelopes of the department.

At this point a recess was taken until 1:15 o'clock.

WATERED THE STOCK

RAILROAD PRESIDENT FRANKLY ADMITS THAT HE DID IT.

Special Dispatch to The Star.

ST. PAUL, Minn., February 13.—Sensation after sensation followed each other yesterday in the railroad investigation by the Minnesota legislature when President A. B. Stickney of the Chicago Great Western railroad admitted without hesitancy that he sold considerable watered stock.

President Stickney claimed that frenzied finance built his road, and the attorney for the state gasped for breath when the railroad president declared the deal would be repeated.

A part of the cross-examination was as follows: "Do you mean to say," asked Attorney Manahan, "that you sold $3,600,000 worth of stocks and bonds for $1,800,000?"

"Yes, nominal value stocks and nominal value bonds," was the answer.

"Then, if I understand you correctly," said the attorney, "you practically disposed of $1,800,000 in watered stock?"

"That's what I did," said Mr. Stickney, "and furthemore, I'm going to put a whole lot more on the market."

"Do you think it is fair to the rate payers? Do you think shippers ought to pay such high rates that it will insure interest on this watered stock?"

"I think that railroads and owners of railroads are entitled to all the interest and dividends they can get, provided reasonable rates are charged by the passenger and freight departments," said Mr. Stickney.

A long wrangle then followed about rates and classifications, in which Mr. Stickney took occasion to say: "You may think I'm a d— f—l because I can't answer all your questions, but I'm not. It's the hardest thing in the world to figure rates on the most equitable basis, and I have no hesitancy in saying that mileage tariff would produce the same results as you complain of."

Thaw Trial Resumed.

NEW YORK, February 13.—Juror Bolton returned to his place in the Thaw jury panel this afternoon, and at 2:10 p.m. the trial before Justice Fitzgerald was resumed.

Dr. Britton D. Evans, superintendent of the State Hospital for the Insane at Morris Plains, N. J., who occupied the stand all day yesterday, was immediately called to continue his direct examination.

The continuance of the trial was agreed upon after Mr. Delmas had informed the court that he would require only about twenty minutes to complete the direct examination of Dr. Evans.

Fire at Syracuse University.

SYRACUSE, N. Y., February 13.—The Psi Upsilon Fraternity house at Syracuse University was discovered on fire after 2 o'clock this afternoon. Twenty men were in the house, but all escaped. Students aided the firemen in fighting the flames. The building is valued at $20,000.

GAS AND TRANSFERS

Local Subjects Before House District Committee.

HEARING WAS ANIMATED

Representatives of Citizens' Association Ask Relief.

ALLEGED SHORTAGE OF CARS

Gen. Harries Points to the Large Amounts Spent by His Company for Improvement in Service.

D. W. Oyster, president of the Petworth Citizens' Association; E. H. Tucker, president of the Northeast Washington Citizens' Association, and Gen. Harries held the floor today at the hearing before the House District committee on the bill for 75-cent gas and universal transfers. Mr. Oyster and Mr. Tucker came to urge a favorable report upon these two measures. Gen. Harries, who is vice president of the Washington Railway and Electric Company, appeared in opposition to the free transfer bill and to the bill giving to the District Commissioners authority to supervise the street railway systems of the District. At times the discussion before the committee was animated and once or twice it became rather acrimonious. The committee appeared to be much interested in Gen. Harries' statement of street railway conditions and interrupted him so frequently that his remarks were noteworthy in almost every other respect than that of continuity.

Gen. Harries made it plain that, in his opinion, universal transfers would work a great hardship to the street car systems of the District; that 3-cent fares would greatly injure the financial conditions of the companies, and that the tax charge proposed by the Madden bill would mean bankruptcy for his system at least.

Mr. Oyster for Cheaper Gas.

President Oyster of the Petworth Citizens' Association indorsed, on behalf of that body, the 75-cent gas bill and the universal transfer measure. He was confident that the Washington Gas Light Company could furnish gas for 75 cents a thousand cubic feet without doing any injustice to its employes or having its earning capacity cut down to the point where the stockholders would be injured. His attention had first been called to the gas question by reading consular reports from which he learned that in foreign municipalities gas was sold at a vastly lower rate than in the national capital. In his innocense he said he went to the gas company for information and was told by the secretary that Mr. Oyster knew how much gas Mr. Oyster burned and that was all Mr. Oyster had to worry about. He found out then, he said, what must people were finding out now, and that was that the gas company was not required to make any report to Congress of its annual operations.

"Notwithstanding the Washington Gas Light Company has millions of feet of gas to burn," said Mr. Oyster, "they have been permitted to work in the dark."

Following his interview with the secretary of the company, Mr. Oyster said he had read up on congressional investigations of the local gas situation and had informed himself from other documents bearing on the subject. Everything tended to convince him that the gas company charged too much for its product. No intelligent man, he said, could claim with justice that it cost from 100 to 200 per cent more to make and distribute gas in Washington than in the cities of England or from 40 to 60 per cent more than in other cities in the United States.

Mr. Oyster said in reply to questions from members of the committee that in his opinion the issue of certificates of indebtedness by the gas company, to the extent of about $3,000,000, had been nothing more or less than a distribution of accumulated profits, or in other words, an extra dividend.

President Tucker's Contention.

President Tucker of the Northeast Washington Citizens' Association asserted that his organization had indorsed the Madden bill for 75-cent gas and that its members believed that it was the duty of Congress, as long as it allowed the local gas companies a franchise, which was in the nature of a monopoly, to see that the citizens of Washington got good gas at a reasonable figure. They looked to Congress to find out what it cost to make and distribute gas—the association having no means of finding this out—and to fix the rate to the consumer upon this basis.

Mr. Tucker called attention to the fact that since gas was sold to the consumer at $4 a thousand cubic feet no reduction had ever been made without public agitation of the subject. Most of the reductions had been made by Congress and some by the gas company, but always this action had been taken following agitation and public demand for relief.

Senator Foster's bill for 75-cent gas, introduced in the Senate some years ago, was referred to by Mr. Tucker. He said his organization had indorsed that measure, but that it received the indorsement of very few of the citizens' associations owing to the fact that the District Commissioners fixed a time for hearing on the measure before most of the associations could act. And he insisted that the Commissioners' adverse report on the bill had been ridiculous in that the statement was made that there was no public demand for the reduction. The citizens he represented did not wish to be unreasonable, but they wanted to get as much as possible for their money. They had reason to believe that the company could furnish gas for 75 cents, and if the committee found this to be the case, they thought it was only just that the price should be so fixed. He thought, moreover, that it was foolish to pay the present gas inspector a salary for inspecting the product in the day time, when there was no general use of it.

He thought Congress should provide that inspections should be made at night.

Mr. Tucker indorsed the universal transfer bill, but said that the demand for universal transfers would be eliminated to a great extent, so far as the citizens of Northeast Washington were concerned, if Congress authorized the Capital Traction Company to build a north and south line through the section in question. The citizens down there had been demanding this for fifteen years.

Through Cars to Brightwood.

Louis P. Shoemaker, president of the Brightwood Citizens' Association and chairman of a committee of the Business Men's Association, appeared to urge, in a personal way, as he put it, that the committee favorably act on the gas and universal transfer bills and to urge on behalf of the Brightwood Citizens' Association that the Washington Railway and Electric Company be compelled to run through cars on its 9th street line to Brightwood, instead of dumping passengers into the street at 4th and Florida avenue and compelling them to wait there an indeterminate length of time for the connecting car. His organization had not considered free transfers, but they were mightily interested in a through service. People out that way had suffered for years, he said. The Capital Traction Company had recently extended its 14th street line practically through the woods and was running through cars on this line, while the Brightwood company operated along a street that was practically built up, did not run through cars, and yet claimed all the time that the company was losing money. He did not see how it was possible for an overhead trolley line to be operated through a populated section like this in question and yet make no money.

In reply to statements by Mr. Shoemaker as to the running time of the Brightwood cars, Gen. Harries read the Brightwood schedule, which showed that during rush hours cars were run at intervals of from two and one-half minutes upward to ten minutes.

Thought More Cars Needed.

J. H. Harper of this city, who said he was an expert statistician, had a few things to say about the alleged car shortage in the District. He thought that in order to give adequate service the number of cars operated by the Washington Railway and Electric Company should be doubled. He read an analysis of the last annual report of the Brightwood Railway Company, which, according to his statement, purported to show that the company had only five cars, and that last year each car made a net profit of $1,800, and that each car made twenty trips on a six-mile run, carrying eighty passengers per car per trip, or 1,610 passengers per day per car.

Gen. Harries jumped up to question the accuracy of Mr. Harper's conclusions.

"Anybody with any sense at all," remarked Gen. Harries sarcastically—"even Mr. Harper—could see that the number of cars mentioned there is entirely insufficient, and could understand that this company leases other cars."

Gen. Harries Replies.

Gen. Harries then took the floor to discuss the universal transfer bill, which he said was objectionable from every standpoint save that of the man who wanted something for nothing. He claimed that more had been done in Washington concerning transfers in the past seven years than had been done in any other city in the country. He insisted that the great bulk of traffic in the city could get within a short distance of the destination it sought by means of the present system of transfers. The universal transfer suggestion was also a brand new one. He had never heard of free transfers between unrelated companies.

"We now have an arrangement with the Capital Traction Company by which 2-cent transfers are given," said Gen. Harries.

Chairman Babcock inquired whether the Washington Railway and Electric Company had investigated the legal side of the question—that is to say, whether Congress had a right to pass a universal transfer law.

Gen. Harries replied that his company had investigated the matter, and that as a result he did not believe there was any power vested anywhere that could compel his company to carry free a passenger who had paid his fare to the Capital Traction Company.

"Then," suggested Representative Sims of Tennessee, "any legislation we might pass might be void, and consequently would not hurt your road?"

"But at the same time," rejoined the general, "such legislation, Judge Sims, would not be very creditable to Congress."

"But," continued Mr. Babcock, "suppose Congress requires you to accept transfers from the Capital Traction Co. and requires that concern to accept your transfers. Would that not be in nature of a compensation to both companies?"

"Gen. Harries could not see it that way, and in reply to a question of Representative Taylor of Ohio as to what would be the effect if his company had accepted a franchise with this transfer provision in it, the general said that this put an entirely different phase on the matter.

Right to Amend Franchises.

"I don't think so," said Mr. Taylor, "because every franchise we grant has an 'alter, amend or repeal' clause in it."

"That certainly raises a very interesting point," the general admitted.

Then Mr. Babcock wanted to known how it would do to provide for universal transfers and to stipulate that the company which has an excess of its own transfers over the other street railway corporation should pay an allowance of 2 cents for each transfer so in excess.

Gen. Harries thought that that would simply amount to a reduction of fare, not to the passenger, but to the company.

"But you transfer now with all of your own affiliated lines free," suggested Mr. Babcock, "so what would be the difference?"

"Because," Gen. Harries replied, "we figure on the mass of business and all of the receipts come to us."

"Why don't you pay dividends in mass?" asked Mr. Sims.

And to this Gen. Harries replied that it was impossible to do so because some of the affiliated roads did not earn dividends.

Financial Conditions Discussed.

At the suggestion of various members of the committee, Gen. Harries then left the immediate consideration of the bill and discussed in some detail the financial condition of the Washington Railway and Electric Company.

Returning to the discussion of fares and transfers, Gen. Harries said that his system through the sale of six tickets for a quarter had saved the people of Washington approximately $2,000,000 in the last seven years. He was accustomed to hearing a lot of talk about reduced fares and universal transfers, but he hadn't heard any method suggested of honorably reducing the fixed charges, the labor charge and the material charge, on the street railway systems.

Representative Olcott of New York wanted to know if in order to pay dividends Gen. Harries' concern found it necessary to make a large proportion of its passengers stand up. He wondered if it were possible for the company to give them seats and still make money.

The company had never looked at it from that point of view, Gen. Harries replied, and he insisted that it was not possible to give all passengers seats during the rush hours.

"I don't travel during the rush hours," replied Mr. Olcott, "and yet it is seldom that I get a seat on the Mount Pleasant line."

At this point Prof. Hill of the naval observatory, who was in attendance at the hearing, jumped up and asked Gen. SE7Harries what price the Tenleytown and other suburban companies affiliated with the Potomac Electric and Power Company paid for their current per 1,000 kilowats.

"A fair price," replied the general.

"What is it?" demanded Prof. Hill.

"I won't tell you," cried Gen. Harries with some heat. "I will tell the committee, but I don't propose to be cross examined by every whippersnapper that comes up here."

Annual Taxes.

Gen. Harries told the committee that the Washington Railway and Electric Company now paid annual taxes of $166,783, or $8.25 out of every $100 received by the company.

Representative Sims wanted to know if the witness considered that the amount paid by the company for crossing policemen in the light of a tax.

Gen. Harries replied in the affirmative, and Mr. Sims suggested that the crossing policemen were worth something to the company.

"Not 50 cents a year," said Gen. Harries. "Why," he said, "they are not worth any more than Mr. Harper's opinion, and that is worth considerably less than 50 cents."

Chairman Babcock wanted to know how it would do to reduce the fare merely on the Capital Traction Company, which earned a great deal more per mile than the Washington Railway and Electric Company, and Gen. Harries said it would not do at all. He suggested that if Congress reduced the fare on the Capital Traction Company, then the people of Washington would stop riding on all the lines of the Washington Railway and Electric Company which paralleled or approximated the former concern. He was sure that if the members of Congress who were here in the days of the old street railway companies would compare conditions then and now they would realize just what had been done.

Discussing improvements, Gen. Harries said his company had expended half a million for cars in the past five years, was spending a million or more for a new power house and would have to spend another half million to get to the new union station. And that was merely to do what the company had been doing. It had built its lines to go to the two existing railroad stations and he wanted to know if the committee thought that his road would carry more passengers to one station than it had to two.

"The new union station will not accelerate the growth of Washington as much as one little factory of 100 hands," said Mr. Taylor.

Three Cent Fares.

Discussing the 3-cent-fare proposition, Gen. Harries said that a 3-cent fare meant a 3-cent service with 3-cent cars and 3-cent employes. He thought the committee might as well face that right now, and he did not think it would take them very long to figure out just what a reduction of wages on all the street railway lines of Washington would be.

Representative Beidler of Cleveland answered a question asked by Representative Smith of Michigan as to conditions in Cleveland, and replied that the three-cent fare was being experimented with and that it was impossible to say whether the experiment would be successful or not.

Referring to the Commissioners' bill giving those gentlemen authority to control schedules, style of cars, transfer points, etc., Gen. Harries said that when any one outside of a street railway corporation could control its schedules this outside party had entire control. It would take him two hours to talk fully of this matter, Gen. Harries said.

Representative Pou suggested that no human being could tell at present what the result of three-cent fares would be until the experiment was tried.

"But the poor dog might die," said Gen. Harries. "That's also like testing mushrooms. If they happen to be mushrooms you live, but if they are toadstools you die."

Representative Babcock wanted to know if it wouldn't be a good thing to have the street railways controlled by a board—"something like the board of education"—he suggested.

Gen. Harries threw up both hands and appeared stricken with horror at the idea.

"The Commissioners' bill," said the general, "stands for municipal control. Let us not hide that."

Gen. Harries' Proposition.

The general interested the committee by stating that with three changes he was willing to accept the Commissioners' bill. These conditions were, first, that on and after the passage of the act all rights, privileges, etc., of the stockholders and directors should be transferred to the Commissioners; 2d, for and in consideration of this transfer the government should guarantee the payment of the principal and interest of the bonds, and, third, that the Commissioners should be relieved of all their other duties so that they might give their entire time and attention to the regulation and control of the street railways. (Great laughter.)

"Under that arrangement," suggested Mr. Sims, "street railway stock would go down to about $3 a share."

ACCUSED OF MEDDLING

CHARGE AGAINST CONGRESS BY JOURNAL OF EDUCATION.

Comment on Local Public School Affairs by a Friend of Superintendent Chancellor.

"Meddling" with District affairs is the accusation against Congress in the latest editorial comment on local public school conditions by friends of William E. Chancellor. As another side issue, the writer of the comment in question remarks on the difference between municipal affairs here and in other cities of the land, and says "the conditions of difference are wholly against the probability of good government." Further along the statement is made that the ideas of citizens of the District are so warped that they are not competent to judge their own conditions and actions.

The opinions are expressed in the Journal of Education, Boston, New York and Chicago, of February 7, 1907, of which A. E. Winship is the editor. Mr. Winship was here during the past fall and delivered the first of a series of educational lectures to teachers, as provided by Congress. He came, it is understood, by invitation of his friend, the superintendent. Whether Superintendent Chancellor "furnished information" for the article could not be learned today. The criticisms, however, are regarded as in line with many of those already expressed by the superintendent.

Unlike Any Other City.

The comment begins as follows:

"Washington is radically unlike any other city in its municipal affairs, and the conditions of difference are wholly against the probability of good government. Congress runs everything. Not only do the citizens vote on nothing, but there are no heads of departments who are trusted with any legislative responsibility. If it is desirable to have milk bottles sterilized in Washington there must be a bill passed through Congress ordering that it be done, whereas in any other modern city the board of health, composed of experts, would be empowered to make all such regulations. Congress can meddle with no other city. No one of these congressmen could meddle with the affairs of the city in which he lives.

"No congressman or senator is a resident of Washington; none was ever elected because of his fitness to handle municipal affairs; few of them have ever had to do with the management of any city government."

The shafts of criticism of the writer are next turned full on the Commissioners of the District, and the inference is pretty strong that the Commissioners, in the mind of the writer, don't know anything about their present business.

"True," the writer continues, "there are three Commissioners of the District, on high salaries." He then states that it is not easy to know what their duties are, "except that they are excessively jealous lest somebody else should have responsibility."

"They certainly are not experts and are not chosen as such," is the next fling.

Goes for Congress.

Having finished with the Commissioners and laid them low with several fell blows, the members of the House of Representatives and of the Senate are flayed for the way, the writer says, they interfere in District affairs and use the local school system to further their political interests.

"There are nearly five hundred senators and representatives whose constituents are beseeching them for every kind of a job that exists or that can be created in the District of Columbia," it is asserted. "Naturally this evil is at its height in the schools. With the past there is no occasion to deal because a beginning at reform has been made. Think of trying to superintend schools with nearly five hundred men, who vote on every recommendation, asking for appointment of constituents to every conceivable position from janitor to District superintendent! And when you say there is no vacancy they can create a new position for this case if need be."

Merits of Chancellor Administration.

After a dissertation on the merits of the Chancellor administration and the making of various suggestions for the improvement of the "evils," the writer takes a final dig at Congress and the citizens of the District in the following words:

"There are so many local influences and they are so linked with congressional affairs that local opinions are inevitably warped."

The editorial has been read by the president of the board of education and a number of other school officials. Like that which appeared anonymously a few days ago in the Educational Review of New York and for which Dr. Chancellor furnished the facts and many of the ideas, if not all of them, it has raised a storm of adverse comment.

"There seems to be a systematic movement on foot," one man said to a Star reporter, "to paint the national capital as black as possible in the eyes of the country."

All Trains Will Stop.

NORFOLK, Va., February 13.—As a mark of respect for the memory of Alfred Walter, late president of the Seaboard Air Line railway, it was today directed in an official order issued by W. A. Garrett, first vice president and general manager of the Seaboard system, that all trains on the lines of the Seaboard come to a full stop, wherever they may be, at the funeral hour ni New York tomorrow, at 3 p.m., and remain standing for a period of five minutes.

New Pennsylvania Director.

PHILADELPHIA, February 13.—George L. Peck, general manager of the Pennsylvania lines west of Pittsburg and Erie, was today elected a director of the Pennsylvania company and the Pan Handle road, to succeed Charles E. Pugh, second vice president of the Pennsylvania Railroad Company. Mr. Pugh resigned his directorship in order to have another western man on the board, as Mr. Pugh was not always able to attend the meetings because of his duties in the east.

PHILADELPHIA, February 13.—The directors of Ursinus College have decided to consolidate the Ursinus school of theology, located in this city, with the Heidelberg theological seminary, in Tiffin, Ohio. Articles of consolidation will be presented at a meeting of the Ohio synod of the Reformed Church on February 26. The compact provides for the organization of a large theological seminary to be located in an Ohio city yet to be selected.

REGARDED AS SOLUTION

Proposed to Bar Out Japanese Without Passports.

WOULD EXCLUDE COOLIES

Japan Will Not Issue Papers to Her Laborers.

TO AMEND IMMIGRATION BILL

Another Conference at the White House Today to Discuss the California School Question.

It is generally understood that the President through Secretary Root has placed a proposition before the House and Senate committees on immigration that will lead to a solution of the Japanese controversy by placing the burden of the exclusion on the Japanese government, and if the attitude of the mikado's government is correctly interpreted by officials on this side there will be an end to the immigration of Japanese to this country, and consequently no need for either an exclusion act or any more heroics from the San Francisco delegation about the order barring the Japanese from the San Francisco schools.

Japan's Attitude.

The Japanese government is understood by American officials to be not only willing but anxious to prevent the emigration of laborers to America, preferring to have the native Japanese go to Korea and Manchuria to help build up the Japanese interests in those countries. As was explained in The Star recently, the Japanese government for some time past has refused to issue passports to its subjects who wanted to come to the United States, but since there has been a large Japanese population in Hawaii and many applications were made for passports to join alleged friends and relatives in the islands, passports have been issued to those applying for them to go to Hawaii. Once there, it was an easy matter for the Japanese to continue to the mainland in California, and in this they were helped by regularly organized emigration companies and by the railroads and other large interests who wanted labor. Since the Japanese exclusion question has been acute the Japanese government said that it did not want any exclusion act passed by the United States against its subjects for the sake of national pride. But it was perfectly willing to cut off the passport privilege if that would settle the difficulty and prevent the Japanese from going to any part of the United States.

The Latest Proposition.

The proposal of the President to Congress is to have a provision inserted in the immigration bill refusing admission to this country of Japanese who have not passports to this country or its possessions. This would put the burden of selection on the Japanese government itself. The plan is understood to have appealed favorably to Speaker Cannon and the more influential members of the House and Senate. It is even said that it is agreeable to Mayor Schmitz and his associates, though they are afraid that it will not be accepted by the politicians of California as a reason for backing down on their expressed determination to exclude Japanese children from the San Francisco schools.

The Proposed Amendment.

The remedy is provided in an amendment to the immigration bill, agreed upon by conferees of the Senate and House today and reported to Congress. The provision agreed upon is as follows:

"That whenever the President shall be satisfied that passports issued by any foreign government to its citizens to go to any country, other than the United States or to any insular possession of the United States or to the canal zone, are being used for the purpose of enabling the holders to come to the continental territory of the United States to the detriment of labor conditions therein, the President may refuse to permit such citizens of the country issuing such passports to enter the continental territory of the United States from such other country or from such insular possessions or from the canal zone."

Secretary Root prepared the proposed amendment to the immigration bill. It was learned from a high official source last night that this arrangement, which is intended to exclude the Japanese laborers only until a new treaty can be negotiated with the Tokio government has been accepted by the Japanese ambassador. Secretary Root has cabled the text of the draft of the proposed amendment to Ambassador Wright at Tokio.

Representative Hayes, spokesman for the California delegation in Congress, refuses to discuss the proposition. "If you have kept posted on the situation in the last few days you can appreciate the significance of this conference without my making any com