FINANCIAL AID NEEDED FOR DISTRICT'S DEFENSE.

To the Taxpayers of the District of Columbia:

The citizens' committee, under the chairmanship of H. B. F. Macfarland, engaged in the preparation of the case of the city before the congressional commission appointed to investigate the fiscal relations of the District and the United States deserves not merely the moral support of every taxpayer in the capital, but actual financial assistance.

The labor involved in collecting and digesting the data is great and the experts employed upon it must necessarily and properly be paid for their services.

In addition, other labor is required, as well as office rent and the innumerable details of expense incident to work of such magnitude.

On the other hand, however, every citizen of the District, whether or not he is a taxpayer at present, has a direct interest in the outcome of this case, and it is the plain duty of every one to contribute according to his means.

It is impossible for every taxpayer to be reached by personal letter from the committee engaged in collecting the fund, and as treasurer of that committee I am taking advantage of the generosity of the press to present this appeal.

Members of the Board of Trade, Chamber of Commerce, Retail Merchants' Association, the Federation of Citizens' Associations and others have contributed promptly and generously. There is, however, a large body of home owners and taxpayers in the District not affiliated with any of these organizations who should do their part, however small.

Mail your check, money order or leave your contribution in the rooms of the Chamber of Commerce, 1202 F street northwest, and do it promptly.

P. T. MORAN, Treasurer, Citizens' Committee.

BAR ASSOCIATION GIVES ASSISTANCE

Names A. S. Worthington for Committee to Represent District at Fiscal Hearing.

LIST OF SUBCOMMITTEES AND SUBJECTS ASSIGNED

Funds Needed to Complete Collection of Facts for Presentation at Congressional Inquiry.

A. S. Worthington has been appointed by the board of directors of the District Bar Association to represent that organization on the joint citizens' committee in preparing and presenting facts concerning the fiscal relations between the District and the government of the United States to the joint select committee appointed by Congress to consider such fiscal relations.

This announcement was sent to Henry B. F. Macfarland, chairman of the joint citizens' committee, by William Meyer Lewin, president of the bar association, and Mr. Macfarland at once enrolled Mr. Worthington as a member of the committee and notified him that the next meeting will be held in Mr. Macfarland's office in the Evans building Tuesday evening.

Mr. Worthington has pledged that he will devote all the time necessary to this work for the benefit of Washington, and says he considers it an honor thus to serve the interests of the National Capital.

Mr. Macfarland Gratified.

Mr. Macfarland said: "As a member of the Bar Association I am glad to see it taking its part in this all-important civic task. Naturally I am also highly gratified to have as its representative in the joint citizens' committee Col. A. S. Worthington, and to learn that he is effort as any of us. I have, therefore, prepared to give as much time and appointed him an additional member of the executive committee, so as to utilize as fully as possible his valuable services in the preparation of the brief before the 1st of August, and in the appearance before the joint select committee at the oral hearings on or after the 15th of September next."

The other members of the executive committee are Theodore W. Noyes, Corcoran Thom, D. J. Callahan and E. F. Colladay.

Personnel of Subcommittees.

The members of the subcommittees reporting to the executive committee are as follows:

Historical facts — Chapin Brown, chairman; John B. Larner, H. H. Glassie, William McK. Clayton, William E. Fowler, A. Leftwich Sinclair, Charles S. Bundy.

Financial facts—Capt. James F. Oyster, chairman; George Truesdell, John Joy Edson, William T. Galliher, M. A. Leese, D. A. Edwards.

Statistical facts—Edward C. Graham, chairman; Albert Schulteis, Isaac Gans, E. R. S. Embrey, J. G. McGrath, Charles J. Columbus.

Assessment and taxation—John Joy Edson, chairman; Floyd E. Davis, Harry L. Rust, Benjamin F. Guy, Frank P. Reeside, Cuno H. Rudolph, John L. Weaver, H. Rozier Dulaney, Thomas Bradley.

Meetings Scheduled.

Additional meetings of these subcommittees will be held this week, beginning with a meeting of the committee on financial facts, at the headquarters of the joint citizens' committee, room 812 Evans building, tomorrow.

A. M. Fisher, statistical expert, engaged by the executive committee to assist all the committees, has had conferences with the chairmen and members of the committees separately and will meet the committees collectively from time to time.

Subscriptions in small amounts are coming in steadily in response to the appeals made by the different subcommittees on finance appointed by the presidents of the civic organizations represented in the joint citizens' committee to canvass their respective organizations. Some subscriptions for small amounts also have come from citizens not members of any of the organizations. The executive committee would like to know at the earliest possible day how much money it can count on, and therefore requests that all citizens, whether members of the civic organizations or not, will at once send in their subscriptions.

Board of Trade Committee's Report.

More than $400 has been raised by the special committee of the Board of Trade engaged in soliciting funds in connection with the preparation and presentation of the District's case. This amount of money has been received from members of the Board of Trade, the individual subscriptions ranging from $1 to $10. Most of the money has been raised as the result of circular letters mailed to the members, and very little personal solicitation has as yet been done.

"We are more desirous of small contributions of from $1 to $5 than of the ten-dollar subscriptions," said Charles F. Crane, chairman of the committee, last night. "I believe every member of the board will feel it a great privilege to contribute to this very important work. A great many have signified a desire to contribute more if we wanted them to, but we believe the purpose to make it a popular subscription is the right thing and we are going to work along those lines."

TO NAME RED CROSS BEDS.

American Benefactors of Belgian Relief to Be Honored.

American benefactors of the Belgian Red Cross who subscribe for hospital beds are to hvae their names inscribed on such hospital equipment, according to a cable message received by Mme. Depage, wife of the head of the Belgian field hospital service in Belgium and also surgeon to King Albert.

Mme. Depage also received a letter from Queen Elizabeth, who expresses appreciation of what Americans have already done in Belgium, and adds:

"I feel very sure that we shall soon have still a new debt of thanks to add to the gratitude we owe the United States."

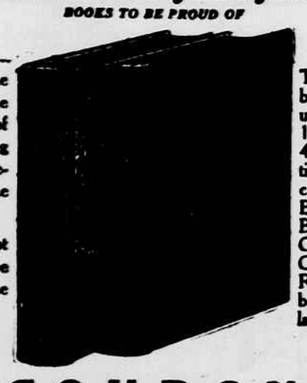
Mme. Depage is touring the United States in the interest of the Belgian Red Cross work. A single bed costs its donor $30, she said, while $1,000 will equip a ward, and $20,000 a complete hospital unit of 100 beds, supplies and medical staff.

Declines to Make Phone Speech.

President Wilson declined yesterday to make a speech over the telephone to members of the St. Paul Traffic Club, because he couldn't "make a good long-distance speech." He had promised to address the club in case he went to San Francisco this month, and yesterday Gov. Hammond of Minnesota called to suggest the telephone talk.

Modern Family Physician

BOOKS TO BE PROUD OF



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and take home with you this handsome set of books. Out of town readers add 10c. extra for postage.

MEMBERS OF U. S. ARMY RESERVE NOW IN WASHINGTON AND THEIR HOST.

CHARLES NEUKERT, WILLIAM BORISKIN, THOMAS KELLY, ISSEA SOHN, MORRIS KLAIF, ANTHONY SCHETTINO, HUGO L. ANDERSON, MORRIS BORKIN, JOHN CARAMALI AND REPRESENTATIVE A. P. GARDNER.

U. S. RESERVE ARMY AS OBJECT LESSON

Members of Force, Numbering Nine Men, Assembled Here by Mr. Gardner.

HIS GUESTS AT DINNER AT NEW WILLARD HOTEL

Massachusetts Congressman Makes an Address in Which He Scores the Present Administration.

The reserve army of the United States, mobilized at the call of Representative A. P. Gardner of Massachusetts, spent yesterday in the National Capital. Nine men, a majority of the entire reserve force of the country, which numbers sixteen in all, answered the roll call. It has taken three years to bring the reserves of the United States up to their present strength.

At a banquet given the reserve army at the New Willard Hotel last night by Mr. Gardner the reservists gave their own opinions as to why the army reserve, provided for by law, remains today almost microscopic in size. Mr. Gardner, who presided, made a brief address of welcome and then proceeded to pay his respects to the present administration, charging that it was absolutely indifferent to the need of strengthening the defenses of the nation.

Mr. Gardner's Address.

He said, in part:

"December 18, 1914, before the committee on naval affairs, I made this statement:

"'During the last three days we have been having the truth and nothing but the truth, and the truth in good plain language. Capt. Hobson wants you to get some more of it, because the evidence given by Capt. Yates Stirling and Assistant Secretary Franklin Roosevelt and Admiral Bradley Fiske has marked the beginning of the end of the policy of soporific silence.

"'Bradley Fiske talked to you yesterday, and I admire his courage. I admire the courage of Franklin Roosevelt, and I admire the courage of Yates Stirling, and I admire the courage of Secretary Garrison. All I hope is that they have not interfered with their own prospects.'

"Admiral Bradley Fiske has paid the penalty for his courageous outspokenness, and now mark the others as they follow him down the plank.

"Yates Stirling is likely to be the next. He is the man who called the attention of the department to the rotten condition of the submarine flotilla of the Atlantic fleet. He is the man who testified that out of twelve submarines under his command, outside of the Canal Zone, only one could take part in the maneuvers when the order came to mobilize last November.

Commander Stirling Rebuked.

"I state it as a fact that on December 9, 1914, Josephus Daniels, Secretary of the Navy, administered a stinging rebuke to Commander Stirling because he called the attention of the Navy Department to the neglected policy adopted toward the submarine flotilla, and I challenge the said Josephus Daniels to publish the letter.

"The sinking of the F-4 is a gruesome comment on Secretary Daniels' policy of peaceful persuasion and pretense of preparedness. The loss of life on the F-4 is due to Secretary Daniels' neglect of our submarines, although I dare say that an inquiry will reveal to his satisfaction the fact that it was attributable to the neglect of some drunken officer.

"I see by the press that henceforth Secretary Daniels is to have as his advisers Admiral Blue and Capt. Winterhalter. Judging by their testimony when he sent them before the naval affairs committee this year, they are already of his opinion as to naval matters.

Example of Commander-in-Chief.

"After all, why should we blame Secretary Daniels for following the example which is set him by the commander-in-chief. When the Rev. Wackford Squeers, headmaster of Dotheboys Hall, belabored Smike, Master Squeers followed suit. I have awaited this occasion to reveal an occurrence which took place a year ago; but owing to the reticence of all concerned it has never been told until this minute. About a year ago, in the minds of many people, there was serious danger of international trouble in the Pacific ocean.

"At that time a joint board composed of the highest army officers and the highest navy officers was in existence. It met together to consider what ought to be done in an emergency. The members of the board went before the President with a recommendation that certain precautions should immediately be taken. The President gasped with anger at the effrontery of these distinguished officers and peremptorily forbade the board to meet again. If this statement of mine is denied, I challenge the President to permit a public investigation."

Talks by Reservists.

Mr. Gardner called upon each member of the reserve army present for a speech, asking them to state what he considered the trouble which was responsible for the failure of soldiers leaving the army to enlist in the reserve. The talks by the reservists developed the following reasons:

1. The army reserve is not greater because the fact that there is a reserve is not advertised. Ninety per cent of the men who are former soldiers and who would be qualified for enlistment in the reserves have never heard that such an organization exists.

Honorable discharges from the army are a handicap to men seeking employment in civil life. It was inferred that the ex-soldiers did not want it known that they had been in the service, and that they did not care to join the reserves for the reason that it would bring out the fact they had been in the army before.

Thomas Kelly, who had served in the infantry, cavalry and coast artillery, was the first reservist to speak.

"Any old soldier will tell you," said Mr. Kelly, "that it you go out looking for a job with your discharge from the army in your hand you'll draw a blank. I've tried it. The employers seem to be prejudiced against soldiers. I was turned away time after time when I went to look for work when I told them I had been in the service.

"How can you expect civil employers to honor the uniform when the government itself doesn't? There are thousands of positions in the government service of all kinds vacant every year, but the men who have served in the army don't get a show for them."

Fail to Get Fair Deal.

Charles Neukert, formerly in the Hospital Corps, agreed with Mr. Kelly that ex-soldiers were not given a fair deal. He is a professional nurse now, but he said that the three years of training he had received in the army in nursing had not aided him at all in getting the right to register as professional nurse.

"I believe that if the term of enlistment in the army were cut down to one year, it would have a good effect," said Neukert. "For the reason that many young men who now would not consider enlisting for three years would go into the army. After a year of training they would be discharged and could go into the reserve."

Approves Short-Term Enlistment.

Issea Sohn, who served in the coast artillery, agreed that a short-term enlistment would be a good thing for the army. He declared that a year would be sufficient training, with the discharged soldiers going into the reserves, where they should be called to the colors for two weeks of training every year. He spoke, too, of the difficulty a man who has served in the army experiences in getting employment after his discharge.

"It isn't because there are not good men in the army," said Mr. Sohn. "The men in the army are good men, and they are better men when they come out of the army than when they go into it.

Expresses Dissenting View.

Morris Klaif, who served in the infantry three years, said that he did not agree with his comrades that one year enlistment would be sufficient to train a soldier.

"I have forgotten a lot about handling a gun already," he said. "And it is not the fault entirely of the employers that ex-soldiers don't get jobs easier than they do. There are hoboes in the army just as there are outside, and they give the army a bad name. The government ought to be more careful in recruiting, not to take hoboes. Then civilians would think better of the men who come out of the army."

Mr. Klaif said he had spoken to a sergeant before one of the recruiting stations in New York about the reserve and the sergeant had advised against joining the reserves.

"That was because they want men to re-enlist in the active army and not go into the reserve," he said.

Reasons for Joining Reserves.

Questioned as to their reasons for going into the reserve the members present declared that if a war broke out they felt they would want to go into the army again, and that they much preferred to go into a trained "outfit," such as the reserve would be, than to go into a volunteer organization. The law providing for the army reserve allows a reservist $5 a month pay for the first year he has been in the reserve, $3 a month pay for the second year and $2 a month for the third year, etc., to be paid only in case he is called into active service in time of war or threatened war. In no case is the pay to one man to exceed $300. The reservists all said that they had not considered the money feature of the proposition in joining the reserve.

The reservists reached Washington at 2 o'clock yesterday afternoon. An army of photographers and newspaper men far exceeding in numbers the reserve army met them at the Union station. Representative Gardner was on hand to welcome his guests.

Roll call showed nine of the sixteen members of the reserve army present—just enough for a base ball team. Those answering "Here!" were Charles Neukert, William Boriskin, Thomas Kelly, Morris Klaif, Anthony Schettino, Hugo L. Anderson, Morris Borkin, Issea Sohn and John Caramali. The absentees were William J. Williams and Joseph Strum, both of San Francisco; Leonard Neal of Indianapolis, Victor Vegas, Porto Rico; Claud C. Card, Paupac, Pa.; John O. Kylen, New York, and William Schweigert, Brooklyn.

Four Companies Formed.

Divided into four companies of two men each, with the odd man acting as the rear guard, the army marched briskly down the platform into an ambush of cameras, three moving-picture machines raking them heavily from the flanks and a battery of instantaneous clickers fusillading them from the trenches in front. Then the reservists went for a tour of the city in automobiles.

First the Capitol was inspected and the soldiers and Mr. Gardner recalled that it was burned by the British in the war of 1812, through the fact that the country then, as now, had no adequate forces to defend it. Then they went to the White House, of which an exterior glimpse was obtained, the visitors refraining from paying their respects to the President, their commander-in-chief. A stop, however, was made at the War Department, but Secretary Garrison was reported to be in New York and so unable to greet the army.

An inspection of Arlington, the national cemetery, impressed on the visitors the fact that the nation has more dead soldiers than living ones, and this impression they carried with them on a run through Rock Creek Park and other interesting sections of the National Capital.

"Voting by Mail" Bill Passes.

DES MOINES, Iowa, April 10.—The town senate this afternoon passed the Klinker bill, which provides that absent voters may send their ballots to their home precincts by mail. The bill has passed the house and now goes to the governor for his signature.

War Officially Reported.

AUSTRIAN STATEMENT.

VIENNA, April 10 (via London):

In the wooded mountains to the east of Uzsok pass severe fighting opened yesterday. German troops captured a height to the north of Tucholka, which, since April 5, had been hotly contested and stubbornly defended by the Russians. One colonel and more than 1,000 men were captured and fifteen machine guns were taken.

Strong attacks against the German and our positions in Opor valley, in the district of Stryj, failed, with severe Russian losses. Yesterday we captured 2,150 prisoners. On the remainder of the front there were no changes.

FRENCH STATEMENT.

PARIS, via London, April 10:

Between the Meuse and the Moselle we have retained all the ground gained and have made fresh progress.

Between the Orne and the Meuse there have been no engagements.

At Les Eparges the enemy has undertaken no action either with infantry or artillery, and the day passed quietly. The whole position is in our power, and statements of prisoners emphasize the importance of our success.

The Germans since the end of February had in this part of the front the entire 28d Division of Reserves. Then, toward the end of March, when that division was exhausted, the 10th Active division of the 5th Army Corps, composed of the best troops of their army, was brought up. It is this division which has just lost the veritable fortress constructed on the spur of Les Eparges.

The troops had frequently been ordered to hold on at all costs; they were told that the position was of the greatest importance, and their general said that in order to keep it he would sacrifice the division, or the army corps of 100,000 men, if necessary.

The losses suffered by the Germans at Les Eparges during the last two months amount to 30,000 men.

In the forest of Montmare we have carried another line of trenches and repulsed a counter attack. To the north of Regnieville we have consolidated and slightly extended our position.

In Lorraine half a company, which last night had rushed forward as far as the village of Bezange la Grande, situated between our lines and the German lines, was surrounded by superior forces and captured.

RUSSIAN STATEMENT.

PETROGRAD, April 10, via London, April 11, 1:28 a.m.:

To the west of the Niemen river at dawn Friday we attacked the German positions between Kalwarya and Ludwinow, and, after a stubborn bayonet fight, captured two lines of trenches. We took 600 prisoners, among whom were several officers and eight mitrailleuses.

In the Carpathians, in the direction of Mezolaborcz, we took the offensive from positions near Czabolocz and dislodged the enemy from Wirawa. At Voliamichova we captured Height 900, which means that the enemy has been driven back along the whole extent of the principal chain of the Carpathians in the region of our offensive.

In the direction of Rostoki the enemy received considerable reinforcements Thursday and made violent counter attacks. We repulsed them and captured a thousand prisoners, including twenty officers. Our offensive from the line Nijnia-Destuszica-Volosate-Bukowecz toward the south continues, notwithstanding the excessively difficult local conditions.

Forcing their way through snow more than seven feet deep, our troops at several points approached within four miles of the Uzsok valley. Near Rosochacz and Rozanka the enemy made two attacks which were blocked.

There is no important change in other sectors of our front.

BELGIAN RELIEF SHIP IS SUNK; 26 OF CREW THOUGHT DROWNED

ROTTERDAM, April 10, via London, April 11, 1:45 a.m.—The British steamer Harpalyce, the first relief boat of New York state and under charter to the commission for relief in Belgium, has either been torpedoed or sunk by a mine in the North sea.

The Dutch steamer Elisabeth, on its voyage from Rotterdam for New York, picked up twenty-two of the crew of the Harpalyce, seven miles northeast of Noordhinder lightship, and brought them back to Rotterdam. The Dutch steamer Constance Catherina picked up five men and took them to Nieuwe Waterweg. The steamer carried a crew of fifty-three men, twenty-six of whom, it is feared, have been drowned.

Those rescued by the Elisabeth included the second mate and the second engineer, the latter in a wounded condition.

The Harpalyce, under its charter to the Belgian relief commission had a permit securing immunity from attack.

The Harpalyce, which was of 3,691 tons, was a comparatively new steamer, owned by J. and C. Harrison of London. She sailed from New York March 7 with more than 11,000 individual gifts for the relief of the Belgians, and arrived at Rotterdam March 30. It is presumed that the Harpalyce's cargo had been unloaded, and that she was on her return voyage. She was commanded by Capt. Frank Wamn, who, prior to his departure from New York, declared that he was not worried about mines or submarines.

ITALY'S PRESS CITES CONDITIONS NECESSARY FOR ENTERING WAR

ROME, via Paris, April 10.—The Italian press has taken up the question of the conditions under which Italy might abandon her attitude of neutrality and enter the war. Among the conditions mentioned is a guarantee for the possession of the Italian provinces now held by Austria, supremacy in the Adriatic and a share in the partition of Turkey enabling Italy to protect her interests in the eastern Mediterranean.

BERLIN, April 10.—German exporting firms have been notified by their Italian correspondents that only such goods as are verified by British consular officials as not German or Austrian will be permitted to pass the border. The Frankfurter Zeitung remarks that this means the placing of all neutral commerce under British police power.

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The circulation books, printers' bills, post office receipts and all other circulation data of The Star are wide open to verification and official approval by the Audit Bureau of Circulations; when YOU buy Star circulation you know exactly what you pay for.

Any local or out-of-town advertiser may obtain at The Star office a copy of the last quarterly statement, giving the details of The Star's circulation to the Audit Bureau of Circulations.

WEEKLY CIRCULATION STATEMENT

	1914	1915
Saturday,	April 4.....69,175	April 3.....70,113
Sunday,	April 5.....51,098	April 4.....53,906
Monday,	April 6.....70,141	April 5.....73,021
Tuesday,	April 7.....70,236	April 6.....74,575
Wednesday,	April 8.....69,660	April 7.....74,691
Thursday,	April 9.....70,097	April 8.....74,232
Friday,	April 10.....69,335	April 9.....74,328

AFFIDAVIT.

I solemnly swear that the above statement represents only the number of copies of THE EVENING AND SUNDAY STAR circulated during the seven days ended April 9, 1915—that is, the number of copies actually sold, delivered, furnished or mailed, for valuable consideration, to bona fide purchasers or subscribers—and that the copies so counted are not returnable to or do not remain in the office unsold, except in the case of Sunday papers sent to out-of-town agents, from whom a few returns of unsold papers have not yet been received.

FLEMING NEWBOLD, Business Manager, The Evening Star Newspaper Company.

District of Columbia, ss.:

Subscribed and sworn to before me this tenth day of April, A.D. 1915.

CORNELIUS ECKHARDT, Notary Public.

(Seal.)

DEMAND FOR LIGHT ON LAW'S MEANING

Cummins Amendment to Interstate Commerce Act Declared to Be Ambiguous.

RAILWAYS AND SHIPPERS REPRESENTED AT INQUIRY

Classification of Rates and Liability of Carriers Discussed—Date Fixed for Filing Briefs.

Failure seemed to have marked the all-day efforts yesterday of the interstate commerce commission to get from the railroads and shippers any light as to just what the so-called Cummins amendment to the interstate commerce act really means. The act was passed at the last session of Congress. When adjournment was taken late yesterday the commission, which has practically confessed that it was in the dark as to the meaning of the new legislation, found itself with a load of information as to the railroad side of the case and the shippers' side, but nothing in the way of a real analysis of the act and the causes leading to its passage, which might help the commission to give the proper construction of the legislation.

The railroads, while taking the stand that the law, which does not go into effect until June 3, gives them an automatic 10 per cent increase in rates, declare that they are unwilling to mulct the shipping public to the extent of making the increase in rates 10 per cent from June 3 next. The attorneys for the roads in official and western classification territories frankly admit that they do not know how much of an increase they should ask for, in the light of the increased liability placed upon them, but they do believe that they should have some increase. On that point they are united.

Request of Southern Roads.

The railroads in southern classification territory, however, are not only settled upon the question that they should have an increase, but they came forward with a proposition that they should have an increase of 5 per cent on some commodities and 10 per cent on others, and asked the permission of the commission to put these rates into effect in less than the statutory limit, which would require them to file with the commission tariffs containing the increased rates May 3.

Commissioner Clark declared that under the law he believed if the roads intended to increase the rates it would be necessary to have the tariffs on file thirty days in advance of their effective date, which, in this case, if the southern lines wanted them to take effect with the so-called Cummins law, would mean they would have to be filed with the commission by May 3.

The Cummins law provides that after June 3, 1915, it shall be unlawful for the railroads to limit their liability for loss or injury to shipments. At present the railroads have one rate, which is the generally accepted rate on all shipments, which limits the liability for damages. If a shipper refuses to accept this uniform rate and requires that the carrier stand the full liability for loss or injury to a shipment, then an increase of 10 per cent in the uniform rate is applied.

Commissioner Clark Wants Light.

In the course of the afternoon session, when the shippers were giving their views, Commissioner Clark apparently saw that the commission was not getting views based on a study and analysis of the law, and he frankly stated that he would like for some one who had thoroughly analyzed the legislation to tell just what the act prohibits.

He particularly asked for light on that part of a provision of the law dealing with the "character" of the shipment. He sought an explanation from some one who had made a thorough analysis of the matter as to what was meant by "character of the goods," in that part of the law which says "that if the goods are hidden from view by wrapping, boxing or other means, and the carried is not notified as to the character of the goods the carrier may require the shipper to specifically state in writing the value of the goods, and the carrier shall not be liable beyond the amount so specifically stated, in which case the interstate commerce commission may establish and maintain rates for transportation, dependent upon the value of the property shipped as specifically stated in writing by the shipper."

Commissioner Clark declared that the word "character" as used there certainly meant more than the common name of the commodity shipped. On that particular point he asked for information, either in a statement or in briefs. Both the shippers and carriers were given until April 20 to file briefs on the matter with the commission.

Alleged Ambiguity of Law.

The law as passed by Congress was declared to be ambiguous in many respects, but Senator Cummins was absolved from all blame for this condition, the act as passed and the bill as introduced being declared totally different, owing to the numerous amendments which were tacked to it during its passage through the halls of Congress.

H. G. Wilson, respresenting the National Industrial Traffic League, declared that the roads were not entitled to an increase under the new legislation, taking the stand that where there are two or more rates in effect for the same service the lower rate must apply, in accordance with a ruling of the interstate commerce commission. He declared it to be his belief that the carriers ought to be able to amend their tariffs by June 3 next, and said if they did not do so the interstate commerce commission had the right to compel them.

C. H. Barbour of the same league attacked the proposal of the southern classification lines to increase their rates on a 5 per cent basis. Each class of traffic, he said, should be compelled to bear its just burden of the liability, and there should not be a blanket increase in rate. He asked the question whether the rates on hats and caps, stone and gravel, etc., should be increased in order to meet some prospective liability on dressed beef.

He asserted that the fair way for every one would be for the railroads to operate under their present tariffs for six months, and then have the commission determine what commodities should be forced to bear an increase in rates.

Represents Individual Shippers.

Francis B. James, representing individual shippers, declared that the roads were not entitled to an increase in rates, going back in his argument to the English common law, on which he cited a decision of Lord Mansfield, in a case in England, decided in 1785, which put the full liability for injury or loss of shipment on the carrier, which in the case cited was a wagon. He declared that the intent and effect of the so-called Cummins law was as if "the pen of Congress June 3 had passed through the parts of the bill of lading restricting the liability of the carrier" and cut them out. After June 3, as before, there still will be, he said, a uniform bill of lading, but with the restricted liability clauses stricken out. He declared the carriers should not be allowed to file their tariffs on short-time notice, and he expressed the hope that when the tariffs were filed they would be such that they would not have to be protested by the shippers.

O. E. Butterfield, representing carriers of official classification territory, declared that the Cummins amendment should be so construed by the commission that carriers might eliminate from their present bills of lading the clause fixing liability for damage to the "invoice price" of the shipments, but retaining the clause giving value "at the place and time of shipment" as the basis for damage claims. This action should be taken prior to June 3, he said, and the roads he represented would then not expect any general freight rate increase. With respect to live stock, household goods, glassware, paintings and a number of other commodities, rates on which depend on values, Mr. Butterfield argued there is added liability under the Cummins amendment, and an increase in the normal rates should be permitted.

View of Western Roads.

R. B. Scott, representing roads in western territory, expressed the hope that the construction desired by the eastern roads should prevail, but said that rates on live stock should be increased and based on the actual value of the stock transported, with a shipper who undervalues subject to prosecution.

C. L. Hillyer, representing shippers of live stock, declared that no increase which would amount to more than 2 per cent advances in freight rate for every increase of 100 per cent in the value of the shipment could be considered justified.

Luther M. Walter of the Corn Belt Meat Products Association, produced statistics to show that in the last few years the annual claims paid by several western railroads averaged from one to two per cent of their gross freight revenues. He pointed out that insurance companies insure shipment of live stock at 50 cents per car and argued that the most the railroads could expect in the way of an increased rate would be enough to pay this insurance.

W. H. Chandler of the Boston Chamber of Commerce expressed the hope that express companies would not be considered as affected by the amendment.

PRESIDENT CHOOSES ALASKA R. R. ROUTE

(Continued from First Page.)

to have the road constructed as a whole or in parts by contract. It is expected that the commission will employ a very small force, chiefly composed of engineers, to supervise the construction. The President has directed the commission that the few places which are to be filled shall be filled exclusively upon the ground of merit and experience.

"I have received word of a threatened stampede to Alaska this season. The work to be undertaken by the government does not justify any such rush. The government itself will employ but few men, and these men of a high order of railroad engineering experience.

Little Employment Opportunity.

"I desire to advise those contemplating going to Alaska that there is little opportunity for employment in that country at this time, and they must be prepared in advance for their return in the fall. We have withdrawn townsites along this route at Ship creek, Matanuska Junction, in Susitna valley, one in the vicinity of Broad pass, another in Nenana river.

"The route adopted by the President will open up a territory not now served by any railroad line, and two of the great coal fields in Alaska, one the Matanuska field, which contains high-grade bituminous coal acceptable to the navy, and, second, the Nenana coal, near the Tanana river, which is a great body of high-grade lignite and will serve the interior of Alaska."

Description of Route.

The description of the route, as approved by the President, is as follows:

"For a main line of railroad.

"Commencing at the town of Seward on the westerly shore of Resurrection bay, Alaska; thence following along said westerly shore in a northerly direction to the head of said bay; thence following up the drainage of Salmon creek to a summit between said drainage and the drainage of Snow river; thence following the drainage of Snow river to Kenai lake; thence continuing northerly along the easterly shore of Kenai lake, along Falls creek, along the shores of Lower and Upper Trail lake, and up Trail creek to a summit in the Kenai mountains near mile 46 from Seward; thence descending along the drainage of Placer river to the head of Turnagain arm of Cook inlet; thence following the northeasterly shore of said Turnagain arm and crossing Portage creek and Twenty-mile river to the mouth of Kern creek near mile 71 from Seward; thence in a northwesterly direction along the shore of Turnagain arm to near the mouth of Big Rabbit creek; thence leaving Turnagain arm and running northerly to a summit in section 26, township 14 north, range 5 west, Seward meridian; thence running northeasterly to near the head of Knik arm of Cook inlet; thence running northerly across the flats at the head of said arm and crossing Knik and Matanuska rivers to a point in section two miles north of the Matanuska river; thence running in a westerly and northwesterly direction crossing the little Susitna river and following along the southwesterly slopes of Bald mountain to Willow creek, a tributary of the Susitna river; thence in a northerly direction following the drainage of the Susitna and Chulitna rivers to Broad pass, situated in the main Alaska range of mountains; thence crossing Broad pass and entering the drainage of the Nenana river; thence continuing northward following the drainage of the Nenana river to the Tanana river, the total distance from Seward being 416 miles more or less.

"Also starting from a point on the above described line, situated two miles more or less northerly from where said line crosses the Matanuska river, and thence running in an easterly direction following the drainage of said Matanuska river and its tributaries, a distance of thirty-eight miles more or less to the Matanuska coal fields."

DESPERADO SHOT TO DEATH.

Negro Heavily Armed, Wanted for Robbery, Treed by Bloodhounds.

PINEWOOD, S. D., April 10.—Joel Green, a negro desperado, was shot to death by a posse today after he had been treed in a swamp near here by bloodhounds. He seriously wounded J. C. Robbins, state penitentiary guard, in an encounter with his pursuers.

Green was wanted on a charge of robbery. The posse, headed by Robbins, located him in a swamp late yesterday, but after a battle in which the negro killed two bloodhounds, he temporarily escaped. He was armed with a shotgun, two pistols and a knife, and wore a steel breast plate when he was shot. Robbins was taken to a Columbia hospital.

MIDSHIPMEN GIVE DANCE.

Annual Easter Hop Enjoyed by Annapolis Folk and Visitors.

Special Dispatch to The Star.

ANNAPOLIS, Md., April 10.—The annual Easter dance given by the regiment of midshipmen took place in the gymnasium at the naval academy tonight, and, as usual, was marked by a large attendance of town girls, a number of them being from Baltimore and Washington. It was the first function of the kind since the midlent hop.

The guests at tonight's ball were received by Mrs. Hines, wife of Commander John F. Hines, assisted by Midshipman R. M. Fortson.

To Cure a Cold in One Day

Take LAXATIVE BROMO QUININE Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.—Advertisement.