

DELEGATES END NATIONAL INSURANCE CONVENTION

National Insurance Convention Adopts a Series of Comprehensive Resolutions

OUTCOME SATISFACTORY Deferred Dividend Plan Is Condemned and Declared to Be Unjust to Insured

CHICAGO, Feb. 2.—Delegates to the National Insurance Convention embodied today the results of their two days of deliberation in a set of comprehensive resolutions.

The future policies of the States and Territories represented in the convention was committed to a committee of fifteen members.

After the adjournment of the convention Insurance Commissioner Drake of the District of Columbia, at whose instance the convention was called, said that everything that could be desired had been accomplished.

California, Oklahoma, Washington, Wyoming and Hawaii were among those who voted for the resolution and the vote of Kansas was negative.

On the other matters referred to the committee on resolutions, action was deferred for further consideration.

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CONGRESSMAN BURTON TALKS IN FAVOR OF MEASURE.

McCull of Massachusetts Leads the Opposition.

WASHINGTON, Feb. 2.—Oratory on the railroad rate bill held the attention of the House for six hours today.

McCull made an attack on the bill, opening the opposition to its fundamental features and making, as he knew, a vain effort to have the power to regulate railroad rates administered by the courts.

Burton discussed the broad field of proper national ideas and growth of industry, corporation development and traffic increase.

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RATE BILL OCCUPIES MOST OF THE HOUSE.

WASHINGTON, Feb. 2.—The estimated amount of unginmed cotton to January 16, 1906, according to figures in the possession of the Census Bureau, is 250,884 bales.

This information was sent to the House of Representatives to-day by Director North in answer to a resolution passed by the House yesterday.

The report shows the total number of active ginneries in the United States to be 28,918. Of this number 12,841 have reported all cotton ginned prior to January 16, 1906.

The number of ginneries which failed to make an estimate was 16,077 and the ginneries who made an estimate numbered 14,234.

The report shows running bales excluding linters and counting round as half bales.

NEW ORLEANS, Feb. 2.—The estimate of the Census Bureau of the amount of cotton to be ginned after January 16 was read upon the Cotton Exchange at 10:19 o'clock.

The 250,884 bales yet to be ginned means proportionately a total crop of 10,218,346 lbs.

March cotton, which sold immediately before the reading of the report at 11c, a few minutes afterward went to 11.30c, and May, which sold previously at 11.30c, sold afterward at 11.40c.

There was a mild reaction by 11 o'clock.

OF INTEREST TO PEOPLE OF THE PACIFIC COAST

WASHINGTON, Feb. 2.—Representative Hayes has succeeded in having incorporated in the military appropriation bill, which will soon be reported to the House, two important items affecting San Francisco.

One appropriates \$125,000 for the construction of a lighthouse on the Pacific Coast. Although there are now four such vessels on the Atlantic Coast, the Western seaboard has been entirely overlooked in this regard.

It is held that in case of war under present circumstances, it would take at least thirty days to mine the harbor of San Francisco, whereas if a mine-planter were available the work could be done in a week.

Kahn has also secured favorable action by the committee on the proposition of appropriating \$20,000 for a post at the Presidio.

Representative Hayes' today introduced a bill appropriating \$15,000 for a lighthouse on Pillar Point, at the entrance to San Francisco Bay.

The Senate Committee on Territories to-day gave a final hearing to the Burnham bill, providing for Government aid for railroad, telegraph and telephone construction in Alaska.

The Alaska Central Railroad Company, and Andrew F. Bureleigh, for the Alaska Railroad Company, who have appeared at former hearings, concluded their arguments, which were along the lines of their previous remarks.

They did not oppose the Burnham bill, but that if the Government aid were to be extended to any other railroad company in Alaska, it ought also to be given to the Alaska Central Railroad Company.

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ARGUMENTS CONCERNING ADMISSIBILITY OF CERTAIN EVIDENCE DELAY PACKERS' TRIAL

TWO WITNESSES HEARD

SEATTLE, Feb. 2.—Captain N. E. Cousins, master of the steamship Queen, was ordered to the relief of the Valencia, was the principal witness before the board of inspectors, which resumed its investigation into the disaster this afternoon.

When I arrived at Victoria at 4 o'clock in the afternoon I called up the Pacific Coast Company at Seattle and informed them of the disaster.

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WITNESSES SHOW CREDIT TO CAPTAIN OF QUEEN

Veteran Seamen Say Cousins Could Not Aid Valencia.

EXPERTS SUBMIT TESTIMONY

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CONGRESSMAN BURTON, WHO DELIVERED A VIGOROUS SPEECH YESTERDAY IN FAVOR OF THE RAILROAD RATE BILL, WHICH IS NOW UNDER CONSIDERATION IN THE HOUSE OF REPRESENTATIVES.

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