

TWENTY-ONE PEOPLE BURNED IN TRAIN WRECK

Head-on Collision of Two Trains on the Denver and Rio Grande During a Snowstorm—A Signal Operator Asleep.

Pueblo, Col., (Special)—Some two-score lives were crushed out in a head-on collision of two passenger trains near Adobe, Col., on the Denver and Rio Grande Railroad, and more than a score of the victims were incinerated beyond identification by a fire that destroyed the wrecked coaches. More than a score were injured, but all will probably recover.

The wreck was due to undelivered orders, heavy mountain grades, a blinding snowstorm, a sharp curve and the slippery condition of the rails. Only the locomotive, baggage and day coaches were wrecked, the sleeping cars escaping almost unscathed, as in the Eden disaster on the same road in 1904, when part of a train ran into a flooded canyon through a washed-out bridge.

Many of the dead were homeseekers bound for the Northwest. The three crushed locomotives set fire to the splintered coaches, and it was hours before all the bodies were recovered, the flames being so hot that rescuers could not approach the debris until the fuel burned out.

It was a wild, stormy night in the mountain canyons when the two heavy trains met. Blinding snow darkened the rocky gorges and speed was not high.

Suddenly headlights flashed out, and it was realized by the engineers that something was wrong. According to Fireman I. H. Smith, of the westbound train, Engineer Walter Coslett applied the emergency brake, but the slippery rails allowed the momentum of the heavy train to carry it on to the fatal crash.

The impact was scarcely noticeable, but the trains crushed and ground into each other. The helper engine of the westbound train acted as a cushion, minimizing the force and weight of the heavy mountain engines. This helper was crushed together like so much paper and the larger locomotives ran through the mesh of iron and plowed each other to pieces.

Fireman Smith was the only one of the engine crews to escape. The baggage car of the westbound train broke in two and three coaches were squeezed together. The baggage car, the mail car and a coach of the eastbound train buckled, but none of the cars telescoped.

POLICYHOLDERS MAKE PROTEST

Their Money Spent in Campaign For Proxies.

THE NEW YORK LIFE IS CRITICISED.

Letter Sent to Alexander E. Orr on Behalf of 50,000 Policyholders, Strongly Protesting Against the Effort of Trustees Whose Terms Shortly Expire to Have Themselves Re-elected.

New York (Special).—Samuel Untermeyer, counsel for the International Policyholders' Committee, of the New York Life Insurance Company, sent a letter to Alexander E. Orr, president of the New York Life, protesting, in the name of the policyholders, against what he terms the extraordinary effort that is being made by the officers of the company to obtain proxies for the annual election which is to be held next month. It is estimated that more than \$60,000 has been spent in this way.

The proxies are for use at the annual meeting of the New York Life, on April 11, in the event of the failure to pass the Armstrong committee recommendations before that date. If the Armstrong committee bills relating to mutual company trustees are enacted before April 11 the proxies will, of course, be void, and the annual meeting postponed until November 15, or some other date set by the committee, when an entire new board will be elected.

Mr. Untermeyer in his letter to President Orr intimates that it is the desire of the management to re-elect the six trustees at the April election for the effect which it will have in the more strenuous campaign that will precede the annual election set by the Armstrong committee. Mr. Untermeyer's letter in part is as follows:

"As counsel for policyholders and committees that are now representing upwards of 50,000 policyholders in your company, I am instructed to protest in their behalf against the extraordinary use that is being made by you and your party who are being pressed into the service of soliciting proxies for the reelection of yourself and associates as directors at enormous expense to the policyholders.

"It was under your administration that the requests of policyholders for an inspection of the lists, so that they might know who are their associates and be able to communicate with them as to the selection of trustees, was recently denied.

"When the court granted that demand

Hardly had the noise of the wreck ceased, when a sheet of fire ran through the shattered cars of both trains. In the forward coach of the westbound every seat was occupied by passengers, most of whom were homeseekers. A number of foreigners were among them, and in their terror they gave up life without making any attempt to reach safety outside the burning car. They sank to the floor of the car and were roasted alive. The cooler ones in the car, seeing their danger, rushed for the windows and doors, and with the aid of the passengers in the rear train and those members of the train crew who were unhurt managed to reach the open air. Many were injured by the rough handling they received or by flying glass.

When the occupants of the two sleeping cars saw that nothing could be done to check the flames they aided the trimmer in pushing back the undamaged cars.

Communication was opened with the Pueblo office of the railroad from Portland, a mile from the wreck, and a relief train with physicians was dispatched to the wreck. The injured were placed in the sleeping cars and brought to Pueblo with the passengers of the eastbound train who were unhurt. Another relief train came from Florence to take away the uninjured portion of the eastbound train.

It is impossible to determine the exact number of dead on account of the incineration of many bodies. The number of victims burned is said to be at least 20. The railroad officers asserted that only 15 persons were killed.

The monetary damage to railroad property is \$300,000. In addition to this much baggage and mail were destroyed.

One of the pathetic tragedies of the disaster was the wiping out of all but two of the family of Taylor Hewitt, of Lebo, Kan. Father, mother, daughter, grandchild and the wives of the sons are missing. The two sons—E. A. Hewitt and W. L. Hewitt—are among the injured in the hospitals here, each of them having leg fractures in addition to other injuries.

Two victims of the wreck were Deputy Sheriff Edward Baird, of Denver, and Archibald Whitney, a prisoner whom Baird was taking to the penitentiary at Canon City. The office was killed instantly. Whitney was burned to death. But for the shackles on his wrists he could have escaped.

It was under your administration that the funds of the policyholders were used in the appeal from that ruling, which resulted in the extraordinary decision that denied to them access to the lists.

"It is remarkable that in the opinion in that case the court observes with prophetic vision that these lists 'might prove a valuable asset in unscrupulous hands.' And so they will if you are permitted to utilize them as you are now doing.

"I am informed that within the past few days you sent out from your head office to your entire agency force throughout the country telegrams urging them to collect proxies.

"I have before me one of a number of printed letters and circulars issued from your head office, signed by the cashier of your company, with an accompanying form of proxy, addressed to policyholders, including a biography of each of the directors and officers whom you seek to reelect, including yourself. This proxy is to Messrs. John Claffin, Oscar S. Straus and Clarence H. Mackay, of whom biographies are also included, printed at the expense of the policyholders.

"If these documents have been sent to every policyholder, the cost to the company of postage alone would be about \$30,000, and the cost of printing the stationery as much more.

"These documents are coming to us in great numbers from infuriated policyholders, with the request that our committee take some action to prevent your thus wasting the money of the policyholders in the attempt to return yourself to office."

Two Big Mortgages Filed.
Easton, Pa., (Special).—Two big mortgages, given by the Lehigh Valley Transit Company and amounting to \$12,500,000, have been filed in the office of the recorder of deeds of Northampton County. One of the documents to cover the first mortgage bonds, is for \$5,000,000, given to the Guarantee Trust Company, of New York, and the other, for the second mortgage bonds, issued for 30 years, is for \$7,500,000, given to the Lehigh Valley Trust and Safe Deposit Company of Allentown.

Receiver For Mills.
Providence, R. I., (Special).—A petition in insolvency against the extensive Farwell Worsted Mills was filed in the United States Circuit Court here by creditors and a receiver appointed. The liabilities are estimated at \$400,000, with nominal assets in excess of that amount. James Lister, of this city, was named as receiver, with authority to carry on the business. The Farwell Mills corporation is one of the largest engaged in the manufacture of worsted suitings and trouserings in New England.

Fire Panic in Hotel.
Pittsburg, Pa., (Special).—A slight fire resulting from an overheated furnace caused a panic among the 150 guests of the Irondale Hotel, Donora, Pa., about daylight. When the blaze was discovered an alarm was sounded through the hotel and many of the guests, in their fright, dashed from the building into a snowstorm, scantily clad and in their bare feet. The fire was controlled with a loss of \$3,000. No one was hurt.

A Battle in Nigeria.
London, (By Cable).—A dispatch from Zungeru, Northern Nigeria, to the Daily Mail reports that the British punitive expedition has crushed the Sokoto revolt after heavy fighting, in which the rebels twice charged the British square and were almost annihilated. The town of Satirk, which was held by the rebels in force, was bombarded and then captured at the point of the bayonet. Over 300 rebels were killed.

SHIP FOUNDERS WITH 28 SOULS

The British King Goes Down in a Hurricane.

SHIPS STOOD BY FOR THREE DAYS.

Capt. J. C. O'Hagan Loses His Life in Attempt to Save His Ship—Disabled Steamer Wallowed in Mountainous Seas, While Oil Barrels Stove in Her Sides—Two Steamers Lay by Three Days.

Boston (Special).—Twenty-eight men, including Capt. J. C. O'Hagan, went down with the British steamship British King, which foundered in a terrific gale off Sable Island, 150 miles off shore, Sunday.

A terrible story of suffering and terror was related by 18 survivors, brought to Boston on the Leland liner Bostonian. Eleven more were rescued by the German oil steamship Mannheim. For three days and nights the two steamships lay as near as they could to their doomed sister before a single rescue could be made.

The British King sailed from New York for Antwerp on March 7. She had a tempestuous trip, and on Wednesday, while in the vicinity of Sable Island, became disabled. The Mannheim, bound east, and the Leyland liner, bound for this port, both answered her signals of distress, but it was impossible for them to render any aid.

The sea was like a grouped mass of plunging mountains, and to launch small boats was out of the question. The sea raged for three days, and it was late Friday before it subsided sufficiently for the crew of the British King to put off in boats.

Captain O'Hagan lost his life, but his body was recovered. Boats from the Bostonian and the Mannheim put off to the aid of the small boats from the British freighter.

The crew of the latter had not slept during their battle with the wind and sea and were weak and almost starved. Many of them only closed their eyes when they sank from exhaustion where they stood. Some were swept overboard because they were too weak to hold on.

The rescuers from the Bostonian picked up 18 of the survivors and took on board the body of Captain O'Hagan. The rescuers from the German steamship picked up 11 of the crew and continued on its eastward journey.

Two lifeboats from the Bostonian were crushed to fragments, and the volunteer crews which manned them were thrown into the high-running seas while engaged in the work of rescue, but all were rescued and taken aboard the Bostonian.

When the first lifeboat was lowered from the Bostonian the small craft was swept against the stern of the big ship and destroyed, and several of the seamen were bruised and maimed. Yet, despite the boisterous condition of the sea, the volunteers were rescued by lines thrown out from their steamer.

A second attempt to reach the sinking ship was successful, and 13 men, including Captain O'Hagan, were taken from the British King to the Bostonian. Then again a powerful billow carried the life boat against the side of the ship and destroyed it, and the lifesavers were thrown into the sea, to be rescued only after an hour's effort by their comrades.

Volunteers from the Mannheim, after a heroic battle with the waves, had taken off 11 from the British King, but after this neither of the steamers, in consequence of the increasing gale, could make an attempt to reach the foundering freighter. Moreover, darkness fell and it was an utter impossibility to do else but wait for the moonlight to guide them. In the darkness the British King, which was then waterlogged and helpless, plunged to the bottom.

For three days her captain and crew, working against unconquerable odds, had tried to prevent, or at least postpone, their ship's destruction. On Friday, in the height of the tempest, the deckload of oil barrels of the British King and all her fittings were carried overboard.

HOLD ALL MIDDIES ON A LEVEL.

Secretary Bonaparte Says There is a Conspiracy.

Washington, D. C., (Special).—Midshipmen at Annapolis have been conspiring to prevent a high standard of scholarship, according to the statement of Secretary Bonaparte before the House Committee on Naval Affairs. Brilliance has been discouraged and a sort of trade union agreement to hold all midshipmen on a dead level, so far as class records are concerned, has been in existence, so the Secretary of the Navy told the committee.

There has been a tendency to place the man who barely passes on a plane with those having higher records, and anything like superior records has been discouraged.

Secretary Bonaparte said that a recent order for the graduation in September of the members of the senior class who have good averages and holding the others until six months later had already affected the combination against high grades and improved class records.

The Secretary of the Navy also discussed hazing at length, and objected to amendments to his antihazing bill in the Senate which provides that midshipmen may be tried before court martial for hazing upon their own petition. He said this would be fatal to discipline and urged the passage of his bill for graduated punishment without amendment.

Sheriff Had to Pay.

Knoxville, Tenn., (Special).—A compromise was reached in the Federal Court here in the case of the government against J. W. Fox and his bondsmen as sheriff of Knox County. The government sought to recover damages from Fox on account of the escape of Harvey Logan, the convicted Montana train robber, who escaped from jail here in June, 1904, while awaiting transportation to the Columbus (O.) prison. The compromise was made on the defendants paying into court \$3,000 and costs.

LATEST NEWS IN SHORT ORDER

DOMESTIC

Dr. Herman Feist, of Nashville, Tenn., was arrested in that city charged with the murder of Mrs. Rose Mangrum, a beautiful woman, whose body was found in the Ohio River, at Cairo, Ill., six weeks ago.

Lewis G. Tewsbury, who, it is alleged, fled from New York to Mexico leaving behind debts aggregating hundreds of thousands of dollars, was arrested in Philadelphia and applied for habeas corpus.

Prof. A. H. Pattengill, one of the University of Michigan's veteran professors, and the faculty representative of Michigan in all athletic matters for a number of years, died from heart disease.

The town of Tustin, Osceola County, Mich., was partly destroyed by fire, which originated in the Hotel Compton, in which four persons were burned to death.

Walter Cathie, aged 60 years, a workman, fell from the roof of St. Bartholomew's Church, New York City, and was killed.

Fire destroyed the Dresser Machine Tool Company's plant, in Cincinnati, causing a loss of \$100,000; insurance \$45,000.

A fire in a New York tenement drove 100 people to the snow-covered roof in their night clothes.

Laurence Rogers, the man who told the story upon which the investigation of the alleged plot to assassinate Rev. Dr. Charles H. Parkhurst, was based, has confessed it all a hoax.

Had the officers of the lost steamer British King not misunderstood the signals from the steamer Mannheim, the captain of the latter says all on board could have been saved.

After impressive ceremonies in the Central Presbyterian Church, in Rochester, N. Y., the remains of Miss Susan B. Anthony were interred in Mount Hope Cemetery.

A conference was held in New York in reference to the disposition of the Walsh railroad properties, the Indiana Southern and the Chicago Southern railroads.

Prof. Guillaume Stengel, the husband of Mme. Semblich, the prima donna, was seriously injured in an automobile accident in New York.

David Sherrick, former auditor of Indiana, was found guilty of embezzling \$127,000 belonging to the state.

A man who gave the name of Grover Cleveland, and who was once in the United States Navy, claimed 225 feet to the top of the flagpole on the Williamson Building, New York, and seemed about to jump to the street, when he was brought down by the police.

Testimony was introduced in the Mrs. Margaret Todd will case to the effect that Attorney Ingersoll Lockwood wanted Mrs. Todd cremated, and that he boasted of having two wills alleged to have been made by Mrs. Todd.

Mrs. C. E. Williams, a woman of refinement and once wealthy, was arrested at the banking offices of J. Pierpont Morgan, having threatened to shoot the financier, alleging that the millionaire had mismanaged her estate.

Dr. Ellis Dixon, a dentist of Frankfort, Ind., after talking with his Indianapolis fiancée over the telephone, shot himself.

She heard the shot and gave the alarm. Surgeons of the Trull Hospital, Bedford, Me., operated with success on a patient while firemen were extinguishing a blaze in the institution.

Railroads entering Indianapolis have acquired 2,400 acres of land for a model railroad city.

Major General Wood says he assumes full responsibility for the fight against the Moros, and that women and children were only killed by force of necessity, many of the women fighting as desperately as the men.

The stockholders of the Pennsylvania Railroad decided to issue stock to acquire additional Philadelphia lines.

Royal Phelps Carroll was elected a vice president of the Maryland Society of New York.

A posse of 100 is chasing the Wickcliffe brothers and a band of Indians who attacked six United States marshals in Indian Territory.

FOREIGN

The Hungarian Council of Ministers passed a decree dissolving the execution committee of the Coalition party, striking a severe blow to the antigovernment forces.

An airship company, to construct and experiment with war craft, has been formed in Berlin.

The new census of Germany shows a population of 60,605,183.

The Japanese Railways Nationalization Bill passed the Japanese House of Representatives. It will take \$250,000,000 to buy the railways.

Workmen in the many Russian factories have refused to participate in the election for delegates to the National Assembly.

The Czar has instructed Premier Witte to prepare a bill for presentation to the National Assembly providing for the equality of the Jews.

Russian political prisoners at Warsaw are said to have been subjected to horrible tortures to force them to sign confessions of guilt.

Francis Kossuth, the Hungarian leader, is seriously ill with heart trouble.

Forty revolutionists and a number of bombs have been seized in Moscow.

Governor General Rennenkampf issued a proclamation declaring that if an attempt is made on his life 600 revolutionists will be executed.

Henning, a marriage broker, wanted in various parts of Germany for swindling and murder, was captured at Stettin after a hard fight.

A complete deadlock prevails in the Moroccan conference between the French and German delegates.

The Citizen's National League, a new English party, was organized to combat all forms of socialism and municipal extravagance.

The original draft of Lord Nelson's historic "general memorandum" was sold at public auction in London for \$18,000. Ivan Kulikoff, the assassin of the governor of Minsk, Russia, was publicly hanged and his execution was bungled.

The battleship Ohio, with Admiral Train on board, arrived at Manila.

THE REVOLUTIONISTS

ARE TORTURED

Their Hair Pulled Out and Soles of Feet Cut.

BILL FOR PRESENTATION TO ASSEMBLY

Compelled to Confess to Warsaw Chief of Police—Many Priests Chosen as Delegates to the Assembly—The Czar Instructs Premier Witte to Prepare a Bill Providing for Equality of the Jews.

St. Petersburg, (By Cable).—Professor Courtenay a member of the Academy of Science, in an open letter describes the horrible tortures to which he asserts the political prisoners at Warsaw were subjected by Chief of Police Greun. He cites as examples two cases in which prisoners were starved and on four consecutive nights were beaten with clubs, jumped on, their hair pulled out by the roots and the soles of their feet cut with knives until they signed statements confessing their guilt.

The "League of the Russian People" and other reactionary organizations claiming to represent half a million members have presented an address to Minister of War Rudiger thanking the troops for their work in restoring order and requesting that it be communicated to the soldiers throughout the empire.

Out of the violent anti-Semitic agitation of the reactionists, which enabled Premier Witte and the Liberal section of the Cabinet to force Interior Minister Durnovo to issue instructions to the provincial authorities to prevent massacres and prosecute the persons guilty of instigating them, may come unexpected good to the members of the oppressed race.

The entire Jewish question has been raised in acute form and may be settled forthwith. The Emperor is said to be amazed at the revelations made by the Jewish deputation which the Premier received in audience March 7, and to have informed Count Witte that it was urgently necessary to settle the question immediately. Count Witte, who has steadily supported the plea for equal rights for the Jew, but who heretofore had contended that it was a matter for the national assembly to settle, is understood to have talked quite bluntly to the Emperor regarding the innumerable difficulties which his opponents were raising on this and other questions, and he is said to have gone to the extent of requesting permission to resign the premiership.

The Emperor, it is added, would not listen to it, insisting that Count Witte must remain in office and at the same time instructing him to prepare a project providing for the equality of the Jews for presentation to the national assembly. Such a bill according to the Jews equality except in eligibility to positions in the official and military services is now said to have been prepared.

Leading Jews of the empire, like Baron Gungsborg, however, knowing full well the hostilities of a large class of Russians to the Jews and fearing an adverse decision, which would only further prejudice the position of their co-religionists, are opposed to the submission of the question to the assembly. They maintain that the manifesto of October 30 specifically declared that all subjects were equal before the law; that the question is de jure, already settled, and that it is the duty of the government to immediately protect the Jews in the exercise of full rights.

MEN CRUSHED BY ROOF.

Three Firemen Killed and Nine Injured.

Camden, N. J., (Special).—Three firemen were killed and nine others seriously injured at a fire which destroyed the old Sixth Regiment Armory, at Bridge and West Streets, in this city.

The fire started in the boiler room of the armory building, and quickly spread to all parts of the structure. About a dozen firemen were ordered into the burning building with a line of hose, and were making good progress in fighting the flames when they were warned by Fireman Harry Dease that the roof was giving away. Before the men could head the warning the great expanse of roof fell, burying Dease and the others under it. Shields, Hillman and Jobs were crushed to death, but the others managed to follow the line of hose and escaped, after most of them had been seriously incinerated and burned. The injured were removed to Cooper Hospital.

Cashier Gets Six Years.

Buffalo, N. Y., (Special).—Fred R. Green, former cashier of the defunct Fredonia National Bank, pleaded guilty and was sentenced to six years in Auburn prison. Green was indicted on 35 counts, charging abstraction, embezzlement and false entry in connection with the funds and books of the broken bank. He was arrested on an alleged false entry relative to the Forestville State Bank, which also failed.

Shut Down the Works.

Youngstown, O., (Special).—Because one man was refused admission to the works of the Valley plant of the Republic Iron and Steel Company, after a brief absence, 60 puddlers and helpers are on strike. As a result the entire concern was closed down this afternoon, throwing 1,000 men out of employment. The company assert that it is a violation of their agreement with the Amalgamated Association for employes to leave the plant between heats.

C. E. Unions Number 67,512.

Boston (Special).—The total number of Christian Endeavor societies throughout the world is 67,512 according to reports of officers of the World's Christian Endeavor Union, made public here. Of these, 42,250 are in the United States; 10,772 in Great Britain and Ireland; 4,205 in Canada; 613 in India and lesser numbers in other countries. The total receipts of the World's Union for the last year were \$9,241, and balance in the treasury is \$146.

LIVE WASHINGTON AFFAIRS.

The Canning Industry.

A bulletin issued by the Census Bureau giving a preliminary summary of the statistics for the preserving and canning industries in the United States for the calendar year 1904 says there has been a large increase in the business. There was a slight apparent decrease in the number of wage-earners, which the bulletin says is due largely to a considerable number being employed in fish canneries under a contract system, where no record of the number was kept. Neither were fishermen included in the census.

In 1904 there were 2,687 establishments, with a total capital of \$69,589,316, an increase in the latter figures over 1900 of 45 per cent. The number of wage-earners for 1904 is given at 50,258 as against 51,955 for 1900, but the wages paid in 1904 were \$14,154,730, as against \$12,759,459 for 1900, while the miscellaneous expenses for 1904 were \$8,544,497, an increase of 160 per cent. over 1900. The total product for 1904, exclusive of fruits and vegetables, fish and oysters manufactured by establishments classified under another head, valued at \$1,003,201, was \$107,534,464, an increase of 33 per cent.

For Better Election Laws.

Charles R. Russell, of Columbus, Ga., chairman of the Committee on Privileges and Election of the Georgia legislature discussed with the President the action of the conference just held in New York on the election laws of the United States. The object of the conference was the study and discussion of primary election laws, with a view to the adoption of a primary election system in all states of the Union. Mr. Russell was appointed with Josiah Quincy, of Boston, and Mr. Garfield, of New York, a committee to draft a scheme for a permanent organization, which should be national in its scope. The President manifested a deep interest in the work.

Money For Famine Sufferers.

Assistant Secretary Charles Hallam Keep, treasurer of the National Red Cross Society, cabled to Japan, through the State Department, additional contributions to the famine fund amounting to \$50,000. The urgent appeal sent out sometime ago by President Roosevelt and the efforts being made by the officers of the National Red Cross Society are resulting in largely increased contribution from all sections of the country.

To Pension Aged Letter-carriers.

Representative Gill introduced a bill in the House which provides for the pensioning of aged letter-carriers. The bill provides that when a letter-carrier has reached the age of 70 years, after having served 40 years, he shall be retired and pensioned at 80 per cent. of his salary. The bill was referred to the Committee on Post Offices and Post Roads.

For Safety Sake.

Senator LaFollette introduced a bill making it the duty of the Interstate Commerce Commission to prescribe the maximum number of hours above which a common carrier shall not require or permit employes to remain on duty. The purpose of the bill is to promote the safety of employes and travelers upon railroads.

President Roosevelt has announced

that while several names, including that of Secretary Taft, have been under consideration in connection with the succession to Justice Brown, no decision has been reached.

Col. William Elliott, of Beaufort, S. C., has been selected by Secretary Taft to be a commissioner to mark the graves of Confederate soldiers who died in Northern prisons.

Representative Shackelford made an attack on Speaker Cannon in the House, declaring the Speaker an "enthroned despot."

Secretary Root has been invited to visit Valparaiso, Chili, on his coming trip to the Rio conference.

A new building to cost \$2,000,000 is proposed for the Geological Survey Department.

Capt. Charles C. Cresson, U. S. N., died at San Antonio, Tex.

The court of inquiry decided that no one was to blame for the mixup of the battleships while Admiral Evans' squadron was leaving New York harbor last January.

Severe criticism of the recent battle in the Philippines was made by Mr. Jones, of Virginia, in the House, and by Mr. Bacon, in the Senate.

The President withdrew the nomination of John Embury to be United States attorney for Oklahoma pending an investigation of charges.

The Senate and House passed a joint resolution amending the Tillman-Gillespie resolution for investigating railroads and monopolies.

A delegation of cement manufacturers urged upon the President the use of American cement in the construction of the Panama Canal.

Alfred Noble, a New York engineer, testified before the Senate committee in favor of a lock canal at Panama.

The Senate has under consideration a bill for the government of the canal zone. The Senate passed a resolution, calling upon the Secretary of War to send to the Senate copies of all reports on the recent attack by United States troops on Mount Dajo, Jolo Islands.

Prof. William Barclay Parsons concluded his testimony before the Senate Committee on Inter-oceanic Canals in support of the majority report of the Board of Consulting Engineers.

The Consular Reform Convention adopted a memorial to Congress urging the adoption of the Lodge bill without amendment.

Senator Rayner delivered a set speech in the Senate on the Railroad Rate Bill and became involved in colloquies with several associates.

Secretary Bonaparte is perfecting the arrangements for the ceremonies attending the interment of Paul Jones' body at Annapolis.

The minority report of the House committee attacks the propriety of the Prue Food Bill as a federal measure.