The Daily Critic.

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IN MT. PLEASANT

THE RESIDENTS OF THAT PRETTY SUBURB ARE UNHAPPY.

A BIG STREET RAILROAD CORPORATION

Withholds from It Its Share of Transportation Facilities.

A VERY JUST CAUSE FOR INDIGNATION.

Interviews With Prominent Citizens, Who State the Case Plainly and With Moderation.

Mount Pleasant is considered by many the most attractive and flourishing suburban hamlet outside of Washington. It has a population of 1,500, which is yearly on the increase, and within the past year the property assessment has been increased 200 per cent. The progress made by Mount Pleasant is credited entirely to individual enterprise, as it has received but little assistance from the District, and none from the passenger railroad companies.

The needs of this growing and beautiful place—with its cosy cottage homes for many people—have been supplied, as far as gas is concerned, but not with water and car facilities. Water is drawn from wells, and in regard to cars, slow cars, only two in number are all that the Washington and Georgetown Railroad Company supply for a daily travel of at least 1,000 persons to and from Mount Pleasant. Not only this, but the vexation of tedious waits between the intervals of the running of the cars show the inadequate car facilities over which the people have become agitated.

A CRITIC representative went to Mount Pleasant yesterday. When he reached the Boundary he was transferred to a car. After the lapse of a few minutes the car remained "stock still," and thinking it was about time for it to move the reporter asked the conductor "how long he intended to remain there?"

"Well, you see," he replied, "I have just come out of the stable and will remain here for fifteen minutes until the next car comes."

"And then how long will it take you to reach Mount Pleasant?"

"We go within 200 yards of Mount Pleasant and that will take ten minutes."

This would make about half an hour to reach Mount Pleasant from the Boundary.

The reporter noticed that the car company had no shed or seats where passengers could seek shelter in case of a storm and while waiting the fifteen minutes and sometimes half hour.

When the car started it went up a very steep hill, the horses walking slowly all the way, and it seemed to the reporter the longest and most wearisome ten minutes (in going to Mount Pleasant) that he had ever experienced. In his reflections he did not blame the goodly citizens of Mount Pleasant for kicking against the inadequate car service that was grudgingly given them. The meeting held on last Friday evening was a gathering of progressive go-ahead people, who do not consider themselves villagers, but citizens, nearest the National Capital, and, for that matter, within the capital of a nation of 65,000,000 of people. They think that such old fogyism as horse cars should be relegated to oblivion, and that they are, in many respects, entitled to rapid transit either by putting more horse cars on the Fourteenth-street route, or, better still, cable or electric coaches.

LAWYER COLE'S VIEWS.

Among the residents seen at Mount Pleasant was Mr. W. L. Cole of Cole & Cole, attorneys at law. Mr. Cole, in the course of his remarks, said: "Mount Pleasant has increased more rapidly than any suburban place about the city of Washington; it is the most accessible and most desirable. It will be nearer the 'Zoo' and Rock Creek when they are developed, and with only a walk of about eighty rods to the 'Zoo.' I think it would pay the Washington and Georgetown Railroad Company to extend their car service, as the service just now is altogether inadequate to the needs of the people of Mount Pleasant. I do not think the people care so much about paying the extra three cents fare as they do for rapid transit. Why don't the company put on more cars with tags, the same as the F street cars which run to the Baltimore and Ohio depot—say alternate cars with tags showing that they run to Mount Pleasant. The people would know exactly what car to take. This change of cars is a nuisance, and another thing, the people have no place in which to sit down while waiting for a car. The people would rather have good service, even if the company did charge extra for it."

"The conductor on the car thought that the railroad company would have either cable or electric cars within a year," said the reporter.

"It does not look much like it," replied Mr. Cole, "when the company are now engaged in laying a new roadbed and rails on Fourteenth street. I do not think they would go to that expense if they intended to build another road within such a short time."

WHAT MR. LIPSCOMB SAYS.

Assistant District Attorney Lipscomb said: "The Washington and Georgetown Railroad Company has no legal right to charge the three cent extra fare, and the law provides that they shall extend their line the same as the Seventh street cars, which are, or will soon be, running to Brightwood. But what are we going to do about it? Congress won't help us. There is no car station for the people, and it wouldn't cost over $150 for the company to provide a shed and seats. I think the company is very short-sighted. What we want is rapid transit—either more cars or motors. We hear that corporations have no souls, but this corporation seems to have no sense. We should have cars convenient and accessible to the 'Zoo,' Piney Branch and Rock Creek, and especially in hot weather. Mount Pleasant has been built up entirely by its citizens unaided by the car company or the District Commissioners. By good luck I can reach my office in the City Hall in forty-seven minutes, but I can go to Baltimore in that length of time. I tell you that horse cars are inadequate and in the past tense when the growing demands of Mount Pleasant are taken into consideration. The promises of the company have been too long delayed, and the people demand a better car service. I do not think that they care so much about the extra fare of three cents as prompt and speedy transit to and from their homes."

"It is a great disadvantage that we do not have rapid transit," says

MR. ARTHUR H. BAKER.

"That extra fare of three cents makes quite a matter of cost in a man's expenses when six persons are daily riding to and from the city. We have the oldest and most picturesque spot about Washington. More than half the population ride in the cars and yet the car company takes no interest in our place and gives us an entirely inadequate passenger service. We are not in any way compensated for what we as citizens have done toward the progress of Mount Pleasant."

HOW MR. CHITTENDEN VIEWS THE MATTER.

Mr. George B. Chittenden said: "We have a very inadequate car service. There are not enough cars on the line, and I am generally compelled to stand up in a car until it reaches Q or R street. The Washington and Georgetown Railroad Company talk cable, but they do not mean it. If they meant it, why would they be at work in laying a new track on Fourteenth street. What we want is cars of the Judson system, with compressed air and revolving cylinders, such as are running to Brightwood. We want rapid transit, and are tired at the delays we are subjected to of from fifteen minutes to half an hour. To show you that we deserve what we ask I will say that there is not a vacant house at Mount Pleasant, and twenty houses have been built within the past eight months. The building up of Mount Pleasant has been done by its citizens themselves. All that the District has expended within a period of six or eight years was $1,000 on Seventeenth street, the grading of Howard avenue from Fourteenth to Seventeenth street, $7,000, and a half job on Park avenue. When the standpipe was put up on Seventeenth street we were to have a permanent supply of water, but we are still waiting for it and sticking to our wells. We have had gas four years, and the place is well lighted. The value of lots has enhanced from seven cents per foot to forty and fifty cents per foot, and our last assessment was three times as much as the preceding one. We have no boom, but there is a steady increase in population and real estate. We feel grateful in getting the hill car, it is a convenience, but it does not suit the present needs of our people. Every second car on the line should run to Mount Pleasant."

MR. BUCKALEW,

secretary of the recent meeting, spoke in an emphatic and determined manner concerning the poor accommodations provided by the railway company. "We think," said he, "that the company can easily afford to provide better and cheaper accommodations for the residents of Mount Pleasant. This village is one of the largest and most progressive suburbs of Washington, and it would amply repay the company to put on a new service and abolish the three-cent fare. Many persons, and the better class of people, too, would live in Mount Pleasant in preference to Washington, were it not for the poor street-car connection. One thing, at least, I think, the company ought to do, and that is to give their employes a suitable time and place to eat their meals in, instead of allowing them to do so in the cars while waiting for passengers."

MAJOR SAXTON,

one of the most influential residents of Mount Pleasant, is heartily disgusted with the policy of the Washington and Georgetown Railroad Company. Instead of trying to induce people to build along their line they wait until the places are built and then they lay their tracks, and very poor ones at that. Mr. Saxton did not believe that the Commissioners had declined to permit the company to lay their tracks, as stated at a recent meeting. If this were true it would look as if the Commissioners were prejudiced against Mount Pleasant. Possibly they had real estate interests elsewhere. In case the railroad company refused the demands of the committee the citizens would look out for other means of transportation. There had been some talk lately of the Herdic Company running a line of new and improved hurdles from the Capitol to Mount Pleasant. The committee, however, he said, expect to obtain satisfactory accommodations from the railroad.

MR. JAMESON'S HOPEFUL OPINION.

Mr. Jameson, one of the committee appointed to wait upon President Hurt, said that they did not intend to make any fierce or desperate fight against the railroad company. They would act quietly and determinedly, and if the company refused their demands they would cast about for some other means of transportation. There are other lines he thought that could be induced to extend their tracks to Mount Pleasant and the new Zoological Park. The citizens however wanted immediate relief, and proposed to get it from the Washington and Georgetown Railroad. The citizens would like to have a cable or electric road established, but for the present they would probably have to be satisfied with horse car accommodations. The Washington and Georgetown Railroad Company has never done anything for the citizens of Washington until forced to, and their policy toward the surburban residents has been one of constant neglect of their convenience and a disregard of the company's own future welfare. Mr. Jameson takes a hopeful view of the situation and expects to obtain any reasonable demands made upon the company by the committee.

THROWN LEGAL SPECTACLES.

Mr. Armes, Assistant Prosecuting Attorney of the District and one of the best known resident of Mount Pleasant, took a legal view of the railroad's position. He questioned their right to occupy W street and to stop their cars at W street, when their charter distinctly provides for the running of cars to Boundary. Complaint can thus be made against the company on two points—the illegal occupation of W street and the non fulfilment of their charter in not running the cars to Boundary. Mr. Armes also spoke of the lack of necessary accommodation at the Boundary. Passengers are compelled to walk a block from W to the Boundary and then, perhaps, will have to wait a quarter or half an hour for a three-cent car to Mount Pleasant. No protection from bad weather is provided by the company at the place of transfer. The company ought certainly to run the regular number of through cars in the morning and evening, about office hours, and during the day a less number would be necessary.

Mr. Armes did not think that the recent meeting could be termed an "indignation meeting," as such gatherings are ordinarily understood. He had no idea what action the railroad company would take, but the members of the committee would do all in their power to secure relief for the overburdened citizens of Mount Pleasant.

MR. JUDD SILENT.

Mr. Judd, the chairman of the committee appointed to wait upon President Hurt, when asked his views, maintained a deep and impressive silence and declined to discuss the matter until after the conference of the committee with the president of the railway company.

JOHN C. FREMONT DEAD.

The Veteran Soldier Succumbs to an Attack of Peritonitis.

General John C. Fremont died yesterday afternoon at 4 o'clock at his residence, No. 49 West Twenty-fifth street, New York, of peritonitis. His death was sudden and unexpected, although he had a severe attack of illness last winter, when he was not expected to live. He has recently been apparently much improved and was not long since congratulated by his many friends upon his fine physical appearance when he was placed on the retired list of the Army.

DEATH-DEALING WINDS

VILLAGES IN MINNESOTA DEVASTATED AND MANY KILLED.

A Family Swept Into a Lake and Drowned—Not a Building Standing in Vadnais—List of Killed.

ST. PAUL, MINN., July 14.—Reports from Little Canada, a village of 500 people, seven miles from here, indicate that the cyclone struck that place with full force. Twelve houses were blown down, three people killed, and eight or ten injured. The killed were Michael Afee, George Burt, Hiram Nederstrom. Only meagre reports can be obtained, as two bridges between this and that point are washed out and trees are blown down across the highways in every direction.

Near Lake Gervaisse a widow named Mullaney and her four children, the eldest a boy 11 years of age, ran to the shore of the lake when they saw the storm cloud approaching. The mother and children lay flat in the sand, hoping against hope that the cyclone would pass them by. Instead, the swift rolling cloud picked up the little family, and, in its embrace, they were carried out into the lake and drowned.

The body of Mrs. Mullaney and her second son were recovered by grapples at 11 o'clock last night. The bodies of the two other children are still in the depths of the lake. Between 4:45 and 5 o'clock the boatman at Lake Kohlmans let sixteen row-boats, each of which carried from two to five persons, and only four of the sixteen have returned. Many of these people were, no doubt, drowned, but as most of them lived in the city their names cannot be learned until their bodies are recovered.

The entire village of Vadnais, six miles north of here, was entirely wrecked by last evening's cyclone. Not a building was left standing in a sound condition, most of them being blown to pieces. Eleven people were instantly killed.

MINNEAPOLIS, MINN., July 14.—The *Journal's* Red Wing special gives the following as the list of the names of the fifty-six people whose bodies have been recovered. The search for the remaining bodies is being actively prosecuted: John Heffler and wife and two children, Peter Gevlen, wife and five children, Mrs. Blaker and two children, Mrs. Hemfobling and three children, Mrs. Schuelberg and daughter, Minnie Fisher, Marie Skoglund, Katie Daly, Mrs. F. Sherf and daughter, Fred Curlst, Annie Steiger, Francis Steiger, George Nelson, John Bahrns and wife, Charles Dunstage, Fred Severs and daughter, Tom Lysson, Addie Wing and sister, H. Redlus and two children, Fred Hattemeyer, Mamie Adams, Henry Stiffney, Katie Burkhardt, A. O. Anderson, Eddie Christoferson, Herman Hipper, Will Hipper, George Harris, Mrs. Nellie Woehrn and son, Milly Niles, Bierson Fiby, Cordy Johnson, Floy Smith, Mirty Mero and Ira Fulton.

The *Journal's* Red Wing special says: "It is now quite probable that there are yet fifty or sixty people missing in addition to the list of identified dead. It is thought that all of these are in the wreck which lies off the point near Lake City. The undertaking establishment here is crowded with friends of the dead, and many cases of prostration have occurred. Business is completely at a standstill. John Gerkin, wife and five children, comprising the entire family, are among the dead. It is reported this morning that Paul Mero, a brother of Charles Mero, an insurance agent of Minneapolis, was drowned, together with his entire family. They went down wrapped in each others arms, and were picked up last night floating together in the embrace of death. The scenes at the morgue are simply indescribable.

DULUTH, MINN., July 14.—A small cyclone swept over West Duluth yesterday, doing damage to the extent of $20,000. The framework of a furniture factory and an incline railway engine-house were totally destroyed. Lynes & Fisher's warehouse, Smith's livery stable and many other buildings were damaged. No one was hurt.

Block's Trial Postponed.

It was expected that the Block trial would be taken up this morning before Captain Austin and Lieutenants Gresford and Heffner, but it was decided to postpone it until to-morrow. Nearly all the witnesses were present at the time set for the hearing. An effort will be made to have the trial an open instead of a secret one. Detective Block says that inasmuch as the charges have to a large extent been made public he has no objection to reporters being admitted to the investigation. Under these circumstances a change may be made.

Do not take any other Beer but the Robert Portner Vienna Cabinet.

WILL NOT WORK

REPUBLICAN SCHEME TO BULLDOZE DEMOCRATIC SENATORS.

THE ELECTION BILL TO BE FORCED

Through the Senate by Aid of the River and Harbor Bill,

WHICH DEMOCRATS INDIGNANTLY DENY.

"We Are Not Indulging in Trades," Says Mr. Gorman---Views of Mr. Carlisle and Others.

NEW YORK, July 14.—The *Herald's* Washington correspondent telegraphs: There are strange stories in the air about the encouragement Republican Senators still have for saving the Election bill will pass this session. I am told that at the Republican caucus last Thursday night the most positive and hopeful evidence given to encourage belief in the success of the measure was of Democratic origin. I am also told by a Democratic Senator that the friendship and affiliations of members of his side with Republican Senators is such that it has been absolutely impossible to propose or even suggest a plan for conducting business that has not been revealed to the other side of the Chamber within an hour after it had been talked of.

The fact that has been most apparent and encouraging to the Republican leaders has been that the Democratic Senators are without a leader or even a semblance of party unity. The report was current at the Capitol yesterday that the weak spot on the Democratic side of the Senate was the River and Harbor bill and that if the Republicans managed the pending business with any care they could force the Democrats to allow the Election bill to pass without obstructive tactics.

MISTAKES OF THE DEMOCRATS.

If, then, the Republican radicals who are trying to pass the Federal Election bill are hopeful of getting it through the Senate, it is largely the fault of the Democratic Senators. They evidently need a prodding from the Democratic press such as Chairman Belden of the Republican Congressional Committee has sought to have administered to the Republicans.

If the Democratic Senators sought to postpone the day for bringing up the Election bill they could easily have done it without exposing themselves at all to the charge of obstruction. Instead of that they have allowed a long list of important measures to be railroaded through since it became certain that the Election bill was to come before them, with hardly the semblance of discussion.

Democratic Senators deny emphatically the charge that they are willing to trade the control of their elections for a few thousands in a River and Harbor bill. They are indignant that such a report should have been put in circulation and will not allow it to be credited for a moment.

OPPOSED TO COMPROMISE.

Senator Carlisle said: "You can rest assured that there will be no compromise on the part of the Democratic Senators with the Republicans in regard to the Election bill, River and Harbor bill or no River and Harbor bill. We would sacrifice the river and harbor appropriations even if the whole bill applied exclusively to the South, rather than make any concessions whatever as far as the Federal Election bill is concerned."

Mr. Carlisle further said that the taking up of the Tariff bill by the Senate and making it unfinished business did not prevent the calling up of the Election bill before the passage of the Tariff bill. Any Senator could at any time move to drop the unfinished business and take up some other measure, and a majority vote would carry such a motion. What the Democrats had gained by the taking up of the Tariff bill was this—they had given those Republicans who are at heart opposed to the Federal Election law a good excuse for preventing its consideration without having to array themselves against their party.

For should a move now be made under the inspiration of a caucus to drop the Tariff bill temporarily and force the passage of the Election bill those Republican Senators who are adverse to it can very properly oppose such a policy on the ground that the tariff question is of paramount importance to the business interests of the country, and that being under consideration it would be unwise and impolitic to drop it for a purely political measure.

Senator Hampton of South Carolina said: "As far as I am concerned, I would let the River and Harbor bill fail before I would see the Election bill go through."

Senator Morgan of Alabama said: "The South can do without the River and Harbor bill as well as the North can."

Senator Harris of Tennessee said:

NOT TO BE TERRORIZED.

"The idea of softening the opposition of Democratic Senators to the Federal Election bill by holding in terrorism over them the threat that the River and Harbor bill shall not pass will not, in my opinion, amount to a feather's weight in the estimation of any Democratic Senator. It certainly will not with me."

Senator Turpie of Indiana said: "I think each bill should stand on its own merits. The failure of the River and Harbor bill will not change my course with regard to the Federal Election bill."

Senator Jones of Arkansas said: "There is no direct or indirect pressure that will influence a Southern man in any matter connected with the Election bill."

Senator Reagan of Texas said: "There is no bill that I would not see sacrificed rather than that the Federal Election bill should pass. It is a force bill that, if passed, would govern this country on the same plan that Great Britain governs Ireland."

Senator Vest of Missouri said: "I would rather see every river in the country run dry than see such an infamous measure as the Federal Election law go on the statute book."

Senator Bate of Tennessee said: "No Democratic Senator would entertain for a moment such a proposition. Put down the Democratic Senators as solidly opposed to the Federal Election law under every and all circumstances and to the bitter end."

NOT INDULGING IN TRADES.

Senator Gorman of Maryland simply remarked: "We are not indulging in trades. There is nothing in the report as far as I know."

Senator George of Mississippi said: "I don't believe that any Democratic Senator would be base enough to contemplate such a proceeding."

Senator Gibson of Louisiana said: "This Federal Elections bill is more important to us than anything else, and it must be defeated at all hazards."

Senator Vance of North Carolina said: "There is nothing in it. The North gets the larger share of the river and harbor appropriations, and are more interested in passing it than the South is. So far as I am concerned I would not let the Federal Election bill become a law for the River and Harbor bill, nor for all the rivers and harbors in the country."

Senator Walthall of Mississippi said: "I never heard of any such proposition and do not believe there is anything in it. I certainly should not accept such a proposition and I don't believe that any of the other Democrats would."

Senator Daniel of Virginia said: "I have been around on the Democratic side considerably of late, but I never heard of this matter before. I cannot believe that it is true, and I am sure no Democratic Senator would seriously entertain the idea for a moment."

STANLEY'S RELATIVES DISAPPOINTED.

He Promised to Leave His Money to His American Cousin.

WILKESBARRE, July 14.—John R. Jones, a first cousin of Henry M. Stanley, is a resident of this city. He is a small shop-keeper, and pretty well to do. Mr. Jones left Wales twenty-eight years ago. He and Stanley were playmates. Mr. Jones is now in London, where he attended the wedding. Before going to Europe Mr. Jones said: "I never expected that my cousin would marry. Before he started on his last African journey I received a touching letter from him, in which he stated that he was now taking his life in his hands once more, and might never be seen alive again."

Mrs. Jones said yesterday: "His blood relatives in this country, to the number of sixteen, never dreamed until recently that he would marry. Even when the engagement was announced in the newspapers, we here would not believe it, because, when the explorer was in this country on his last lecturing tour, he told one of his cousins that he had not as yet seen the woman he loved well enough to make his wife. 'I will die an old bachelor and make you all rich,' he said.

"We really thought Stanley was sincere at the time, and I believe he was, but a change evidently came over his heart. To the best of our knowledge Stanley is worth about $170,000, and will be worth much more before he dies. You can see then if Henry had kept his word and died a bachelor his sixteen relatives in this country would be pretty well fixed for the remainder of their lives. But while some of his relatives may be disappointed, we are not. Mr. Jones and I have all the money we want."

AGAINST THE FORCE BILL.

A Colored Minister Who Believes It Will Injure the Negro.

There was a large congregation at the Asbury A. M. E. Church yesterday morning. Rev. C. N. Grandison, president of the Bennett College of North Carolina, an institution for the higher education of the colored race, preached. In the course of his sermon he discussed the Federal Election bill, which he opposes. He said his objections to it were that the bill will further embitter the Southern whites; that it will tend to alienate the more conservative element and change their attitude into an alliance with the radical negro haters. The more conservative whites, he said, are disposed to treat us fairly and the Lodge bill would arouse them against us. The Lodge bill would not help us, but it would serve to retard the growth of philanthropic sentiment.

Rev. Mr. Grandison is making a tour of Northern cities to raise funds for building a new dormitory for the college. From Washington he goes to Philadelphia, New York and other cities.

Throw His Revolver Away.

While in Le Droit Park on Sunday night Officer Grant had his attention called to a colored man by the name of Marlow, who was acting in a suspicious manner. He attempted to place him under arrest and Marlow resisted, but without avail. The prisoner, however, succeeded in throwing something away which he evidently did not want the officer to see. Marlow was locked up at the Second Precinct station, after which the officer returned to the park and found a 38 calibre revolver which had been thrown away by his prisoner.

In the Police Court this morning, Judge Miller fined him $50 for carrying concealed weapons and $5 for profanity.

Sunday Murder in Mexico.

CITY OF MEXICO, July 14.—J. Neil Adams, an American, shot and killed Carlos Largue, a waiter at the National Theatre restaurant, yesterday afternoon. The murder was a most heartless one. Adams was drunk, and became exasperated because Largue would not wait upon him. Adams is under arrest.

Cats in Letter Boxes.

The small boy has found a new use for the letter boxes around town which are used to deposit newspapers in, and recently has been adding dead cats and dogs to the collection. One carrier this morning found the carcasses of four felines in one box and two in another. He holds the record to date.

Accidentally Shot.

Shortly before 9 o'clock this morning Alonzo Harris, a colored boy, while handling a rifle at his home in Green's alley, was accidentally shot through the right hand. The wound, while painful, is not serious.

Marriage Licenses.

Permits to marry were issued to-day to Americo Zapphone and Annie Virginia Tarrisse, J. H. Hill and Jessie Mitchell, Epps Hunton Pierce and Ella Webster, all of Washington, D. C.

HE WAS A NEGRO

NEITHER WHITE BY NAME NOR WHITE IN ANCESTRY.

HIS FATHER A WHITEWASHER IN BOSTON

Forgery Leads to a Discovery of His Antecedents.

THE FUGITIVE ARRESTED AT LEXINGTON

His Plausible Tongue Enabled Him to Obtain His Release, and He Fled, But Was Rearrested.

B Shephard White, the forger, when he fled this city, went straight through to Lexington, Ky. It was known he had purchased a ticket for that point, and the chief of police was telegraphed to intercept the fugitive. White also used the wire and sent dispatches to William Rogers Clay, the secretary of the late Senator Beck, and another acquaintance to meet him at the train.

These two acquaintances both went went to the train as requested. Chief of Police J. H. Lusby was there also, and when White stepped off the train promptly arrested him. He assured the official that there was evidently a mistake, and appealed to his companions, who assured the officer they knew White and he was all right. Knowing their social status Mr. Lusby allowed himself to be influenced by it and permitted White to depart unmolested.

The party went to the Phœnix Hotel, and the chief of police, after letting his prisoner escape, began to feel anxious and hurried to the hotel after the fugitive. White, however, had taken time by the forelock, and, after excusing himself to Mr. Clay, precipitately fled.

WHITE REARRESTED.

Major Moore this morning received a dispatch from the Chief of Police of Lexington, Kentucky, stating that B. Shephard White had been arrested there and that he would return to Washington without a requisition. No particulars are given in regard to the arrest, or as to whether he was found in hiding in town, or had succeeded in getting out of the city.

The Baltimore *American* this morning gives the following details of his career in this city:

HE WAS A NEGRO.

"Ben White, a young negro from Boston, struck this town about a year ago in a destitute condition. His parents found it hard enough to eke out a living for two in Boston, so got rid of Ben by sending him here. The boys' name was not White, and the only reason for assuming that name can be found in the fact that his father bears a reputation of no mean order as a decorative white-washer. The young negro was so nearly white as to resemble a dark complexioned Caucasian rather than a negro. He bore a letter of introduction to the rector of an Episcopal church on Capitol Hill, who has always known White's true condition.

"The clergyman secured for the pseudo-White a position with Dr. Corning as general chore boy. Here he passed for a white in every sense and soon made himself so 'generally useful' that he was promoted by easy stages to a position in which he received a salary of $700 a year. About this time

HIS INORDINATE LOVE OF DRESS

began to assert itself. He indulged in extravagant outfits and spent fanciful sums for his togs. He also secured the position of general Washington agent for Chester B. Albree, the fire-escape manufacturer of Allegheny, Pa.

"About this time he also began to shine socially. He had apartments at one of the fashionable Hotels of Washington. Here he mingled with some of the best people in this city, and had but little trouble in being introduced into the best circles of Washington's society. In maintaining his position in the social whirl he was as liberal as

A VERITABLE PRINCE.

"His floral presents were the handsomest Small could get up, and he ran up large bills at a high-priced engraver's, who struck off the many cards of invitation and other bits of work for the reckless free lance.

"White not only passed in the highest society in Washington, but, like a true 'blood,' he cultivated the demi-monde with a magnificent lavishness. Swell wine suppers, with 'the girls' as his guests, were classed among his frequent amusements, and no more captivating host than this young 'coon' could be easily found. In his flyers with society he was not content with the middle class or moderately wealthy, as might be supposed, but was the frequent guest of Congressmen and Senators. In fact, he was often seen at the theatres and elsewhere as the escort of

A LEADER IN SOCIAL CIRCLES.

"The fellow was a dude of no mean caliber, and if he had the Treasury of the United States back of him he would have bankrupted it without turning a hair. Twenty-five suits of clothes were found at his hotel after he was called away from the city, and the pairs of patent leathers, tassel gaiters and other fashionable articles of footwear in his possession when he fled came near equaling in the breast of his shoemaker, whose unpaid bills is another evidence of White's extravagance.

"The story of White's downfall was told briefly in this morning's *Americans*. He has been at work for Albree, the fire-escape manufacturer, for some time past, and recently secured the contract with the Lodge House for putting up such escapes as was necessary. The work was done by Albree's men, and some time after its completion White received payment for the work in four checks, aggregating $1,800. By this time he was getting over his head

IN THE SOCIAL SWIM.

Bills from florists, tailors, bootmakers and others were coming regularly through the mails, and the young sharp began to perceive that nothing but a decisive move would save him. He forged Albree's name to all the checks, making them payable to himself, and deposited the checks at Lewis Johnson's bank. He then began to take his flight higher than ever, spending in a few weeks over $600.

"His wild splurge began to alarm Mr. Corning, who knew White's salary, and being convinced that something was wrong, he wrote to Albree, informing him of the manner of living pursued by White, and advising him to look after his accounts in this city. Thursday, R. C. Curry, a traveling agent for Albree, arrived in this city from Pittsburg, and at once discovered that the Louise Home debt had been paid a month before.

"White, by this time, had learned of Curry's presence in the city, and by Friday morning had all his plans arranged for a speedy flight. At the Langham he stated, with deliberate coolness, that he was going to Saratoga for the summer, and had the clerk, at the desk, cash a $14 check for him. He then went to the Belvedere Hotel and secured a room. In the evening he entered the hotel

WITH HIS USUAL JAUNTINESS

and went to his room, where he rang for a messenger. Giving the boy who answered the call a bill he sent him to the Baltimore and Potomac depot to purchase a ticket for Lexington, Ky., and on the messenger's return he left the hotel, going through the park, presumably for the purpose of entering the 11 o'clock train for Kentucky without having to pass through the crowded depot. This was the last seen of him, and he passed out of sight, nonchalantly puffing a cigarette and apparently as unconcerned as though he were strolling out for a call upon some fashionable acquaintance.

"Before leaving on Friday he drew from the bank the last $400 remaining, and is consequently well fixed for his Southern travels. White would never be taken for a negro. He is of a dark, sallow complexion, and by constantly keeping his kinky hair clipped close to his head he destroyed all evidence as to his race. He had the brown eyes of a negro, handsome teeth and fairly good features."

KEEPING AN EYE ON THE RAILROADS.

Capt. Rossell Says They Appropriate the District's Granite Blocks.

Captain Rossell has addressed a letter to the Engineer Commissioner calling attention to the fact that street railways, recently chartered, which, under the terms of their charter, are required to pave between their tracks and rails and two feet outside of the outer rail, are laying tracks on the streets already paved. They take up the granite block pavement and use the property of the District for paving the parts of the street that they are responsible for.

The track recently laid by the Anacostia and Potomac River Railroad is cited as an example of this. Captain Rossell also states that the railroads go further than this, using the blocks which occupy the space that their rails are laid in to pave other streets or parts of streets where they have cut through asphalt pavements.

Captain Rossell thinks that the railroad companies should be made to pay or return in kind the full number of granite blocks necessary to pave all the portions of the street for which they are responsible, and asks that the matter be referred to the Attorney for the District for information as to whether the railroads should not return to the District the number of blocks thus used.

FINANCIAL AND COMMERCIAL.

New York Stocks.

To-day's New York stock market quotations, furnished by C. T. Havenner, Rooms 9 and 11, Atlantic building, 930 F street northwest. Correspondents, M. B. Mendham, New York; Chandler, Brown & Co., Chicago:

STOCKS.	Open	Close	STOCKS.	Open	Close
	2.30			2.30	
A. T. & S. Fe	46½	46½	Omaha	.....	.....
Can. South.	56½	56½	" pf'd	.....	.....
Chi., B. & Q.	106½	106½	Ore. Trans.	47½	47½
Con. Gas	101	101	N. M.S.S. Co.	45½	45½
C. R. I. & Pac.	90½	90½	Reading	46½	46½
Del. L. & W.	147½	148½	S. & W. Pt.	22½	22½
Del. & Hud.	109½	109½	St. Paul	73½	73½
Erie	26½	26½	Tex. Pac.	20½	20½
Jersey Cen.	.....	.....	Ven. C. & I.	52	52
L. & N.	82½	82½	" Pac.	65½	65½
Lake Shore	110½	110	Wab. pf'd.	29	29½
Mo. Pac.	74	73½	W. Union	84½	84½
N. Y. & N. E.	50½	50	W. & L. E. pf'd	77½	77½
N. & W. pf'd	.....	.....	Petroleum	89	89
N. Y. Cen.	108	108	Am. C. O. Co.	28½	28½
N. Pac.	36½	36½	C. Gas Trust	56	55½
" pf'd.	82½	83½	Nat. L. & T.	20½	20½
Northwest	111½	111	S. Refin. Co.	77½	77½

The Chicago Markets.

To-day's Chicago grain and provision market quotations, furnished by C. T. Havenner, Rooms 9 and 11, Atlantic Building, 930 F street northwest. Correspondents, M. B. Mendham, New York; Chandler, Brown & Co., Chicago.

	Open	Close		Open	Close
WHEAT.			PORK.		
Aug.	.....	.....	Aug.	.....	.....
Sept.	90½	89½	Sept.	10 90	10 80
Dec.	.....	.....	Dec.	.....	.....
CORN.			LARD.		
Aug.	37½	37½	Aug.	5 92	5 87½
Sept.	38½	38½	Sept.	6 02	6 02½
Dec.	39½	.....	Dec.	.....	6 10
OATS.					
Aug.	28½	28½			
Sept.	28½	28½			
Dec.	28½	.....			

Washington Stock Exchange.

Sales—Regular Call—12 o'clock m.—Felkington ud Soldiers' Home Railroad, 20 at 70. Washington Gas, 75 at 46.

Miscellaneous Bonds — U. S. Electric Lights 1st, 6's, 500; U. S. Electric Light 2d, 6's, 150; W. A. G. R. R. 10-40 6's, $750-'23, 100; W. & G. Convertible, 6's, —; Masonic Hall Ass'n, 5's, C 1908, 105½; Wash. Market Co., 1st Mort., 6's, —; Wash. Market Co., Imp., 6's, —; Lim'd & Seaboard Co., 6's, C 1897, —; Wash. Lt. Infantry, 1st, 6's, 1898, 98; Wash Lt. Infantry, 2d, 6's, 1904, —; Wash. Gas Light Co., Ser. A, 6's, 1177; Wash. Gas Light Co., Ser. B, 6's, —; Hygienic Ice Company, 1st Mort., 6s, —; American Security and Trust, 105½.

National Bank Stocks—Bank of Washington, 400; Bank of Republic, 265; Metropolitan, 275; Central, 300; Second, 200; Farmers and Mechanics', 160; Citizens', 150; Columbia, 180; Capital, 112; West End, 103; Traders', 127; Lincoln, 100.

Railroad Stocks—Washington and Georgetown, 300; Metropolitan, 100; Columbia, 59; Capitol and North O Street, 41; Eckington and Soldiers' Home, 69; Georgetown and Tenallytown, 38; Brightwood, —.

Insurance Stocks—Firemen's, 45; Franklin, 55; Metropolitan, 85; National Union, 24; Arlington, 175; Common, 65; Columbia, 18; German-American, 198; Potomac, 85; Riggs, 5½; People's, 3½.

Title Insurance Stocks—Real Estate Title, 120; Columbia Title, 6½; Washington Title, —.

Gas and Electric Light Stocks—Washington Gas, 46; Georgetown Gas, 48; U. S. Electric Light, 147.

Telephone Stocks—Pennsylvania, —; Chesapeake and Potomac, 50; American Graphophone, 1½.

Miscellaneous Stocks.—Washington Market Co., 41; Washington Brick Machine Co., 100; Great Falls Ice Co., 205; Bull Run Panorama Co., 20; National Safe Deposit, —; Washington Safe Deposit, 127; Washington Loan and Trust Co., 44; National Typographic, —; Mergenthaler, 12; Pneumatic Gun Carriage, 1½; American Security and Trust Co., 200; Lincoln Hall, 88; Hygienic Ice Co., —; Inter-Ocean Building Co., 102.

CUBA FOR SALE

SPAIN IS WILLING TO DISPOSE OF HER AMERICAN ISLAND.

A COMMISSION TO THE UNITED STATES.

Canvassing the Views of the Spanish American Element

WHICH IS FAVORABLE TO ANNEXATION.

$200,000,000 Would Be Seriously Considered---Negotiations Will Be Entered Into Before This Year.

NEW YORK, July 14.—A Washington special to the *Press* says: "Senors Hipolito Murua and Policarpo Munoz, constituting a special commission from the Spanish Government, have visited Washington within the past few days. Their movements have been very mysterious. To-night the *Press* correspondent discovered the mission of the strangers. It is a quasi-diplomatic one, to ascertain the feeling, both on the part of the Government of the United States and of the Cuban residents here, as to the possible eventual annexation of the Island of Cuba to the United States. During their stay in New York, whence they arrived last Monday, they thoroughly canvassed the views of the Spanish-American element in that city, and found them almost unanimous

IN FAVOR OF ANNEXATION.

Senor Munoz, in conversation with your correspondent, said: "Prior to our departure from Spain we were fully aware of the change in the Spanish cabinet, and now that Senor Canovas del Castillo has assumed the office of Prime Minister we may fully expect an almost complete and formal recognition of the republican element in Spain. The Republicans there, or those who favor an overthrow of the monarchical rule, are almost universally in favor of disposing of the Island of Cuba to the United States.

"What price is set upon the Island?"

"That I am not prepared to say, as our negotiations have not yet reached that climax," was the reply.

"And do you think that $100,000,000 would reach the limit?"

"Oh, no; not by any means."

"How about $200,000,000?"

"I am almost positive that Spain would give this offer a very serious consideration. You see, the feeling which pervades the present Spanish Government is a conciliatory one. It tends toward establishing

PERPETUAL PEACE WITH ALL NATIONS.

The object Spain has in ascertaining the disposition on the part of the United States to acquire Cuba is that it sees a way to relieve its overburdened finances, settle its international disputes and place it more on a par with other European nations."

"What immediate effect on Spain would the cession of Cuba produce?"

"None in the very immediate future, but with the money realized, Spain would be placed in a position to secure a long projected alliance with France and the eventual absorption of Portugal and her manifold colonial interests. This project has long been cherished among the Republicans of Portugal and Spain. You may take my word for it that the present cabinet change in Spain is only the initiative of a thoroughly

DECISIVE REPUBLICAN MO