Saint Mary's Beacon.

VOL. XLIX. LEONARDTOWN, MD., THURSDAY, DEC. 20, 1888. NO. 418

Saint Mary's Beacon

JOB PRINTING,

SUCH AS

HANDBILLS,

CIRCULARS,

BLANKS,

BILL HEADS

EXECUTED WITH NEATNESS AND DISPATCH.

Parties having Real or Personal Property for sale can obtain descriptive hand bills neatly executed and at City Prices.

Saint Mary's Beacon

PUBLISHED EVERY THURSDAY

At Leonardtown, Md.,

By T. F. YATES & J. V. KING

A Dollar a Year in Advance.

TERMS for TRANSIENT ADVERTISING:

One square, one insertion.....$1 00
Each subsequent insertion..... 50
Eight lines or less constitutes square.

A Liberal Deduction made for Yearly Advertisements. Correspondence solicited

"SIMPLY GRAND!"

IS THE GENERAL EXCLAMATION of all who visit the

Mammoth One-Price Cash Store.

It is my delight to announce to you a first class line of *FALL and WINTER GOODS*. It is truly a Variety Store. If I cannot save you from 25 to 40 per cent. over any concern south of Baltimore City, I will "throw up the sponge and say nothing more upon the subject.

I only can give a few in each department as it would fill every column of this valuable paper to give in detail all its innumerable contents, so will give you a faint idea in the following departments:

SHOE DEPARTMENT.

I call your attention to the ***old ever-reliable*** Tucker, Smith & Co's Shoes, which need no commendation from me. But suffice to say that you can count on them *always*.

Men's fine ties	$1 25,	worth	$1 50;
do " button calf,	$1 65,	"	2 00
do " " "	1 95,	"	2 25
do " " "	1 37,	"	1 75
do " " "	2 65,	"	3 00
do " " "	3 00,	"	3 50
" kip English ties,	1 95,	"	2 25
" " " "	1 65,	"	1 75
" split plows,	1 15,	"	1 25
" " "	1 25,	"	1 50
" extra seamless,	1 65,	"	2 00
Boys' veal calf,	1 30,	"	1 50
do do	1 15,	do	1 35
do do button,	1 37½	do	1 50
Ladies' do do	1 37½,	do	1 50
do bright dongolas,	2 65,	do	3 00
do do kid,	$2 37, 2 50, 2 75	worth	2 50, [2 75, 3 50
do grain button	$1 25 to 1 50	"	1 50 to 1 75
do kid fox,	1 50	"	1 75
do glove bals,	1 20	"	1 40
Misses peb. grain but.	1 25	"	1 35
do do goat,	1 50	"	1 65
Children's fine grain,	1 20	worth	1 35
do do	95	do	1 10
do do	1 00	do	1 25
do do	65	do	75

Men's boots, $1 90, 2 50, 3 00, 3 50, 4 45
Boys do $1 75, 1 95.
Child's do $1 20.

Grocery Department. All Standard Goods

Portorico Molasses,	28c	worth	35
Cuba do	25	"	30
Golden Syrup,	40	"	45
Bright Drips,	50	"	60

Granulated Sugars, 9c. Light C Sugars, 7½
Coffees, 18, 20 and 22. Teas, 25, 40, 50 a 90c
Flour—standard family, $5 80 to $6 25

Furniture Department.

I have the pleasure to call again your attention to Furniture. To young men as well as old who contemplate beautifying that dearest spot on earth; "HOME," I am right here to gladly serve you. How grand a thing it is for every well thinking young man to have a cosy, though humble little home wherein to rest from his toil. It is a joy to me to be able to say that since my advent here I have been instrumental in making many cheerful home. I shall be pleased to furnish you in this all important start, at prices "beyond the shadow of a doubt" 25 and 40 per cent. below Baltimore prices. This is a bold assertion, but rest assured they are solid facts or I will forfeit a suit.

Chamber Suits, 7 pieces,	$18,	worth	$24
do do 10 do	25,	"	30
do do 10 do	38,	"	45
Bureaus and Dressers,	6 80	to	8 25
Bedsteads	2 75	to	5 50
Centre and leaf tables,	2 50	to	3 00
Wood spill chairs,	$2 75 per half dozen		
do do bow backs,	3 75	"	"
Oak chairs,	$4 00	to 4 50	"
Cane Seat "	4 75	to 5 50	"

Clothing Department.

I have positively the Finest, Cheapest line of Clothing ever shown in Leonardtown, and styles that all admire. To see them is to buy them.

Men's suits from	$5 50 to $17 50
Youths' do do	3 50 to 9 50
Children's do	2 25 to 5 50

Notion Department.

Men's Suspenders, 8, 12, 14, 16, 17, 20, 24c
do Hosiery, 5, 6, 7, 8, 10 to 35c
do Collars, all styles and sizes, 10, 12, 15
do Dress Shirts, made of N. Y. Mills [muslin, 50c. worth $1 25
do do standard goods, 50, 99 do 1 10
Boys' Shirts, 49
do under-shirts, 25, 35, 50
Ladies' Jerseys, 50, 75, to 1 00
do Hosiery, 8, 10, 12, 15, 20
do Bustles, latest styles, 25 and 50c
do Collars, all do 5, 10, 12, 15
Prints, 4¼, 5, 6, 7, 8, 10 to 14c
Spool cotton, 1, 2, 3, 4, 5c
Box paper, 24 envelopes, 24 sheets paper, [5, 8, 9, 18c
Asst. hair pins, 100 in box, 5c
Butter Dishes, 10 cents, worth 25 cents

TINWARE DEPARTMENT.

½ gallon covered buckets	9 cents
1 " "	15 "
Milk pans,	5 to 10 "
Wash Basins,	5 to 10 "
Tea Pans,	12, 15, 25 and 35 cts

Ladies Cloak Department.

Your attention, Ladies, please to these goods, never before brought to Leonardtown in such quantities and styles. These goods are bought direct from the manufacturer, so they are 25 per cent. below anywhere else. All first class goods and all of the very latest styles. I shall make this line one of my specialties.

Ladies' Cloaks,	$1 25 to $12 00
Misses Shod do,	$2 60 to $2 90

Five Cent Counter.

It is a pleasure to say that the 5 and 10 Cent Counter is a perfect wonder in itself. The surprise of all, it contains tinware really worth 10 and 25 cents. Glassware worth 10 to 25 cents. Granite Ware, Stone Ware and one hundred other articles worth 10 and 25 cents. Come often to this novelty as they are swept off as fast as they come in. I shall have the them coming steady along.

☞Terms. Cash on Delivery.
☞By taking no risks I can serve you
☞at very bottom figures.

Standing upon merit alone, fair and square to all, I ask you to command,

Your faithful servant,

J. W. JOHNSON,
Leonardtown.

ESTABLISHED 1822

JOSIAH H. D. SMOOT,

DEALER IN

Lumber, Shingles, Laths,

NAILS, LIME, CEMENT, CALCINED PLASTER, &c., &c., &c.

MANUFACTURER OF

FLOORING, DOORS, SASH, BLINDS RAMES, MOULDINGS, MANTELS, BRACKETS AND ALL KIND OF WOOD WORK.

Office and yard No. 21 North Union St. Factory Nos. 13 and 15 North Lee St.,

ALEXANDRIA, VA

☞ Seasoned Lumber and flooring kept under cover.

B. R. ABELL, Agent, Leonardtown, is authorized to sell and collect. Orders left with him will receive prompt attention.

March 18, 1886—y.

UNDERTAKING.

COFFINS and CASKETS of latest style finished at shortest notice and at prices to suit the times.

TWO HEARSES

always at hand.

HORSESHOEING, $1.00 Cash.

(If booked, $1.25.)

In conjunction with my BLACKSMITH and WHEELWRIGHT department, I am prepared to build

CARTS,
WAGONS,
BUGGIES, &c

at low prices,

REPAIRING,
PAINTING
and TRIMMING

a specialty.

☞Having accepted an agency for J. W. Delaplaine's Marble Works, I am prepared to furnish Monuments, etc. at reasonable rates.

J. A. DILLOW.
Leonardtown, Md.

April 21, 87—tf

FINE DIAMONDS,

WATCHES,

JEWELRY,

SOLID SILVER AND PLATED WARE,

Wedding and Birthday Presents.

CHARLES A. ROUSH,

42 West Lexington St., NEAR LIBERTY,

Oct. 11—1y. BALTIMORE, MD.

LUMBER.

B. R. ABELL, agent for the large lumber dealer, J. H. D. SMOOT, of Alexandria, will keep constantly on hand in Leonardtown

Boards, Scantling,
Weather Boarding,
Flooring, Palings,
Dressed Boards, Shingles,
Doors, Sash; &c.

Also, Laths, Lime and Hair, which he will sell at city prices.

Orders for lumber from the yard in Alexandria will be promptly attended to.

Aug 16—tf.

CARROLL & ENEY,

DEALERS IN

FINE SHOES & HATS,

203 Hanover Street,

1 Door South of Pratt,

BALTIMORE, MD.

c 1—y

SAINT MARY'S ACADEMY,
Leonardtown, Md.,

UNDER CHARGE OF THE

Sisters of Charity

OF

NAZARETH, KENTUCKY.

The course of Studies includes Christian Doctrine, Reading, Writing, Arithmetic, Book-keeping, Algebra, Geometry, English Grammar, Geography, History, Rhetoric, the Elements of Botany, Mental and Natural Philosophy, Astronomy, Chemistry, Literature, Plain and Ornamental Needlework, Music on the Piano and Guitar and French.

Boys from the age of 7 to 14 years are received.

For terms or further information apply to

SISTER MADELEINE,
Leonardtown, Md.

Harry Spalding,

LEONARDTOWN, MD.

DRUGGIST,

Pure Drugs, Pharmaceutical Preparations and genuine Perfumes, Extracts, Colognes, Soaps, Tooth and Nail Brushes, Hair Brushes, Flesh Brushes, Pomades, Cosmetiques and Hair Oils of the most celebrated French, English and Domestic Makes.

☞Physicians' orders promptly filled and perscriptions carefully compounded. All are invited to call and examine my stock.

☞For the accommodation of my customers, stamps, postal cards, etc will be always on hand.

March 1, 1883—tf

EDWARD D. R. BEAN. T. ALEXIS BERRY.

BEAN & BERRY,

General Commission Merchants

FOR THE SALE OF

Tobacco, Grain, Wool, Hides, Live Stock,

FURS, EGGS, FRUIT, PRODUCE, &c.

No. 110 S. Charles Street,

BALTIMORE, MD.

Orders solicited for Provisions, Seeds, Fertilizers, &c. Oct. 4—1y.

PURUKER.

DEALER AND MANUFACTURER

Fine Guns,

Rifles,

Pistols, &c.

POWDER, SHOT, SHELLS, &c.

constantly on hand and at the lowest prices.

E. PRATT ST., near Light, BALTIMORE.

THE COMMERCIAL HOUSE,

MECHANICSVILLE, MD.,

G. W. BURROUGHS, Proprietor.

Good rooms, good table and everything first class. Give me a call. Livery attached, and travelers sent to all parts of the county. Rates low. June 24—tf.

CAUTION.

ALL persons are hereby forewarned against trespassing with dog, gun or otherwise, upon the farm known as "Belleview," located in Brittain's Neck, Leonardtown district. Against all parties violating this notice the law will be rigidly enforced.

BENJ. G. HARRIS,
ROBERT DRURY.

Oct 18—1m.

JO F. MORGAN,

Insurance Agent & Broker,

LEONARDTOWN, MD.

Represents the following First Class Companies with combined assets of twelve million of dollars, and has facilities for placing large lines of insurance on the most favorable terms in home or foreign companies.

Royal Fire Insurance of Liverpool,
Watertown Fire, of New York,
London, Liverpool & Globe, Fire,
Mutual Endowment Assessment of Baltimore, Life,
New York Mutual Life,
Connecticut Mutual Life.

Jan 12, 82—y†

You can save money by buying your libary, parlor or hall lamps, from Will Johnson. They are beauties.

What is

CASTORIA

Castoria is Dr. Sam'l Pitcher's old, harmless and quick cure for Infants' and Children's Complaints. Superior to Castor Oil, Paregoric or Narcotic Syrups. Children cry for Castoria. Millions of Mothers bless Castoria.

Castoria cures Colic, Constipation; Sour Stomach, Diarrhœa, Eructation; Gives healthy sleep; also aids digestion; Without narcotic stupefaction.

"I recommend Castoria for children's complaints, as superior to any prescription known to me." H. A. ARCHER, M. D., 111 So. Oxford St., Brooklyn, N.Y.

THE CENTAUR COMPANY, 77 Murray St., New York.

(*Written for the Beacon.*)

Lines to Miss L. C., of Scotland.

Studded in this world's glorious crown,
A jewel thou art of beauty rare;
A jewel whose lustre shineth afar,
To God so precious, to man so fair.

In virtue pure, none can surpass;
Unexcelled thou art in graces sweet;
In general talent there's few indeed
That can with Miss L. C. compete.

In her Scotland home—in crowded halls—
She sheds a ray of sunshine sweet;
And by her graceful charming ways
Endears the hearts of all she meets.

To hold the hand of one so pure,
Of one so loving, kind and good,
Would be to honor mortal man
With the noblest gift that comes from God.

***

Over Drunk.

The *Herald's* correspondent at Centreville sends this account of the battle under date of December 11: The hardest and most stubbornly contested fight between the oyster navy and the dredgers occurred off Still Point, in Chester river, last night, lasting from 7:20 o'clock until 11 p. m. Captain T. C. B. Howard, in command of the steamer McLane, ran into the river and found fully 100 sail at work in forbidden waters. As soon as the dredgers saw the State steamer seven of them drew up in line of battle and were lashed together. When the steamer came within shooting range the dredgers opened fire with repeating rifles and shotguns, and the McLane, after repeated commands to them to surrender, which only brought forth yells, jeers and increased firing, opened with the howitzer borrowed from the United States Government and with rifles. Even this did not deter the crews and captains of the lawless vessels from continuing the attack, and when Captain Howard found that his steamer was thoroughly riddled with bullets, every pane of glass in the pilot-house shattered and Mate Frazier shot through the arm above the elbow, he determined to go in for blood. Backing the steamer off from the fleet of seven vessels, which were tied together, he singled out the schooner Julia A. Jones, Frank Madigan owner, John Wilson, captain, and, putting on a full head of steam, headed for the schooner's stern, striking directly in the rear the prow, and cutting into the boat to the companionway. After the steamer struck Peter Mullen, the cook, escaped by climbing up the anchor chain aboard of the steamer.

TEN SUPPOSED TO HAVE BEEN DROWNED.

The McLane then endeavored to draw out from the vessels, but it was fully 10 minutes before she could clear herself, the remaining vessels continuing to pour a raking fire into her, and the other vessels in the river drawing in on the steamer and pouring forth hot shot from all sides. A few minutes after the McLane became clear of the Jones the schooner filled and sank, and as far as is known, but one of the crew of 11 men escaped, he being Mullen, the cook, who claims that he was in the cabin, and that he narrowly escaped being crushed against the partition by the bow of the steamer. Mullen says that the balance of the crew, with the exception of the captain, were in the forepeak and that the hatches were down, and he believes that they were all drowned, as he saw nothing of them after the steamer struck.

GOING FOR THE MAHONEY.

As soon as the McLane cleared from the Jones Captain Howard backed her off and headed for the schooner tied on the starboard side of the fleet, which proved to be the J. C. Mahoney, Mrs. R. J. Webb owner, Augustus Rice captain. The steamer struck the schooner fair on the stern, and she at once began to fill and sink. The crew of this vessel escaped from the sinking craft by climbing over the side of the steamer, and as each one came aboard he was sent into the hold of the steamer. The captain of this vessel was not aboard at the time she was run down. As soon as the second vessel was struck the balance of the fleet turned tail and retreated, pursued by the McLane, but, as they had a good sailing breeze, Captain Howard was not able to overtake but one, a schooner commanded by Captain Wrighton Jones, hailing from Kent island. The rescued men were brought to Centreville this morning and lodged in jail, the captain entering charges against them of resisting arrest and assault with intent to kill.

The Herald reporter visited the prisoners tonight, and a sorrier-looking set of men it would be hard to find, they being without coats or hats, and some of them shoeless. They say they did not have time to recover anything in the way of apparel, but barely escaped with their lives. All claim that they were below deck at the time of the engagement, having been ordered there by their captains, and solemnly affirm that they took no part in the engagement. The men in jail give accounts of the fight that make it appear as the heaviest that has ever occured since they have been dredging. Unfortunately the captain of neither vessel sunk was captured, they being in the centre of the fleet, together with the captains of the other vessels directing the firing. A colored man named Gus Coleman and a white man named Bramble, of the crew of the Mahoney, are believed to have been drowned, as they were not seen after the vessels were struck.

The McLane presents a dilapidated appearance, being thoroughly riddled from stem to stern with bullets and buckshot. Every window in the pilot-house is shot out, the smoke-stack is perforated, and the hull peppered from the upper deck to the water-line. There is but one tin pan in the cook's gallery that has not a rifle ball through it. Mate Frazier was the only one aboard the McLane who was hurt, and his wound, which was dressed by Dr. J. M. Corkran on his arrival at Centreville, while not serious, is very painful. Mr. Frazier's stomach was also grazed by a bullet.

CAPTAIN HOWARD'S BLOOD IS UP.

The McLane left Centreville at 4 o'clock this afternoon for the scene of the late battle, and Captain Howard says that he proposes to keep the dredgers off Swan-Point bar and Hell Point as long as his vessel keeps above water. There is a large fleet of dredgers in the river at this writing, and ano her engagement is expected before morning.

This being a public day here, a large number of citizens from all over the county were in town, and they were all loud in their praises of the bravery of Captain Howard and his crew, the tongmen being especially delighted that the pirates have been knocked out for once.

The following are the names given by the imprisoned dredgers: Schooner J. C. Mahoney—Augustus M. Brennan, E. P. Winston, A. L. Pickett, William Coleman, Joe Marshall, Tom Connors, John Hart. Schooner Julia A Jones—Peter Mullen. A hearing will be given them upon the return of the McLane, which will probably be to-morrow. The vessels had about 800 bushels of oysters each in their holds.

A PIRATICAL PLOT.

A dispatch from Chestertown concerning the engagement at the mouth of the Chester river states that there were from 40 to 50 vessels on the waters of the Chester river between Carpenter's island and Queenstown creek when sighted by Captain Howard about 8:30 o'clock P. M. The dredgers did not hoist all sail and prepare to fly, but drew up to give battle. The oystermen swore allegiance to each other and defiance to the law. As many of their vessels as could be handled, commanded by the most desperate of the captains, formed a line of battle, chaining their boats together. The McLane approached, but the dredgers at word of command made a desperate attempt to surround the police boat. They were unsuccessful. They opened fire upon Captain Howard and his men, who returned the fire. Volley after volley was sent from the fleet of oyster boats, which were sailed in a way to surround the steamer. They wanted to capture the boat. Two vessels were headed for the McLane. One approached from the starboard side and the other from the port side. It was a desperate game, but Captain Howard rammed his steamer into the oyster boats and sank them both. The crew of one of the boats was picked up, and then the McLane was headed for other boats. They fled. Captain Howard, however, succeeded in capturing Captain Wrightson Jones and his boat.

Then the McLane was headed for Centreville. Captain Jones exposed the plot of the dredgers, and says their object was to surround the McLane, board her, kill the crew, and sink or burn the steamer. The engineer of the McLane made a narrow escape from death by a bullet during he engagement. Captain Howard has been congratulated by everyone here for his bravery and good work.

STATEMENT OF THE DREDGERS.

Captain John Wilson and his crew of eight men of the pungy Julia A. Jones, and Captain Gus Rice, of the J. C. Mahoney, minus his crew of eight men, arrived here yesterday on the schooner Annie Martz, Captain Henry Todd. The two first named crafts are the vessels sunk by the McLane. Captain Rice stated that E. P. Winstead, cook, and Arthur G. Pickett, mate of his vessel, are supposed to have been killed. Both captains looked despondent and anxious.

Captain Rice seemed overcome by the supposed loss of his cook and mate and the disappearance of the balance of his crew, consisting of six hands. He was seen by a *Herald* reporter last evening and gave the following account of the fight, flight and the sinking of the two vessels:

"There was a fleet of eight dredges in the Chester river, between Piney and Hell Points, Monday night about 8 o'clock. Some of the boats had been up the river at one of the landings getting wood and water, and had returned. No work was being done. The dredges were all up and lights were out. Nearly every one was resting, as there was little or no wind. The McLane and the Baughman came up the river and passed the fleet. Nothing was heard of them for 10 or 15 minutes, when suddenly they opened fire on our small fleet. The balls fell thick around about us, and the roar of the six-pounder on board the McLane as it poured out shot was awful to hear. We tried to defend ourselves, but it was terrible on deck, and we all had to go below, which we did after lashing the helms down. Peeping out of the cabin door we were paralyzed with fear at seeing the McLane bearing down on us with a full head of steam on, coming like some wild animal. The steamer seemed to be one blaze of powder and shot, and before we could look around she crashed into the Mahoney. She struck us on the port quarter near the companionway, cutting the boat almost in half. I leaped to my feet, and at the same moment a volley of bullets poured in through the broken companionway, the small windows and, it seemed to me, through every crack and crevice. I had a bare chance for my life, and, shouting to the cook and mate, who were with me in their bunks, to save themselves and follow me, I started up the companionway to the deck. The schooner Mary Washington was within a few feet of me on the starboard side, and I made a leap for her deck. There I laid flat while the cannon still roared and did its work of destruction.

"I was transferred to the schooner Martz, Captain Todd, and arrived here this morning. My mate and cook, I feel sure, were killed. Winstead, the cook, was in the port bunk and must have been crushed by the steamer. He could not have had time to escape. Mate Pickett was in the cabin on the starboard locker. I think he was shot and killed as soon as the crash came. My crew of six men either went down with the pungy, which sank in twenty minutes, or were picked up by the steamer and taken to Annapolis. I think the two police vessels captured four dredgers. That is what I heard coming up the bay."

WHAT CAPTAIN WILSON SAYS.

Captain Wilson, of the pungy Julia A. Jones, looked very downhearted. "We were doing nothing," said he, "when the oyster police steamer opened fire upon us. We all had been dredging during the day and were becalmed between Piney and Hell points at night. The steamer passed us bound up the river, and we suspected nothing like what came. The firing lasted nearly two hours and was nearly all one sided. The cannon aboard the steamer poured chain shot, not into our rigging as they have been doing, but into our very cabins and into the forepeak, where the crew had sought safety from the flying shot and bullets. They seemed to have no mercy on us. We all had to go below to save ourselves from death.

"That's where we were when the McLane bore down on us like a huge iceberg. Into our starboard quarter she crashed clean through the companionway, carrying away the cabin and smashing everything to atoms. My little vessel seemed to have broken right in two by the force of the blow. Nearly frightened out of my senses I started over the deck to save my life. I called to my men to hurry and save themselves, as the boat was sinking. We had a considerable quantity of oysters aboard, and, with the water pouring in through the breaks made by the steamer, the boat sank in 10 minutes clear out of sight. My crew of eight men and I were picked up by a boat from the Annie Martz, and we all arrived here this morning. My vessel was the first that was run into."

CAPTAIN HENRY TODD TALKS.

Captain Henry Todd, of the schooner Annie Martz, which brought the survivors of the sunken pungies to Baltimore yesterday morning, said there were about 40 dredging vessels in all between the two points. Eight of these were in a lump, about three miles up from Hell point. They had been dredging during the day in the open grounds of the bay, the two pungies sunk and the Martz having been together working from morning till nightfall. The McLane came into the group of dredgers about 8 o'clock, and, having apparently fixed herself for a fight, opened fire right and left. The dredgers returned the salute to the extent of about 100 rounds or so. The firing was kept up until after 11 o'clock. The schooner Baughman occasionally fired into the fleet. Captain Todd said he was a half mile from the fight, but when it began he moved down to the scene of action. He said the sight was enough to make a stout heart quail. The booming of the six pounder, the rattle of musketry and the spectacle of the whole river being occasionally lit up with the flash from the guns was something terrific. He never expected to see such a thing. The two pungies sunk, he said, were run into. Each of them had about 800 bushels of oysters aboard.

The McLane seemed to select these two boats out of all the others. She came at the Jones first, and, having crushed her into an almost shapeless mass, drew back some distance, and getting a good headway started full tilt at the Mahoney. Captain Rice told Captain Todd that a shot burned the end of his moustache.

Captain Todd does not think that Cook E. P. Winstead or Mate Arthur G. Pickett, of the Mahoney, are alive. He said there was no chance for them to save themselves. He thinks they were killed in their bunks. He also has grave fears for the rest of the crew of the Mahoney, unless the steamer lay by and picked them up.

A colored boy on board the pungy Julia E. Jones, Captain Wilson, was reported to have been drowned, but it was afterward learned that he was seen climbing up the port side of the McLane a few moments after she struck the pungy.

WHO OWNED THE SUNKEN VESSELS.

The pungy J. C. Mahoney belonged to Mrs. Laura Webb, a widow, whose husband was an ex Confederate soldier. She resides at 108 South Patterson Park avenue. The sunken vessel was worth about $5,000, and the income from it was the only support of herself and two children. She wept bitterly last night over her loss. She told a *Herald* reporter that she had forbidden Captain Gus Rice time and again to work on illegal grounds, and she always thought he obeyed her instructions.

The other sunken pungy, the Julia A. Jones, is said to be owned by Philadelphia people. She is also valued at $5,000.—*Baltimore Herald of Dec. 19th.*

THE AMERICAN SMALL BOY.—The smartness and independence, not to say irreverence, of city children who run much in the streets was, according to the New York Tribune, well exemplified by a boy, evidently belonging to the working class, who got on a surface car the Fourth Avenue line the other day, paid his fare and seated himself comfortably. When the car became crowded, a pretentious-looking gentleman, somewhat in the sere and yellow leaf came in, spied the boy, and asked him to get up.

"No" replied the boy, "I paid my money and I'm going to keep my seat."

"Boy," said the gentleman, in a severe and solemn tone, "if your father came into this car, wouldn't you give him your seat?"

"You bet your sweet life I would," replied the boy, "I don't ride in no car with no ghost."