Representatives E. B. Taylor and Thomas Reed were quietly active and impressed their views regarding the appointment of some man or other upon the President with a good deal of energy. Senator Anthony Higgins, of Delaware, went into the President's library followed by Representatives J. D. Taylor, just as Senators Spooner and Plumb came in. Representative "Ben" Butterworth called with W. B. Forbush, of Cincinnati. The latter wants to be Supervising Architect of the Treasury. It is understood that a change will be made in the office of Supervising Architect of the Treasury in a few days. Secretary Windom has tendered the office to a leading architect in the West and is awaiting his answer.

The Cabinet met at half-past 12 o'clock. One of the matters considered was the case of an Illinois postmaster whose removal was asked by one of the Illinois Congressmen because of the postmaster's political activity. It was admitted by the Congressman that the office was well managed, and the matter was called to the attention of the Cabinet for the reason that the action taken in this case might constitute a precedent hereafter. Postmaster-General Wanamaker said to-night that he did not feel at liberty to talk about what took place at the Cabinet meeting. There is reason to believe, however, that the result of the meeting was adverse to the wishes of the Illinois Congressman, but it is not known whether or not any fixed line of action in cases of this kind was determined upon.

Charles Chesley, who for many years was Solicitor of Internal Revenue, and who held his post for nearly three years under a Democratic Administration, is again an applicant for his old office.

Colonel J. B. Parsons, formerly Marshal of the Supreme Court of the United States, is a candidate for Controller of the Currency. He has the strongest and most influential backing. He is warmly recommended among others by Senator Sherman. This seems to have awakened the enmity of a small and irresponsible clique of politicians who are reviving the old stories of Colonel Parsons's alleged connection with the De Golyer pavement contracts. Those charges were investigated by Chief Justice Waite before the Marshalship of the United States Supreme Court was offered to Colonel Parsons and found by the Chief Justice to be entirely groundless. The same charges were again preferred by the same set of politicians when Controller Cannon appointed Colonel Parsons a bank examiner. Mr. Cannon, like Chief Justice Waite, found the charges to be absolutely without foundation. Senator Sherman seems to have reached a similar conclusion or else it is not to be supposed that he would lend his name and influence to Colonel Parsons's candidacy.

Dispatches from Albany, which represent Senator Evarts as contemplating an early retirement from the Senate, set the tongues of gossip wagging to-day. It was asserted that Mr. Evarts was slated for the English mission. In fact, it was said that the place had been offered to him and he had declined it.

When Mr. Evarts was asked about it to-day, he replied: "Nothing has been said by me respecting the retirement from the position I now hold. As to the English mission, a man cannot well refuse what has not been offered him. There is no authority from me for the publication of any of these stories."

FOR INTERSTATE COMMERCE COMMISSIONER.

Montgomery, Ala., March 19.—Theodore Welch, of Montgomery, general freight agent of the Louisville and Nashville Railroad, is being urged for the vacancy on the Board of Interstate Commerce Commissioners caused by the resignation of Commissioner Walker. Mr. Welch is a Republican.

APPOINTMENTS IN VARIOUS DEPARTMENTS.

Washington, March 19.—Postmaster-General Wanamaker to-day appointed the following named fourth class postmasters: Mrs. Mary N. Corts, Karns City, Penn.; Mrs. Mattie S. Coolidge, North Livermore, Me.; Warren P. Jones, Round Pond, Me.; John S. Marsh, Sheepscott Bridge, Me.; William McKinney, Westport, Me.; James W. Burt, Hannibal, N. Y.; Martin Loomis, Howardville, N. Y.; William T. Eggleston, Mt. Rigs, N. Y.

Secretary Tracy has appointed J. B. Davis to be foreman of the gun shops and foundry, and George R. Wilson to be foreman of the gun carriage and projectile shops at the Washington Navy Yard.

Captain Edmund R. Morse, of Rutland, Vt., has been appointed private secretary to Secretary Proctor. Captain Morse was graduated from Cornell University in 1879 and until recently has been actively engaged in the management of the large marble interests controlled by Mr. Proctor.

Alexander B. Brown has been appointed storekeeper and gauger at Lancaster, Ky., and Thomas Goddeison storekeeper at New-York.

APPOINTMENTS TO THE NAVAL ACADEMY.

Washington, March 19.—The Secretary of the Navy sent out yesterday the usual notices to members of Congress who have vacancies at the Naval Academy to make their nominations of candidates, who will be permitted to report on May 15 for examination. There are now forty-seven vacancies, and there will be forty-one more early in May on account of that number of cadets completing the six years' course. Only one cadet is allowed to each Congressional District, and its Representative has the selection of the candidate.

Neither the President nor Secretary of the Navy nor the Senators have anything to say in this matter, and therefore applications to them are useless. There are no vacancies at large for the President to fill and none will occur until 1890, and then only one, unless some casualty interferes. The candidates nominated to fill the vacancies above referred to must not be under fifteen nor over twenty years when they report for examination, and must be actually residing in the district from which they are appointed.

THE PRESIDENCY PRO TEMPORE OF THE SENATE.

Washington, March 19.—The decision of the Republican caucus last week that the Senate has power to elect a president pro tem. for service during the entire Congress has not settled the question. One of the Republican Senators reserved the right to raise the question in open Senate and have that body decide. The precedents are now being looked up by Senators on both sides the Chamber, and it is this matter, it is believed, which is at the bottom of the discussion upon the power of the Senate to transact legislative business at extraordinary sessions such as the present.

ERRORS IN APPROPRIATION BILLS.

Washington, March 19.—The clerks of the Committees on Appropriations of the two houses of Congress, having completed their statement of the appropriations made at the last session, are now looking over the acts to discover the errors of enrolment. Several have already been discovered, two of them annoying to Representative Randall and Senator Edmunds. The first is the omission of an amendment reported by the House Committee on Appropriations to a Senate amendment to the paragraph appropriating $650,000 for fuel, lights and water for public buildings. The House Committee proposed to concur in the Senate amendment, with an amendment made by Chairman Randall for the purpose of preventing the letting of these contracts by Chief Clerk Youmans, of the Treasury Department, whose methods were not thought to be economical by Mr. Randall.

The other error was the failure properly to enrol a Senate amendment in relation to the Washington aqueduct tunnel. The original amendment, made by the Senate Committee on Appropriations, was a paragraph appropriating $20,000 to defray the expenses of the joint select committee which investigated the fraudulent work done on said tunnel, to be paid on vouchers approved by the chairman of that committee. Controller Durham having expressed the opinion that the committee would have no legal existence after the expiration of the 4th Congress, the following words were added after the word "committee": "who shall have power to settle and approve vouchers, notwithstanding the dissolution of the committee."

That amendment was agreed to without objection, but seems to have been vetoed by an enrolling clerk.

IN CHARGE OF THE RAILWAY MAIL SERVICE.

Washington, March 19.—J. Lowrie Bell, who was yesterday appointed Superintendent of the Railway Mail Service, was born fifty years ago at Reading, Penn. He received his education there, and when twenty-eight years old he entered the service of the Philadelphia and Reading Railroad Company as a clerk in the freight department. A few years later he became assistant general freight agent, and in 1880 he was made general traffic manager. He resigned on March 1, 1888, to engage in the superintendence of the railroad and coal interests of several individuals. Mr. Bell was a lieutenant in the 1st Regiment of Philadelphia, and accompanied his command to the front in the Gettysburg campaign. While he has always been a stanch Republican, he has taken no prominent part in politics. He enters the postal service at the urgent personal solicitation of Postmaster-General Wanamaker, who has admired him for years for his high personal character and ability. He took the oath of office this afternoon, and will enter upon his new duties to-morrow.

AN INTERSTATE COMMERCE INVESTIGATION.

Washington, March 19.—At a meeting of the Senate Committee on Interstate Commerce to-day arrangements were made for pursuing the investigation of Canadian transportation matters ordered by resolution of the Senate August 3, 1888. It was determined to meet in New-York City, May 15, and spend a week there examining witnesses. It is probable that before the summer is over the committee will find it desirable to go as far west as Duluth at least, if not over the entire length of the Canadian Pacific road. The committee consists of Senators Cullom, Platt, Blair, Wilson, of Iowa; Hiscock, Harris, Gorman Reagan and Barbour.

The Senate resolution directs the committee "to ascertain and report whether any railroad lines located in the United States are owned, operated or controlled by the Grand Trunk, Canadian Pacific or any other Canadian railroad corporation, whether commerce originating in the United States is diverted from American to Canadian lines of transportation, and if so, to what extent, and by what means; and whether there is any discrimination in the charges made for tolls or otherwise against American vessels which pass through the Welland and St. Lawrence canals."

DISCUSSING A CHANGE IN SENATE RULES.

Washington, March 19.—In the Senate to-day the Vice-President announced the appointment of the following Select Committee on the Centennial Celebration in New-York: Senators Hiscock, Sherman, Hoar, Voorhees and Eustis.

Mr. Sherman called up the proposed amendment of the rule requiring resolutions that call for information from executive departments to be referred to the appropriate committee. He said that the adoption of such resolutions, without inquiry, sometimes involved very large and unnecessary expense, and that such a change of the rule was desirable.

A long discussion followed. Mr. Voorhees said he could see no object that it was likely to accomplish except to stifle investigation and obstruct inquiry into the conduct of any Executive Department.

Mr. Sherman said that he knew of one case where 100 clerks had to be employed for two months in copying papers called for unnecessarily. The Committee on Rules felt that some restraint should be made on the free passage of such resolutions. Resolutions of inquiry, involving expense, should not be adopted except for some reason that could be fairly given to the committee to which they were referred.

Mr. Hoar and Mr. Hawley agreed that anything which seriously impaired the right of a State (through its Senators or Representatives) to put a question to the head of an Executive Department ought to be approached by the Senate with the greatest caution. Mr. Gorman opposed the new rule as being an attempt to prevent a minority or a single Senator from getting information as to the conduct of public business.

Messrs. Butler, Reagan and Call argued against the new rule, and Mr. Spooner said he would vote against it. The rule was finally recommitted to the Committee on Rules, and after a brief executive session the Senate adjourned.

THE ATLANTIC BASEBALL ASSOCIATION.

A STRIFE FOR GOOD DATES — GAMES OF THE NEWARK AND JERSEY CITY CLUBS.

The schedule meeting of the Atlantic Baseball Association was held at Taylor's Hotel, in Jersey City, yesterday. The delegates wrangled all the afternoon and far into the night over choice dates. The delegates were J. N. Collins and J. H. Shoemaker for Newark; P. J. Powers for Jersey City; J. W. Howe and E. C. Cosgrove for Lowell; W. H. Burnham for Worcester; R. W. Curtis and H. L. Spencer for New-Haven; E. J. Loyd and J. M. Henry for Hartford; E. F. Bogart for Wilkesbarre, and J. H. Ehrlart and H. W. Putnam for Easton. The selection of a ball was assigned to a committee composed of Powers, Burnham and Bogart. The same committee will also make up the umpires' schedule. Manager McGunnigle and several of the Brooklyn players were present. The games of the Jersey City and Newark clubs are as follows:

Jersey City at Home.—With Newark—May 8, 11:30 a. m.; July 4, p. m.; 23, 25; September 2, p. m.; 6. With Wilkesbarre—June 1, 3; July 2, 3; August 7, 8, 28, 29. With Easton—June 4, 5, 29; July 1; August 5, 6, 30, 31. With Hartford—May 2, 4; June 12, 13; July 20, 22; September 16, 17. With New-Haven—May 6, 7; June 14, 15; July 17, 18; September 13, 14. With Worcester—April 27, 29; June 6, 8; July 11, 13; September 10, 12. With Lowell—April 30; May 1; June 10, 11; July 15, 16; September 7, 9.

Jersey City Abroad.—With Newark—May 9, 13, 30, p. m. July 4, a. m.; 24, 27. September 2, a. m.; 5. With Wilkesbarre—May 24, 25. July 9, 10. August 1, 3, 23, 24. With Easton—May 28, 29. July 6, 8, 30, 31. August 26, 27. With Hartford—May 20, 21. June 24, 25. August 17, 19. September 18, 19. With New-Haven—May 22, 23. June 26, 27. August 20, 21. September 20, 21. With Worcester—May 16, 18. June 18, 19. August 10, 13. September 26, 28. With Lowell—May 14, 15. June 20, 22. August 14, 15. September 24, 25.

Newark at Home.—With Jersey City—May 9, 13, 30, p. m. July 4, a. m.; 24, 27. September 2, a. m.; 5. With Wilkesbarre—June 4, 5, 29. July 1. August 5, 6, 30, 31. With Easton—June 1, 3. July 2, 3. August 7, 8, 28, 29. With Hartford—May 6, 7. June 14, 15. July 17, 18. September 13, 14. With New-Haven—May 2, 4. June 12, 13. July 20, 22. September 16, 17. With Worcester—April 30. May 1. June 10, 11. July 15, 16. September 7, 9. With Lowell—April 27, 29. June 6, 8. July 13, 14. September 10, 12.

Newark Abroad.—With Jersey City—May 8, 11, 30, a. m. July 4, p. m.; 23, 25. September 2, p. m.; 6. With Wilkesbarre—May 28, 29. July 6, 8, 30, 31. August 26, 27. With Easton—May 24, 25. July 9, 10. August 1, 3, 23, 24. With Hartford—May 22, 23. June 26, 27. August 20, 21. September 21, 23. With New-Haven—May 20, 21. June 24, 25. August 17, 19. September 18, 19. With Worcester—May 14, 15. June 20, 22. August 14, 15. September 24, 25. With Lowell—May 16, 18. June 18, 19. August 10, 13. September 26, 28.

Woonsocket, R. I., March 19.—Con. Daley has signed a contract to catch for the Indianapolis baseball team the coming season, and started to-day for that city.

A LABOR TICKET FALLING TO PIECES.

Chicago, March 19 (Special).—There continues to be great interest in the coming municipal election and the situation changed considerably to-day. The Labor ticket is breaking up, and, in fact, as a party in the present campaign, its disintegration is almost a certainty. W. P. Rend, the big coal dealer, whose nomination as treasurer has excited so much comment and promised to bring considerable strength to the Labor ticket, has declined to run. Mr. Gross, the candidate for Mayor on the same ticket, will also probably withdraw. There is considerable gossip floating around concerning the efforts of the Philadelphia Street Car syndicate and their desire to control the election of certain Aldermen. The mechanical engineers in the city have never forgiven Mayor Roche for going to Rochester for a city engineer and declaring that there was really nobody of mechanical engineers in Chicago from which a competent man could be selected to fill the position to which Mr. Gerecke has been appointed. They threaten to work against the Republican nominee.

PLANS FOR NEW SUBWAYS.

Mayor Grant opened the meeting of the Board of Electrical Control yesterday with the remark that it was useless to read the long list of applications for permission to string more wires in the streets, as under no circumstances would they be granted. A request was received from Alderman Walker that the Hudson-st. subways be completed before the street was repaved. It was decided that the subways now in the street will be sufficient for some years.

An application from the Western Union Telegraph Company for permission to put up six new poles in St. Nicholas-ave. to replace old ones was denied. The Board ordered the construction of subways as follows:

West side of Sixth-ave., from Fourteenth to Eighteenth-sts., and east side from Fourteenth to Twenty-fourth-sts.; south side of Fourteenth-st. from First to Sixth-aves.; Twenty-ninth-st. from First to Fifth-aves.; Murray-st. from Broadway to College Place; Cortlandt-st. from Worth to Grand; Houston-st. from Crosby-st. to First-ave.; Thirty-eighth-st. from First to Lexington-aves.; Seventy-ninth-st. from First to Park-aves., and Lexington-ave. from Sixty-fifth to Seventy-ninth-sts.

The Metropolitan Telephone Company was ordered to remove one of its two lines of poles from Water-st., and a similar order was directed to the Western Union Telegraph Company regarding its lines in Hudson-st.

DISCUSSING THE PROFESSION OF DENTISTRY.

The Odontological Society of New-York met last night at the Academy of Medicine, No. 12 West Thirty-first-st., to listen to a paper by Dr. H. C. Meriam, of the Harvard Dental School, on "Professional Atmosphere and Morals." He would have class dentistry as a "specialty in medicine," and maintained that the only reason why, with most of its practitioners, it had not been raised above the level of a trade was that they had encouraged and supported methods which tended to make their profession decidedly illiberal. The chief difficulty, he said, was that some members of the profession had invented devices, appliances, materials, tools, etc., which they had patented and sold to a combination which oppressed the whole fraternity by charging exorbitant prices and imposing annoying conditions for the use of the articles so controlled.

He pointed out the fact that no such condition existed in the liberal professions, the lawyer, minister and physician having free access to all that his brothers achieved, and hoped the day would come when the same could be said of dentistry. A discussion followed the reading of the paper.

IN THE LAND OF THE BOOMERS.

THE CHEROKEE CHIEF TELLS THE CATTLEMEN THAT IT SHALL ALL BE THEIRS.

Caldwell, Kan., March 19.—The semi-annual meeting of the Cherokee Strip Live Stock Association, was called to order at 2 o'clock this afternoon, by President Edward M. Hewins, J. B. Mayes, chief of the Cherokees, made an address in which he assured the members of the Association that they need have no fears in regard to retaining possession of the land, that they have leased it for five years, and there was nothing that could remove them as long as they paid their rent. The chief was asked his opinion in regard to the Cherokee Commission, to which he replied: "That will amount to nothing. All they will do is to come down here and have a good time. We will not sell for $1 25 per acre."

Another asked what they would do if the soldiers attempted to remove them, to which Mr. Mayes replied: "It will be an easy matter to stop that. If the soldiers attempt to put you out, all that will be necessary is to serve an injunction on them."

Another asked: "What will we do with the boomers?"

Mr. Mayes replied: "We will take care of the boomers. You stay with us and we will stay with you."

LIEUT. CARSON KNOCKED DOWN BY A BOOMER.

Kansas City, March 19.—A "Times" dispatch from Oklahoma City reports everything quiet there this evening. The United States troops are still driving out the boomers. The only foundation for this afternoon's sensational reports as to the conflict between the soldiers and the invaders is that Lieutenant Carson was knocked down by a boomer yesterday, the offender, being at once arrested. The Kansas United States Attorney has no jurisdiction over Oklahoma, that territory being in charge of the United States Attorney at Fort Smith, Ark.

DESTROYING THE PROPERTY OF CATTLEMEN.

Geuda Springs, Kan., March 19.—On Sunday morning the cattlemen along the border for a great distance on the Cherokee Strip awakened to find their fences all destroyed. On Sunday night the work of destruction was renewed, and it is thought the stables, corrals and other property will go next. It is thought this is done in retaliation for the driving out of the boomers from the Creek and Seminole ceded lands. The people here and at Arkansas City are quiet, and seem determined to stand loyally by the law and Presidential orders. They feel, however, if the law-abiding are kept out all others should be, so that all may have an equal chance in the selection of lands.

CONSUL JULIA RECEIVES NO NOTICE.

HE SAYS, HOWEVER, THAT HE MAY BE RECALLED—HIS EXPLANATION.

The dispatch from Washington yesterday to the effect that information had been received from Santo Domingo that Leoncio Julia, the Dominican Consul at this port, had been recalled because of his offensiveness by aiding the Haytian insurgents in violating the neutrality laws of the United States, did not cause much surprise in Haytian circles, but those in sympathy with General Hyppolite were inclined to doubt it. It was also said that the Dominican Government repudiated the purchase of the steamer Mercedes, now in the service of Hyppolite at Cape Haytien, and that of the Madrid, now under libel at this port. Consul Julia represented that he had purchased these two vessels on the part of his Government, and that he had nothing further to do with them. Consul Julia said to a reporter of The Tribune yesterday: "I have received no notification of my dismissal by Santo Domingo. Yet it may be so. It would not be surprising if it should first be learned of at Washington. So far as the Mercedes is concerned, I bought the vessel for private parties at Samana, and she went there under the Dominican flag. As for the Madrid, or Conserve, I purchased that vessel for the Dominican Government. I do not know that she is intended for Hayti or for Hyppolite."

Another official connected with the Santo Domingo Government said: "I should not be surprised to learn that it was true. I am only surprised that your Government had not demanded Consul Julia's recall, as his actions were likely to cause embarrassment to the United States. Another thing that would seem to confirm the report is that a few days ago the old Cabinet retired and the new Cabinet took office. Consul Julia's brother was in the old Cabinet, but he has no relative in the present one."

It was learned yesterday that the Carondelet, which vessel was reported to have on board the battery and ammunition for the Madrid, had arrived at Samana.

PHILIPSEN WANTS HIS BAIL FIXED.

RECORDER SMYTH THINKS $1,000 TOO SMALL A SUM AND WILL DECIDE THE QUESTION TO-DAY.

Charles Philipsen, the manager of the North River Fish and Game Company, was taken before Recorder Smyth yesterday by Detective Sergeant Perazzo, who had brought him from Philadelphia. His counsel, Charles W. Brooke, asked that a plea of not guilty be entered to the indictment for perjury and he was allowed until Monday to file a demurrer if he wished to do so. Mr. Brooke then asked that bail be fixed on the indictment. De Lancey Nicoll, who conducted the examination which led to Philipsen's arrest, was seated near District-Attorney Fellows while the motion was argued. Mr. Brooke mildly suggested $1,000 as the amount of bail. The Recorder said: "I hardly think that would do. The punishment for the offence is imprisonment for from two to ten years."

District-Attorney Fellows said that Philipsen had attempted by a writ of habeas corpus to hinder the officers from taking him from Philadelphia. He had been a fugitive from justice and bail should be fixed at an amount likely to keep him here. He suggested $10,000 as the bail to be asked. The Recorder said that he would decide the question this morning. Philipsen was committed to the Tombs.

The Commissioners of Accounts had no witnesses to examine in the market inquiry, although a number were called. An adjournment was taken until to-morrow, when Controller Myers and Chief Clerk McAdam may be examined, and there is a possibility that Philipsen will conclude to testify. Mr. McAdam had not sufficiently recovered to be present.

THE DATE OF THE REPUBLICAN PRIMARIES.

A meeting of the Republican County Committee will be held to-morrow night, at which, it is expected, the date for holding the primaries will be fixed. This, however, will depend upon the settlement of the contests in the various districts, a matter that is now in the hands of the Committee on Appeals. This committee will meet with the members of the Executive Committee to-night, in relation to this question.

COULD NOT SHARE HIS WIFE'S ASPIRATIONS.

Indianapolis, March 19 (Special).—Stephen W. Morgan, a wealthy manufacturer, and a brother-in-law of Vice-President Hendricks, to-day filed a petition for divorce from his wife, to whom he has been married for thirty-four years. Incompatibility of temperament was alleged as cause for the separation, and Mrs. Morgan agrees to waive all statutory requirements in the case, in order that the divorce may be granted. Mrs. Morgan has literary aspirations, and two or three years ago, at a heavy loss, endeavored to establish in Indianapolis a magazine called "The Inland Monthly," but, after a few issues, publication was suspended. Morgan is sixty years old and his wife ten years younger.

THE RHODE ISLAND SENATORIAL STRUGGLE.

Providence, R. I., March 19 (Special).—The Senatorial struggle has practically settled down to a trial of strength between ex-Governor Wetmore and State Senator Dixon. Judge Colt and Governor Taft are probable only as compromise candidates. The Democrats, who have fifteen votes in the Legislature, out of 100, will probably give ex-Lieutenant-Governor Samuel R. Honey, of Newport, a complimentary vote, and then it is expected that most of their votes will go to Wetmore. The Dixon people are claiming forty votes on the first ballot. There is no doubt that Dixon was able to count up more votes to-day than any other candidate, but there is a feeling outside of the Legislature that Wetmore is most likely to be successful. Both of these candidates are young men, Wetmore being forty-three years old and Dixon forty-two.

March April May

Are the best months in which to purify your blood, for at no other season does the system so much need the aid of a reliable medicine like Hood's Sarsaparilla, as now. During the long, cold winter the blood becomes thin and impure, the body becomes weak and tired, the appetite may be lost. Hood's Sarsaparilla is peculiarly adapted to purify and enrich the blood, to create a good appetite, and to overcome that tired feeling. It increases in popularity every year, for it is the ideal spring medicine.

"Early last spring I was very much run down, had nervous headache, felt miserable and all that. I was very much benefited by Hood's Sarsaparilla, and recommend it to my friends." MRS. J. M. TAYLOR, 1,119 Euclid-ave., Cleveland, Ohio.

Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & Co., Apothecaries, Lowell, Mass.

100 Doses One Dollar

Hood's Sarsaparilla is prepared from Sarsaparilla, Dandelion, Mandrake, Dock, Juniper Berries and other well-known vegetable remedies, in such a peculiar manner as to derive the full medicinal value of each. It will cure, when in the power of medicine, scrofula, salt rheum, sores, boils, pimples, all humors, dyspepsia, biliousness, sick headache, indigestion, general debility, catarrh, rheumatism, kidney and liver complaints. It overcomes that extreme tired feeling caused by change of climate, season or life, and imparts life and strength to the whole system.

"I take Hood's Sarsaparilla every year as a spring tonic, with most satisfactory results." C. PARMELEE, 349 Bridge-st., Brooklyn, N. Y.

N. B. Be sure to get Hood's Sarsaparilla.

Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & Co., Apothecaries, Lowell, Mass.

100 Doses One Dollar

RAILROAD INTERESTS.

GENERAL PASSENGER AGENTS MEET.

THE ASSOCIATION REORGANIZED—TRANSPORTATION OF CORPSES CONSIDERED.

The semi-annual convention of the National Association of General Passenger and Ticket Agents was held yesterday at the Hotel Brunswick. General Passenger Agent James L. Taylor, of the Richmond and Danville Railroad, presided. After routine business had been disposed of, it was resolved to form a new organization, under the name of "The American Association of General Passenger and Ticket Agents." After this was agreed to, the constitution and by-laws of the new organization were adopted, the alterations from those of the old organization being unimportant. A report from the Committee of Railroad Accounting Officers was read by C. P. Leland, auditor of the Lake Shore and Michigan Southern Railroad, on the subject of erroneous proportions in the allotments made to various railroads carrying through passengers, the subject having been referred at the last meeting of the passenger agents to the Accounting Association. Mr. Leland presented a resolution requiring all lines to check erroneous proportions, and make their claims on other roads within twelve months, or forfeit their claims against the company in whose accounts the error had occurred. The matter was referred to the Executive Committee of the Passenger Agents for their consideration, to be reported on at the next meeting of the association. A. V. H. Carpenter, general passenger agent of the Chicago, Milwaukee and St. Paul Railway, sent a letter in which he asked that resolutions be passed requiring that the transportation of dead bodies by rail be turned over to the express companies doing business over the various roads, and that no corpse be carried in the baggage-cars. Also, that the charge for such transportation be limited to the cost of one first-class through passenger ticket between the points of shipment, and that no baggage be checked on such ticket. He made these suggestions on sanitary grounds, he said, since if the body were kept out of the baggage-cars there would be less danger of infection to the employes of the roads and to other baggage which might be under transportation in the car. After some discussion this matter was also referred to the Executive Committee.

Resolutions of condolence were passed on the death of Henry Monett, general passenger agent of the New-York Central and Hudson River Railroad, who was also vice-president of the association; also on the death of George H. Dabman, ex-president of the association. The resolutions were ordered to be forwarded to the respective families.

The following new members were elected: W. B. Phelps, W. R. Dusenback, George W. Storer, A. Angier, H. B. Dunham, E. N. Squires, William Perrin and Joseph F. Odion. The following officers were elected for the coming year: President, George L. Connor, general passenger agent of the Old Colony Railroad; vice-president, D. B. Martin; secretary, A. H. Smith; executive committee, W. R. Dusenback, J. A. Fellows, J. W. Burdick, W. L. Danley, B. W. Wrenn, F. Chandler and James Barker.

It was decided to hold the next meeting at Atlanta, Ga., on the third Thursday in September.

BALTIMORE AND OHIO AFFAIRS.

WORK OF THE INVESTIGATING COMMITTEE COMPLETE—THE STOCK RISING IN THE MARKET.

Baltimore, March 19 (Special).—The committee of Baltimore and Ohio Railroad directors appointed under the Spencer administration to investigate the financial condition of the company and the causes leading to the failure to pay dividends, has completed its work. When the Garretts regained control and elected Mr. Mayer president several members of the investigating committee were dropped from the directory. It was then thought the work of the committee would be abandoned, but Senator Gorman, representing the interests of the State of Maryland in the company, persisted in the investigation, and the minority of the committee completed the work. Whether the results of the investigation will ever be made public is not known outside of the Board of Directors. The last annual report of ex-President Spencer embodied some of the conclusions reached by the committee, such as the surplus myth and other matters. The present financial status of the road was clearly and truthfully defined in Mr. Spencer's report, although the causes that led to it were not mentioned.

The question of declaring or passing a half-yearly dividend comes up at the April meeting of the board. It is not intimated anywhere that the company can pay a cash dividend, but there are financiers who favor the idea of scrip dividends. This, they say, would increase the capital stock, which is too small for the value of the property. The sale of the scrip would relieve the needs of the Hopkins University and reduce Baltimore city taxes, and the stock in this way would be distributed among investors. The advocates of this plan say an increase of capital stock to the extent of $4,000,000 would make the total only about $20,000,000. Up to this time $80,000 has been subscribed to a fund for the relief of Hopkins University, and this sum will be increased to at least $100,000.

A Baltimore and Ohio official states that steps are being taken to largely improve the Southern connections of the road. The stock in this market continues to advance; opening to-day at 95 it sold up to 96 1-2, closing at that figure, and several small lots selling at 96 3-4.

CHARGES AGAINST THE LEHIGH VALLEY.

Washington, March 19.—Argument of counsel in the case of Coxe Brothers & Co., against the Lehigh Valley Railroad Company, was begun before the Interstate Commerce Commission to-day. Franklin B. Gowen, of Philadelphia, appeared for the complainant, and John G. Johnson, of Philadelphia, and J. Vaughn Darling, of Wilkesbarre, for the defendant. All of the parties in interest were present at the hearing which was concluded February 12, 1889.

The complainant charged, first, discrimination in favor of bituminous as against anthracite coal; second, unreasonable rates; and third, discrimination against the complainants and in favor of the Lehigh Valley Coal Company, the stock of which is owned and controlled by the stockholders of the Lehigh Valley Railroad Company. Mr. Gowen opened the argument.

A RAILROAD SALE DISPUTED.

Wilkesbarre, Penn., March 19.—The sale of the Lehigh and Eastern Railway here on Saturday to Silas W. Newburger, of New-York, for $190,000, is claimed to have been brought about by irregular methods. S. P. & J. H. Kase, of New-York, yesterday filed in the Prothonotary's office an action for $300,000 damages against Jacob Newburger, of New-York, and also an action of like amount against David Newburger and Silas W. Newburger on the ground that the judgment was irregularly obtained and ask for a reinvestigation of the proceedings heretofore taken place.

ANOTHER CUT BY THE "SOO" LINE.

Chicago, March 19 (Special).—It is announced that the "Soo" line has again cut rates, this time on all classes of merchandise. The cuts are from 3 to 8 cents, the latter cut being on high wines. The Western roads claim there is no way of checking the traffic which will thus be taken through the Northwest unless the trunk lines make a corresponding reduction.

MORE RAILROADS WANTED IN DELAWARE.

Dover, Del., March 19 (Special).—The House of Representatives this morning passed the bill reducing the tax upon the Baltimore and Ohio Railroad. Under an act of 1887, the yearly tax upon this railroad was fixed at $40,000, the sum paid by the Pennsylvania Railroad. As the latter road through its branches does at least four-fifths more business in the State than the Baltimore and Ohio, the latter appealed to the Assembly for relief, and the bill passed this morning is the result. The discussion upon the subject brought out the fact that there was a strong feeling among the members in favor of the Baltimore and Ohio. Representative Gray, of Wilmington, echoed the sentiment that prevailed, when he said: "We need railroad competition in Delaware, and in the Baltimore and Ohio Railroad I see our only hope for that competition."

RATES TO NEW-YORK AND BOSTON.

Chicago, March 19.—The directors of the Chicago Board of Trade to-day indorsed the petition of the Toledo Board to the Interstate Commerce Commission praying that the rates on grain and other commodities from Chicago to Boston and Boston points shall not exceed the rates fixed on like commodities from Chicago and New-York and New-York points. The railroads claim that the steep grades in New-England, making it necessary to divide their trains and use two locomotives, justify the higher rate of 5 cents a hundred.

MISCELLANEOUS RAILWAY INTELLIGENCE.

Philadelphia, March 19 (Special).—Engineers and surveyors of the Pennsylvania Railroad completed to-day the location of a new line to run from Bristol, on the New-York division, through the Chester County Valley to Downingtown. The survey includes a cut-off extending through the valley parallel to the Reading's road to Norristown, and then across country to Bristol. The object in building the line is not so much to save distance, since the new route will only be seven miles shorter than the present one, as to avoid the heavy up grades coming toward Philadelphia from the West, and to lessen the pressure of traffic in the West Philadelphia yard.

At the Pennsylvania Railroad office it was stated to-day that the company had decided to extend the Downingtown and Lancaster Railroad from its present terminus at New-Holland to Lancaster, a distance of eleven miles.

It is believed in railroad circles in this city that the meeting of the trunk line representatives which was held in Washington last Saturday will have a good effect, and that the disturbances growing out of export rates will soon be settled.

The Reading Railroad officials have just placed an order for ten locomotives with the Baldwin Works for exclusive use on their Atlantic City branch. The schedule time between this city and the seashore has been reduced to eighty minutes, which will require trains to cover a mile a minute. The management have also contracted with the Pullman Parlor Car Company for fifty coaches, to be built from special designs, for seashore use. A new station at Atlantic City will also be built. The Reading Railroad has ordered also fifty freight cars, fifty refrigerator freight cars, and 500 twenty-five ton hopper bottom gondola coal cars.

Chicago, March 19.—At the meeting of the Western States Passenger Association to-day a resolution was adopted providing that Chairman Abbott and as many of the members as could conveniently do so should attend a meeting called by the Interstate Commission at Washington on March 21. The purpose of the conference is to reach a thorough understanding of the provisions of the amended law requiring joint passenger tariffs to be published. Chairman Abbott left here for Washington to-night, accompanied by the general passenger agents of the Burlington, the Chicago and Northwestern and the Chicago and Alton.

Columbus, Ohio, March 19.—The annual meeting of the stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company was held in this city to-day. The report of the Board of Directors for the year ending December 31, 1888, was read, showing the following results on the main line, between Pittsburg and Columbus: Gross earnings, $3,368,547 44; a decrease compared with 1887 of $419,830 86. Net results for 1888, a profit of $344,838 91; a decrease compared with 1887 of $478,236 47; the results including all lines operated for 1888 being a deficiency of $95,254 74, against a surplus for 1887 of $602,947 43. The expenditure during the year in betterments, but charged to operating expenses, was $486,112 96. This includes the completion of the second track between Pittsburg and Mingo, as well as about eight and a half miles of new second track between Columbus and Newark. The directors elected were as follows: George B. Roberts, Wistar Morris, J. N. Duberry, H. H. Houston, Frank Thomson, William H. Barnes and John P. Green, of Philadelphia; J. N. McCullough, W. Thaw, Thomas D. Messler and James McCrea, of Pittsburg; Robert Sherrard, jr., and George W. McCook, of Steubenville. The board will organize at an early date.

(*For Annual Report of the C. B. and Q. see First Page.*)

ARMY AND NAVY INTELLIGENCE.

Washington, March 19.—Major Clifton Comly, Ordnance Department, has been relieved from command of the Indianapolis Arsenal and ordered to proceed to Columbia, Tenn., to establish the arsenal authorized by act of Congress. Captain John W. Summerhayes, Assistant Quartermaster-General, has been granted two months' extension of his leave of absence.

The Secretary of the Navy has decided in reply to a query from a retired officer of the Navy whether or not he could accept a position in the Consular service without vacating his commission, that under the law and the rulings of the Attorney, the acceptance of such an appointment would be regarded as a resignation of his commission as an officer of the Navy.

The only bid for constructing the machinery of the armored cruiser Maine, that of N. F. Palmer, jr., & Co., of New-York, has been referred to the Bureau of Steam Engineering for examination, report and recommendation.

The chiefs of the Bureaus of Ordnance, Equipment and Recruiting, Construction and Repair and Steam Engineering have been directed to proceed without delay to prepare plans for the construction of the new vessels authorized by the Naval Appropriation bill of the last session of Congress, namely: One armored steel cruising monitor of not less than 3,000 tons, at a cost not exceeding $1,500,000, on the plans approved and recommended by a Naval board in their report to the Secretary of the Navy and by him referred to the House Committee on Naval Affairs (the plans designed by John R. Thomas, of Illinois), to be approved by the Secretary; two steel cruisers or gunboats of the most approved type of 800 to 1,200 tons displacement, to cost in the aggregate, exclusive of armament, not more than $700,000, and one ram for harbor defence of the general type approved by the Naval Advisory Board November 7, 1881, of the highest practicable speed. Each bureau is to prepare the plans pertaining to it, and the chiefs are to meet as often as necessary for the purpose of considering and settling upon the general characteristics of the vessels.

Commander James M. Forsyth has been ordered to hold himself in readiness to command the nautical school ship Saratoga; Surgeon R. A. Marmion has been ordered to the receiving ship Franklin. Passed Assistant Paymaster J. R. Stanton and Assistant Paymaster T. J. Cowie have been ordered to examination for promotion; Surgeon N. McP. Ferebee has been detached from the Norfolk Naval Hospital and placed on waiting orders. Surgeon W. G. Farwell has been detached from the receiving ship Franklin and ordered to the Naval Hospital, Norfolk, Va.; Commander Charles A. Schetky has been placed on the retired list, to date from March 22.

The Essex has arrived at Gibraltar, homeward bound from Egypt.

DISGRACEFUL CONDUCT OF YALE STUDENTS.

New-Haven, March 19 (Special).—Drunken students, whose names are not yet known, last night attached a rope around the head of the statue of Professor Benjamin Silliman, which stood on the campus in front of Batchelor Chapel, and pulled it over, cracking the neck