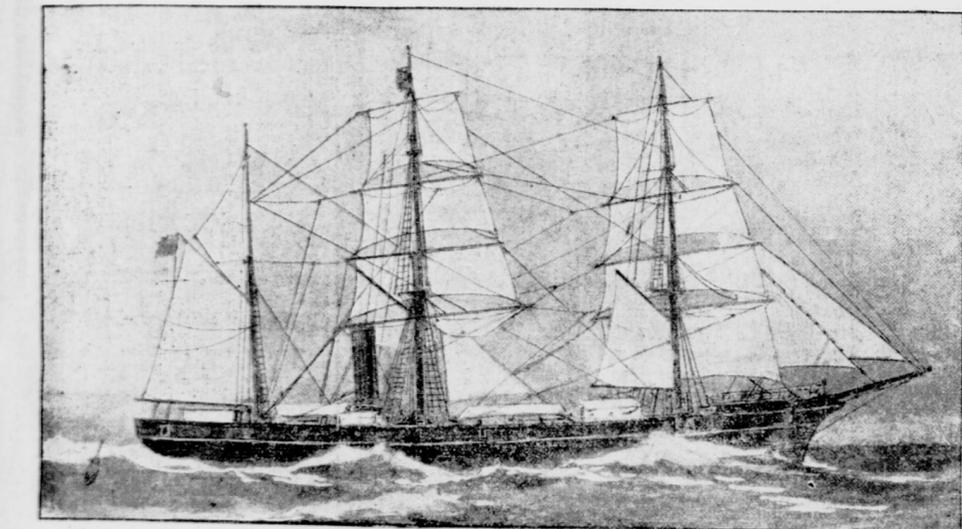


ANTARCTIC EXPLORATION.

FOUR EXPEDITIONS MAY UNDERTAKE IT THIS YEAR.

THE BRITISH AND GERMAN VENTURES HIGHLY PROMISING—KINDS OF SCIENTIFIC RESEARCH PROPOSED.

Except for two very recent and not very successful ventures—those of De Gerlache and Borchgrevink—antarctic research has been practically at a standstill for over half a century. But it will be resumed this year on an unprecedented scale. No less than four European expeditions are likely to appear in the work in the near future, one of them already started for Southern waters, and two being exceptionally well fitted for their task. The Belgian expedition, which spent ten weeks in total darkness in 188, possessed peculiar interest for Americans, since it was accompanied by their countryman, Dr. Frederick A. Cook. Besides, it explored the coast of Graham Land, a little to the southwest of Cape Horn, and added perceptibly to the world's stock of geographical information. Captain Borchgrevink, a Norwegian, backed by the generosity of an Englishman, landed near Cape Adams, Victoria Land (south of New Zealand), very early in 1892, and stayed there several months. He



THE BRITISH ANTARCTIC SHIP DISCOVERY.

believed that he located the south magnetic pole somewhat more precisely than Ross did in 1841-42, and he brought back other information regarding the location of the islands in that vicinity. But the value of his data is disputed, inasmuch as the accuracy of his observations is doubtful. The four expeditions now about to engage in antarctic exploration are English, German, Scotch and Swedish. The first two will co-operate to a certain extent. For instance, they divide between them the antarctic continent and its adjacent ice, and each devotes its attention to one-half. The English will study the region extending from east longitude 30 (about opposite the middle of the Indian Ocean) around south of Australia and the Pacific to west longitude 90. This will bring their field of inquiry almost to the meridian of Cape Horn. The Germans take the other semi-circle, which lies south of the Atlantic, Africa and the western half of the Indian Ocean. And, though some of the facts which each party will ascertain will possess an independent value, much of its observation—notably of magnetic phenomena—will need to be coupled with the data obtained by the other party. The British expedition goes out under the joint auspices of the Royal Geographical Society, the Royal Society and the British Government. Sir



THE HISTORIC POLK CHURCH, THE PLAN FOR WHICH WERE DRAWN BY GEORGE WASHINGTON.

Clements Markham, president of the first mentioned organization, after a great deal of agitation for several years, had succeeded in getting subscriptions to the amount of \$100,000 early in 1859. When Lieutenant W. Longstaff came forward and promised \$25,000 more. Subsequently the government contributed \$45,000. Other pecuniary help followed, and about \$100,000 was eventually available.

PROPOSES OF EXPLORATION. The British expedition probably has the finest ship ever engaged in polar research. She was designed and built expressly for her work, and in many details is superior to the refitted steam Discovery which was launched in 1899. She has three and one-half masted masts, and is especially strengthened by internal supports and triple planking of oak, greenheart and pitch pine. Her length is 151 feet, and she draws sixteen feet of water. She is a three masted schooner in rig, but has engines capable of giving her a speed of seven knots. This expedition goes out under the leadership of Professor Erikh von Drygalski, of Berlin, famous for his study of arctic glaciers. His staff consists of Dr. Ernst Van Hoesen, of Kiel, zoologist and biologist; Dr. Hans Gazert, of Munich, medical botanist; Dr. Hans Ruser, with Herr A. Breaula, geologist and chemist, and Dr. Friedrich Biedinger, of Laufen-on-the-Neckar, commanded by Captain Hans Ruser, with Herr A. Steho as engineer. The two men last named have been in the service of the United States Antarctic Expedition to South Africa a few years ago, but the expedition to the Antarctic is their first. The Germans take out a magnificent lot of dogs and contemplate extensive sledding. They also have a reserve of sledges, and make observations of the upper air, both at sea and on land. Although there is some room for doubting the feasibility of such work while under sail, Professor Cleveland Abbe tried it while on an expedition to South Africa a few years ago, but the expedition was abandoned because of the lack of success. The Germans have a fine captive balloon with apparatus for generating hydrogen for its inflation.

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WASHINGTON'S CHURCH.

PROJECT TO RESTORE THE OLD POLK CHURCH EDIFICE IN VIRGINIA.

Old Polk, Fairfax County, Va., Aug. 3 (Special).—Among the scores of Colonial churches in the State of Virginia none are more interesting than Polk or Mount Vernon Church. It is situated in Truro Parish, Fairfax County. This parish formerly covered Fairfax, Alexandria and Loudoun counties. Polk Church has an interest for all lovers of history because of its connection with the great men of the Colonial period. It has passed through two wars and suffered in each. Its vestry book, which is also the record book of Truro Parish, covers a period of about fifty years—1733-'85. This book was lost for fifty years, and recovered about twenty years ago by the historian of the Diocese of Virginia, the late Rev. Dr. Philip Slaughter. It is now kept, by order of the vestry, in the safe at Mount Vernon, under the care of the superintendent, H. H. Dodge. The present church building was completed in 1772. It is built of brick burned in the yard near by, with walls eighteen inches thick, cov-

ered with ivy and surrounded by tall oaks. The original building was a wooden one, two miles south of the present site, and on the other side of Pohick Run, from which the church took its name. The former edifice fell into decay about 1769, and the present location was chosen. History relates that when the charge of it was made, George Mason used his eloquence in favor of the old one, and George Washington answered him with a carefully drawn map, showing that the new place was the center of population. This argument won, and the present location was chosen. It is just here, according to tradition, that Washington divided his army on the night of the battle of the Clouds. Polk Church being at the forks of the road. He took a part of his army by way of Colchester and part by way of Occoquan Village, both lying on Occoquan Bay. The building committee, appointed in 1769, included George Washington, George Mason and George William Fairfax.

PLANS DRAWN BY WASHINGTON.

Washington drew the ground plan and front elevation, the plans for the pews and the placing of the pulpit. When the church was finished in 1772-'73 the pews were sold, George Mason buying two and George Washington buying one and afterward another from Lund Washington. The pews were all marked in raised letters with the names of the owners. One pew, that to the north of the pulpit, was given by the Rev. Mr. Johnson, of Washington, then rector, and his successors forever. The highest pew, on the north wall with its sounding board overhead, both firmly bolted to a beam let into the wall, had a pectoral back of the communion table. It also had a pectoral back of the communion table. The east wall, on which were inscribed in letters of gold the Apostles' Creed, the Lord's Prayer and the Ten Commandments. The font, cut from the granite, is the best of its kind, and is so arranged that "discreetly dip" the children, according to the rubric in the Prayer Book.

Washington was a vestryman for twenty years of Truro Parish, was active in the building of four churches in Fairfax and Alexandria counties and was also a warden for several years. He left nothing kept him from the house of God. The Rev. Mr. Johnson, of Truro Parish had several children, of whom the Rev. Charles Green and the Rev. Parson Massey were the most prominent. Parson Massey was rector of the old Polk Church was built and continued to live there up to 1785.

SERVICES HELD IRREGULARLY.

After the Revolution the services at Polk Church were held irregularly and Washington became an attendant at Christ Church, Alexandria, which church he had also been instrumental in building and in which he had bought a pew as soon as it was completed. During the period of the Revolution, a visitation made to Polk Church. It was in a bad plight, he said, his doors were found open, inviting every wild beast of the field to enter. His appeal would raise money sufficient to go out of the State and to the Rev. Mr. Johnson, who was then rector, and his successors forever. The highest pew, on the north wall with its sounding board overhead, both firmly bolted to a beam let into the wall, had a pectoral back of the communion table. It also had a pectoral back of the communion table. The east wall, on which were inscribed in letters of gold the Apostles' Creed, the Lord's Prayer and the Ten Commandments. The font, cut from the granite, is the best of its kind, and is so arranged that "discreetly dip" the children, according to the rubric in the Prayer Book.

THE GERMAN EXPEDITION.

The German expedition is financially backed by the government, though conducted by civilians. It has a specially designed ship, built at Kiel, and named after the eminent authority in terrestrial magnetism, Gauss. She is entirely of wood, and not very unlike Nansen's Fram in shape, but is especially strengthened by internal supports and triple planking of oak, greenheart and pitch pine. Her length is 151 feet, and she draws sixteen feet of water. She is a three masted schooner in rig, but has engines capable of giving her a speed of seven knots. This expedition goes out under the leadership of Professor Erikh von Drygalski, of Berlin, famous for his study of arctic glaciers. His staff consists of Dr. Ernst Van Hoesen, of Kiel, zoologist and biologist; Dr. Hans Gazert, of Munich, medical botanist; Dr. Hans Ruser, with Herr A. Breaula, geologist and chemist, and Dr. Friedrich Biedinger, of Laufen-on-the-Neckar, commanded by Captain Hans Ruser, with Herr A. Steho as engineer. The two men last named have been in the service of the United States Antarctic Expedition to South Africa a few years ago, but the expedition to the Antarctic is their first. The Germans take out a magnificent lot of dogs and contemplate extensive sledding. They also have a reserve of sledges, and make observations of the upper air, both at sea and on land. Although there is some room for doubting the feasibility of such work while under sail, Professor Cleveland Abbe tried it while on an expedition to South Africa a few years ago, but the expedition was abandoned because of the lack of success. The Germans have a fine captive balloon with apparatus for generating hydrogen for its inflation.

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OIL WELLS AND DRY HOLES.

EFFECT OF THE ROTARY DRILL ON THE PROBABLE PRODUCTION.

Beaumont, Tex., Aug. 3 (Special).—Not until the State legislature prohibits the use of the rotary drill for the sinking of oil wells will the magnitude of the oil deposits of Texas be made known. There can be no doubt that many of the so-called dry holes that have been found in the new Beaumont oil field would have been good producing wells had some system of drilling other than the rotary been used. To experienced oil operators in Pennsylvania the wonder is not that dry holes have been found, but that oil has been found in Texas at all. As a matter of fact, the celebrated Lucas well, on Spindle Top Heights, near Beaumont, which astonished the world last year by showing a producing capacity entirely unprecedented in the United States, was discovered by accident. It is believed that had it not been for this accident the oil bearing stratum would have been shut off by the rotary drill and the well itself drilled to a greater depth and finally abandoned as dry. A brief description of the method by which oil wells are drilled in Texas will enable the reader to understand the situation more clearly. The drilling outfit is known as the rotary. It is originally designed to bore artesian water wells in clay, sand or other soft formations. The vital principle of the rotary machine, as affecting oil wells, is as follows: A piece of iron pipe, technically called casing, is fitted at one end with a cutting edge or knife, called the drill. In Pennsylvania it would be called a auger rather than a drill. The cutting knife is detachable. It may be removed and sharpened as necessary. A piece of casing, with this drill at one end, is hoisted into a derrick and cased down through a hole in the floor until the cutting edge rests in the earth. Then a machine called the rotary grips the casing and causes it to revolve. As the casing turns it sinks of its own weight into the hole made by the drill. The hole is usually two inches larger in diameter than the casing. This leaves an empty space about an inch wide around the casing.

WHERE THE WATER CAN GO.

There are just two places where the water, after leaving the casing, may find an outlet. One is the empty space around the outside of the casing and the other is any porous rock or sand that may be found beneath the surface as the drill sinks into the earth. It is intended that the water should fill the empty space around the casing and rise to the surface, bringing with it the sand, clay and mud ground out by the drill. In order that this part of the work may be facilitated, the water, as it is pumped into the casing, is saturated with mud. A saturated solution of mud and water will cause the grains of quicksand to come to the surface, as the sand will adhere to the mud. When the drill reaches a depth of 80 or 90 feet the water pressure at the bottom of the well is very great. For the purpose of illustration let it be estimated at 800 pounds to the square inch. This

includes the pressure from the pump and the weight of the column of water. When this tremendous pressure of water reaches the oil bearing sand there can be only one result. The water will displace the oil. The oil cannot rise to the surface because it has in the Beaumont field a pressure of only seventy-five pounds to the square inch. It is plain that a pressure of seventy-five pounds cannot overcome a pressure of 800 pounds. The oil can do only one thing. It can flow back through its stratum of sand or porous rock to some other place. The water then comes in and takes possession of the area vacated by the oil. No oil comes to the surface of the ground; the drill goes deeper, and the casing following the drill goes deeper, until the oil is forced to the borders of the district. Wells that should have been good producers were abandoned as dry. Then the oil operators went to the Pennsylvania legislature and secured the enactment of laws to protect the oil bearing sand.

LUCKY LUCAS ACCIDENT.

The Lucas well, on Spindle Top, was begun with the standard drilling outfit used in Pennsylvania. This system requires only enough water in the well to soften the mud and clay as the heavy plunger drill hammers its way into the earth. Even this small quantity of water is not used to control the standard outfit was discarded and the rotary substituted. At a depth of about one thousand feet an accident happened to the drilling apparatus. The casing was drawn from the well, and the well was baled out. The drill had just penetrated the oil bearing sand, and the oil was waiting for the removal of the pressure of water. When the point in the baling was reached where the pressure of water was less than the pressure of oil the oil gushed forth. That was the beginning of the most remarkable oil excitement ever known in the United States. Even Pithole, the fabulous, was less astonishing. There had been no more than equal Pithole between 1865 and 1891. It is not too much to say that had it not been for the accident to the Lucas well and the Beaumont oil field, with its gushers of unprecedented capacity, would have remained undiscovered. That the oil operators now realize this is shown by the fact that wells in course of boring are baled more frequently than before. But even this is poor protection against the risks of letting water into the oil bearing sand or of drilling past the oil when the machinery is working smoothly and the hole is being sunk at the rate of a foot a minute. So long as the rotary drill is working in clay or sand it makes rapid progress. Two hundred feet in twenty-four hours is not unknown. When the drill strikes rock, however, its usefulness as a rapid machine ceases. Rotary machines working night and day have been known to make no more than two

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RECEIVING SHIP VERMONT, BROOKLYN NAVY YARD.

Which is to be destroyed because she is infected.

of the investigation made by the board of surgeons, who reported that the condition of the vessel was inimical to the health of her men. They reported that the interior woodwork of the vessel was waterlogged and teeming with disease germs, and that in some parts of the ship dry rot had set in. It was from these conditions, the surgeons contended, that numerous cases of contagious diseases resulted. In the last six months five cases of spinal meningitis were traced to the vessel. For these reasons the board unanimously favored the abandonment of the vessel, and Admiral Crowninshield is said to favor her being burned. The Vermont was one of the frigates of the old navy, and when it was taken to the navy yard several years ago was to be dismantled bore many signs of the active part she had borne in naval engagements. Since her arrival she has been moored at the Cob Dock. In the last year alone ninety-eight hundred jacks have been connected with the ship. The Columbia will not be able to accommodate as many men as the Vermont, and therefore a part of the men enlisted at the yard will be stationed at other yards, pending assignment to duty. The Columbia, a ship of the cruiser class, has been ordered to proceed immediately from League Island to New York, but it is said her assignment to duty as a receiving ship is to be only temporary.

SAYS HE WILL STAND BY HACKMEN.

The New-York, New-Haven and Hartford Railroad Company has secured an order from the Supreme Court compelling twenty-five hackmen of New-Rochelle to appear in Brooklyn on August 13 and show cause why a permanent injunction should not be issued to restrain them from soliciting trade in the railway company's stations in New-Rochelle. The company recently sold the hacking privileges along its lines to local livery firms, who took the places of the regular hackmen. The New-Rochelle hackmen were the only ones who refused to vacate. When the police were called on to eject them they appealed to Mayor Dillon. The mayor threatened the police with discharge if they took part in ejecting the hackmen. He said yesterday: "The railroad company may have the law on its side, but it is not in the right, and I'm going to stand by the hackmen. The company's freight is on public property, and the minute it chases the hackmen away I'll make the company move its freight home. Then I'll force them to put up high board fences around all of their property, build a few more bridges and pay for the cost of street sprinkling. The railroad company owns the property over which it seeks jurisdiction, and there is much to be said for the railway company's stations in New-Rochelle. A few years ago, with a force of one hundred men, he tore up the tracks, which he had ordered to be 'Huckleberry' road to remove, but which it had not taken up. The hackmen have retained Corporation Counsel M. J. Tierney as their lawyer, and will fight the railroad company as long as possible.

WHEN A JURY IS LOCKED UP.

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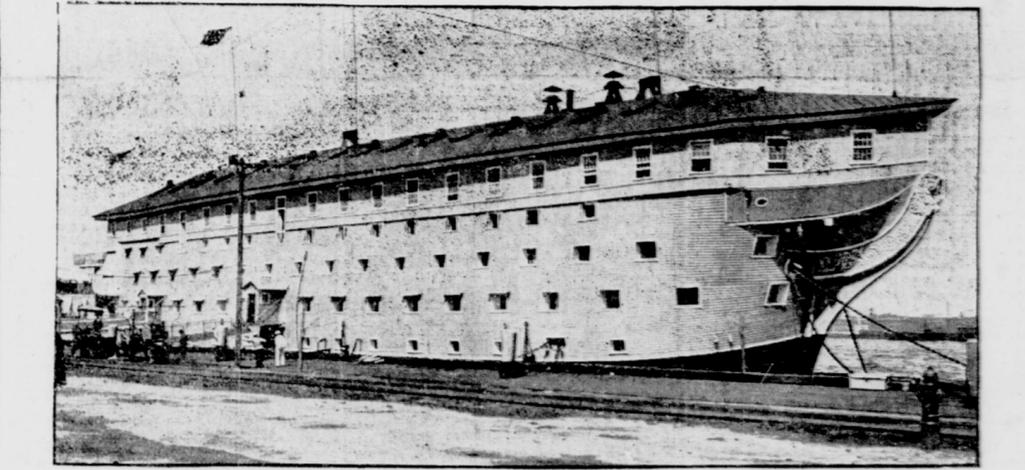
The confinement of a jury during a trial, as in the recent case of Policeman George Bissett, is comparatively rare. It is done at the discretion of the court, and is a sure indication of the court's opinion of the gravity of the case. This resort to conserve the ends of justice is more common in capital cases than in cases where the life of the defendant is not at stake. The last previous jury to be confined in the course of a trial in a New-York court was in the case of R. B. Molnau, accused of the murder of Mrs. Adams. The confinement of a jury in a trial of the Bissett sort is so rare that court officials cannot readily recall a former instance. Jurymen naturally resent being abruptly torn away from their families and deprived of their liberties, not only on account of the personal inconvenience and sometimes physical suffering involved, but because of the insinuation that their probity and discretion are mistrusted. No doubt the sequestration of a jury during an important trial does cut off the opportunity for the bringing of improper influences to bear upon the members of the jury, but it is a heavy burden to place upon a jury with a view to influencing their decision, but there are so many other considerations involved, entirely apart from the jurymen's personality that their confinement cannot be construed as a reflection upon their character. On the contrary, the court by this act really throws the mantle of its protection around the jurymen for their own sakes, and saves them from brushes and combs, toothbrushes and other necessities; families were advised that jurymen would not be home, and partners and clerks were adjured to look out for the jurymen's business. The court afforded every facility for these communications, sending them without expense to the jurymen. All these messages, however, as indeed all mail passing to or from the jurymen from that time until the close of the trial, passed under the personal scrutiny of the presiding judge. As soon as the courtroom was cleared four court officers, who had doffed their uniforms for citizen's clothes, appeared and invited the jury to "fall in" and march by "twos." The captain of the detail escorted the foreman of the jury in front and the three other officers scouted along the edge of the column. Marching in "twos" enabled the jurymen to be counted readily, and any possible deserter was instantly detected. The "twelve good men and true" were now a sacred body. No one

FAREWELL TO THE VERMONT.

Her days of usefulness ended and condemned by a board of surgeons who recently investigated her sanitary condition, the old ship Vermont, which has for so many years served as a receiving ship at the Brooklyn Navy Yard, has been consigned by the government to either the junk shop or the flames. She will be replaced by the cruiser Columbia, which on Wednesday received orders at Washington to proceed to the Brooklyn Navy Yard and there receive the men now quartered on the Vermont. The condemnation of the Vermont is the result of the investigation made by the board of surgeons, who reported that the condition of the vessel was inimical to the health of her men. They reported that the interior woodwork of the vessel was waterlogged and teeming with disease germs, and that in some parts of the ship dry rot had set in. It was from these conditions, the surgeons contended, that numerous cases of contagious diseases resulted. In the last six months five cases of spinal meningitis were traced to the vessel. For these reasons the board unanimously favored the abandonment of the vessel, and Admiral Crowninshield is said to favor her being burned. The Vermont was one of the frigates of the old navy, and when it was taken to the navy yard several years ago was to be dismantled bore many signs of the active part she had borne in naval engagements. Since her arrival she has been moored at the Cob Dock. In the last year alone ninety-eight hundred jacks have been connected with the ship. The Columbia will not be able to accommodate as many men as the Vermont, and therefore a part of the men enlisted at the yard will be stationed at other yards, pending assignment to duty. The Columbia, a ship of the cruiser class, has been ordered to proceed immediately from League Island to New York, but it is said her assignment to duty as a receiving ship is to be only temporary.

THE MAYOR OF NEW-ROCHELLE THREATENS REPRISAL ON RAILROAD COMPANY FOR CUTTING OFF PRIVILEGES.

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Her days of usefulness ended and condemned by a board of surgeons who recently investigated her sanitary condition, the old ship Vermont, which has for so many years served as a receiving ship at the Brooklyn Navy Yard, has been consigned by the government to either the junk shop or the flames. She will be replaced by the cruiser Columbia, which on Wednesday received orders at Washington to proceed to the Brooklyn Navy Yard and there receive the men now quartered on the Vermont. The condemnation of the Vermont is the result of the investigation made by the board of surgeons, who reported that the condition of the vessel was inimical to the health of her men. They reported that the interior woodwork of the vessel was waterlogged and teeming with disease germs, and that in some parts of the ship dry rot had set in. It was from these conditions, the surgeons contended, that numerous cases of contagious diseases resulted. In the last six months five cases of spinal meningitis were traced to the vessel. For these reasons the board unanimously favored the abandonment of the vessel, and Admiral Crowninshield is said to favor her being burned. The Vermont was one of the frigates of the old navy, and when it was taken to the navy yard several years ago was to be dismantled bore many signs of the active part she had borne in naval engagements. Since her arrival she has been moored at the Cob Dock. In the last year alone ninety-eight hundred jacks have been connected with the ship. The Columbia will not be able to accommodate as many men as the Vermont, and therefore a part of the men enlisted at the yard will be stationed at other yards, pending assignment to duty. The Columbia, a ship of the cruiser class, has been ordered to proceed immediately from League Island to New York, but it is said her assignment to duty as a receiving ship is to be only temporary.

THE MAYOR OF NEW-ROCHELLE THREATENS REPRISAL ON RAILROAD COMPANY FOR CUTTING OFF PRIVILEGES.

The New-York, New-Haven and Hartford Railroad Company has secured an order from the Supreme Court compelling twenty-five hackmen of New-Rochelle to appear in Brooklyn on August 13 and show cause why a permanent injunction should not be issued to restrain them from soliciting trade in the railway company's stations in New-Rochelle. The company recently sold the hacking privileges along its lines to local livery firms, who took the places of the regular hackmen. The New-Rochelle hackmen were the only ones who refused to vacate. When the police were called on to eject them they appealed to Mayor Dillon. The mayor threatened the police with discharge if they took part in ejecting the hackmen. He said yesterday: "The railroad company may have the law on its side, but it is not in the right, and I'm going to stand by the hackmen. The company's freight is on public property, and the minute it chases the hackmen away I'll make the company move its freight home. Then I'll force them to put up high board fences around all of their property, build a few more bridges and pay for the cost of street sprinkling. The railroad company owns the property over which it seeks jurisdiction, and there is much to be said for the railway company's stations in New-Rochelle. A few years ago, with a force of one hundred men, he tore up the tracks, which he had ordered to be 'Huckleberry' road to remove, but which it had not taken up. The hackmen have retained Corporation Counsel M. J. Tierney as their lawyer, and will fight the railroad company as long as possible.

LUCKY LUCAS ACCIDENT.

The Lucas well, on Spindle Top, was begun with the standard drilling outfit used in Pennsylvania. This system requires only enough water in the well to soften the mud and clay as the heavy plunger drill hammers its way into the earth. Even this small quantity of water is not used to control the standard outfit was discarded and the rotary substituted. At a depth of about one thousand feet an accident happened to the drilling apparatus. The casing was drawn from the well, and the well was baled out. The drill had just penetrated the oil bearing sand, and the oil was waiting for the removal of the pressure of water. When the point in the baling was reached where the pressure of water was less than the pressure of oil the oil gushed forth. That was the beginning of the most remarkable oil excitement ever known in the United States. Even Pithole, the fabulous, was less astonishing. There had been no more than equal Pithole between 1865 and 1891. It is not too much to say that had it not been for the accident to the Lucas well and the Beaumont oil field, with its gushers of unprecedented capacity, would have remained undiscovered. That the oil operators now realize this is shown by the fact that wells in course of boring are baled more frequently than before. But even this is poor protection against the risks of letting water into the oil bearing sand or of drilling past the oil when the machinery is working smoothly and the hole is being sunk at the rate of a foot a minute. So long as the rotary drill is working in clay or sand it makes rapid progress. Two hundred feet in twenty-four hours is not unknown. When the drill strikes rock, however, its usefulness as a rapid machine ceases. Rotary machines working night and day have been known to make no more than two

THE RESTORATION PROJECT.

Mr. Wallis was succeeded by the Rev. Mr. Kloman, who was rector for two years. The present rector, the Rev. Everard Meade, came to Polk about four years ago. The church now shelters from Sunday to Sunday a good congregation and Sunday school. The people here are being chiefly engaged in agriculture. It is a church in which the poor the Gospel is preached. The church property is a valuable one, containing forty-three acres, on which are situated the church, a parish hall, given by Mrs. Hearst, of California, and a large and comfortable rectory. Now it is proposed to restore Polk Church and to make it as near as possible to the Washington's day as is compatible with modern ideas of comfort and convenience. The Daughters of the American Revolution have taken the matter in hand, and the treasurer, Judge J. K. M. Norton, of Alexandria, reports a small fund on hand and growing slowly. There is immediate need of work on the church, as it is in bad condition. The rector says: "May the time soon come when this house of God, built by the Washingtons, Masons, Lewises, Fairfaxes, Hendersons and others, whose names are connected with it, shall be restored to its former beauty. Surely patriotism or reverence for the greatest of patriots, if not religion, might be appealed to in behalf of this temple of God."

WHEN A JURY IS LOCKED UP.

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