THE PENSION OFFICE INQUIRY.

Witnesses Examined by the House Special Committee Yesterday.

A CHIEF OF DIVISION WHO HAD BORROWED MONEY FROM THE CLERKS UNDER HIM—MR. TAYLOR'S RESIGNATION AND HOW IT WAS BROUGHT ABOUT.

After the report of the Raum investigation closed in yesterday's STAR, Wm. T. Ford, assistant chief of record division of the pension office, the oldest employe in the Interior Department, of which the pension office is a part, testified relative to the charges against Engle. He said that they were contained in a statement which was prepared by Clerk Lineaweaver, but he (witness) did not remember whether it was sworn to or not. He made the statement of his own free will and accord, and it was not drawn from him by the commissioner. Mr. Engle had been discharged, but when he was reinstated witness told him that his discharge was the result of his own foolish actions and silly tongue. He told Commissioner Raum that the allegations in the statement were true. Engle had told him their substance. Commissioner Raum had not pumped the statement out of him. It was charged in the statement or affidavit that Engle had ruined a young girl in the office. Witness had told the commissioner her name, but declined to give it to the committee in public session. He asked for time, however, in which to consult counsel before saying whether he would give the name to the committee in secret. The matter, therefore, went over for the time. Witness further said that he was not intimate with the commissioner, and while he had no particular love for him, he did not dislike him.

ADMITTED THAT HE BORROWED MONEY.

Mr. Enloe took up a charge made by three one-legged or one-armed soldiers that witness had referred disrespectfully to them. Witness denied the charge. He admitted borrowing money from pension office clerks, as he was in financial straits. He also had had financial transactions with Mr. Latourette, an outsider, but he did not pay him 10 per cent interest. He was at the present time in debt to Mr. Latourette, but was not paying him any interest on the money. He had never complained to the commissioner of Mr. Latourette's visit to the pension office. He acknowledged that he had borrowed money from a great many friends in the office.

Mr. Enloe named several persons and asked witness if he had borrowed money from them. He admitted having done so, but when Mr. Enloe presented more names witness declined to say whether he borrowed from them or not. The practice in the office of borrowing money, the witness admitted, was pretty general. His borrowings had not been any more extensive, however, he said, than had that of other persons. His borrowings had not been of such extent as to embarrass any one, or such as would influence him (witness) for or against his creditors.

OBJECTS TO MAKING A STATEMENT.

Mr. Lind, a member of the committee, then attempted to obtain from the witness an estimate of the total amount of money he had borrowed from employes under him, the number of persons borrowed from, &c. Witness at first strenuously objected to giving the information desired, even in this shape, because it would disgrace him and would be the talk of the office. Mr. Lind then asked him why he borrowed the money if he looked at it in that way.

The witness did not answer this question. Finally, after the committee had taken steps which indicated its intention to compel the witness to answer Mr. Lind's questions, he admitted that he owed $80 to three subordinates in his division. He said that since he commenced borrowing he had never been out of debt. He had been compelled, he admitted, to settle money accounts on threats made by his creditors.

Replying to further questions witness denied that he had insulted a woman by insisting that she accompany him to a certain place, testimony in relation to which has been heretofore given.

WHY MR. TAYLOR RESIGNED.

S. A. Taylor, formerly an employe in the pension office, who resigned in the latter part of 1891, detailed the circumstances attending his resignation, accomplished through the medium of Assistant Secretary Bussey, during which he attributed to Mr. Bussey a remark that whenever Secretary Noble had any disagreeable work to do he had him (Mr. Bussey) to do it. A letter which witness subsequently received from Secretary Noble was to the effect that there were no charges against him affecting his character or reputation, but that his usefulness had become impaired. Witness' trouble with Commissioner Raum dated from the time of his report to the commissioner with respect to the record of Theodore Smith, an employe in the office, who at one time had deserted from the army.

The committee during the afternoon session took steps to request the House to compel witnesses Wayson and Ellis to answer questions in relation to financial transactions, beside asking that body to request their dismissal from office. The committee adjourned until today.

Army Orders.

Second Lieutenant Wirt Robinson, fourth artillery, will be relieved from duty at the United States Military Academy, West Point, N. Y., June 13, 1892, and he is granted leave of absence from that date to include January 1, 1893, with permission to leave the United States. The resignation of Second Lieut. Wirt Robinson, fourth artillery, has been accepted by the President, to take effect January 1, 1893. By direction of the President First Lieut. Benjamin L. Ten Eyck, assistant surgeon, is detailed as a member of the army retiring board at Fort Leavenworth, Kan., vice Lieut. Col. Joseph P. Wright, surgeon, relieved. By direction of the President First Lieut. Henry De H. Waite, fifth cavalry, will report to the army retiring board at Fort Leavenworth, Kan., for examination. Leave of absence for three months on surgeon's certificate of disability is granted Capt. Alonzo R. Chapin, assistant surgeon.

Leave of absence for two months is granted Capt. William C. Gorgas, assistant surgeon. First Lieut. Charles A. Churchill, fifth infantry, having been found incapacitated for active service by an army retiring board, will proceed to his home. Leave of absence for three months on surgeon's certificate of disability is granted Additional Second Lieut. Charles S. Bromwell, corps of engineers. At his own request Second Lieut. Earl C. Carnahan, twelfth infantry, is transferred from company C to company H of that regiment.

Arbitrary Differential Rates.

The interstate commerce commission yesterday in an opinion by Commissioner McDill, announced its decision of the cases of the Toledo produce exchange, &c., and Edward Kemble of Boston against the Lake Shore, Michigan Central, New York Central and Boston and Albany railroads in favor of the complainants. The question involved is the through rates to Boston, as affected by the arbitrary differentials over through rates to New York of ten cents on first-class articles, six cents on second-class articles and five cents on the other classes of freight.

The commission decides that the arbitrary differentials now charged are unlawful and should hereafter be made by adding a percentage to the New York rate on shipments included in the six classes of freight from Chicago and points east thereof and west of Buffalo to Boston and other New England points, and that the defendants and other carriers interested be allowed twenty days to show cause by answer why order should not issue commanding them to desist from charging said arbitrary differentials and requiring said rates to Boston and New England points to be made by adding to the New York rate an increase of 10 per cent thereof, and if no such answers be filed that such order be issued forthwith.

The Gates Were Broken.

To the Editor of The Evening Star:

On my way to market today about 11 o'clock I was very much startled by what might have been a very serious accident at the railroad crossing at H street northeast. The signal bell rang for the gates to fall, but for some reason the east gate did not come down. One engine passed and another was a short distance behind, when a man drove down H street and not seeing the gate down attempted to cross. One moment more and he would have been on the track with the engine upon him, but fortunately he was just a moment too late and his horse's head and the engine met at right angles. By an extraordinary effort he backed his frightened horse, which rushed down 1st street northeast in the direction of the Capitol at break-neck speed. I inquired of the conductor of the car the reason why the gates were not lowered and he said they were broken.

It is owing to just such causes as this that many serious accidents happen, and when they happen no one is to blame. Narrow escapes at this point are so frequent I am impelled to sound a note of warning before it is too late.

Washington, D.C., April 9. PASSENGER.

Bishop Worthington of the Protestant Episcopal diocese of Nebraska will be married in New York to Miss Amelia T. Milton of Boston.

THE BASE BALL SEASON.

It Will Be Opened in the Six Larger Cities This Afternoon.

SIZING UP THE DIFFERENT TEAMS—HOW THE LOCAL TEAM COMPARES IN FIELDING, BATTING AND IN THE BOX WITH OTHER TEAMS—POINTS OF WEAKNESS AND STRENGTH IN THE CLUBS.

The finest base ball organization that ever existed will today begin its history. The first championship season of the year will open in Washington, Baltimore, Philadelphia, Cincinnati, Louisville and St. Louis. Owing to the intelligent and impartial work of the committee on players the teams will be more evenly matched on the start than ever before. A greater interest in the game will be felt this year than ever in the cities of the league, for it will be the first time that the majority of them will see the picked players of the late association and league. Hitherto through ignorance each organization has been derided by the cities holding membership in the other. The league cities affected to despise the association teams, classing them as cheap and amateurish, while the association cities have called the league players overrated and "have beens." Now, for the first time, league and association players mingle and a juster appreciation of their merits will follow. Already this result has been noticeable in New York, where the cranks have well nigh exhausted themselves in the praise of Boyle and Fuller. Fuller, however, the New York papers seem to forget, is an old Washington player, a member of the former league team of this city.

Before the flag drops for the great race of '92, the quadrennial year, when everything American is great and splendid, it might be well to look over the teams, scan their apparent strength and weakness and make a forecast of where they will be when the winner crosses the line.

THE SENATORS.

First as to the Washington team. In the calculations made elsewhere our team is not estimated very high. One "tout" says that it "will have a hard road to travel in spite of the infusion of league blood." Another says it is "weak in the box and not especially strong in the field or at the bat." The review of the local team given in these columns on Saturday refutes these statements to a considerable extent. In the field we have Larkin, Danny Richardson, Hardie Richardson and Radford, and the records show that there is not a stronger infield in the country. Brooklyn's is the only infield that compares with it. New York's cannot begin to equal it. Chicago's is much inferior. Cleveland's and Philadelphia's approach it, but are no better. As to hard hitters, there are Donovan and Duffee above the .300 mark, and Milligan just on the mark. Then, too, there are Larkin, both the Richardsons and McGuire, who are hitters away above the average, leaving only Radford and Hoy who could in any way be termed weak at the bat. But they are run getters. Hoy made more runs than any member of the association last year, and whether he gets them by balls or hits and bases by skillful running he gets them, and that is what wins games. No, there is no weakness in the field or at the bat. As to the box, Knell and Killen stood second and third among association pitchers last year, and association pitchers have shown that they were fully equal to league pitchers. Gastright, Dolan, Foreman and Kilroy have all shown themselves to be good, though with the exception of Foreman they have not faced league batsmen. It would be foolish to say of any of them without trial that they are weak. They may make monkeys out of the league men. There is, therefore, no good reason for assigning a position in the rear to Washington's team.

"THE BEANEATERS."

As regards Boston. It is generally looked upon as a pennant winner. It has the prestige of one season's championship and it has got good men from the association in Duffy and McCarthy. Its infield is a strong one, and in Clarkson, Stivetts and Nichols it is strong in the box, and with Ganzell and Bennett it is well fixed behind the bat. Whether Kelly will be a source of weakness or of strength remains to be seen. No one disputes his abilities.

WARD'S WONDERS.

Ward has a magnificent infield in Brouthers, himself, Joyce and Corcoran, and it is likely to be a stone wall for ground hits and liners. The outfield remains unchanged. It is composed of hard hitters. It is in the box that Brooklyn is at present weak. Until Haddock and Lovett are signed Brooklyn must get along with experimental twirlers who have not as yet made much of a reputation.

THE QUAKERS.

The same criticism applies to the Philadelphia team. Keefe may regain his old form and he may not. Certainly New York would not have allowed him to go if it had not been supposed his day was past. He certainly showed last year that his wrist had for the time lost its cunning. Thornton has pitched some remarkable ball, but no one can tell how long he will last. Carsey is promising, but that is about all. He needs a catcher who understands him to steady him. What he can do against league batsmen remains to be seen. His record last year was not a brilliant one, though it must be said that he gave Washington faithful and energetic work. In Connor, Hallman, Mulvey and Allen, a mixture of league and association men, there is a strong infield, but it has not played together a single season and their team work is a matter of the future. Thompson, Delehanty and Hamilton make a hard-hitting and well-fielding outfield, but in no way superior to Washington's. Clements and Cross are good catchers, but Washington would not give McGuire and Milligan for them.

THE ORIOLES.

Baltimore's team is generally regarded here as the weakest of the eastern nines. It is undeniably weak in the box and, barring Buffinton, Healy, its best pitcher, is an unknown quantity this year. His arm may be all right and it may not. Whistler, Shindle, Gilbert and Pickett make an infield that is not remarkably strong. It is one from which occasional brilliant plays can be expected, but not one that can be depended on for a steady, errorless game. Whistler is probably the best of the lot. He is a good fielder and a fair hitter. From his connection with the Washington club when it was in the Atlantic Association Washingtonians are familiar with his work. He is an earnest, ambitious and a conscientious player and a strength to any team. He was a regular God-send to the New Yorks in 1890 when they were in such straits. The outfield is neither strong in fielding or in batting.

THE "REDS."

Now that Rhines is disabled the Cincinnatis are for the time being weak in the box. A great deal is expected of Comiskey, but Comiskey's success with the St. Louis Browns lay mostly in the fact that he had a much better team than any other in the association. When it was weakened it dropped. Both the infield and the outfield is "spotty" and will play a "spotty game." It will play phenomenal ball one day, as "yellow" as saffron the next. It may be that Comiskey can maintain a fast pace, but it is doubtful. At any rate, without good men in the box it cannot hope for much. Yet Porkopolis cranks are swearing by their team now. However, that is perfectly right. It would be sad were it otherwise.

ANSON'S COLTS.

Hutchinson is the best man Anson has in the box with Luby and Gumbert to help him out. The "old man" will, of course, play first himself. Canavan second and Burns and Cooney in the other infield positions. Canavan is a fair second baseman, but by no means equal to Pfeffer, either in the field or at the bat. The infield will play a snappy game, however, and will make batsmen hustle to get balls past it. Anson will set his aim high and imbue his associates with ideas of the pennant. Yet it is not a strong batting team and lofty aims are not winning factors opposed to first-class pitchers and hard hitters. The team on the whole is inferior to Washington's.

THE SMOKY CITY TEAM.

There is no reason to believe that Pittsburg will do much better than it has been doing in the league for years. It is a disorganized team and the almost constant rows over the management must continue to keep it so. It has a number of good men. Bierbauer on second, of course, ranks among the best in the country, while at short there will not be the lamentable weakness there was last year. They have been greatly strengthened in getting Farrell and undoubtedly the nine is stronger all the way through. But the Pittsburg crowds are said to be merciless in their treatment of their home team and a few reverses with the consequent guying of the spectators will take the heart out of the nine in short order.

"THE SPIDERS."

The Clevelands seem likely to retain their old title of the "Spiders." They are a lively lot in the field, and no mistake. As Washington remembers its former league team, which is the nucleus of the present one, it was the snappiest team in the league. It could field and run bases around the best of the lot. In Davies they have a stronger pitcher. The others are not particularly so. In batting the team is below the average. It has no "sluggers."

THE COLONELS.

If Louisville's financial condition is all right and there is nothing in that direction to disturb the players the Colonels should put up a strong game. With Taylor, Pfeffer, Jennings and Kuehne in the infield they have an able quartet to start with. Weaver, Seery and Tom Brown will make a hard-hitting outfield. Ehret, Stratton, Meekin and Fitzgerald have shown that they are formidable pitchers, but each one of them has been hit hard at times. They are a good lot, but putting any one of them in the box does not insure a victory by any means. But on the whole Louisville is stronger than St. Louis.

THE BROWNS.

Worden, Stricker, Crooks and Glascock are the mound city's infield. Here are four men who will play ball for all that is in them. But it will be a spotty game. It is doubtful if there will be much good team work. Then they are spotty in their batting. They may make doubles and triples one day and "fall down" the next. The pitcher's box is weak. The collection is made up of those other clubs have let go? Will they get a fresh grip? It remains to be seen, but it is not likely.

THE GIANTS.

The New Yorks remain—Ewing, Bassett, Lyons and Fuller are the infield. It is Ewing's first season on first. Bassett is a clever infielder, but is not reliable. Lyons is also unreliable. Fuller will go after everything and play an earnest game, but he is the one strong spot. No one thinks of saying that he is superior to Radford. O'Rourke, Gore and Tiernan will be in the outfield. Tiernan is quick. The others are slow. It is a fair-fielding outfield, but not brilliant. All three are good hitters and, with Ewing and Lyons, will do the bulk of the hitting. For pitchers New York has Rusie, Sharrott, King and Crane. Rusie and Crane can frighten timid batsmen, but they are not invincible. Boyle, Fields and Murphy will do the catching. There is no reason why the Washington team should not defeat the Giants in two games out of every three. When Washington had a weaker team and New York a stronger Washington repeatedly whipped the other.

Now, then, for the race.

THE NEW BASE BALL LEAGUE.

The clubs of the league will begin the season with these players:

Washington—McGuire, Milligan, catchers; Knell, Killen, Gastright, Dolan, Kilroy, Foreman, pitchers; Larkin, first base; D. Richardson, second base; H. Richardson, third base; Radford, short stop; Donovan, left field; Hoy, center field; Duffee, right field; Dowd, substitute.

Brooklyn—T. Daly, C. Daily, Kinslow, catchers; Hart, Terry, Stein, pitchers; Brouthers, first base; Ward, second base; Joyce, third base; Corcoran, short stop; O'Brien, left field; Griffin, center field; Burns, right field; Collins, substitute.

Philadelphia—Clements, Cross, catchers; Thornton, Esper, Keefe, Carsey, Weyhing, pitchers; Connor, first base; Hallman, second base; Mulvey, third base; Allen, short stop; Hamilton, left field; Delahanty, center field; Thompson, right field.

Baltimore—McMahon, Buffinton, Healy, Cobb, pitchers; Robinson, Gunson, Hess, catchers; Whistler, first base; Pickett, second base; Gilbert, third base; Shindle, short stop; Van Haltren, left field; Welch, center field; Johnson, right field; McGraw, substitute.

New York—Boyle, Murphy, catchers; King, Rusie, Crane, Sharrott, pitchers; W. Ewing, first base; Bassett, second base; Lyons, third base; Fuller, short stop; O'Rourke, left field; Gore, center field; Tiernan, right field.

Boston—Bennett, Ganzel, Kelly, catchers; Clarkson, Stivetts, Nichols, pitchers; Tucker, first base; Quinn, second base; Nash, third base; Long, short stop; Duffy, left field; Stovey, center field; McCarthy, right field; Lowe, substitute.

Chicago—Kittredge, Schriver, Murphy, catchers; Hutchinson, Vickery, Gumbert, Duke, pitchers; Anson, first base; Canavan, second base; Burns, third base; Cooney, short stop; Dahlen, left field; Ryan, center field; Dungan, right field.

St. Louis—Beckley, Moran, Bird, catchers; Gleason, Caruthers, Breitenstein, pitchers; Werden, first base; Stricker, second base; Crooks, third base; Glasscock, short stop; Van Dyke, left field; Brodie, center field; Carroll, right field; Pinckney, substitute.

Pittsburg—Mack, Miller, Farrell, catchers; Baldwin, Galvin, Woodcock, Camp, pitchers; Beckley, first base; Bierbauer, second base; Raymond, third base; Shugart, short stop; Hanlon, left field; Corkhill, center field; Swartwood, right field.

Cleveland—Zimmer, O'Connor, Doyle, catchers; Young, Rettger, Viau, Cuppy, Davies, Shearon, pitchers; Virtue, first base; Childs, second base; Tebeau, third base; McKean, short stop; McAleer, left field; Davis, center field; Burkett, right field.

Louisville — Cahill, Dowse, Grim, Hess, catchers; Fitzgerald, Meekin, Stratton, Sanders, Jones, pitchers; Taylor, first base; Pfeffer, second base; Kuehne, third base; Jennings, short stop; Seery, left field; Weaver, center field; Brown, right field.

Cincinnati—Morgan Murphy, Harrington, catchers; Rhines, Mullane, Chamberlain, McGill, pitchers; Comiskey, first base; McPhee, second base; Latham, third base; Smith, short stop; O'Neil, left field; Holliday, center field; Halligan, right field.

The Grievances of the Government Clerk.

To the Editor of The Evening Star:

If any one mortal can thoroughly sympathize with poor Joe, when he complains that everybody "is allus a-chivying on" him it is the government clerk. When the member from anywhere, who wishes to distinguish himself in the House, looks the field over he finds that to wrestle with the tariff or money question means not only a stupendous amount of hard work for himself—or somebody who must be paid for it in some shape—but also danger to his political prosperity from some quarter or other; every other question of moment is also hedged about with danger signals, and finally he would be obliged to give up in despair if the government clerk were not there, an ever ready and, moreover, safe subject to hang a bill or at least a speech upon. Then the moral educator takes compassion on the clerk's neglected condition and sets to work to mold him into a thing of beauty and a joy forever; the schoolmaster interests himself to the extent of seeing that he keeps his educational fortifications in thorough repair; the philanthropist rigidly guards him from an undue love of lucre by relieving him of all he can spare, or not spare, to benefit this or that favorite charity or scheme. He is improved, experimented upon, regulated, shortened here and lengthened there till every trace of the original sinful being ought, in all conscience, to be obliterated.

Just now he is laboring under effects of the marking system, which, upon the face of it, looks harmless enough, but assumes a different aspect when viewed by the light of the bill introduced into the House last week, which provides that at least 8 per cent of the classified service shall be dismissed every year, said 8 per cent to comprise those ranking lowest in ability, &c. This specification also looks perfectly fair on the surface and would be so indeed were the correctness of the rating a foregone conclusion. But alas, those who do it are human, to say the least, and where such absolute power lies in the hands of any one person there is always more or less danger of injustice being done.

The division chief need not be of the species portrayed in a recent story of official life in Washington. To give his marking a doubtful character, unless he is a man of unusual, nay, marvelous ability himself, how can he properly gauge that subtle quality in his subordinates whom he does not, perhaps, come in contact with once a day? And yet this one item outweighs all others and can be used with fatal effect against the best clerk in the service, or be made the lever to elevate the merest nonentity.

There is a letter now lying before me in which a chief accuses a clerk of being "capable," and some of the readers of THE STAR will no doubt remember the one who, when an appointment was made to meet him at 6:30 p.m., complained that it was too early in the morning to attend to anything, and who wanted to know what in something his correspondent meant by talking of a proximo.

No, a man may be perfectly honest in his intentions and yet do a grievous wrong; and to prevent this there should be some feature added to the system which would at least give the clerk a reasonable chance of getting his deserts. There should be a board of review, consisting of one clerk of each grade—these to be selected by the members of their respective grades—whose duty it should be to review the rating and rectify all errors before the averages are sent to the examiners.

I think I may safely say that today nine clerks out of every ten feel bitterly indignant and dissatisfied with the results of the system as at present administered, and would hail with pleasure anything which would make it what the President intended it to be—a fair and just record. MISS BROWN.

Suffocated by Illuminating Gas.

Catherine Erner of New York was found dead in her room yesterday, having been suffocated by gas. A woman named Hedwig, who slept in the same room, was found unconscious. Both women were servants. The gas had been turned on accidentally.

OF DISTRICT INTEREST.

Local Measures Considered by the House of Representatives Yesterday.

OPPOSITION TO THE EXTENSION OF THE WASHINGTON AND GEORGETOWN RAILROAD TRACKS TO THE AQUEDUCT BRIDGE—FEARS THAT IT WILL BE AN ENTERING WEDGE TO CROSSING THE BRIDGE—ALL-NIGHT SERVICE.

The House, after THE STAR report closed yesterday, continued its labors on District legislation until adjournment, which event was precipitated by a rather vigorous and unexpected opposition which arose to the bill extending the Washington and Georgetown road to the Aqueduct bridge.

The resolution providing that no permits for dwelling houses in alleys should be issued was passed without debate, as was a resolution providing that the subdivision of square 206, made by C. P. Patterson and recorded in book R.W., page 102, in the office of the surveyor, be confirmed so far as the said subdivision embraced any part of the original alleys in the square and the title of the persons claiming any part or parts of the original alleys under the owner of the original lots in said square at the time said subdivision was made be confirmed: Provided, That the area dedicated to the public in the subdivision made by said Patterson is at least as great as that of the alleys in the said original division of said square into lots.

THE PLUMBING INSPECTOR.

The bill providing for an inspector of plumbing and for prohibitory inspection was called up. The bill is a Senate measure and has been fully discussed. An amendment offered by Mr. Hemphill was agreed to, which provides that the inspection should be under the direction of the Commissioners. Other minor amendments were agreed to. Mr. Holman then took up the question of fees and salaries for the additional inspector. Mr. Hemphill explained that the salary must be provided for in the regular appropriation bill. Then Mr. Holman objected to all the fees coming in through the office being placed to the credit of the District, and he offered an amendment providing that the United States should get one-half of the fees and the District one-half.

MR. BLOUNT'S REMARKS.

Mr. Blount, in speaking for the amendment, said: "We have already created here a corps of officers and employes who are paid for out of the general treasury, and yet the moment we are confronted with the question of the disposition of these fees gentlemen insist that the rule shall not obtain. There is nothing narrow in the suggestion of the gentleman from Indiana. The idea that we shall be compelled to pay one-half of the expenditure of this District, enormous as it is, upon the theory that we own one-half the property, although that one-half, when you come to investigate, consists largely in the streets of the city, is so absurd as to be repugnant to the common sense of any gentleman to whose attention it is brought."

Mr. Holman had inserted a list of thirty-eight employes of the health office and the salaries they received and then the amendment was adopted. The bill was then passed.

MARRIED WOMEN'S MONEY.

A bill was then passed without discussion providing that whenever any deposit shall be made in any building and loan association, savings bank or other institution authorized by law to receive deposits by or in the name of any person being a minor or a female being or thereafter becoming a married women, the same shall be held for the exclusive right and benefit of such depositor and free from the control or lien of all persons whatsoever, except creditors, and shall be paid, together with the dividends or interest thereon, to the person in whose name the deposit shall have been made, and the receipt or acquittance of such minor or female shall be a valid and sufficient release and discharge for such deposit, or any part thereof, to the corporation.

TRACKS TO THE AQUEDUCT BRIDGE.

The opposition of the day came on the Senate bill requiring the Washington and Georgetown railroad to continue their line west along M street to the Aqueduct bridge. Mr. Hemphill explained that if such a bill was to be passed it should be done now before the cable line was completed and in time for the G. A. R. encampment, to the visitors at which it would be a great convenience in getting to Arlington.

Mr. Buchanan of New Jersey hinted that the bill contained a scheme to run cars across the Aqueduct bridge. Mr. Hemphill replied that he was opposed to running cars across that bridge, that the bill gave no power to do so and that the House might do what it wanted with the bill; it was a matter of indifference to him.

THE SITUATION DESCRIBED.

Mr. Heard described the situation clearly. He said: "I only want to say that this proposition is simply to authorize and require the Washington and Georgetown road to extend its line up to the neighborhood of the Aqueduct bridge instead of leaving a gap of about four or five blocks. Last year there was a proposition of another railroad company to begin at the terminus of this road and build up to the bridge and across. As the chairman of the committee [Mr. Hemphill] says, Congress refused that for two reasons. The committee, as well as the two houses of Congress, were opposed to granting to any railroad company the privilege of crossing the surface of the Aqueduct bridge.

"It is not a wide enough or strong enough bridge to justify its use for such purposes, and besides it was built for the benefit of the public, outside of the railroad companies, and we have been trying to make them build their own bridge. That was one reason. Another reason is that this is a stretch of only about four blocks, and when the railroad is thus extended it will be one road and one fare clear to the Aqueduct bridge, which is and always will be a focal point in railroad street travel in this city. We believe there is every reason why the road should be extended there, and, as the chairman of our committee has well said, it is of vital importance to every patron of this road that the terminal plant shall be put in at the beginning, because otherwise, if it is put in at the present terminus and has to be changed, the road will necessarily be idle while that change is being made."

AN ENTERING WEDGE.

Mr. Blount argued that allowing the road to go to the bridge was only an entering wedge to crossing the bridge, and Mr. Blount remarked: "The gentleman from Missouri (Mr. Heard) says that the District Commissioners do not approve the crossing of the bridge. It would be an unfortunate time to approve it, Mr. Speaker, just now. Again, the District Commissioners are not life occupants of office. They shift, and they are generally in accord with the influences at the federal capital. The Secretary of War is opposed to it, it is said; and yet, Mr. Speaker, he may be changed, and the reasons will change when you have this road running up to the Aqueduct bridge from the Virginia direction. Are you not bringing to bear an influence to stop the building of a railroad which is now built under a charter, and designed to go to Arlington and Mount Vernon, the very places the American people want to go."

ALL NIGHT STREET CARS.

Mr. O'Neil (Mass.) offered an amendment providing that the road should run all-night cars every half hour.

Mr. O'Neil's motion brought out a little discussion.

Mr. Hemphill—The only trouble about that is that, as I understand the matter, the cable cannot be run the whole twenty-four hours, it being essential that there shall be some time between midnight and daylight for inspection and repair. Otherwise the cable is liable to get out of order or to break and stop the entire machinery of the road. I would not object to an amendment requiring the company to run cars up to certain hours, say 1 or 2 o'clock in the morning; but, I repeat, it is necessary to the successful operation of the cable system that there shall be some time when it is not running and when they can put their men at work to go over the whole of it and see that it is in order or repair it if it is out of order.

Mr. O'Neil of Massachusetts—I am aware of that, but there is nothing to prevent them from running horse cars at those hours.

Mr. Hemphill—The trouble about that is that they will have no horses when they abandon that form of power.

CAN'T DO AWAY WITH HORSES ENTIRELY.

Mr. O'Neil of Massachusetts—Oh, no railroad company will ever do away with horses entirely. They must keep horses for some purpose, and can use them for this purpose if necessary. This is a thing that is asked for by all the newspaper men and by a great number of the regular residents. I am credibly informed that this company last year ran its cars all night while Congress was in session, and made a promise to the committee that it would keep on running them throughout the year, but that when Congress adjourned it immediately stopped them.

Now, I submit that this accommodation is required by the people, and that it is no more than is afforded by the street railroads in every large city. Notwithstanding the claim that it will not pay, I believe it will pay; but even if those particular cars do not pay, yet the road as a whole, taken for the twenty-four hours, pays well, and this accommodation is due to the public, who require and demand it.

IN FAVOR OF SERVICE AT NIGHT.

Mr. Heard—Mr. Speaker, I am in favor of having these all-night cars, or at least cars which will answer substantially the end in view. I do not say that they must be run every hour between midnight and morning, but the company ought to come near enough to that to afford transportation to that portion of the public who may reasonably demand it. As stated by the gentleman from South Carolina (Mr. Hemphill), there is pending before our committee a bill in relation to this very matter; and it being a subject which comes within my particular province of investigation, I will state that I have been waiting simply because a bill introduced in the Senate by Senator Hansbrough has been considered by the District committee in the Senate, and I understand that he and Senator Faulkner have been trying to arrange a compromise on the basis of the company running until 2 or 3 o'clock in the morning. Having received that information I delayed considering the House bill in our subcommittee.

I am in favor of requiring the company to give such service as is necessary and as the people may reasonably expect at night. It may be that we should fix the limit of this night service at 2 or 3 o'clock (the company begin regular trips at 5 o'clock). At all events, I do say that the company ought to be required to furnish reasonable transportation to people who require it between midnight and daylight.

CROSSING THE BRIDGE.

The old discussion was then resumed as to crossing the bridge, and Mr. Heard said:

"But the position of my friend from Georgia that we should refuse to compel these people or permit them, rather, to put in these four blocks for fear that at some time, at some point in the future, by some authority or other they would get the right to cross the bridge, is, I submit, not up to the ordinary measure of that gentleman's foresight in legislation, because he knows just as well as I do that this Congress can impose no restraints or limitations on any other Congress. So far as this Congress is concerned I know that it is so in this House and in the District committee and that it was so in the committee on the District of Columbia in the Senate; the members have expressed themselves as being in line with the District Commissioners and the Secretary of War against permitting anybody to build a railroad across that bridge.

"But because we do not want to cross is no argument why we should not build the line up to the bridge or permit them to go as near to the bridge as possible without interfering with the traffic across it. If they can get a charter hereafter from Congress to cross the bridge they can easily get a charter to extend the line up to the bridge. But there is a decided advantage in building the line up to the bridge now, if it is to be built at all."

Mr. Blount moved to indefinitely postpone the bill and there were 42 ayes and 14 noes. Mr. Hemphill made the point of no quorum, and in the midst of obtaining a quorum the House, on motion of Mr. Richardson, adjourned.

UPHELD BY THE POPE.

Leo XIII Tells Archbishop Ireland Not to Notice Criticisms.

The *Civilta Cattolica* of Rome having adversely criticised Archbishop Ireland's initiative in the Stillwater, Minn., affair, the pope has sent to Archbishop Ireland a special note intimating his disapproval of the *Civilta Cattolica's* articles, and urging the archbishop to attach no importance to them.

This action of the pope has caused much comment in Rome, as he rarely mixes in such disputes.

The pope has just received from Cardinal Gibbons an important study on the school question in the United States, in which his holiness is much interested.

NO LOVE FOR RUSSIA.

The Ameer Tells Why Afghanistan Should Prefer British Friendship.

The *Gazette* of Bombay published yesterday a translation of a state paper that the Ameer of Afghanistan has issued to the "Noble chiefs of Afghanistan." The paper recites the events that led to the Pendjeh incident and the ameer's reason for preferring British to Russian friendship.

The ameer says that Russia only wants Afghanistan as a high road to India and would place the Afghans in the van of her army as a special target for English cannons and rifles. The Russians would strip the Afghans of their arms and of food, and would murder their women because they must destroy the Afghans to obtain India. Therefore the ameer declares that friendship between the Russians and Afghans is next to impossible.

Shere Ali, who, when Ameer of Afghanistan in 1878, became involved in a war with the British, was, according to the present ameer, a fool and a madcap to bring such woe upon his people and ruin upon himself.

A GENIAL, SOCIABLE MURDERER.

Deeming Presided at a Banquet Shortly After Committing His Rainhill Crimes.

The British authorities have applied for a warrant against Deeming, the Australian murderer, so that he may be taken to England and prosecuted for the Rainhill crimes, in case the prosecution in Australia should result in failure to convict. The application has been made at Widnes, Lancashire, within the magisterial jurisdiction where the Rainhill murders were perpetrated. One of the newspapers republishes the account from the Prescott *Reporter* of the banquet given by Deeming, alias Williams, at the time that he left England with Miss Mather, the wife whom he murdered at Melbourne.

It reads queerly now: "On Wednesday evening Mr. Albert C. Williams, an inspector of the Indian army service, who is on a short visit to England, and who has taken up his residence in Rainhill while in this country, entertained at the Railway and Commercial Hotel, Rainhill, a number of the residents of the village whose friendship he has made during his sojourn among them. The menu was of an excellent character. After full justice had been done to the good things provided Mr. Williams presided and Mr. Short occupied the vice chair. The usual loyal and patriotic toasts having been submitted and responded to, one of the guests in a felicitious speech proposed the 'health of their host, Mr. Williams.' He said that whilst that gentleman had been with them in Rainhill he had made many friendships, which he sincerely hoped, now that he was going away again to foreign service, would tend for many hours when ennui set in to bring back to his mind the many pleasant and social evenings he had spent with them at Rainhill. The toast was enthusiastically drunk with musical honors. Mr. Williams in reply thanked his guests for the hearty way in which they had received his name. He had been in many climes and countries and had mixed with many nations, but he must say he never in his life met a more sociable number of friends than he had done at Rainhill. During the evening music selections were given by the host (Mr. Williams) and others. The party broke up at 11 o'clock, a happy evening having been spent."

Refused to Indorse Dr. Parkhurst.

At yesterday's meeting of the New York Methodist preachers the Rev. Dr. Atkinson of Newark, N. J., offered a resolution commending the sermon of Dr. Parkhurst in which he so vigorously attacked the police and city authorities, but it made such a commotion and so many energetic protests against committing the Methodist preachers to the indorsement that the doctor withdrew his resolution.

Railway Car Sheds Burned.

A spark from a passing locomotive set fire about 2:30 o'clock Sunday morning to the roof of the car shops of the Philadelphia and Reading Railroad Company at Wayne junction, on the outskirts of Philadelphia, and the flames, fanned by the high wind prevailing, soon enveloped the building. The structure, together with eighty box cars, valued at $400 apiece, was entirely destroyed, the total loss being about $60,000. The flying embers from the fire ignited the roof of the residence of Henry Summers, some distance away, and it also was burned. The house was a handsome two-and-a-half-story stone building, and the loss on it is placed at about $18,000; partially insured. Several other small houses in the vicinity were also somewhat damaged.

The Pennsylvania railroad warehouse and offices and ten freight cars at the George street station, New Brunswick, N. J., were burned on Sunday. The loss on the building is about $17,000.

Premier Canovas del Castillo of Spain has appointed a strong provisional committee in the interest of the world's fair at Chicago, of which several titled and prominent Spaniards are members, one of whom will be the next Spanish minister to Washington.

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MISS FRANCES MARTIN'S ENGLISH AND French Private Day School reopens October 1205 Q st. n.w. Parisian professor. Private classes in school. mh29-1m

P. W. ROBERTSON & CO., EXPERT ACCOUNTants, Room 203, Lenman building, 1425 N. Y. ave., teach bookkeeping, business methods, stenography and typewriting. Class or private instruction. mh23-1m

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MME. RAPHAEL, THE CELEBRATED CLAIRvoyant and astrologist, the seventh daughter, born with caul, has wonderful healing power. Gives names and lucky dates. Don't fail to see this lady. Room 10, 910 F st. n.w. mh5-30t*

MME. BROOKE TELLS ALL THE EVENTS OF life. All business confidential. Ladies and gentlemen, 50 cents each. Hours: 9 a.m. to 9 p.m. 20 L st., bet. 1st and North Capitol sts. n.w. fe15-6w*

DR. ROBERTSON OF BALTIMORE, THE MOST reliable and successful specialist for gentlemen and ladies, with over thirty years' experience, can be consulted every Wednesday and Saturday at his office, 916 E st. n.w., from 1 to 9 p.m. All consultation confidential and success guaranteed. mh16-1m*

MME. PERRIN, THE TRUEST DESTINY reader of the age. Information given with phenomenal accuracy. Terms 50c. 9 a.m. to 9 p.m. 1521 Marion st. n.w., bet. 6th and 7th, P and Q. ja29-3m*

KERVAND, ENGRAVER AND LITHOGRAPHER, [illegible] Penn. ave. n.w. Visiting cards printed from plate, 50c. per 100. [illegible]

RAILROADS.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST AND SOUTHWEST. DOUBLE TRACK. SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENT. In effect 11:20 p.m. January 17, 1892. TRAINS LEAVE WASHINGTON FROM STATION CORNER 6TH AND B STS. AS FOLLOWS: For Pittsburg and the West, Pennsylvania Limited Express of Pullman Vestibule Cars at 10.50 a.m. daily; Fast Line, 10.50 a.m. daily to Chicago, Columbus and St. Louis, with Parlor Car Harrisburg to Pittsburg and Sleeping Cars from Pittsburg to Indianapolis, Pittsburg to Columbus, Altoona to Chicago. St. Louis and Cincinnati Express, 3.25 p.m. daily. Parlor Car Washington to Harrisburg, and Sleeping Cars Harrisburg to St. Louis and Cincinnati, and Dining Car Harrisburg to St. Louis. Columbian Express at 3.25 p.m. daily, with Buffet Parlor Car Washington to Harrisburg and Sleeping and Dining Cars Harrisburg to Chicago. Western Express at 7.40 p.m. daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers for Louisville and Memphis. Pullman Dining Car Pittsburg to Richmond and Chicago. Pacific Express, 10.00 p.m. daily for Pittsburg and the West, with through Sleeper to Pittsburg, and Pittsburg to Chicago.

For Kane, Canandaigua, Rochester and Niagara Falls daily, except Sunday, 7.50 a.m.

For Erie, Canandaigua and Rochester daily; for Buffalo and Niagara daily, except Saturday, 10.00 p.m., with Sleeping Car Washington to Rochester.

For Williamsport, Rochester and Niagara Falls, 7.40 p.m. daily, except Saturday, with Sleeping Car Washington to Rochester.

For Williamsport, Renovo and Elmira, at 10.50 a.m. daily, except Sunday.

FOR PHILADELPHIA, NEW YORK AND THE EAST, 7.20, 9.00 and 11.00 a.m., 1.45, 2.30, 3.15, 4.20, 10.00 and 11.35 p.m. On Sunday, 7.20, 9.00, 11.00 a.m., 1.45, 2.30, 3.15, 4.20, 10.00 and 11.35 p.m. Limited Pullman Vestibule Parlor Cars, Vestibule Passenger Coaches and Dining Car, 9.40 a.m. week days.

"CONGRESSIONAL LIMITED," With dining car from Baltimore for New York, 4.00 p.m. daily; for Philadelphia week-days only. Passengers for Philadelphia will change cars at South street station, Philadelphia, for Broad street station.

FOR PHILADELPHIA ONLY. Fast Express, 7.50 a.m. week days, and 3.45 p.m. daily. Accommodation, 5.00 a.m. daily. Express, 2.01 and 5.40 p.m. daily.

For Boston, without change, 7.50 a.m. week days and 3.15 p.m. daily.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fulton street, avoiding double ferriage across New York City.

For Atlantic City, 11.00 a.m. week days, 11.35 p.m. daily.

For Baltimore, 5.00, 6.35, 7.20, 7.50, 9.00, 9.40, 10.00, 10.50, 11.00 and 11.50 a.m., 1.45, 2.01, 2.30, 3.15, 3.25, 3.45, (4.00 Limited), 4.20, 4.36, 5.40, 6.14, 7.40, 10.00, 11.15 and 11.35 p.m. On Sunday, 9.00, 7.20, 9.00, 9.05, 10.50, 11.00 a.m., 1.00, 1.45, 2.01, 2.30, 3.15, 3.25, 3.45, (4.00 Limited), 4.20, 5.40, 6.14, 7.40, 10.00 and 11.35 p.m.

For Pope's Creek Line, 7.20 a.m. and 4.36 p.m., daily, except Sunday.

For Annapolis, 7.20, 9.00 and 11.50 a.m. and 4.20 p.m., daily, except Sunday. Sundays, 9.00 a.m. and 4.20 p.m.

FOR ALEXANDRIA AND THE SOUTH. For Alexandria, 4.30, 6.35, 7.45, 8.40, 9.45, 10.45, 12.01 noon, 1.00, 2.11, 3.28, 4.25, 5.07, 5.37, 6.15, 8.02, 10.05 and 11.39 p.m. On Sunday at 4.30, 7.45, 9.45, 10.45 a.m., 1.00, 2.45, 6.15, 8.02 and 10.05 p.m.

Accommodation for Quantico, 7.45 a.m. daily. For Richmond and the south, 4.30 and 10.57 a.m., 4.00 p.m. daily. 5.07 p.m. week days.

Trains leave Alexandria for Washington, 6.05, 7.05, 8.00, 9.10, 10.15, 11.17 a.m., 1.00, 1.14, 2.08, 3.00, 3.48, 5.05, 5.45, 6.13, 7.05, 9.15, 10.52 and 11.08 p.m. On Sunday at 9.10, 10.15 and 11.17 a.m.; 1.14, 2.08, 5.05, 7.05, 7.40, 9.15 and 10.52 p.m.

Tickets and information at the office, northeast corner of 13th street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHAS. E. PUGH, General Manager. J. R. WOOD, General Passenger Agent. ja18

RICHMOND AND DANVILLE RAILROAD CO. Schedule in effect January 17, 1892. All trains arrive and leave at Pennsylvania Passenger Station, Washington, D. C.

8:30 a.m.—Daily, local for Lynchburg, connects with Norfolk and Western railroad. Connects at Manassas for Front Royal and Strasburg daily, except Sunday.

11:10 a.m.—Daily for all principal points south on all Divisions of Richmond and Danville System. Pullman Sleeper New York and Washington to Atlanta, connecting thence with Sleeper to New Orleans via Montgomery, and for Memphis via Birmingham, uniting at Danville with Sleeper for Augusta and at Greensboro' with Sleeper for Asheville and Morristown.

4:35 p.m.—Daily, except Sunday, for Warrenton and Orange, and through train for Front Royal and Strasburg.

11:00 p.m.—Daily, WASHINGTON AND SOUTHWESTERN VESTIBULED LIMITED, composed entirely of Pullman Sleeper, Dining, Parlor and Smoking Cars, and runs to Atlanta (time 18 hours) with Pullman Sleeper through New York and Washington to New Orleans via Montgomery and Washington to Memphis via Birmingham; and Atlanta to Jacksonville via Macon and Albany.

[illegible] p.m.—Daily for all principal points south on Richmond and Danville system. Pullman Sleeper, New York and Washington to Knoxville via Asheville, and Washington to Augusta via Charlotte.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington at 9:10 a.m. daily; 4:35 p.m. and 6:25 p.m., except Sunday. Returning arrive Washington 8:30 a.m., 3:35 p.m. daily and 6:53 a.m. daily, except Sunday.

Through trains from the South arrive Washington 8:38 a.m., and 9:40 p.m., Manassas Division 11:40 a.m. and 9:46 p.m., except Sunday.

Tickets, Sleeping Car reservations and information furnished at office, 1300 Pennsylvania ave., and at Passenger Station, Pennsylvania Railroad, Washington, D. C.

[illegible] S. BROWN, General Agent. [illegible] L. TAYLOR, Gen. Pass. Agt. ja18

BALTIMORE AND OHIO RAILROAD. Schedule in effect December 13, 1891. Leave Washington from station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited Express trains 11.30 a.m., [illegible] p.m. daily.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited 3.30, express 11.30 p.m. daily.

For Pittsburg and Cleveland, express daily 11.30 a.m. and 8.45 p.m.

For Lexington and Staunton, †10.40 a.m.

For Winchester and way stations, †5.30 p.m.

For Luray, †3.30, *8.45 p.m.

For Roanoke, Knoxville, Chattanooga and Memphis, 11.15 p.m. daily; sleeping car [illegible]

For Baltimore, week days, x4.[illegible], 5.00, 6.35, x7.20 (8.00, 45-minutes), x8.05, 8.30, x[illegible] (10.00, 45-minutes) a.m., x12.00, 12.10, x2.20, [illegible] x4.28, 4.31, (5.05, 45-minutes), [illegible] x6.20, 6.30, x8.00, x9.00, 9.30, x11.[illegible] Sundays, x4.05, (8.00, 45-minutes), [illegible] (10.00, 45-minutes a.m., x12.00, [illegible] 3.25, 4.31, (5.05, 45-minutes), [illegible] x8.00, x9.00, x11.30, 11.35 p.m.

For Annapolis, 7.20 and 8.30 a.m., 12.10 and 4.28 p.m. Sundays, 8.30 a.m., 4.31 p.m.

For Frederick, †11.30 a.m., †4.15, †4.30, †5.30 p.m.

For Hagerstown, †10.40 a.m. and †5.30 p.m.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For Philadelphia, New York, Boston, and the east, daily 4.05, 8.00, (10.00, Dining Car), 12.00 noon, 2.40 (5.05, Dining Car), (11.30 p.m., Sleeping Car, open at 10.00 o'clock).

Buffet Parlor Cars on all day trains.

For Boston, *2.40 p.m. with Pullman Buffet Sleeping Car running through to Boston without change, via Poughkeepsie bridge, landing passengers in B. and M. station at Boston.

For Atlantic City, 4.05, 10.00 and 12.00 noon. Sundays, 4.05 a.m. and 12 noon.

For time of suburban trains see time tables, to be had of all ticket agents.

†Except Sunday. *Daily. ‡Sunday only. xExpress trains.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 and 1351 Pa. ave., and at depot.

J. T. ODELL, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Agt. [d14]

CHESAPEAKE AND OHIO RAILWAY. SCHEDULE IN EFFECT NOVEMBER 15, 1891. Trains leave daily from Union station (B. and P.), 6th and B streets.

Through the grandest scenery in America, with the handsomest and most complete Solid Train Service West from Washington.

2.00 p.m.—"Cincinnati Fast Line," Solid Train Washington to Cincinnati without change, arriving at Cincinnati at 8.10 a.m., connecting in the Union depot for Indianapolis, St. Louis, &c.

11.10 p.m. the famous "F.F.V. Vestibule Limited"—solid vestibule train with dining car for Cincinnati, Ohio, Lexington and Louisville, Ky., arriving at Cincinnati at 6.25 p.m., Lexington 6.20 p.m., Louisville 7.50 p.m., connecting in Union depots for all points.

2.00 p.m.—Express for Gordonsville, Charlottesville, Richmond, Waynesboro', Staunton and principal Virginia points.

10.57 a.m. via R., F. and P. Railway and Richmond to Old Point Comfort and Norfolk—ONLY RAIL LINE.

Pullman locations and Tickets at Company's Offices, 513 and 1421 Penna. ave.

n16 H. W. FULLER, Gen'l Passenger Agent.

POTOMAC RIVER BOATS.

MOUNT VERNON, The TOMB OF WASHINGTON.

Until further notice the Palatial Iron and Steel Steamer CHARLES MACALESTER will leave her wharf, foot of 7th st., as follows:

FOR MOUNT VERNON—One trip daily, except Sunday, at 10 a.m. sharp, reaching the city on her return at 3 p.m. Fare, round trip, $1, including admission to the mansion and grounds. Elegant cafe on the Charles Macalester and lunch served at city prices.

MARSHALL HALL.—Sunday trips to Plank Shad Dinner at 11 a.m. and 2:30 p.m. Fare, round trip, 25 cents. Plank Shad Dinner served daily on week days. Passengers have one and three-quarter hours for dinner. Round trip, 25c. Dinner, 75 cents. Telephone call—825.

CAPT. L. L. BLAKE, Commanding Charles Macalester. ap12

NORFOLK, FORTRESS MONROE AND PORTSmouth, Va. Norfolk and Washington, D. C. Steamboat Company's PALACE STEAMERS WASHINGTON and NORFOLK leave every day in the year at 7 p.m. from wharf foot of 7th st., connecting with all through trains for the south and west. Offices 513, 619, 1351 and 1421 Pennsylvania ave. [illegible] for tickets via the new line.

JNO. CALLAHAN, Gen. Supt. ja21-tr

FOR NORFOLK AND OLD POINT TAKE Steamer LADY OF THE LAKE. Fare $1.50. Round trip $2.50. Steamer leaves 6th st. wharf, terminus of cable cars, [illegible] WEDNESDAY, FRIDAY and SUNDAY, 5 p.m. Lighted with electricity and refurnished throughout. Through tickets to Boston, including meals and state room, $12.75, and New York, $8.50. Telephone call, 135. [illegible] B. & O. offices—513 and 1421, and B. & O. 1351 Penna. ave. ALFRED WOOD, G. T. A. jy10

STEAMER "WAKEFIELD" Leaves 7th st. wharf on MONDAYS, THURSDAYS and SATURDAYS at 7 a.m. Returning TUESDAY, FRIDAY and SUNDAY evenings. For Nomini Creek, Va., and St. Clements Bay, Md., touching at intermediate landings. "Passenger accommodations first-class." C. W. RIDLEY, General Manager. jy6

ADVERTISING.

IF YOU WISH TO ADVERTISE ANYTHING ANYwhere at any time write to GEO. P. ROWELL & CO., 10 Spruce st., New York. au21-1y

EVERY ONE IN NEED OF INFORMATION ON the subject of advertising will do well to obtain a copy of "Book for Advertisers," 368 pages, price $1. Mailed, postage paid, on receipt of price. Contains a careful compilation from the American Newspaper Directory of all the best papers and class journals; gives the circulation rating of every one, and a good deal of information about rates and other matters pertaining to the business of advertising. Address ROWELL'S ADVERTISING BUREAU, 10 Spruce st., New York. au21-1y

NOTARIES PUBLIC.

COMMISSIONER OF DEEDS FOR EVERY STATE and Territory, Notary and U. S. Commissioner. JNO. E. BEALL, 1321 F st. n.w. In office from 9 a.m. to 5 p.m. [illegible]