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An index to advertisements will be found on Page 3.

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THE OTHER SIDE

Representative Breckinridge's Defense Told to the Jury.

MISS POLLARD FINISHES HER STORY

Mr. Breckinridge as a Victim of a Designing Woman.

A PRETENDED ENGAGEMENT

A new interest was given to the trial of the celebrated case of Madeline V. Pollard vs. W. C. P. Breckinridge today by the opening for the defense. The speculation as to the line to be followed by the defense was set at rest, as Mr. Shelby in the opening statement of Mr. Breckinridge's side of the case stated very clearly what the defense claimed the facts to be, and what they would expect to prove. The defendant will acknowledge the improper relations he held with the plaintiff, though he denies that he had wronged or seduced her. It will be contended that their meetings occurred mainly through her solicitations and importunities. The defense denies nearly all the story of Miss Pollard that indicates that Mr. Breckinridge sought to continue improper relations with her, and asserts that the defendant was absolutely ignorant of all that she says occurred when she was in Cincinnati in 1885, at the time she says a child was born, and when, according to her story, Mr. Breckinridge was assisting her in the preparation of letters intended to mislead her mother and Mr. Rodes, her elderly suitor, as to her whereabouts.

The defense claims that in later years Miss Pollard persecuted Mr. Breckinridge in

this city, exacted money from him, attempted to kill him and finally induced him to be a party to a pretense to be engaged to be married. He was persuaded to make this pretense, the defense claims, by a promise of hers to go away and gradually get out of his life. In other words, as to the promise of marriage, the defense, in substance, is that Mr. Breckinridge was duped and blackmailed into it.

The Plaintiff's Endurance.

The remarkable story of the plaintiff was finished this morning. She was on the stand for half an hour after the court opened, and in that half hour Mr. Butterworth finished his cross-examination. Counsel for plaintiff did not think it necessary to ask her any questions in the way of redirect examination, and the plaintiff, as soon as she left the stand, took her departure with Mrs. Ellis from the court room.

From a physical point of view the plaintiff stood the three days of cross-examination remarkably well. She said this morning, however, when Mr. Butterworth was pressing her as to her memory of a certain date, that she might not be accurate, adding: "I am very worn and tired."

There was a court room filled with spectators today. It was quite noticeable how many of them were old men, gray bearded and spectacled men. When the plaintiff's testimony was closed naturally there was a good deal of comment upon the general effect of her story and the remarkable manner in which she had borne the cross-examination. Miss Pollard's intelligence and her soft, musical voice undoubtedly made a favorable impression on her hearers. She is not pretty, but her face becomes interesting as she talks, as it readily reflects her emotions.

The Defense Surprised.

The defense was evidently taken a little by surprise when the plaintiff's counsel announced her case closed when Miss Pollard left the stand, for they had to have a consultation before going on. They evidently expected other testimony to be offered by the plaintiff. Mr. Shelby, who opened the case for the defendant, attempted no oratory. He spoke in an easy tone, and confined himself almost wholly to a narrative of the facts as the defense say they will be found to be when all the proof has been submitted. Mr. Shelby is Representative Breckinridge's law partner in Lexington. He is the lawyer who struck Mr. Johnson for remarks made by Mr. Johnson in an argument in the case. He is small and slight and apparently about forty-five years old. His face is pale, and he looks like a hard-working and studious lawyer, much confined to his office. He wears spectacles and has a light-colored mustache. His hair has disappeared from his temples and is growing thin on the top of his head. Altogether, his manner is pleasing.

The Contract With Rodes.

After the formal opening of court this morning Miss Pollard was put upon the stand again, and her cross-examination was taken up again by Mr. Butterworth, who anounced yesterday afternoon that he was almost through, and that he could finish up in a comparatively few minutes this morning if an adjournment was taken at the point it had reached at 3 o'clock. There was an impression about that Miss

Pollard was the last witness on her side of the case, and that at the conclusion of her cross-examination the defense could begin without delay.

The first question propounded to Miss Pollard by Mr. Butterworth this morning was with reference to the contract which she made with Mr. Rodes. This paper, she said, was given to Mr. Rodes, and never returned to her. The contract was never fulfilled as to the repayment of the money received from Mr. Rodes. The sum mentioned was in the neighborhood of $2,500, perhaps three times as much as he had ever given her, as she knew it must be a long time before she could ever pay it back. In point of fact, she had never paid him, nor had ever had any money with which to pay any one anything.

"Did Mrs. Logan recognize you when you were in Cincinnati taking depositions, and she saw you there, Miss Pollard?" asked Mr. Butterworth.

"Not at first, for she was all used up by the strain to which she had been subjected by your examiner. Later, however, she did recognize me fully."

Miss Pollard went on to tell who were present in Mr. Logan's office in Cincinnati when Mrs. Logan's deposition was taken, calling off all the names readily. She was asked if it was not true that when Mrs.

Logan first saw her that Mrs. Logan failed to recognize her at all, and even the name "Louise Wilson" did not convey any meaning to her. Miss Pollard admitted that such was the case.

"That was the first time she had seen you since this suit was begun, was it not?" Miss Pollard was asked.

"It was the first time I had seen her since the summer of 1885."

As to Her Answers.

At this point Mr. Butterworth protested that the witness was wasting too much breath in so answering a question that might have been answered categorically.

"She hasn't wasted a bit of breath," replied Mr. Wilson in an undertone and rather sententiously. "In stating that she had not seen Mrs. Logan since 1885, she answered your question."

Judge Bradley remarked that the witness was not under any obligation to answer a question in a manner to suit the lawyer, and in point of fact, he said, she had answered the question fully and satisfactorily.

Mr. Butterworth then asked the witness whether she was the author of the article in the New York World, and whether she had received back her manuscript. Mr. Carlisle objected, because the manner of producing the article had already been gone into. Judge Bradley sustained the objection and decided that the proper way to get at facts contained in the article was to ask her direct questions about material points.

Miss Pollard went on to tell how she came to first adopt the name of Breckinridge as a middle name, and said that it was at Mr. Breckinridge's suggestion and with his consent. The name was put on some visiting cards which she ordered with his knowledge.

The plaintiff then described the trunk that she had with her when she went to Cincinnati to go to Dr. Street's, saying that it was made of zinc. She was asked if it was not true that she had suffered from an accident in 1887. In answer she said that in the summer of 1887 she was thrown from her horse and had two or three ribs broken. At this point Mr. Butterworth was reading from the World, and it was evident that this question was inspired by a statement contained in the article, in which Miss Pollard first gave to the public her side of this now famous case. It was the last question propounded to the plaintiff, who had been on the stand for more than three days, and in that time had proved herself to be one of the most remarkable, contained, keen and discerning witnesses ever seen on the stand.

The Witness Dismissed.

"That is all, Miss Pollard," said Mr. Butterworth, who, since last Friday had kept up a steady fusillade of questions for which she was never at a loss for a reply. The material incidents of her story covered a period of just ten years. The examination, however, ran back over her entire life, but no matter whether the point to be reached was five or twenty years back she was always able to give a clear and satisfactory answer.

"That is all, Miss Pollard," said Mr. Carlisle, for her lawyers had decided to waive any re-direct examination. She was at liberty to leave the stand. She was evi-

dently relieved that her part was over with. Mr. Carlisle escorted her from the court room. Then, returning to the room, he addressed the court in a quiet tone of voice:

The Plaintiff Rests Her Case.

"May it please your honor, the plaintiff rests her case here."

The court was opened at 10 o'clock, and by half past the case was turned over to the defense to answer and explain away so far as they could the testimony brought to prove that Representative W. C. P. Breckinridge of Kentucky had seduced and promised to marry Miss Madeline Pollard and then had violated his promise.

The Defense Confer.

Mr. Butterworth asked the clerk for some depositions and when he received them stated that the defense would like to confer for a few moments. The court assenting, Messrs. Butterworth, Stoll, Thompson and Shelby, with the defendant, withdrew from the court room, carrying with them a large packet of papers. They went to Marshal Wilson's office, where they held a consultation.

Lawyers Thompson and Stoll returned to the court room at five minutes to 11. A minute later Messrs. Breckinridge, Butterworth and Shelby followed.

Opening Argument for the Defense.

Mr. Shelby, after looking over some papers with Mr. Stoll, took his place before the jury to make the opening for the defense. He spoke quietly and earnestly, but without any effort at oratorical effect. He practically denied in toto all the charges of seduction and breach of promise.

He said that the case, while technically and nominally an action simply for breach of promise, really covers a wider scope than that. The charge is made that the defendant, a man of prominence, in 1884 introduced himself to a young and innocent school girl, took advantage of her youth and innocence to seduce her, became the father of children by her, which he agreed with her to abandon, and that years afterward he entered into an agreement to marry her.

A General Denial.

Now, he was authorized by the defendant to say that Mr. Breckinridge did not seduce this woman; that she never until the filing of this suit claimed to him nor apprised him that she had borne him a child;

(Continued on Second Page.)

ADRAIN'S TITLE VOID

Decision of the Supreme Court at Trenton, N. J.

THE QUO WARRANTO PROCEEDINGS

Republican Claims Declared to Be Correct.

OFFICERS COMMISSIONED

TRENTON, N. J., March 21.—The supreme court decides that it has jurisdiction in the senatorial dispute and can grant the writ of quo warranto asked for. Chief Justice Beasley says that the senate is not a continuous body and that Adrain is not entitled to be president. He says that President Rogers' title is valid. This is a victory for the republicans.

As soon as he learned of the decision Gov. Werts sent for the republican treasurer-elect and controller-elect and issued commissions to them to date from April 2.

The Opinion Read.

The supreme court room was crowded this morning when Chief Justice Beasley and his associates took their seats upon the bench. The members of the legislature were nearly all present, and great anxiety was expressed on every countenance as to the decision in the senatorial dispute.

The chief justice read the opinion of the court in the matter. He began with a statement of the facts, made very briefly. The object of the contention, he said, was to decide which was the genuine and which the spurious senate. But first the counsel for Mr. Rogers had asked whether this court had jurisdiction in such a case. He said there was no decision in the past century that did not deny any proposition that the court had not the jurisdiction over such cases.

The court had no jurisdiction when the legislative functions were entirely within their own sphere. The court did not claim the slightest legal faculty to supervise or interfere with the legislative body when it did not violate the provisions of the Constitution, but otherwise it had.

No crisis could more imperatively call for judicial intervention than the one under consideration. The court, however, wished to be understood that it would go no further than to decide the question before it. It would not interefre with the senate in its operations as a true senate.

Not a Continuous Body.

The chief justice then took up the matter of the continuous body and declared that such a doctrine was not in the constitution, but was only created by the construction of that instrument. The constitution, clearly, did not define the life of the senate. The chief justice claimed that the constitution did not provide for a continuance of the senate itself, but by providing a continuous membership it imparted the potentiality of a continuous body. The clause of the constitution giving this idea went no further than to give the senate the aptitude for a continuous existence. The vivifying force in the United States Senate is given by the continuous presiding officer. But the national Constitution could have but little effect in construing that of New Jersey.

The importance of the function given to one class of senators only to take part in the organization as was claimed was opposed to the theory of such construction. The mandate of the constitution, also, that the senate should be composed of one member from each county could not be observed unless all took part in the organization.

Contrary to the Spirit of Democracy.

Further than this, the doctrine that two-thirds of the members could organize the senate was not only contrary to the spirit of the constitution, but was opposed to the great principle that the will of the majority of the people shall prevail. The requirement of a yearly organization placed both the house and the senate on an equal foundation.

The assemblymen and senators are required to meet annually; such a requirement was appropriate to a body expiring yearly, but was entirely inappropriate to a continuous body. The senate of this state was no more a continuous body than was the house of assembly. The constitution required that the two houses should meet separately, and in this sense the term "house" must mean all the members.

After a thorough study of the constitution, the chief justice said he had come to the conclusion that all its propositions were to the effect that the claims now advocated for the first time of the senate being a continuous body was entirely without foundation. It was strange, the chief justice thought, that in so long a period such a claim had not before been asserted.

At this late day it was an entire novelty, and, like all other novelties in legal matters, was not well founded.

The practice of the legislative bodies, too, was against any such principle. The act requiring that credentials shall be prima facie evidence of the election of the senators was entirely against the idea of a continuous senate. So much was this true that counsel for Mr. Adrain, the president of the so-called democratic senate, had endeavored to make it appear that this act was void. But the existence of the statute for such a long period and the submission of the body to it was evidence that the claim was not well founded.

Adrain's Title Invalid.

Mr. Adrain, therefore, had no title to the office of president of the senate, and the writ must issue against him.

As to Mr. Rogers, the republican president, Chief Justice Beasley said the court had concluded that his title was valid, as he had been chosen by the votes of eleven senators. The chief justice also announced that all the justices concurred in this opinion but Justice Abbett, who had views of his own, which he would prepare and file later.

Democrats Lose Every Point.

The decision entirely overturns the theory set up by the democratic leaders and approved by the governor and attorney general. Not a loophole is left for them to crawl out. It was expected that a part of the democratic claim would be upheld by the court, but it is entirely against them. This will have the effect of ending the senate deadlock at once, as the democratic senators, in caucus held Monday night, decided to unite themselves to the republican senate without any further parley in case the court decided against them.

There was much disappointment among the democrats at the result, and the republicans were jubilant. They could scarcely wait until they left the court room to express their joy. There was a general handshaking, and the democratic leaders joined in the congratulations to Senator Rogers and his colleagues. The house of assembly will meet this afternoon and the Rogers senate tonight. It is probable that the democratic senators will enter the senate tonight, though they adjourned to meet tomorrow morning.

Officers Commissioned.

At noon the governor sent for George B. Swain, treasurer elect, and Wm. S. Hancock, controller elect. They went to the executive chambers and there met Messrs. Gray and Heppenheimer, the present incumbents.

The governor informed the republican officers-elect that he would at once issue their commissions. It was agreed that they should be issued at once, but that they should be dated April 2 to permit the affairs of the office to be settled. The governor approved Mr. Hancock's bond.

The governor sent for Assemblyman Cross and Senator Voorhees, and told them he would at once file with the Secretary of State the bills passed by the two houses and now lying in his office. The republican senators will meet tonight in the senate chamber for the first time since they were locked out.

COMPULSORY PERMITS

Court of Appeals Strikes a Serious Blow at District Methods.

Improvement Cannot Be Made Without Due Notice—The Commissioners Disappointed at the Decision.

In the Court of Appeals yesterday afternoon after the adjournment of the court a number of decisions were filed, four of which are of the greatest interest to the people of the District. The four cases involved one great question, the legality of the compulsory permit system, under which considerable improvements from time to time during the past several years been done by the District Commissioners. The cases were James Allman against the District of Columbia, and Levi Jones, Esther A. Keyser and John W. Schaefer, respectively, against the District. While the four cases slightly differed as to the particular circumstances in the several cases, the principal upon which the court's decision as to all of them rested was about the same, and the reasoning in the case of Allman followed in the remaining cases.

The opinion of the court in the several cases was written by Mr. Justice Shepard, that in the Allman case being a very lengthy and elaborate one. The object of the several suits was the issuance of a writ of certiorari, that the record relating to certain charges against the properties of the petitioners be inspected by the court, and they be quashed and canceled. Allman set out that he owned lot A and east half of lot 4, square 231, this city, each lot fronting on north line of C street south between 14th and 15th west; that the tax records bore illegal charges against said land, each charge being for cost of "curb and gutter"; that Allman was not notified on what street the work was done, or whether the whole or a part of the cost was charged; that said charges were made under the "permit work" clause of the District appropriation act of July 18, 1888. Mr. Allman also stated that he was not "a property owner requesting said improvement," and that he was not consulted about the improvement, or heard on its cost or the apportionment, the work being done on the petition of one Samuel Norment.

Petitioner Wins.

The court decided the Allman cases and the three others in favor of the petitioner and remanded the cases to the Supreme Court of the District, with direction to enter judgments in their favor, thereby quashing and canceling the charge made against their properties by the Commissioners of the District.

In voicing the unanimous opinion of the court, Mr. Justice Shepard says: "In our opinion the proper interpretation of the statute is that the lot owner cannot compel the improvement to be made, and the public authorities cannot force it upon him. * * * Having neither joined in the request for the improvement nor acquiesced therein in any such manner as would estop him from denying that it was done with his assent, upon Norment's request, the petitioner cannot be lawfully charged with any portion of the cost."

After stating that Congress has never adopted a complete or permanent regulation of the system for the government of the District, these very matters having been provided for only in the yearly changing and indefinite provisions of appropriation bills, Mr. Justice Shepard says: "The fatal defect in the act and in the proceedings thereunder is the failure to provide for notice to the owners of property and an opportunity to them to be heard, at least, before the final settlement of the charge, and lien therefor, upon their property. A proceeding which fastens a charge upon property, for which it may be summarily sold, without notice and an opportunity given the owner to be heard as regards its validity and fairness, is not 'due process of law.'"

At the District Building.

The attorney for the District brought the news of the adverse opinion of the Court of Appeals to the District building today. Immediately Commissioner Ross called a meeting of the board to discuss the opinion and a large portion of the morning was devoted to this matter. Mr. Thomas explained that the court had held that the compulsory permit system was defective, and that while the law creating such a system was good there was no provision providing for a notice to interested property holders when the work was to be carried out. The Commissioners were very much disappointed at the outcome of this trial and means were discussed whereby the law could be made operative. Attorney Thomas was directed forthwith to prepare a bill to be submitted to Congress which would remedy the existing defects in the law.

Commissioners Disappointed.

Commissioner Ross, when questioned by a reporter of The Star regarding this decision, said:

"It is to be deplored that there is any hitch at this time in the operation of the compulsory permit system. I consider it one of the necessary adjuncts to our local government. By reason of it the authorities have the power to order improvements where, from the condition of affairs, the health of the people and the best interests of the city demand it. Our course will be to have the defects remedied at once. Our attorney has had instructions to draft a suitable bill, covering the case, and we shall urge its immediate adoption."

Col. Truesdell was also disappointed at the decision of the court. He said he could not discuss the opinion in full, for he had not seen it, but this he would say: "The compulsory permit system was a good thing and absolutely necessary. Of course people would be found everywhere who objected to being taxed for any improvement, but it was manifestly proper that when an alley was reported injurious to health, and the people thereabouts were not willing to have it improved under the permit system, the Commissioners could order the work done upon the certificate of the health officer, and assess one-half of the costs against abutting property holders."

Engineer Commissioner Powell said that he had not yet seen the opinion, but thought that the opinion did not apply to work done under the present operation of the system. He did not consider that the four cases passed upon were in any sense test cases, and said that the work done under the compulsory permit system would continue until the Commissioners had received more definite information. Referring to the needs of a compulsory permit system, Capt. Powell said there was no doubt that it was an absolute necessity and could not be dispensed with without great injury to the citizens of the District.

Capt. Fiebeger said he had not seen the opinion and did not know its application. He said the compulsory permit system had been applied specially in his department to the pavement of unimproved alleys and the repavement of dangerous sidewalks. He said the paving and consequent cleaning of the alleys had done more probably to improve the sanitary conditions of the city than any work of recent years. It is to be regretted that even a temporary suspension of this work has been rendered necessary to await the action of the court in these cases.

Presidential Nominations

The President today sent the following nominations to the Senate:

Interior—Americus V. Rice of Ohio to be pension agent at Columbus, Ohio; William S. Green of California to be surveyor general of California.

To be receivers of public moneys—Oney Carstarphen of Colorado at Leadville, Col.; Jeremiah H. Looney of Colorado at Sterling, Col.

Postmasters—Creed F. Middlecoff, Akron, Col.; Julius Pinney, Willimantic, Conn.; W. P. Anderson, Palatka, Fla.; Mark G. Parris, Joliet, Ill.; Geo. A. Dyson, Rushville, Ill.; Wm. S. Martin, Eldorado Springs, Mo.; Frank H. Lalor, Trenton, N. J.; Robert S. Jordan, Jersey City, N. J.; W. T. Cheatham, jr., Henderson, N. C.; William S. Parks, Delaware, Ohio; William R. Turney, Greensburg, Pa.

TAKING PRECAUTIONS

Need to Strengthen the Aqueduct Piers Before Allowing Railways.

WATCHING AN EXTENDING CRACK

Two Reports on the Subject of the Bridge's Stability.

OTHER REPAIRS NEEDED

There is no disguising the fact that there is considerable anxiety felt in the engineer department regarding the safety of the Aqueduct bridge.

Ever since the first pier at the Virginia end of the bridge began to move and investigation showed that the water had undermined the substructure, the engineer department has been particularly careful regarding inspections of this bridge. Each day the piers have been carefully examined and the superstructure tested to insure its safety. Recently a small crack was discovered in the fourth pier from the Virginia end of the bridge. It was an innocent-looking opening, but the engineers of the District and the United States engineer in charge of the Virginia end of the bridge were hurriedly summoned.

Maj. C. E. L. B. Davis, the engineer in charge of the Potomac flats improvement, was detailed by the Secretary of War to make the examination, and his report on the condition of the bridge was recently submitted.

South Abutment.

The south abutment was found to be riprapped on the river face below a depth of seven feet at the west end and eleven feet at the east or down-stream end. The masonry was found in excellent condition from low tide down to the riprap.

Pier No. 1, counting from the south abutment, is the pier which was partly undermined at the west and northwest ends by the flood of June, 1889, and repaired under the direction of the District Commissioners with Portland cement concrete in bags, placed in the eroded cavity by divers. After the concrete was placed 182 tons of riprap were placed about the pier. The top of this riprap was found, May, 1893, to be about fifteen feet below low tide at the west or upstream end of the pier and about twenty-six feet below low tide at the south-east corner.

Pier No. 2.

Pier No. 2 was found to be in good condition, except a cavity about one and a half feet deep and two feet high around the west end. This cavity is between the bed rock, which is quite irregular, and two timbers which are halved together, forming an angle at about the center of the west end of the pier. These timbers rest on the bed rock at their outer ends, and may have rested on some loose stones at other points which have since been removed by the action of the current. But it is more probable that the timbers formed a part of the coffer dam and that the foundation course was laid inside the timbers, and the next course projecting a little further than the former covered the upper sides, and that the cavity between them and the rough ledge has always existed.

The bed rock was exposed around the west end and the rest of the pier was surrounded by a bank of sand.

Pier No. 3.

A cavity extending nearly the whole length of the south side of this pier was found. This cavity is about 3 feet high above the riprap and 3 feet deep, but as the foundation courses project about 8 feet beyond the side of the main pier the cavity is not as serious a defect as it might appear.

There is, however, a large cavity in the west end, which starts under the ice breaker at a course about 8 feet below low tide, where it is about 7 feet deep (measured lengthwise of the pier) and extends entirely across the end of the pier. At the southwest corner of the pier the depth of the cavity is 11 feet deep, or about 4 feet deeper than the average depth. It is probable that the erosion started near the bed rock in the foundation courses, which were worn and displaced by drifting debris, and that as the cavity deepened the stones above fell from their own weight and now lie, together with several small trees, scattered about the end of the pier. A large tree was found on the bottom, lying across the upstream end of the pier, which was probably a factor in the initial erosion of the masonry.

There is a crack extending entirely through the pier from the top of the coping down to low tide and probably farther, but it was so small that the diver was unable to follow it. The location of this crack, as shown on the elevation of this pier, is only about three-eighths of an inch wide at the widest part. The crack is more marked on the south side of the pier than on the north side. The crack is plainly due to the undermining of the upstream end of the pier. Ripraps was found along the sides at a depth of about twenty-five feet below low tide, and a bank of mud fifteen feet below low tide at the downstream or east end.

No serious defects were discovered in this pier. One of the stones in the ice breaker just north of the center and at low tide has started slightly.

North Abutment.

This abutment is in good condition, except a few places where the mortar is out of the faces of the joints. The water is only about 10 feet deep to the mud which was found around the foot of this abutment.

Masonary of Piers and Abutments Above Low Tide.

The masonry of the piers and abutments above low tide is in good condition with the exception of the crack already noted on pier No. 4. All of the masonry above low tide was carefully pointed with Portland cement in 1889 when the bridge was reconstructed, and the pointing was found intact.

Levels on Piers and Abutments

Levels were taken on bridge seats of all the piers and abutments. These bridge seats are of granite, the tops being bush-hammered 8 cut work, affording good surfaces on which to determine precise elevations of the coping.

These bridge seats were set at a uniform grade of 30 feet above mean low tide of the Potomac river improvement. The levels taken in May, 1893, show no appreciable variation beyond such as are due to irregularities in the dressing or setting of the stone, except upon pier No. 1. The difference in level found here are due to the movement in the freshet of 1889. Piers Nos. 2 to 8, inclusive, are plumb. Pier No. 1 has moved to the north from the undermining of the freshet of 1889 so that the batter of the north face is now 0.075 feet per foot, and of the south face 0.055 feet per foot. Between the top of the coping and high tide mark the pier is out of plumb 52-100 of a foot. The pier, however, is in a condition of stable equilibrium and no serious results need be apprehended from this comparatively slight deviation from the vertical.

Taking Precautions.

Since the above report the crack became larger and larger, and extended the entire height of the pier. A few days ago Engineer C. B. Hunt, under whom the direct supervision of bridges comes, fearing the total demolition of the pier, proceeded to strap it with huge steel cables. While the spreading of the pier was checked, there is no telling when the pier will part. Preparations are being made to construct a cantilever from the third to the fifth pier, so that in case the fourth pier gives way the bridge will not suffer any damage. The condition of the piers has put a new aspect on their uses to support the tracks for a railroad. In this connection Engineer Hunt today forwarded the following letter to the Commissioners, through the engineer department, upon this subject:

Repairs Necessary.

"In reference to proposed legislation looking to the use of the Aqueduct bridge over the Potomac river for street railway purposes, I have the honor to submit the following remarks, at your suggestion:

"The substructure of the bridge is known to be in need of repair. The fourth pier from the Virginia end is in such a condition that no statement of its stability would be justified. It has been undermined by the current of the river at its upper end to such an extent that the masonry has settled at that point, and the pier has cracked from the top to the water's edge, and presumably below that point to the river bottom. Such a condition should not be permitted to exist without attempts at a remedy. Unless this is done I cannot say that the pier may not fail at any time. As it is, it may last for years and it may collapse tomorrow. Its condition is almost certain to become progressively worse. Under your direction the masonry has been bound together with iron rods surrounding the pier, in an effort to hold the cracked portions together; and a further precautionary step is in progress looking to the possible saving of the superstructure should this pier fail.

"After this is done the precautions this office can take in the matter will be exhausted. The expenditures necessary to remedy the submarine defects are many times in excess of the entire appropriation for bridge repairs, and hence it is that the first requisite to the use of the bridge for railroad purposes is that provision be made for the repairing of the substructure. Other piers besides the one just referred to have shown incipient signs of the same defects. Their condition has been reported with great particularity to Congress and estimates submitted for their repair.

Changes Recommended.

"In respect to the superstructure, it can be stated that the trusses are structurally of sufficient capacity to permit the widening of either sidewalk (preferably the west one) from its present width of six feet six inches to nine feet six inches—the necessary width for single track railway. The estimate for this work is marked 'A.' The present foot travel over the bridge would undoubtedly be largely diminished by the operation of the railroad and the remaining sidewalk would probably afford sufficient accommodation for the lessened foot travel. An addition to the construction just described, which would more surely provide for foot passengers and would also add much to the appearance of the reconstructed bridge, would be to widen the opposite sidewalk to the one given for railroad occupation to a symmetrical width of nine feet six inches. The estimate for this work is marked 'B.' The following estimates refer to these two constructions and are based on average prices of materials. It is proper to state that present prices are such that the figures given are liberal for present conditions:

Estimates.

To widen the west sidewalk to 9 feet 6 inches	$6,500
To lay thereon single-track railway, supported by steel stringers	8,500
Total for this construction (A)	$15,000
To widen east sidewalk to 9 feet 6 inches	$6,500
Total for this construction (B)	$21,500

There remains another form of reconstruction, which would be necessary if it is thought advisable to provide for a double instead of a single-track railway. As in the previous plans, no encroachment upon the roadway portion of the bridge is to be recommended, since the present width of twenty-four feet is as narrow as is proper. For such additional width of bridge as a double track would require, in addition to the necessary foot walks, the present superstructure is not sufficient and would have to be strengthened. It is proposed to do this by the addition of a third truss placed midway between the existing ones, which are to be moved about eight feet further apart to properly distribute the new loading. This applies to the river portion of the structure—which the canal span and trestle are to provide for by special treatment—the canal span by two new lattice trusses on the line of the new position of the hand railing and the trestle portion by extra posts of light capacity under each floor beam at the edge of the masonry of the old north abutment. The result of this reconstruction would be a roadway width of twenty-four feet—adjoining this on each side a reservation of nine feet six inches for double-track railway and outside these spaces two four-foot sidewalks—making a total width between railings of fifty-one feet. The estimate for such a reconstruction is in quite a different class of figures from those heretofore given and are given herewith, marked 'C':

To reconstruct bridge superstructure to a width of 51 feet, so as to provide for a 24-foot roadway, two railway tracks and two 4-foot sidewalks	$58,000
To lay double-track railway thereon	17,000
Total for this construction (C)	$75,000

Favors Electricity.

"There is provision made in pending bills on this subject that horses only shall be used as a motive power. It is proper to state that structurally electrical power, unless in the form of heavy storage battery cars, would be preferable. The estimates above given do not contemplate heavy motor cars, but only such weights as a loaded horse or trolley car would have. The attachment of trolley posts would be simple and the life of the floor and its cleanly condition would be favored by the use of electrical power. No reasonable limit need be set to the speed of crossing—nine miles an hour under electrical propulsion would appear quite as permissible as six miles under horse traction.

Much Needed.

"In conclusion, I would state that the travel over this bridge indicates that a street railway thereon would be a public convenience. It is believed that the provision for the collection of about one cent per passenger on the proposed railway would be a fair return for the franchise granted. It is also believed that a single track would afford sufficient accommodation for the present—the addition of the second track to be made only when circumstances, such as great increase of travel, shall justify the larger expenditure. Of the three estimates herein, that marked 'B' is the one I would recommend. No consideration has been given to the south embankment approach to the bridge, as that territory is beyond the limits of the District and under other jurisdiction.

"To provide for engineering and contingencies, an addition of 15 per cent is included in the above estimates."

THE STREET RAILROADS

Must Run Cars on All Their Branches and Live Up to Their Charters.

There is no disposition on the part of the Commissioners to let up on the railroads that do not live up to their charters and run their cars properly. Recently complaint was made that the Anacostia railroad had abandoned its branch line from the corner of 11th and G streets southeast to the Congressional cemetery. The Commissioners told President Griswold plainly that he would be obliged to run cars upon this branch or surrender the charter therefor. Recently it was brought to the attention of the Commissioners that the Brightwood railroad was not operating its branch line on Kenyon street between 7th and 14th. Upon presentation of this matter to the board of Commissioners, it was moved by Capt. Powell and approved by the Commissioners, that the company be requested to show cause why it should not run cars on this branch, or remove the tracks and poles.

A Naval Payment.

The Navy Department today made the twenty-sixth payment of $91,800 to Cramp & Sons on account of the construction of the battleship Indiana.

Fourth-Class Postmasters.

Forty-four fourth-class postmasters were appointed today. Of these twenty-five were to fill vacancies caused by resignations and the remainder by removals.

EXPERTS EXCITED

The Big Thirteen-Inch Gun to Be Tested Today.

DISTINGUISHED VISITORS GO DOWN

Indian Head a Central Point for All Ordnance Experts.

NOTABLES ON HAND

History will be embalmed today. It is to be an ordnance epoch, lighted with flashes of flame, shadowed with fogs of smoke, scented with saltpeter and sulphur and crashing with the thunderbolts of man.

It is to be an event of vital moment to the navy, of general import to the nation, and of incidental interest to the world. It is to be the test at Indian Head of assuredly the biggest and presumably the greatest gun ever built in the new world. Its caliber approaches, and it is believed, its efficiency eclipses that of the heaviest rifles of Europe.

In it are crystalized and molded the thought-gems of the gunnery genius of two worlds and of all the ages.

It represents years of study in original idea and adopted example, and its conduct today will either requite the love and labor or blight the hopes of those who have brought it into being.

The triumph of this gun will be the triumph of American pluck, power and patience; glory, grit and greatness; head, hand and bustle.

About twelve rounds will be fired, and the value of the ammunition for each round will be about $500. Five hundred and fifty pounds of powder will be burned, and 1,100 pounds of metal hurled at each discharge.

The velocity, the trajectory, the recoil and all those things about which Nimrods knows so much and we so little, will be measured.

The shock is to be a shaker.

The voice of the gun will roll and rumble for miles and minutes, and the bang of the explosion will almost split the tympanum of old Jove and plug a hole clean through eternity. The projectiles, perhaps, may plough meteoric paths and cometic furrows through the realms of space and wreck the battlements of the sun. Experts compute that the range of the weapon will be thirteen miles.

Everybody Excited.

Today has been looked forward to by the sages and Solons of ordnance for more moons than shine on Saturn. They have thought of it as a day which Mars and Clio would register in vermillion letters on the diary of time.

Even the sun came across the vernal equinox yesterday, the better to get a look at the event, but he missed connection and failed to show.

If the great gun is to be a minister of peace the day should have come with a sunny smile, but if it is to be an engine of war the day is appropriately dark and gloomy.

The day came this morning with a frown, more like those days told of in weather maps than in colonization tracts. The morning was raw, wet and misty and the sun failed to kiss away these objections and flood creation with a sparkle of golden rays.

Preparing for Departure.

By eight bells the navy yard was boisterous with sounds of preparation for departure. The dispatch boat Dolphin, the ordnance tug Triton and the torpedo boat Cushing, which were the craft chosen to convey navy officials and guests to the proving grounds at Indian Head, had been holy-stoned, skewjeened and otherwise made ready for their duty.

The guests began to muster soon after the call for colors.

The marine guard began to don its white gloves and helmets and the tars were polished up to a pitch of intense luster. The Marine Bandsmen came early and their scarlet coats looked like patches of red bloom in a foliage of blue.

A good deal of light was lent to the occasion by the glitter of gold lace and the clangor of clanking swords chimed in well with the music of the band and bugiers. It was a gay scene. Carriage loads of guests rattled through the arched entrance of the yard, down Dahlgren avenue and across the graveled plaza to the dock, with a grating roll. Mr. William Howell, private secretary to Assistant Secretary McAdoo, stood at the land side of the gangway of the Dolphin and welcomed the arrivals.

Notables Arrive.

At 7:30 a telephone message was received from Vice President Stevenson stating that he would be down, rain or shine. The marine guard was aligned at the main entrance and presented arms as the notables passed.

At 8:45 o'clock the Secretary and party reached the dock amid the boom of saluting cannon. The excitement around the gangway was lively, and the officers had their hands full in handling the crowds.

At 9 o'clock the lines were cast off, and the Dolphin swung out into the stream.

Some Guests.

Among the guests were Representative F. C. Tate, F. J. Randolph, Representative George F. Richardson, Representative W. M. Bowers, Senator H. C. Manderson, Senator George L. Shoup, Representative A. B. Hart, Representative Wm. Baker, Representative A. C. Latimer, Arthur Buchanan, M. B. Wright, Representative C. W. Gillette, Representative G. P. Dolliver, Mr. James Baker, Mr. E. J. Gibson, C. A. Swanson, Mr. H. C. Boen, Representative W. H. Denison, Mr. Dent, Representative D. G. Tyler, Representative J. F. Stallings, Representative John Doris, Senator C. H. Morgan, Representative J. E. Reyburn, Representative A. C. Hopkins, Representative S. R. Thayer, Mr. B. Micou, Mr. James English, Mr. F. S. Hardesty, Gen. Breckinridge, Representative J. F. Epes, Mr. Wm. Carry Sawyer, Representative John Von Vorhis, Representative M. Marvin, Representative Joseph Antonio, Representative J. L. Rawlins, Commander R. W. Reed, Representative J. H. Hunter, Senator George D. Perkins, Dr. J. R. L. Hardesty, Representative A. L. Hager, B. C. Howland, Representative C. H. Randall, Representative M. McGuire, L. M. Bennett, Representative T. J. Henderson, Representative J. D. Richards, Mr. L. A. Shover, Representative J. H. Hopkins, Senator C. H. Gibson, Representative J. A. Densmore, H. D. Morey, L. Pence, J. A. Pickler, A. D. De Armond, A. A. Adee, R. Neill, W. A. Stone, E. T. Chamberlain, L. T. Griffin, G. D. Michlejohn, H. F. Thomas, B. F. Richie, Mr. E. J. Dunnell, Representative Thomas D. English, A. McDowell, James H. Eckles, O. M. Hall, S. A. Northway, Thomas W. Phillips, P. S. Post, W. E. Curtis, Mr. S. J. Pickett, Mr. J. M. Carson, Representatives M. T. Baldwin, T. J. Hodson, Mr. O'Brien Wood, Representatives John S. Williams, D. T. Flynn, C. Broderick, Representative A. C. Durborow, Representative E. C. Wall, Senator Wm. F. Vilas, Capt. F. L. Benry, Senator Eugene Hale, Messrs. George Howe, J. P. Pigott, Baum, C. B. Morton, J. C. Kyle, Representative J. Fred Talbott, Capt. R. N. Constance, Representative S. G. Schermer, Mr. Monroe Hopkins, Representatives James Capehart, D. D. Donovan, Claud M. Johnson, Mr. George T. Hawkins, Representatives E. J. Runphy, Cadmus, G. A. Robins, Silas Adams and John W. Maddox.

THE TESTS COMMENCED.

Big Gun Trial Delayed, but a Ten-Incher Fired.

Special Dispatch to The Evening Star.

INDIAN HEAD, March 21.

The trial of the thirteen-inch gun has been delayed by the bursting of one of the water pipes. The mishap was slight, and