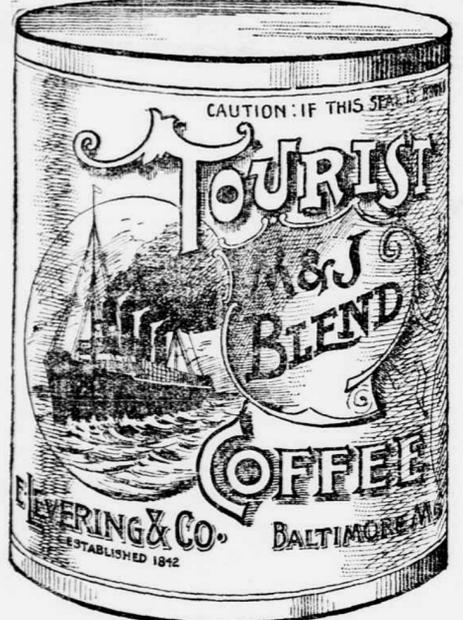


ESTABLISHED 1842 ESTABLISHED 1842



"TOURIST" M & J BLEND

never hurts any one, because it contains no impurities, and here's a point worth considering: You drink coffee three times a day, and even boiled germs are harmful. An Honest Mocha and Java Blend ("Tourist" it's called) makes the strongest and most invigorating coffee. We should like to educate you to Coffee perfection, and the best way is to draw attention to our "Tourist" M & J Blend. Delightful aroma; delicate, and absolutely fresh, as it is put up only in hermetically sealed full pound cans, and the price is no higher than is charged for ordinary mixtures.

Buy it today, You'll want it tomorrow—Levering's "Tourist" Coffee

Royal Blue Serge Suit to order, \$10. Our Royal Blue Serge is pure wool—the kind the sheep furnishes.

Who Does Your Tailoring? Do they do it correctly? Do they do it quickly? Do they charge you heavily? Perhaps 'tis time you changed your tailor? The reason we do a successful tailoring business is that satisfaction goes with every garment we sell; satisfaction is a practice, not a theory with us. One reason why Our Royal Blue Serge Suit is having such a tremendous sale is due to the fact that we make this suit after your individual measurement, and it is not yours until you pronounce the fit o. k.—keep that point always in mind. To order, ten dollars.

Mertz and Mertz, New Era Tailors, 906-908 F Street.

Just the suit you ought to have at the price you ought to pay. Royal Blue Serge Suit to order, \$10.

GOSSIP FROM GOTHAM

New York Police Make Bluff at Sunday Closing.

NEW TUNNEL COMPANY ORGANIZED

Senor Palma Talks of the Situation in Cuba.

DEWEY'S HOME-COMING

Special Correspondence of The Evening Star. NEW YORK, May 25, 1899. The police department's spasm of virtue, in which it declared that there should be no shows, no music, no short skirts, no beer, and "no nothing" after midnight but the peaceful contemplation of the holy day to come, was a good deal of a bluff. There wasn't much music, but there was plenty to drink, and with the first exception, in some few places, things were just the same as ever. It was necessary to take some such action, in view of the work of the Mayor's committee, and the fact that the committee will, on its assembling, pay particular attention to the Tenderloin. The committee, during the past week, has fully settled the pool room question, and Chief Dewey can no longer put forth the pretext of want of evidence to suppress them.

The testimony introduced showed that there was not a police precinct on Manhattan Island in which gambling joints and pool rooms did not flourish, and that there was no difficulty in strangers obtaining access to them. It is no wonder that Chief Dewey was bored while listening to this report, and that he merely said that there was nothing in it that startled or surprised him. He seemed indifferent to the fact that it convicted him of either almost total inactivity, or of a complete inactivity with crime. But Chief Dewey is not the only one who is pilloried by these disclosures. On the witness stand both Croker and the Mayor stand full of responsibility for what was amiss in the administration of city affairs. They both declared that law was impartially enforced in this city, and both admitted that they were diligent, vigilant and faithful police officers. These disclosures also throw light on the reason for the removal of Chief McCullough. The astounding statement of Commissioner Hess demonstrates that Chief McCullough was put out because a gang of professional gamblers, allied with Tammany, compelled his resignation. Chief McCullough and promotion of Dewey, it is asserted, was the price Tammany had agreed to pay for the support of the gambling fraternity.

Special Session of Legislature.

The special session of the legislature called by Governor Roosevelt is likely to be a lengthy one if the program of the republican leaders is carried out. They will, it is said, urge upon the governor to recommend in his message the consideration of a new rapid transit bill, the last one having failed to receive the approval of the major, and a new bi-partisan election bill, on the assumption that the mayor will veto the one now before him. Chief Dewey is expected to franchise tax law, which the legislature is called together primarily to consider, these bills are passed, the legislature will, it is asserted, be adjourned in the middle of the recess to await the action of the mayor. That the mayor will veto them again is likely, and the legislature then must pass them by a majority vote over his veto if they are to become a law.

The Brooklyn and Queens senators and assemblymen have taken advantage of the rapid transit situation to bring forward interests of their own boroughs. They have served notice on the governor informally that they will introduce a new rapid transit bill, their idea being presently to attract the attention of real estate speculators to property on the other side of the East river. With this end in view, the Long Island railroad's tunnel, which is now being built, and the building of bridges across the East river, property values in Brooklyn and Queens will increase proportionally, and a new rapid transit bill will not help the increase. The rapid transit question, therefore, is a serious one for the governor.

It is now conceded that the franchise tax bill drafted by Governor Roosevelt as a substitute for the Ford bill, and which requires the approval of every one and will have to be amended to a considerable extent. The governor himself admits that there are imperfections in it, and that he is willing to have it amended or to accept an entirely new bill if it embodies his ideas. The governor has explained to the republican leaders that his bill is not a framework. They are preparing to take advantage of this admission to have a new bill passed, and to have it amended on corporations as light as possible. The governor's bill is not particularly hard upon them, because it provides that when a corporation pays a real estate tax, the franchise it is also free from all other taxes which it now pays.

Manhattan Tunnel Company.

In the incorporation of the insignificant Manhattan Tunnel Company, with a capital of \$100,000, in Albany yesterday, there are several points of interest. It is believed that behind the incorporators are some very powerful interests, among them men long identified with the Metropolitan Railway Company. It has been suggested that the men in the autocratic company, of which Richard Croker is a director, are also interested in this venture. It has been pointed out, however, that the new company has no connection with the old North river tunnel project nor with the proposed Long Island railroad tunnel nor with the New York and Brooklyn railroad scheme, which came to the surface at the last meeting of the municipal assembly. It is learned that the incorporation of the company was not the result of the passage of the Marshall laws, recently approved by the governor, but has been in contemplation for a year or more, and that it is being built by all the preliminary engineering work has been done. The company, it is said, will build a tunnel from a point in Manhattan south of Canal street to some central point in Jersey City, and will operate in it an electrically propelled railroad designed for fast passenger service.

Senor Palma Talks of Cuba.

T. Estrada Palma is in this city closing up the last details of the labors of the late Cuban junta Senor Palma, in reply to questions on the subject, said: "Cuba will some day be one of the United States. But not now—until the Cuban people themselves have learned the lessons of self-government first—to learn the reverence for law and order that prevails in the United States. The Cuban people by many persons are greatly misunderstood. At heart they are gentle and courteous. Gain their confidence and no better people exist. Treat them right and let them know that it is for their good that you strive, and a truer, kinder race cannot be found anywhere. Of course, the Cuban army should not be yielded up their arms." Senor Palma continued, "for why should we have an army? The disarmament does not mean that the Cuban people are to be left at the mercy of the United States. But the army should cease to exist, for now its duties are over. It is an army of occupation needed. As soon as the people again fully resume their peaceful pursuits—and that at a time which is not now far off—their arms will make great strides in civil government and the great work will be well under way."

Orders for War Material.

Manufacturers of War material of all sorts report a decided increase in orders from South American countries as a result of the Spanish-American war. Orders have been placed in the United States during the last three months which would, in all likelihood, have gone to Europe a year ago. These orders come from such countries as the Argentine Republic and Chile, both decidedly pro-Spanish in character. Less than four weeks ago Mexico placed an order for New York City for 25,000 high-powered infantry rifles of American design and make. Two years ago Mexico arranged with the German Mauser establishment to purchase for the army 100,000 rifles of late make. The Mexican orders of late have included large quantities of field artillery ammunition, especially shrapnel shell. Chile has heretofore purchased shrapnel shell from the Krupp of Germany. The naval artillery has been supplied by both the Elswick establishment of England and Canon of France. Now, however, Chile is negotiating for the purchase of large numbers of small caliber, rapid-fire guns of American make. In point of workmanship there is no doubt, it is claimed, that the American weapon leads the world. Peru has also entered the market for American weapons, and orders for field artillery guns of light caliber have been received within the last few days. In addition, Peru has placed orders for American-made cartridges suitable for use in German-built Mannlicher rifles. Both Mexico and Peru are purchasing ammunition in the United States in preference to erecting national works, and both countries, it is known, are supplied with machinery suitable for making rifle cartridges. Mexico, within the past six months, has bought an extensive cartridge plant. From what can be learned, however, Mexico will erect the necessary buildings, and then keep the works in reserve for war time uses. Her officials find it cheaper to buy cartridge ammunition complete in the United States than to manufacture it at home. An order from Mexico for 3,000,000 rifle cartridges and 40,000 shrapnel shell of field artillery was recorded in the market.

Admiral Dewey's Home-Coming.

The home-coming of Admiral Dewey has caused a great boom in the dry goods trade. The demand for ordinary cloth and prints for conversion into bunting has all but exhausted the supply. In the trade it is estimated that at least five hundred thousand pieces, or twenty-five million yards of quantity will be required for ordinary demand, coming with a rising market, is bound to force the prices up.

REPORT OF COL PUSTON.

Operations of the Twentieth Kansas on the Firing Line.

Adjutant General Corbin today gave out for publication the report of Colonel Frederick Puston of the 20th Kansas Regiment, dated Calococan, P. I., February 15, which was an appendix to the report of Major General MacArthur.

The report deals with the operations of the Kansas regiment from the beginning of the outbreak, February 4, until February 15. Colonel Puston comes himself readily to a rather dry statement of the daily events in that period. It is as follows: "The outpost of this regiment in the car station of the Calococan road was fired upon about 10 p.m. by insurgent patrols. Before this time the outposts of various other regiments had been fired upon and the general alarm had been given. The whole regiment was under arms in a few minutes, and, Captain Budian, A. B. F. and L. under Captain Budian, to guard the quarters, the remaining companies, including the 2d and 3d Battalions, under Majors Whitman and Metcalf, marched to the rebel of our outpost, now fighting valiantly under Captain A. G. Clark. We were joined on the way by a detachment from the Utah Infantry, with one gun, under Lieutenant Seaman.

"Upon arrival at the outpost I found that our men were making a stand in the car station of the Calococan road. The gun was placed in position, and the 2d and 3d Battalions, under Majors Whitman and Metcalf, marched to the rebel of our outpost, now fighting valiantly under Captain A. G. Clark. We were joined on the way by a detachment from the Utah Infantry, with one gun, under Lieutenant Seaman.

"The Sunday of the day Major Whitman was taken ill and returned to the hospital, and he has remained ever since. At noon I received orders from the brigade commander, line 200 yards, to advance the line. The ground, in this position, was very difficult, the woods being first cleared of the enemy by a dozen well-directed volleys. The two battalions were placed in the road in front of the enemy, and fired a few well-directed shots. The insurgent barricades and trenches were dismantled only 60 yards, and the fire from them was so galling that our advance was unpracticable. Major Metcalf had gone to protect our left flank with Companies C, D and E, and did excellent service. Company D, under Capt. Budian, and with these two and Companies E, H, I, L and M, I ordered to charge up the road and through the gardens and hamlets which were in front of the enemy. This charge, which I led in person, was most gallantly made, the men firing as they advanced. The insurgents stood until we were within sixty yards, when they gave way. We occupied both lines of barricades and were preparing to assault the small blockhouse when Major Strong, another of our division, arrived and ordered me to retire. During the night to the position that we had just left. This was done, and the night was passed in the usual manner.

"Our casualties in the desultory fighting of the day were one enlisted man killed and six enlisted men wounded. On the morning of the 24th I received orders to advance to the insurgent barricades that we had taken the previous evening and occupy them. This was done without difficulty, as the enemy had fled. During the day we found and buried the bodies of thirty-one insurgents killed in our charge of the previous day.

"The regiment was entrenched facing the north, the right resting on the railway, where it joined with the 1st Montana, and the left on the impassable bayous from the sea. "The day and night passed without incident, except for an occasional exchange of shots with the enemy. "On the morning of the 7th the enemy became so bold, firing on the island a few 500 yards in front of our line, that it became imperative to dislodge them, so, after a short time, the regiment, in the following manner, I led three and one-half companies in an attack on this position, carrying it to the point of the bayonet. Our loss was First Lieut. C. S. Metcalf, who has been most bright and promising young officer, killed, and six enlisted men severely wounded. The losses on the enemy's side I counted twenty-six dead insurgents on the ground where they made their stand. In accordance with our original orders we fell back to the trenches before dark and remained there during the whole night undisturbed.

"There were no further incidents of note until the 10th, when in expectation of the 1st Montana and 3d Artillery were ordered to advance on the town of Calococan. The attack, so far as this regiment was concerned, was made through dense woods and on the face of a hot though badly fortified fire from the enemy, our loss being two enlisted men killed and one officer and eight enlisted men wounded. We are now entrenched on the north side of the town of Calococan, with our left on the water, and right, as before, on the 1st Montana. "Where everybody did so well it is impossible to make distinctions, but I wish to call attention to the splendid conduct of Major Wilder S. Metcalf, who has been given a right hand during the trying operations of the past ten days. "The regiment has been five killed and twenty-seven wounded."

INITIAL SERVICES

Opening of North Carolina Avenue

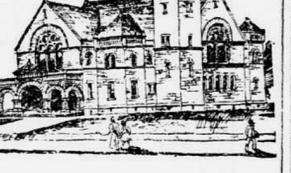
M. P. Church.

SKETCH OF THE ORGANIZATION

Admitted to the Maryland Conference in 1873.

THE BUILDING COMMITTEE

Services will be held for the first time Sunday next in the new North Carolina Avenue Methodist Protestant Church, Rev. A. Norman Ward, pastor, corner of North Carolina Avenue and B Street Southeast. The formal dedication will occur some time later. The program includes a sermon at 11 a.m. by the pastor, who will also again preach in the evening. The morning service will be preceded by a rally at 9:30



o'clock of the members of the Sunday school, when that branch of the work will be reorganized. At 3 o'clock in the afternoon there is to be a mass meeting, at which there will be addresses made by Rev. J. D. Kinzer, pastor of Congress Street M. P. Church, Georgetown; Rev. J. W. Kirk of Central; Rev. J. W. Gray of First Church; Rev. Emanuel Pierce of Mount Tabor, all of Washington, and Rev. T. P. Reuell of Alexandria. The music at all of the meetings will be in charge of Miss Mary A. Dodge, director and organist.

Date of Organization.

The North Carolina Avenue Methodist Protestant Church was organized in October, 1872, with about twenty-five charter members, most of whom have since died or have removed to churches nearer their places of residence. The first minister to serve the congregation after its organization, nearly twenty-seven years ago, was Rev. Oliver Cox, who was called as a supply. The following year the congregation was admitted into the Maryland Methodist Protestant conference, and the president of that body sent Rev. S. G. Valliant to be organist. The succeeding pastors have been Revs. Jesse Shreeve, J. W. Trout, P. T. Hall, Walter W. J. Seepier, A. J. Mather, Dr. David Wilson, W. H. Makowsky, B. H. James, Louis Randall, A. R. Rowe and the incumbent, Rev. A. Norman Ward. Since the church was organized it has had many vicissitudes, and there were times when many of those interested felt almost despair. It was, however, through the independent existence. It was not until Rev. J. W. Trout, who was pastor at several intervals, entered upon his last pastorate, that the church was reorganized. The corner stone of the new structure was laid February 25, 1897. The edifice which is built on the site of the former church has its main entrance on North Carolina Avenue, and through a triple-arched and pedimented porch. This porch was built on a raised platform, and contains a tower rises to a height of eighty-five feet, ending in a covered belfry having on its three main fronts pediments for large semi-circular windows. The exterior walls are faced with ashlar stone. The sills, courses, cornices, copings, etc., are all cut and squared. The roof is covered with slate trimmed with metal. On the ground floor there are accommodations for the Sunday school; also an infant school room, library and organ for the secretary and also for the church officers. For the immediate future services will be held in this portion of the church.

Main Auditorium.

When completed, the main auditorium, which will be reached by means of two broad stairways from the first floor, will have galleries on the north and west sides, while the pulpit and organ are to be placed on the south side. Opening from the auditorium by means of rolling partitions will be the parlor, where informal gatherings may be held, and also a reception room. This may be used to form a part of the auditorium. Abundant light will be obtained through the three large mullion semi-circular bay windows, which will be filled with stained glass of rich and appropriate design. The Sunday school and infant class room will accommodate seats for 600, while the auditorium and galleries will seat about 550 persons, and by utilizing the parlor 150 more sittings may be provided.

HE HELPED TO MAKE HISTORY.

Admiral Schley's Reason for Not Contributing to Magazines.

Rear Admiral Schley left Omaha for Denver yesterday afternoon, followed by the cheers of a great multitude. When asked for an expression as to the probable result of the war touching the naval construction of the future, he said: "It would be hard to say as to that. The various nations may interpret it differently. It will probably result in entirely ascending war as a construction material, unless in connection with the upper deck. As to the type of vessels that will be given preference, that is to be determined."

"And how about the guns? Will the big ones retain their popularity?" "Well, the results seem to show the best work from the eight-inch guns and those smaller. I believe there is no record of thirteen-inch projectiles striking, and but two of a twelve-inch. The eight-inch guns did splendid work, and those of smaller bore, as well."

"The magazines have not yet printed your story of the campaign?" "No, I have not written anything, and have declined all requests for contributions to a history of the war. I believe that those who make history or assist in making history should write it. Their field of vision is necessarily limited, and they view it quite differently from one who might be called upon to write the history of the war. It is facts that the people want, and when the facts are in their possession they do not fail to draw their own conclusions."

Finest \$3 and \$3.50 Sample Oxford Ties at \$1.65

Tomorrow only at Hahn & Co.'s 7th Street House.

In addition to the accumulation in broken sizes on our Odds and Ends Tables at all our 3 busy stores we have a rare treat in store for those ladies who will call tomorrow at our Seventh Street House. 300 pairs of the very finest and most stylish Sandals, Oxford and Southern Ties that were ever made to sell for \$3 and \$3.50 came into our possession at a remarkably low price. They are this season's samples of one of Rochester's leading manufacturers of Fine Hand-sewed Footwear. All the fashionable shades and shapes of these incomparable \$3 and \$3.50 Fine Low Cut Shoes \$1.65 will be offered for tomorrow only at the low price of \$1.65. Call as early in the day as you can, unless you wish to miss perhaps one of the rarest Shoe bargains of a lifetime. The following are some of the broken lots to be had tomorrow only at all our 3 stores:

- \$1.45 For Men's Tan and Black Shoes that sold readily at \$2.50 and \$3.00.
- 49c. Misses' and Child's slightly soiled White Kid Sandals. Regularly \$1.00.
- 97c. Misses' and Child's \$1.50 and \$2.00 Boots, best vici kid, with cloth tops.

WM. HAHN & CO.'S 3 Reliable Shoe Houses, COR. 7TH AND K STS. 1244-1246 PA. AVE. 123 PA. AVE. S.E.

Lansburgh & Bro.

Remarkable Values for Friday's Selling.

- Ladies' Washable Shirt Waists, all new effects. Waists worth \$1.00. Special.....48c.
 - China Silk Waists, very fine quality, in plain black and plain white, beautifully corded. \$3.98 value. Special.....\$2.98
 - Taffeta Silk Waists, combination white taffeta silk yoke and front, body of waists of leading shades, trimmed with glass buttons. \$8.50 value. Special.....\$5.98
 - All Colored Suits, guaranteed strictly man tailored, that have been selling for \$25.00, \$22.50 and \$19.75. Special.....\$15.88
 - All Ladies' Suits that sold for \$35.00, \$32.50, \$28.50 and \$27.50, in leading shades and strictly new styles. Special.....\$21.75
- ### Wash Dress Goods Offer.
- 200 pieces Violet and Tote Batiste. They come in light and dark ground, the patterns are in floral, stripe and dot. These are 12c. and 15c. values. Special.....8c. yd.
 - Stripes, scroll and figures in Pique Corded Lawn. This is a radical departure from the lawns of last season. All up-to-date patterns. 20c. is their value. Special.....15c.
 - Fast Black Batiste—18c. value.....12 1/2c.

Straight Talk About Corsets.

It is not the fact that HER MAJESTY'S CORSET is rigidly defended against imitators by means of perfect patents, there would be other corsets just as good as HER MAJESTY'S. As it is the imitations are weakly affairs—one accomplishing one thing, one another—none doing for women what HER MAJESTY'S will do. You should ask to see this corset.

Lansburgh & Bro.,

420-422-424-426 Seventh Street.

ADMIRAL DEWEY'S CONDITION.

What Surgeon Page Says of His Health at Present.

Surgeon J. E. Page of Admiral Dewey's flagship, the Olympia, has arrived here on leave. He has been on the flagship ever since Dewey took command, seeing him daily and having general charge of medical affairs, so that he is in a position to give an intelligent view of the admiral's health and general condition. He says: "Admiral Dewey is in no sense a sick man, but is as well as any man could be after spending a year in the tropics. I was on the Olympia at the time he came aboard, and from that time to the present I do not believe there has been any appreciable change in his appearance, weight or general condition. Any one who thinks he is a physical wreck should hear the admiral on the quarter deck when he gets aroused. He is the gentlest man living, and yet he expects every man to do his exact duty, and when there is any shortcoming the admiral will be heard of in no feeble or sickly manner. Of course every one in the fleet has suffered in health more or less during the last year, owing to the terrific and long-continued heat and the enervating climate. It takes all the life out of a strong man, and undoes his energy and ambition. In that way Dewey suffered with all the rest of us. It was particularly arduous during blockade duty, when for long stretches no man could get ashore. Surgeon Page was asked if Admiral Dewey's responsibilities had not weighed heavily on him. "I think not," he answered, "and I believe it will be found that he has just as much nerve as the morning he fought the battle of Manila bay. He is a man who carries responsibility lightly, and does not let it break him down. On the morning of the battle he was perfectly cool, and only once throughout the action did he show signs of anxiety. That was when the head gunner reported that our ammunition was running short. This was about the time we pulled off for breakfast, and it had rather a depressing effect. But it was quickly offset when the officer of the deck reported that the Reina Christina and Castilla were afloat. That was the turning point, and the admiral had no anxiety after that." "Asked if he had prescribed for Dewey of late, Surgeon Page said: "No, he has no need for prescriptions. During the last year he has not once asked for a prescription or taken medical advice except in a casual way. If he wants anything he gets it, and he gets it in a very judicious and gets it. His habits are so regular that he needs little or no medicine. His smoking and drinking are in perfect moderation. He eats well and sleeps well, and it is one of the recognized offenses on board ship to tramp heavily over the admiral's cabin after he has retired. "It has needed a pretty calm man at the head of affairs," said Surgeon Page, when asked as to the reports of friction with the German naval officers. "I know nothing of any differences, but we all feel that much reliance was to be placed on the admiral's tact and conservatism as a means of avoiding any possible difference. Throughout the year he has been a man who has not only shown a high degree of admiration not only as a naval commander, but for his statesmanship and discretion."

RAILWAY EMPLOYEES CENSURED.

Verdict of Coroner's Jury in Recent Disaster at Exeter.

The coroner's jury which has been investigating the cause of the disaster on the Reading railway near Exeter, Pa., in which twenty-nine persons lost their lives and forty-eight were injured, rendered its verdict last night. The jury found that the accident was due to negligence of certain employees of the company. It censures George C. Bowers, trainmaster, of Philadelphia, with equipment the special train with a crew unfamiliar with the main line; Engineer Orrell and Conductor Magee for reckless running, and Engineer Wildersmith for having passed the signal at Exeter, and then backing up 230 feet, and Train Dispatcher James J. Bourke is declared negligent in not notifying the special crew of the delay of the express. It recommends that the independent tower system below Reading be abolished, and that the ten-minute rule between passenger trains be enforced.