

LOCAL MENTION.

AMUSEMENTS TONIGHT.

Columbia—"Betsy," 8:15 p.m. Kernal—"Miner's Americans," 8:15 p.m. Chevy Chase Lake—Concert by United States Marine Band, followed by dancing. Outdoor performance, "Twelfth Night," 8:15 p.m., Connecticut avenue and Woodley lane.

EXCURSIONS TOMORROW.

Norfolk and Washington steamer for Fort Monroe, Norfolk and points south. Trains leave District line station for Chesapeake Beach at 9:25 and 11 a.m., 2:30, 5:30, 7:45 and 9:45 p.m. Steamer for Glymont and Intermediate landings at 9 a.m. For Mount Vernon steamer Charles Macalester, 10 a.m. and 2:30 p.m. Steamer Charles Macalester for Marshall Hall, 10 a.m., 2:30 and 6:30 p.m. Steamer Pocahontas for River View, 10 a.m., 2:15 and 6:30 p.m. Steamer Louise leaves 324 and Canal for Great Falls, 8:30 a.m. Steamer Harry Randall for Colonial Beach, 4 p.m.

Reisinger's Ice Cream Is the Purest.

31 gal. 50c. 1/2 gal. 25c. G. at. Phone M. 2767.

C-O Stands for Castor Oil. Ask For C-O's.

The delicious Castor Oil Confection.

3-Burner Gasoline Stoves, \$3.75.

A Eberly's Sons, 718 7th n.w.

While working at the ice plant at the Northern Liberty market last night James C. Hoover, thirty years old, living at 59 N street northwest, met with a serious accident. The police took him to the hospital when an accident occurred which caused the ice to fall upon his leg and inflict a fracture. The injured man was taken to the Emergency Hospital for treatment.

Great Bear a Pure Spring Water.

4 gallons for 50c. Office, 704 11th.

"Finest Coastwise Trips in the World."

Boston and Providence By Sea.

Merchants and Miners Transportation Company have steamers from Baltimore and Norfolk daily 6 p.m. Send for Tour Book. Tickets on sale B. O. Penn. R. R. and Norfolk and Washington steamer of Ees. W. P. Turner, G. P. A., Baltimore, Md.

Hot Water a Summer Convenience.

Gas Stoves for all purposes. Gas Ranges, Keep kitchen cool. 124 G-C-A. Muddiman & Co.—616 12th.

John Elliott, thirty-three years old, who lives at 1329 L street southeast, was knocked down and injured by a street car at 11th and M street southeast about 9 o'clock last night. The police took him to the Washington Asylum Hospital, where his injuries were dressed.

A Case of "Old Glory" Beer

Is indeed a "case of necessity" at this season. A refreshing, invigorating beverage, whose use assures health and comfort. For case phone W. 436, Amer-Drury Brew. Co.

Send Your Carpets and Rugs

here if you desire them cleaned thoroughly and without injury. Reasonable prices. Call M. R. THORP, 488 Maine ave.

Serve Fussell's Famous Ice Cream

if you want the finest. 1427 N. Y. ave.

All 60c. Candies 35c. Per Pound.

Chicocate Almonds, Nougat, Mexican Pistachos, etc. GEO. B. SHEETZ, F and 10th sts.

Chicago Jewel Gas Ranges.

Best, quickest, economical; guaranteed. 616 12th-C-A. Muddiman & Co.—1294 G.

Special Civil Service Examination

June 27, stenographers and typewriters. Prepare at The Drillery, 1100 N. Y. ave.

CITY AND DISTRICT.

Passengers on a Capital Traction car at 1st street and Pennsylvania avenue were alarmed yesterday afternoon by the crashing of a glass, which had been broken by the Boston Baking Company when the wagon and car collided. Nobody was injured.

A small child named Ada Mills, whose parents live at 609 9th street northeast, was knocked down by a bicycle, ridden by Joseph Getz, last night and painfully injured. The child was taken to the Washington Asylum Hospital, where the child's home, and the little one was attended by Dr. Boswell.

Maggie Golden, colored, was treated at the Emergency Hospital last night about 11 o'clock for a painful injury to her head. She was visiting friends at 11th and Delaware avenue and M street southwest when she received the injury. Maggie told the police that another colored woman had inflicted the injury with a brick, but was unable to give the woman's name.

Privates W. H. Adams and C. L. Vermillion of the police force have been deprived of two days' leave of absence as penalty for neglect of duty.

Cool Breezes at Chevy Chase Lake.

Marine Band concert; dancing. Ride out—Advertisement.

Anniversary Celebration.

Arrangements have been made for a celebration of the tenth anniversary of the organization of the Gen. William F. Barry Garrison, No. 25, Army and Navy Union, tomorrow evening at the headquarters of the garrison, Concordia Hall, corner of 6th and E streets northwest. Invitations to attend have been extended to Commander Tasker and staff of the G. A. R., Commander S. Clifford Cox and staff of the Spanish War Veterans, the officers and members of the Gen. Theodore Roosevelt Garrison, No. 74, Spanish War Veterans, and to the officers and members of the Admiral Porter Garrison, No. 8, Army and Navy Union. The ladies' auxiliaries of the organization have also been invited, and it is expected they will attend. The program will be furnished by the public Miss Cora Shreve's dancing academy. Inspector General Hackett made a journey into Maryland today for the purpose of mustering 100 artillerymen into the William F. Barry Garrison.

Exquisite Floral Work.

Decorations for Weddings, etc., are ideally beautiful when Gude does the work. 1214 F.—Advertisement.

Engineer Band at Judiciary Park.

The United States Engineer Band, Julius Kamper, chief, will give a concert at Judiciary Park this evening at 7:30 o'clock. Following is the program: March, "The Steel King".....St. Clair Overture, "Pique Dame".....Suppe Cornet solo, "A Musician Asstray in the Forest".....Hermann

Waltz, "Princess Roussette".....Spenser Selection, "Rigoletto".....Verdi Excerpts from the "Prince of Pilsen." March (a), "Moonlight".....Luders (b), "Won't You Fondle Me?".....Moret

Medley, "Mills' Merry March" No. 6. Mills "Mills' Merry Banner."

THE STAR BY MAIL.

Those leaving the city should have The Star sent to them by mail in order that they may keep informed about Washington affairs. In most instances The Star will be at the breakfast table the next day and give all of the news from Washington of the day before. The address may be changed as frequently as desired. The price of The Star by mail daily and Sunday is 40 cents per month.

FOR PUBLIC SAFETY THE THEATER.

BURNING OF CARS ON ANACOSTIA BRIDGE REGULATED.

Must Carry But Forty Passengers at Speed Not Exceeding Four Miles an Hour.

Street cars crossing the old Anacostia bridge will not be permitted to carry more than forty persons at a time, and the maximum speed on the bridge must be not more than four miles per hour. An order to this effect was adopted today by the Commissioners, upon the recommendation of Col. Biddle, and will remain in effect for two years, or until the new bridge now in course of construction is completed. This makes the conclusion of a long-drawn-out discussion between the citizens of Anacostia, the District Commissioners and the authorities of the Anacostia and Potomac railroad.

For the purpose of greater safety the street railroad company discontinued the operation of trailers across the bridge and used instead only single cars. It was found, however, that these single cars were crowded to the platform edges and that the weight was just as bad. Therefore, the Commissioners took the matter under consideration again, with the result that late yesterday afternoon Col. Biddle made the following recommendation:

"I have gone carefully into the question of the weight of cars, empty and loaded, crossing the Anacostia bridge, and make the following recommendation as the result of my investigation: 'Up to the time of changing from the light to the heavier cars on the Anacostia and Potomac Railroad, which took place about a month ago, it was customary to use a motor car and trailer over the bridge, and to distribute the load, which was not considered as dangerous, although the bridge has been for several years subjected to heavy loads, and in several instances breaks have been found and repaired.

Bridge Essentially Weak. 'As has been stated previously regarding this bridge, it is essentially weak and there is no method of repairing it other than rebuilding, or building trestles underneath the center of each span, which latter method would cost about \$25,000, and for which there is no appropriation available.

The present practice of sending a single car across the bridge with a heavier load than was usually the case under the trailer system has made the conditions more dangerous. This bridge is an old one, and although calculated originally for an ultimate strength of 30,000 pounds, it is not thought safe at present to carry more than 30,000 pounds, due to rust and the granulation of the members which is known to have taken place on the bridge, and assuming a pedestrian load of fifty pounds per square foot, which is not much over one-half what is calculated for new bridges, should stand, gives a factor of safety of 2.07.

The usual practice for new bridges is a factor of safety of five, or at least four, so that in the present case the present factor of safety is inadequate.

To allow the present open cars, holding 40 passengers, which go as far as the bridge to cross the bridge, and to increase this factor of safety down to 1.67, and with the winter cars which, although they hold but 20 passengers, would give a factor of safety of 1.91.

While this last factor is but little less than that which that this in itself is too small, and that any change should be to increase this factor and not to diminish it.

Limits Number of Passengers. 'I, therefore, move that the number of passengers to be allowed on the cars crossing the bridge be limited to forty, and that the vice president of the Anacostia and Potomac Railroad be notified to this effect. I have written to him on the subject, a copy of the correspondence being enclosed. In his letter of reply he has stated that it is impracticable to apply such a restriction to the cars, and that the number of passengers may be difficult to do, it is certainly not impossible, and if the public safety requires it, as it would seem to do in this case, the railroad company, by having trailers on the cars which cross the bridge, even if these were taken off at the end of the bridge, could be notified to this effect, and an ordinary safe limit and accommodate all probable passengers. With this limit of forty recommended, there is no danger of overcrowding cars, as well as the winter cars should not go over the bridge.

The Speed Limit. 'I further move that a speed limit be adhered to for cars crossing the bridge of four miles an hour, which was established by an order of the Commissioners of October 23, 1897, allowing the cars of the Capital Railway Company to cross the bridge. This order provided that the cars should be carefully observed, and any case of exceeding this limit should be prosecuted. The reason for this is that the rapid moving cars striking the bridge is one of the main causes of danger. While it is quite possible that cars could be run with ordinary load over the bridge without accident until the new bridge is completed, it is also very possible that any time a serious accident, resulting in the drowning of a number of persons, might occur, and that any such accident might be the cause of a serious accident should not be allowed.

\$6.00 Seashore Excursions.

Pennsylvania railroad will have on sale \$6.00 seashore excursions to Atlantic City, Cape May, Wildwood, Ocean City or Sea Isle City, good to return until the following Monday, at the rate of \$1.00 for City tickets and good via the Delaware river bridge.—Advertisement.

Squall a Severe One.

The squall on the river yesterday afternoon is reported by the steamboat men to have been very severe, particularly between Fort Foot and Broad creek, where the force of the short-lived gale was terrific. The steamers Estelle Randall and River Queen were both caught in the storm, and had it not been that boats and everything movable were securely lashed to the deck they would certainly have been carried away by the force of the wind. A large quantity of Alexandria coal fell in large quantities.

The rain that accompanied the squall was terrific, and in the river objects twenty feet away could not be seen. The squall was of short duration and no serious damage was done.

When buying Butter get Elk Grove—Advertisement.

N. and W. Line Vessels Receive Overhauling.

The steamer Washington of the Norfolk and Washington Line, which has been at the Newport News shipyard for the past three weeks receiving a general overhauling, returned to this city Sunday afternoon and at once resumed her place on the route. The steamer looks handsome and is in condition to give the best of service during the summer. When at the shipyard a new thrust shaft was installed and other improvements made in the machinery of the vessel. The steamer Norfolk sailed for Newport News yesterday afternoon and will go into the dry dock to receive her annual overhauling and painting. The steamer Newport will be in place of the Washington on the route until the steamer is again ready for service.

Offices for Rent.

Handsome office rooms for rent in The Star Building, single or en suite. All appointments first-class.

Ambrose Moore Wins Honors.

Ambrose Clark Moore, who graduated from the High School of this city, now of New York, graduated from Columbia College of New York in law a few days ago, taking the highest honors of the class, and winning the cumulative examination, the prize of \$100 in gold.

COI. KEATLEY DEAD.

Prominently Identified With G. A. R. and the Masonic Fraternity.

Col. John H. Keatley died at his home in this city Sunday. His demise was unexpected, although he had not been in good health for a number of years. Col. Keatley was born in Bellefonte, Pa., December 1, 1828. After a common school education he studied law with the late George Currier, Pennsylvania, and was admitted to the bar in 1850. In the civil war he served in the 125th Pennsylvania Regiment as a first lieutenant. In 1863 he was elected district attorney of Blair county, Pa., being re-elected three years later. In 1867, however, he became editor of the Council Bluffs (Iowa) Nonpareil, and in 1877 purchased and edited the Council Bluffs Globe. For two terms he was mayor of Council Bluffs, and Iowa governor of the Iowa Soldiers' Home.

Col. Keatley came to Washington first in 1887, when he was appointed chief of the treasury, and held that position until the office of the treasury. A year later he was made United States district judge of Alaska, but he resigned this office in 1889, becoming a member of the Council Bluffs Dispatch. For a number of years he held a position in the office of the auditor for the treasury.

Col. Keatley was a member of the Loyal Legion, Sons of the American Revolution and the Masonic fraternity. He leaves a wife and three children. He was a surgeon of the marine hospital service, located at Fort Monroe. The G. A. R. and the Loyal Legion will conduct the funeral services, and the interment will take place tomorrow morning.

INVESTIGATION POSTPONED.

Howard University Affairs to Be Probed in September.

At the brief session held yesterday afternoon by the committee appointed to investigate the charges against Dr. Gordon, president of Howard University, nothing was accomplished. After a lengthy talk it was decided to postpone the investigation until the opening of the university next September, when the committee will be in a better position to investigate all the charges. Yesterday's meeting was attended by Dr. E. M. Gaudin, who was made chairman; Judge Thomas H. Anderson, Rev. Francis J. Grimke and James H. Merritt.

V. Baldwin Johnson's Coal, 612 9th St.

Avoid smoke fumes by using buckwheat coal; \$2.75 per 2,240 delivered.—Advt.

Cannot Use Steel Framework.

The District Commissioners will advise the Secretary of the Treasury that they cannot make use of the steel framework of the government building at St. Louis, which was such a prominent feature of the recent building. The fact is that the United States government gave an option to the Commissioners for this steel, as it was thought it might be of use in the proposed auditorium building for this city. But the committee in charge of the auditorium project decided it would not be well to limit in design by the steel framework of the existing building, and the declination of the offer is in consequence.

The auditorium project, by the way, probably will not become materially successful before next fall. The summer is now well begun and the stock in the auditorium association has not been sold as anticipated. Little financing can be done in the summer time, and probably no meeting of the citizens' committee will be called for some time.

Money to lend at 4, 5 and 6% on real estate. Frank T. Rawlings Co., 1505 Pa. ave.—Advertisement.

Traffic on H Street Suspended.

Vehicle traffic on H street within the zone of the terminal improvements has been suspended, pending the completion of the work in that vicinity. Street cars will be operated on a single track, and a footbridge has been erected for the use of pedestrians. The work on the H street subway will be pushed night and day, and it is thought that the street will be opened by the middle of July.

The Virginia avenue between 1st and 2nd streets southwest will soon be closed for a period of six months. The Pennsylvania railroad, in connection with its terminal work, desired permission to lay a temporary siding at Virginia avenue and 2d street. The District engineers considered this would make an awkward north side of the avenue in the square is owned by the Pennsylvania. It was thought that the best solution would be to close the northern side. This is agreeable to the company.

Marine Band at Chevy Chase Lake.

Grand concert every evening without regard to weather—dancing. Delightful ride.—Advertisement.

Wharf Building on River Front.

The work of driving the piles that will support the new wharf building for the use of the new fireboat Firefighter was completed Saturday evening, and the driving machine has gone to the navy yard to complete a wharf for which Carter & Clark are the contractors. Yesterday workmen started the building of the sea wall to the level of the floor of the wharf, and the placement of the piles in position progressed but a few feet. The piles will all have to be cut off. The new pier will hardly be ready for service for several weeks to come.

Be discriminating—eat Elk Grove Butter.—Advertisement.

June Musicals.

Old airs in new setting and the best of the modern classics were in evidence at Mrs. Routt-Johnson's concert last night at the Vermont Avenue Christian Church. The concert recitation of the public and all justice to the old and new style of composition, the program contrasting so aptly. It was as follows: Trio, Norma march (Bellini), Misses Love and Andrew; "Spinning Wheel" (Spindler), Mary Esby Smith; Chopin Impromptu, Roberta Ames; Schumann Novalletti, Miss Wallace; List Rhapsody, No. 13, Gladys Aline Strong; Liszt Rhapsody, No. 12, Edith Notrup, contrasting beautifully with the old Scotch airs by Mrs. J. W. G. Andrews; "Home, Sweet Home," the concerted number, by Miss Miriam Parsons, Mrs. May Gawley and Misses Love, Northrup and Andrew, was exceptional.

Have You an Apartment?

You may rent your apartment for the summer by giving a short description of it in The Star.

Cures Indigestion.

Horsford's Acid Phosphate. Nature's remedy for obstinate indigestion, nervous dyspepsia, headache and depression.—Advertisement.

Restoration to Normal Conditions.

Now that the milder war is over the Potomac River about Fort Washington and Fort Hunt is being unmined and put in the condition it was before the war started. The work of removing the mines is being done by the army torpedo planter Mad Samuel Ringgold, and it is stated a week or more will be required to take up all the mines. As there are several miles of cable connecting these mines together the tug has no small task before it.

For the Convenience of Tourists.

Foreign Exchange, Brown Bros. & Co.'s Letters of Credit and Travelers' Universal Check issued by Union Trust Co., 1414 F st.—Advertisement.

SUCCOMBS TO DISEASE

JOSEPH SHILLINGTON, FORMER ASSISTANT UNITED STATES ATTORNEY FOR TWO TERMS—SKETCH OF HIS CAREER.

Joseph Shillington, a prominent lawyer, died this morning at 7:20 o'clock at his residence, 1745 U street northwest. Mr. Shillington's health showed signs of failing a few years ago, but he was not attacked by his fatal illness, consumption, until the 14th day of March last, when he was taken ill at his office and went to his home. Since which time his decline was rapid, the end coming peacefully and painlessly.

Mr. Shillington was born in this city September 19, 1860, and resided here all his life. He was educated at the Rittenhouse Academy, a noted school conducted by the father of former Commissioner John B. Wright, and afterward at the Columbian College, now George Washington University, and in the law school of that institution. He was graduated from the law school in 1885 with the highest honors, and became a member of the bar.

After being in practice but a short while he was appointed assistant United States attorney by Judge John B. Hoge, under whom he served until he resigned to accept the position of assistant attorney of the District of Columbia, in association with Messrs. Albert G. Riddle and Henry E. Davis, and upon Mr. Davis' becoming United States attorney he was again appointed an assistant to that official and served throughout his incumbency of the office, resigning upon the appointment of Mr. Davis' successor.

Noted for Learning and Fidelity. During his service under Mr. Davis he distinguished himself by the intelligence, learning and fidelity which he displayed in the discharge of his duties, and made an enviable record in his position. In all of his professional relations and the meeting of his professional duties he evinced a rare talent for his calling, was studious and acute, and was especially successful before the bar. He had the gift of a bright and kindly wit, added to the more solid qualities of the orator, and his courteous address and genial disposition united with his other qualities to make him a forceful and winning speaker.

Since his retirement from the office of the District of Columbia he followed the practice of his profession assiduously until within the past year or two, when his health began to fail and, as already stated, he was confined to his bed. Among his most striking characteristics was his true conception of the older and higher ideals of the office of the lawyer and advocate, and he was as conspicuous in his devotion to those ideals as he was in fidelity to his friends. His relations with his family were to the extent of his acquaintance, and the many kindly, warm and affectionate expressions which have already been heard from him, and which were never more merited.

His Antecedents. Mr. Shillington was the son of Elizabeth A. Cummings of Baltimore, Md., and the late Joseph Shillington, who, at the corner of Pennsylvania avenue and 4th street, now John Marshall place, for forty-four years conducted the book, periodical and newspaper store which carried his name throughout the country. Mr. Shillington, Sr., was the first distributor in Washington of the Baltimore Sun, his relations with that journal beginning with its establishment and during the civil war and for each of the decades preceding and following that event his place was the rendezvous of all the prominent men of the time and the point of distribution of most of the political sentiments, news and gossip of the time.

Mr. Joseph Shillington's personality and activity constitute a link between the Washington of today and the Washington of ante-bellum days, growing less and less familiar to its present day population. He was a man of large heart and wide sympathies, and his relations with his family were to the extent of his acquaintance, and the many kindly, warm and affectionate expressions which have already been heard from him, and which were never more merited.

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