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The Evening Star.

No. 17,197. WASHINGTON, D. C., FRIDAY, OCTOBER 25, 1907—TWENTY-FOUR PAGES. TWO CENTS.

Weather.

Fair tonight and tomorrow; colder tomorrow.

BANKS STAND FIRM; CRISIS IS PASSING

Run Still Continues on Some Institutions.

ONE PAID OUT $19,000,000

Took in $1,000,000 in Deposits at the Same Time.

FOUR MINOR FAILURES TODAY

One Trust Company Also in Trouble, but the Worst Is Now Believed to Be Over.

Relief was felt in every quarter of the New York financial world today when it became apparent that the measures adopted to protect the banks and trust companies by the financiers' committee were having a strong effect in the restoring of public confidence. It was freely stated by some of the best-known bankers in the city before business hours this morning that the critical period had passed, the situation was well in hand and that improvement from now on should be rapid. Secretary Cortelyou arrived at the subtreasury at 10:30 o'clock. He said that everything looked bright and that the situation was very hopeful. When questioned as to how he regarded the financial situation today J. P. Morgan said: "If people will keep their money in the banks everything will be all right."

Special Dispatch to The Star.

NEW YORK, October 25.—The officers of the Trust Company of America and of the Lincoln Trust Company, where runs have been in progress for two days, were prepared again this morning to meet all comers wishing to withdraw their deposits. The first-named institution had already passed through what financiers said was the biggest run on an institution's resources since 1873. It was estimated that when its doors were closed at the end of the business day yesterday $19,000,000 had been paid out. It has been said that the amount of deposits payable on demand on Wednesday morning was $25,000,000. So this left $6,000,000 to be drawn upon this morning if every person holding such an account should take advantage of his privilege.

It was considered by no means probable, however, that anything like the total deposits on demand would be taken out, and there was every indication as well that new deposits would be heavy. Even during the heavy run of yesterday $1,000,000 was deposited.

President Oakleigh Thorne was as cheerful as ever this morning in his assurances that the trust company would meet all demands. He had nothing to add to his remarks of last night, when he said:

"We have met all demands made upon us for two days; we have stood the most determined run on a banking institution that I have ever known anything about, and we shall be open for business in the morning. The institution speaks for itself. It doesn't require anybody to speak for it."

Keep Night Vigil.

At the offices of the Lincoln Trust Company, 5th avenue between 25th and 26th streets, where $7,000,000 has been paid out since the run began, the officers gave the same assurance—that they were fully able to meet any demands that might be made upon them. In spite of the assurances from the institutions, the timid ones were not deterred from keeping up their night and early morning vigils. Crowds formed early this morning at the main office of the Trust Company of America, at 37 Wall street, and at its Colonial branch, in the St. Paul building. When the early office-goers poured into Wall street from Broadway between 7 and 7:30 o'clock they found a line of 125 depositors already reaching the doors of the trust company's big building down to William street. The fifteen men at the head of this line had been there all night. The leader of the file got to his position at 5:30 o'clock last night. The second in line was a boy in knickerbockers, who had been keeping a place for a representative of the Pacific Bank ever since 8 o'clock last night. Another representative from the Pacific Bank headed the line at the Colonial branch.

Two young women arrived on the scene at 3 o'clock and another woman made her appearance at 6.

At 3 o'clock Herman Gordon of 42 1st avenue, one of those in line, proposed a scheme which was adopted with much enthusiasm and hilarity by his shivering companions. Gordon elected himself president-secretary and general high director of an organization which he styled the Depositors' Relief Association. Each one who joined received a number. When any member felt his legs about to give out from under him or discovered that there was a cavity in his stomach that required plugging he was at liberty to leave the line without placing his position in jeopardy. When he returned he took his former place. The scheme worked satisfactorily, and the few disgruntled ones were at last obliged to join the association.

Lines Are Thining.

A ripple of excitement was produced at 6 o'clock, when an enormous truck drove up with a safe so big that it seemed possible that about 17,000,000 pennies could be stacked comfortably within. The safe was taken into the bank's basement, and caused no little speculation among the ninety-five depositors in line.

By 9 o'clock there were 125 persons stringing around the corner of William street into Exchange place. Well-dressed women formed a noticeable feature of this line, while messengers from other banks turned up their coat collars along with the other depositors.

The doors were opened promptly at 10 o'clock and the paying off was resumed as briskly as it had gone on for the two preceding days.

Only a baker's dozen waited at the Colonial branch office, at Broadway and Ann street at 6.30 o'clock, but seven of the number had been there since midnight. The Pacific Bank man, the first one to take his place, arrived at 8 o'clock last night. By 8 o'clock this morning the string had lengthened out to sixty. There was only one woman, and the sprinkling of messenger boys was plentiful. The doors were opened promptly at 10 o'clock, and the paying off process was resumed.

The run on the Lincoln Trust Company was continued again today. At 11 o'clock last night a line began forming in front of the Fifth avenue entrance to the company's offices, and by midnight it was so long as to block up the entrance to the Cafe Martin. A half dozen policemen were stationed at the point all night long to maintain order among the impatient crowd, which, by daybreak, stretched around 26th street as far as Broadway and numbered nearly 300 persons.

At the Fifth Avenue Trust Company this morning things were very quiet. There was no line of depositors and the little annoyance to that institution, according to one of its officers, seemed to be at an end.

Exchange Bank Closes.

The United States Exchange Bank, located at 24 West 125th street, did not open for business today. Officials of the institution stated that the decision to remain closed was simply a precautionary measure. They declined to state when the institution would be opened. The concern has a paid up capital of $100,000, and its individual deposits are estimated at $880,000. It was established in 1905. Its president is John J. Gibbons.

The bank is a state institution and belongs to a chain of financial concerns controlled by C. W. Morse, the "ice king," who was involved in the Heinze copper failure.

The bank was recently started. It has a capital of $100,000 and a surplus of $25,000.

The statement posted in the bank window, signed by the cashier, James J. O'Shaughnessy, read as follows:

"Notice—In consequence of the closing of other banks and the unusual demands for cash we have decided to remain closed for today. The bank is perfectly solvent, but these are extraordinary times, and we have to resort to extraordinary measures to protect both ourselves and our depositors."

The new state superintendent of banks, Clark Williams, this morning posted his first notice on the United States Exchange Bank. It read as follows:

"Pursuant to the authority conferred on me by chapter 689 of the laws of 1892 of the state of New York, I have taken charge of the affairs of the United States Exchange Bank."

In virtue of this notice, Examiner A. T. Campbell, as the superintendent's deputy, took charge of the bank this morning.

The United States Exchange Bank is not a member of the Clearing House Association. It clears through the Mercantile National.

Anticipates a Run.

The Borough Bank, at 20 Court street, Brooklyn, failed to open its doors when the time came to resume business this morning. A notice to the effect that the institution would close its doors temporarily was given out about 9 o'clock, and quickly the news spread among the bank's depositors.

It was said that the bank was closed temporarily because of a wish to avert a run. The institution was founded in 1902, and its president is Howard Maxwell; vice president, W. E. Horley, and cashier, A. D. Campbell.

The bank had a paid-up capital of $200,000, with a surplus and undivided profits of $149,950. Due to other banks, $55,700; individual deposits, $2,949,800; loans and discounts, $2,656,000. Bonds, stocks, etc., $23,800. Due from other banks, $308,830. Cash and exchanges, $349,600.

The bank's principal correspondents are the Oriental Bank and the Knickerbocker and Guardian Trust companies.

The run on the Harlem Savings Bank continued today. The doors were opened promptly at 10 o'clock, and the depositors were paid off at the rate of one a minute.

Trust Company Trouble.

The International Trust Company at 206 Broadway, this city, did not open for business this morning.

This notice was posted on the door:

"Owing to the amount of money withdrawn within the past two days and owing to inability to procure currency, this company is compelled for the benefit of its depositors to suspend payment until such time as matters shall readjust themselves and confidence has been restored.

"(Signed) J. F. BOUKER, Secretary."

The above institution has no connection whatever with the International Banking Corporation, whose main office is in New York, and which has a branch in this city. The banking corporation is a government depository for the Philippines insular bureau and financial agent in China for the government.

The First National Bank of Williamsburg, Brooklyn, has suspended payment. The bank was established in 1852. The capital is $300,000 and the deposits are estimated at $4,200,000. The bank is a member of the New York city clearing house.

Fatal $10,000 Check.

The Williamsburg Trust Company, Broadway and Kent avenue, Brooklyn, closed its doors at 1:15 o'clock this afternoon, being unable to cash a check for $10,000. The bank has a capital of $700,000. The liabilities are estimated at $9,676,484.

Failed to Open Its Doors.

Special Dispatch to The Star.

PROVIDENCE, R. I., October 25.—Following the closing of the Union Trust Company this morning runs began on five additional banks, including the Old Providence Institution for Savings, the High Street Bank, the Mechanics' National Bank, the National Exchange Bank and the Industrial Trust Company. The Providence Institution for Savings is one of the oldest savings banks in the state, and is considered one of the most substantial, with millions of dollars of quick assets. The run on it was precipitated by women.

Throughout the afternoon all the institutions in question continued to get the run with promptness. At the Industrial Trust Company the depositors were paid in gold, of which it had $8,000,000 in reserve.

The runs continued at all the banks named and grew in proportions up to the day's closing hour. The officers of all the institutions claimed to be confident of meeting all demands, and said the banks were absolutely solvent.

The Union Trust Company, on which there was a run yesterday, did not open for business today at 9 o'clock, the usual hour.

As early as 6 o'clock this morning depositors began to form a line outside the entrance to the bank, and half an hour before the opening time there were more

(Continued on Second Page.)

STILL SEEING BALLOONS.

PLANS FOR THE FLEET

Not Intended to Keep It in the Pacific.

MAY REMAIN NINETY DAYS

Rear Admiral Evans May Bring It Back.

REAL PURPOSE OF THE CRUISE

Test of the Capabilities of Battleships Under Trying Conditions Desired.

The President's return to this city has served to renew the discussion of the advisability of the transfer of the battleship fleet from the Atlantic to the Pacific coast under existing and prospective conditions. Naval officers here have had their attention directed to the remarks of the President in the course of his recent speech at Vicksburg, bearing upon the fleet movement, as representing the present state of mind of the chief executive upon that subject. It is recalled that the President took occasion in his remarks to answer the criticism he said he had observed in some quarters that he was exceeding the appropriation available for coal in getting the fleet to the Pacific. At this point, he turned to Representative John Sharp Williams, who was on the platform, and remarked: "I should like to say that we have money enough to get the fleet to the Pacific. If the appropriation is then exhausted the question of getting it back will depend upon another appropriation being made."

To Return to the Atlantic.

This utterance appeared to indicate a purpose on the part of the President to leave to Congress the final decision of the question as to whether or not the battleship fleet was to return to the east.

It is now asserted, however, that the President has never intended to keep the fleet permanently in the Pacific, and that not only does he intend to order the fleet back to the Atlantic, but that unless his present plans are changed that order will go forward to the admiral in command before the ships have been ninety days on the Pacific's coast.

Rear Admiral Evans, who will take the fleet out to the Pacific, goes upon the retired list next August. That would be just about the time that the great ships are booked to start on their trip to the Atlantic, if the reported itinerary is unchanged. There is precedent for the continuance in command of a ship of a retired naval officer in time of war. But it is not recalled by naval officers that a rear admiral has been continued in command of a fleet after the date set for his retirement. It is entirely probable that an exception may be made in the case of Admiral Evans, and he may command the battleship fleet after his retirement.

It was stated at the Navy Department today that the President feels absolutely no apprehension respecting the possibilities of the war with Japan, and the short stop of the fleet in the Pacific will demonstrate that the purpose of the cruise is to test the capabilities of a modern battleship fleet under conditions almost as trying in gin the point of endurance at least as might be expected to arise in actual warfare.

False Ideas About Japan.

It was pointed out in an authoritative quarter today that an erroneous impression has obtained as to the enormous activity of the Japanese in the matter of war preparations, the purchase of great quantities of torpedoes and guns and other war material. As a matter of fact while these reports have appeared from time to time in the newspapers of this country and especially in Europe, it is learned that such information as the Washington authorities have been able to obtain from careful and reliable agents, after investigation of most of these reports, is to the effect that Japan is not in the market as a large purchaser of war material, but on the contrary, appears to be diligently pursuing the ways of peace and struggling to recuperate from the exhausting effects of her recent war.

PITTSBURG EXCHANGE CLOSED.

Will Not Reopen Until Monday Morning—A Statement.

Special Dispatch to The Star.

PITTSBURG, Pa., October 25.—The stock exchange is still closed, and will not reopen, it is said today, until Monday morning.

Robert C. Hall, president of the exchange, said today: "I think conditions in Pittsburg are normal. The flurry has accomplished a good point. It has caused a closer affiliation between the stock exchange and the Clearing House Association banks. We were appealed to in a time of need and every member of the exchange suspended his business for the good of the community."

RUN AT BALTIMORE.

Bank Will Take Advantage of Charter Provision.

BALTIMORE, October 25.—The run on the East Branch of the Home Bank continued this morning, and shortly before noon the depositors who were in line waiting to secure their money were notified that the bank would take advantage of a charter provision which permits the institution to demand sixty days' notice of a depositor's intention to withdraw his or her account.

A member of the firm of Bernstein, Cohen & Co., owners of the bank, today admitted that the run has been of much larger proportion than had been reported. He said that it had begun Monday, and that of a total of savings deposits of $200,000 or thereabouts approximately $150,000 had been withdrawn.

Only the East Branch of the bank is affected, and this only in its savings department, in which the depositors are nearly all foreigners of the more ignorant class. A number of the more intelligent have shown their confidence by making deposits, some of them of considerable size, while the run has been in progress.

NOT GOOD DIPLOMACY.

Count Okuma's Opinion on Dispatch of Atlantic Fleet.

NEW YORK, October 25.—Dr. Louis L. Seaman, ex-surgeon major, United States Army, who was with the Japanese forces, both naval and military, during the Russo-Japanese war, has received a letter from Count Okuma, the Japanese progressive leader, in which Count Okuma said that the sending of the Atlantic fleet to the Pacific was not good diplomacy.

"Foreign newspapers," Count Okuma wrote, "are too pessimistic. The Japanese are convinced that there will be no war. Every case like the San Francisco incident is sure to have a bad effect. I think that the trouble is due to the states' sovereignty principle in the United States. The power of the states is too great. They are too independent. The sending of the Atlantic fleet to the Pacific is not good diplomacy."

CHICAGO HOLD UP.

Two Masked Bandits Shake Down Saloon Patrons.

CHICAGO, October 25.—Two young men, armed and masked, robbed County Commissioner Max Blumenfeld and fourteen other patrons of William Seifriend's saloon, 358 Blue Island avenue, last night, obtaining money and valuables to the amount of $1,000, and beating Seifried into insensibility with their revolvers when he tried to stop them.

From County Commissioner Blumenfeld they took a diamond studded gold star and a large diamond stud, both presents from political admirers.

After searching the men the robbers went to the cash register and rifled it of its contens. As they finished their task Seifried, angered that his patrons were the victims of two such youths, attacked them as they were leaving the door, but was knocked down.

In the place most of the men were at the bar drinking, and the few seated at tables were requested to stand up with the others and place their backs to the wall to be searched.

LEGISLATION NEEDED

Spirit of Resolutions Adopted at Chicago

BY THE CIVIC FEDERATION

Sequel to Discussion of Trusts and Combinations.

THE RECOMMENDATIONS MADE

Conference Asks the Appointment of a National Non-Partisan Commission to Consider Questions.

CHICAGO, October 25.—Today's sessions of the National Civic Federation were given over to five-minute talks by business men, who discussed the various topics introduced by speakers during the last three days.

The committee on resolutions presented its report, as follows:

After twenty years of federal legislation, as interpreted by the court, directed against the evils of trusts and combinations, and against railroad rebates, beginning with the interstate commerce act of 1887 and the anti-trust act of 1890, a general and just conviction exists that the experience gained in enforcing these federal acts and others succeeding them demonstrates the necessity of legislation which shall render more secure the benefits already gained and better meet the changed conditions which have arisen during a long period of active progress, both in the enforcement of statute law and in the removal of grave abuses in the management of railroads and corporations. These change now demanded are:

First—Immediate legislation is required, following the recommendation of President Roosevelt, and the interstate commerce commission, permitting agreements between railroad corporations on reasonable freight and passenger rates, subject in all respects to the approval and supervision and action of the interstate commerce commission.

Sherman Act Beneficial.

Second—The enforcement of the Sherman act and the proceedings under it during the administrations of Presidents Harrison, Cleveland, McKinley and Roosevelt have accomplished great national results in awakening the moral sense of the American people and in asserting the supremacy and majesty of the law, thus effectually refuting the impression that great wealth and large corporations were too powerful for the impartial execution of law.

This great advance has rendered more secure all property rights, resting, as they must, under a popular government, on universal respect for and obedience to law. But now that this work is accomplished, it has revealed the necessity for legislation which shall maintain all that the Sherman act was intended to secure and safeguard interests it was never expected to affect.

As the next step in executing the determination of the American people to secure in all industrial and commercial relations justice and equality of opportunity for all, with full sympathy and loyal support for every effort to enforce the laws in the past, we urge upon Congress without delay to pass legislation providing for a non-partisan commission, in which the interests of capital, of labor and of the general public shall be represented.

For a National Commission.

This commission, like a similar commission, which proved most successful in Germany in 1870, shall consider the entire subject of business and industrial combinations, and report such proposals as to the formation, capitalization, management and regulation of corporations (so far as the same may be subject to federal jurisdiction) as shall preserve individual initiative, competition and the free exercise of a free contract in all business and industrial relations. Any proposed legislation should also include modification of the prohibition now existing upon combinations on the following subjects:

1. National and local organizations of labor and their trade agreements with employers relating to wages, hours of labor and conditions of employment.

2. Associations made up of farmers, intended to secure a stable and equitable market for the products of the soil, free from fluctuations due to speculation.

3. Business and industrial agreements or combinations whose objects are in the public interest as distinguished from objects determined to be contrary to the public interest.

To Make a Thorough Inquiry.

4. Such commission should make a thorough inquiry into the advisability of inaugurating a system of federal license or incorporation as a condition for the entrance of certain classes of corporations upon interstate commerce, and also into the relation to the public interest of the purchase by one corporation of the franchises or corporate stock of another. On no one of these subjects must what has been gained be sacrificed until something better appears for enactment.

On each of these the conference recognizes differences between good men. On all it asks a national, non-partisan commission to be appointed next winter to consider the question and report at the second session of the approaching Congress for such action as the national legislature, in the light of this full investigation, may enact.

The examination, inspection and supervision of great producing and manufacturing corporations, already begun by the Department of Commerce and Labor and accepted by these corporations, should be enlarged by legislation requiring through the appropriate bureaus of the Department of Commerce and Labor complete publicity in the capitalization, accounts, operations, transportation charges paid and selling prices of all such producing and manufacturing corporations whose operations are large enough to have a monopolistic influence.

State and Federal Authority.

This should be determined and decided by some rule and classification to be devised by the commission already proposed.

The conflicts between the state and federal authority raised in many states over railroad rates, being now under adjudication and under way to a final and ultimate decision by the federal Supreme Court, this conference deems the expression of any opinion on these issues unfitting, and confidently leaves this great issue to a tribunal which for 118 years has successfully preserved the balance between an indissoluble union and indestructible states, defining the supreme and national powers of the one, and protecting the sovereign and individual powers of the other.

The resolutions were adopted as read, after which the conference adjourned sine die.

STRIKE IN NEW ORLEANS.

River Front Laborers Quit Over Illinois Central Disagreement.

NEW ORLEANS, La., October 25.—Because the Illinois Central freight handlers could not come to an agreement as to the time period in their contract, the 10,000 or more freight handlers, cotton screwmen, longshoremen and other laborers employed on the river front here, again went on strike today.

All of the men who walked out today had been on a strike for several weeks, but last night agreed to go back to work today pending an adjustment of the differences between them and their employers. Today the Illinois Central freight handlers refused to sign a three-year contract.

GILLETTE DENIED BAIL.

Convicted Insurance Official Refused by Court on Jerome Plea.

NEW YORK, October 25.—Dr. Walter R. Gillette, former vice president of the Mutual Life Insurance Company, who yesterday was convicted of perjury and remanded to the Tombs, was denied bail by Justice Dowling in the supreme court today.

After the jury rendered its verdict yesterday counsel for the defense asked for a certificate of reasonable doubt and arrest of judgment. Justice Dowling said he would hear the motion October 28. The motion of today was to admit Dr. Gillette to bail until that time. District Attorney Jerome appeared in opposition to the move, taking the ground that to admit Gillette to bail would set a dangerous precedent.

Charges Against Packers.

Special Dispatch to The Star.

LINCOLN, Neb., October 25.—Complaints were filed this morning against Swift & Co. and Armour & Co. and the Cudahy Packing Company for alleged violation of the Nebraska pure food law. The charges grew out of an investigation made by Pure Food Commissioner Johnson, who sets forth several specific cases. It is charged that the companies failed to mark packages of meat with the net weight of the contents, as required by law.

Protecting Nevada Banks.

GOLDFIELD, Nev., October 25.—George Winfield yesterday authorized the statement that he and Senator Nixon were using their entire finances for the protection of the banks in which they are interested. The banks are at Reno, Tonopah, Goldfield and Rhyolite. The Goldfield Consolidated was forced to lay off a large number of miners yesterday by reason of the refusal of the sampling works to accept ore.

To Probe Express Company Methods

Special Dispatch to The Star.

OMAHA, Neb., October 25.—G. N. Brown, a special examiner for the interstate commerce commission, has arrived in Omaha to take testimony, preparatory to the investigation of the business methods of the express companies, which is scheduled to begin Monday next.

The hearing is the outcome of a complaint made by the Western Fruit Jobbers' Association, alleging that the express companies engage in buying and selling fruit and other commodities in competition with fruit jobbers.

Killed for a Deer.

OGDENSBURG, N. Y., October 25.—William Durgan, aged twenty-eight years, of Lake Placid, was shot and instantly killed by George Martin of Averyville, who mistook him for a deer. Both were members of a large hunting party.

Orin Porter, aged seventeen, of Tunbridge, while hunting deer, was shot and almost instantly killed by a companion, about the same age, named Tupper. Tupper's gun was accidentally discharged, the ball entering Porter's head.

Former Chaplain Jones Acquitted.

NORFOLK, Va., October 25.—Former Navy Chaplain Harry W. Jones, convicted by naval court-martial of financial irregularities and dropped from the service of the government, was acquitted here today by jury when arraigned upon an indictment for "grand larceny," alleging the giving of a $60 check returned by the Mechanics' Bank of Brooklyn, N. Y., marked "insufficient funds." The defendant denied criminal intent. The jury was out more than an hour.

FIRST TO ENTER UNION STATION

Train No. 504 of the Baltimore and Ohio Railroad.

INSPECTION MADE TODAY

Beginnings Give Promise of Finest Depot in the World.

HANDSOME CONCOURSE READY

Trains Will Discharge Passengers There From Elevated Tracks Sunday and Thereafter.

Train No. 504 of the Baltimore and Ohio railroad will be the first to enter the new union station at 6:50 o'clock Sunday morning. Ten minutes later the same train will pull out, making the first exit of a train of passengers from the splendid structure.

The foregoing explanation was made today by Mr. Mandel Sener, press agent of the Baltimore and Ohio, who came over from Baltimore this morning to show a party of newspaper men and others over the ramifications of the station. Photographs of No. 504 entering and leaving the station Sunday morning will be taken, as the incident will mark the dedication of the great building to passenger traffic for all time.

"The entry and departure of the train will, in fact, be a sort of christening of the station," one of the railroad men said today.

The newspaper men, numbering more than a dozen, assembled at the new union station shortly after noon and met a delegation of railroad men, including Messrs. George W. Martin, superintendent of the terminal company; Mandel Sener, press agent of the Baltimore and Ohio; F. C. Batchelder, general superintendent, and O. H. Hobbs, superintendent, both of the Baltimore and Ohio company.

A visit was first made to the concourse, which is nearly completed and will be ready for traffic, it was said, when the early church bells are ringing next Sunday morning. The workmanship in evidence there and the general style of architecture and massive finish evidenced the oft-repeated declaration that the new union station will be the finest and best structure of the kind on the globe. Mr. Martin gave the dimensions of the picturesque concourse as 760 feet in length by 87 feet in width, crowned by a semi-circular sky-lighted roof 40 feet high.

Twenty-Seven Entrances.

There are twenty-seven entrances from the tracks, each having a gate through which the passengers will enter or depart from the trains. There are twenty tracks on the high level and eleven on the low level, and it was explained that all the Baltimore and Ohio trains will come in over the elevated tracks, or on nigh level.

The concourse will be temporarily lighted at night by electric lamps placed above the skylight roof, but permanent electric lights will soon be installed. They will be suspended from the ceiling, and will flood the concourse and trainsheds with a veritable daylight of electricity.

A temporary baggage room is being arranged at the east end of the nearly completed concourse, and a temporary information bureau was being installed today. Eventually a large information bureau will be placed in the center of the station for the use of the patrons of the railroads. The train fence will run north and south the length of the concourse.

Rush work is being done in all parts of the station, and Mr. Martin approximated that 80 per cent of the construction and finishing work has been completed. There will be twenty-seven entrance gates to the trains of the several railroads that will use the station. Those who inspected the structure today expressed gratification at the magnificent grandeur of the building, which some of them declared will be a distinct addition to the beauty of the capital.

Other Work in Progress.

While the attention of the traveling public is attracted by the removal of the Baltimore and Ohio railroad station and the opening of the new terminal station, work on the lines of railroads entering the city from the south is being rapidly pushed. Many changes have been made in the vicinity of the north end of the old Long bridge and along the line of Maryland avenue to 7th street.

The new freight yard of the Pennsylvania Railroad Company near the foot of 14th street is about completed, and a big Gantry electric crane has been installed for use in unloading heavy freight. The crane, it is stated, will be able to handle the freight of a score or more cars in a day, moving only such material as stone, iron, machinery and heavy material that cannot be easily handled without the aid of machinery.

Work is also being pushed on the building to be used as a station by the Southern Railway Company. This station is to be erected for the benefit of local traffic, many of the commuters being employed in the departments. Below the freight depot a coal dump is being provided.

All the work about the east end of the union station is being done under rush orders, the Baltimore and Ohio and terminal company officials being anxious to have things in as good shape as possible by the time the first train is ready to make the initial trip from the new station next Sunday morning. The terminal company is looking after the work of covering the roadway about the big building with stone, the work of improving Massachusetts avenue in front of the building being done under the supervision of the District engineer department.

Macadamizing Approaches.

The roads and approaches to the station are being macadamized. It is the intention of the District and officials of the terminal company not to put down any permanent pavement until there is no danger of the street settling.

The big express building, which is just north of the H street subway, has been completed and the United States Express Company is in possession of the south end of the structure. The Adams and Southern express companies, it is stated, will probably not go there to do business until the Pennsylvania and Southern roads begin operations at the new depot. Business has been conducted at the new freight station, New York and Florida avenues, for several months. There is still a great amount of work to be done in and about the union station and along the lines of the roads before everything will be in working order.

O. W. Hobbs, superintendent of the Baltimore and Ohio Railroad Company, and J. W. Kelly, trainmaster, will be here Saturday night in order to be on the ground while the moving of the company's effects is in progress. Jesse T. Carr, assistant trainmaster, who has been in the employ of the company in this city for nearly thirty years, will also take an active part in the work. He has been directing the work that has been done