

S. Kann, Sons & Co.

Always the best of everything for the least money.

The Busy Corner.

365 Suits!

ONE For Every Day - OF THE - YEAR

Is What's Left from That Immense Purchase of 1,500 Garments!

They Go On Sale Tomorrow at the Fabulous Price of

\$6.98.

Such a thing has never been recorded, and we doubt whether it will occur again, even at the Busy Corner. Real tailor-made suits in the very latest up-to-date styles, in brown, blue, and Oxford camel's hair mixtures. Twilled Vicunas and Cassimere effects in brown and grey pin-point stripes. The jackets are made in 3 styles, double-breasted, tight fitting, and fly front. Lined throughout with good quality plain taffeta in plain assorted colors. The skirts have double stitched seams, are lined with good quality percaline, and have deep velvetine bindings. There seems to be every size from 32 to 42. Not a single suit but what is worth double. They go as we said, at

\$6.98.

Don't miss this life-time chance.

S. KANN, SONS & CO.,

8th and Market Space.

"Nee Will Trust You."

Furniture, Carpets, Crocheting, Etc. P. J. NEP, 7th & H Sts.

UNEEDA BISCUIT.

Auyadi János

For Constipation.

CHICKENS CAUSE COMPLAINT.

Cackling Fowls Disturb the Rest of a Street Residents.

Benjamin Swartz of 223 A Street southwest, was arraigned in the Police Court before Judge Scott today charged with keeping chickens whose cackling disturbed the peace and quiet of the neighborhood.

A Jim Gaddis, living at 225 A Street, and Ella Berry Darr, of 221 A Street, appeared as complaining witnesses. They testified that the chickens were in the habit of cackling and crowing at the most unseasonable hours, which resulted, they said, in their losing much necessary sleep. Mr. Swartz promised to remove the chickens to the country, and the case was dismissed.

Treatment for Malaria, Men, Free, Weakness, nervous waste, secret losses, decline, cured by our exclusive methods. Wonderful cures and remedies sent on trial and approval. No advance pay required. No C.O.D. scheme. Information of supreme value, nowhere else obtainable. Sent free. ERIC MEDICAL CO., BUFFALO, N.Y.

ABOARD THE MANUENSE

The Horrors of the Voyage to Manila Told by a Soldier.

A Letter From a Private in the Thirty-first Infantry Vividly Describing the Hardships and Dangers Endured by the Volunteers. Halting the Vessel During a Storm.

Carroll M. Walcutt, a private of Company L, Thirty-first Regiment Volunteers, was with Lieut. Col. Webb Hayes' battalion of the Thirty-first, which was carried to Manila on the transport Manuense, and which had such a narrow escape from being lost in a typhoon. Walcutt has written the terrible voyage. His letter, dated Manila, November 28, is as follows:

"Guess you think it a long time between letters, but when you hear how near I came to never writing another, you will forgive me. We got in this morning, four days over time, with a battalion of the most thankful, tired-out, bruised, and burnt men that ever entered the harbor. We have certainly had the narrowest escape on record, and a voyage that will never be forgotten. We were given up for lost, consequently we met with a grant of clemency and when the commanding general was told of our trip and what we did, he ordered a salute fired in honor of the 'heroes of the Manuense.'

"My God! it seems like a horrible nightmare to look back upon our experience of the past week, and think of the deeds of daring and self-sacrifice we witnessed. It seems incredible that men did dare to do such things. The boat we came on is an inferior vessel, and is known as the 'Holding House' of the Pacific, but is a good sea boat, as you may imagine.

"We arrived in Honolulu December 3, and stayed until the 6th.

"The first night from Honolulu our troubles commenced. The electric light plant broke down, and could not be fixed. We had no light except lamp oil lamps, that only seemed to intensify the darkness. We had good water, as we were this small trouble without kicking. Next, bang, went the ice machine, so overhead went the meat, spoiled. Ice water was a thing of the past. We condensed our drinking water from salt water, and had to drink it hot from the condensers; my, it was horrible stuff, but that's another small matter.

"Finally one of the condensers broke, and that cut our water supply in two, so we got about a half pint of water a day, but these trifling inconveniences we bore with complacency. Then a few days later it was found that the vessel had left Honolulu with a short crew. The captain of the vessel employed about twenty soldiers to assist in fixing the boilers, etc. From day to day the engines broke down, and would delay us for a few hours until fixed, and now begins, what in my life shall always be known as a 'chapter of horrors.'

"The boat that we left in was necessary to detail a company each day to bail the water out of the boat; this old death trap had not even a suction pump on board, and the water had to be hoisted in buckets, but, as the weather continued good and we held the water down, we felt but little uneasiness.

"On the night of the 22d we hit a typhoon or rather it hit us, and it was something terribly, terribly awful. Waves, mountain high, rode in safety, but the boat seemed to be standing on the edge of an upside down, all the time. At midnight a new leak sprung, and a hundred men were called up and put to work to keep the ship afloat. Our company was to go on at 1 o'clock the next morning, so we did not go on that night. The next morning at 6 o'clock, the engines broke completely down, and we were at the mercy of the waves, and had to start to steer the boat, we were helpless.

"The women deserted their posts, as the water was up to their waists and gaining. Only a few of the soldiers stayed by the boilers, and at 7 o'clock Captain Gilmore came down, stripped to the waist, and told us how things were. He said:

"Boys, it looks like it is all up with us, but there may be a fighting chance. The firemen have deserted the fires, and say it is death to go down in the hold, but I am going, and I want all of you to come with me."

"To man they responded; we crawled along the deck, holding to the ropes, railing, and down into the hold. The water was four feet deep, so hot we were dripping, in our night clothes, and all around us were the bodies of the men, and through all of it we handed coal in water buckets to the boilers, while others with ropes and buckets hauled up water. Dan's inferno could hardly surpass the scene. Great hissing boilers, the red glare of the fires, wet and shining bodies of the boys, as they struggled to hold on to a piece of rope and hand a bucket along the line.

"Now and then a loose board would strike a man, or one would be overcome with heat. All we could do would be to drag the injured back to the coal bunkers. We had no time to take them upstairs, for that would stop the line of buckets. The wind in the rigging aloft moaned a requiem, and you could see by the tight-drawn faces of the men that in spite of their working like demons they were thinking of home, sweet home, and tears were standing in their eyes.

"I cannot depict the scene in a way that would give you any idea of it. For six long hours our company worked; then we were relieved by others. Once the water got so high as to put out three of the four fires, but inch by inch we would gain, then, lose, then gain again. The storm subsided and we got a little advantage of the water, but night and day since we bailed water.

"The boat with the other two battalions aboard (the City of Pekin) was close to us during the night, but could do nothing, but circle around us; a lifeboat could never have lived a minute; they only hoped to pick up a few of us, by throwing lines after our boat went down, but it is only a very few of us who would have saved.

"We go to the island Mindanao, about 400 miles from here, where there is considerable fighting. The firing line, south of Manila, is only seven miles away. We can hear our cannon booming, and the boys are anxious to get into it; but we are not in fighting trim by a whole lot—lots of sleep, excitement, etc., bruises, burns, broken arms and legs, demand a few days quiet, and then we will be ready."

"The first of the captain of the ship paid us a very queer compliment. Said he: 'Major, I have carried many soldiers to Manila, but your command is the quietest, best-behaved set of men I ever saw, and they sang when my heart was in my throat. They went down into that hold when my sailors would not have gone for love nor money, and said no word, but circle around us beyond my comprehension. Nobody but a damn fool would have gone into the hold when we broke down, but thank God for the damn fool who sold this man's ship would be at the bottom of the sea.'

THE NEW BATTLESHIPS.

Plans for the Assignment of the Kearsarge and Kentucky.

The new sister battleships Kearsarge and Kentucky are to be assigned to the North Atlantic squadron of evolution under Rear Admiral Farquhar as soon as they have been placed in commission. Orders have been issued by the Navy Department to put the Kearsarge in commission at Newport News on February 20, and the Kentucky at the Naval Yard, Groton, Virginia, on February 25. The trouble has been in finding crews and officers for these vessels, and only within the past few days has it become certain that enough men can be secured to man the ships.

Capt. William M. Folger, who has been superintending the fitting out of the Kearsarge, will be her first commander, and Capt. C. M. Chester will command the Kentucky. It was stated at the Navy Department today that both vessels will be assigned to the home station, but not in time for the winter and spring cruise in the West Indies.

MOVEMENTS OF TRANSPORTS.

The Vessels That Have Arrived at Various Ports.

The War Department received a cablegram from General Otis today, giving the following movements of transports: Arrived, Victoria, January 6, and Plintshire, January 23; sailed for San Francisco, Ohio, Indiana, January 5; St. Paul, City of Pueblo, and Siam, January 6; Pathan, January 7; Mende, January 8; Dany, Vostok, January 12; Sherman, January 13; Logan, January 14; Columbia, January 15; for Portland, Lenox, January 2.

DRIVEN OUT IN THE COLD.

The Allegations of Mrs. Rogers' Petition for Divorce.

For more than ten years, Mrs. Minnie E. Rogers declares in her petition for divorce, filed today, she has suffered from innumerable abuses and indignities at the hands of her husband, Charles E. Rogers, which, she says, were caused by his habitual intemperance. She states that she was married to the defendant in this city in December, 1888, and that with the exception of a few occasions, when on account of his brutality she left him for a short while, she lived with him, until July 23, 1898.

Mrs. Rogers states that her husband is an employe in the Patent Office, and that every season after their marriage he began to treat her with systematic cruelty. He began to drink heavily, and continued to do so until she left him, in 1898. He would often stay away from home at night, and on his return in the morning would abuse her and her children. When drunk, Mrs. Rogers states, her husband would assault her and often threatened to kill her.

IN THE POLICE COURTS.

Fines and Sentences Imposed by Judges Kimball and Scott.

In the Police Court today Judges Kimball and Scott disposed of a number of cases. John Jones for acting disorderly in Ninth Street northwest paid a fine of \$5. Harry Williams, Frederic Wilson, and John Carter, accused of being vagrants, and promised to leave the city at once, and their personal bonds were taken.

Susie Williams and Ollie Brice, colored girls charged with using profanity and acting in other ways disorderly in Madison Street northwest, were each sentenced to the workhouse for fifteen days.

George Johnson, colored, was charged with being drunk and very disorderly in the neighborhood of Twenty-fifth Street northwest. He was fined \$20 with the alternative of serving ninety days in jail.

Charles Molare and Joseph Conroy, colored boys, were charged with being on railroad cars, and were each sent to the workhouse for fifteen days.

Joseph L. Grant and James Eldridge, charged with using profanity and being disorderly in Tenth Street northwest, were each fined \$5.

Isaac Ford paid a fine of \$5 for driving a horse which was out of control.

Benjamin D. Canby was fined a like sum for driving a horse which was lame.

GUILTY OF A SERIOUS CRIME.

The Assaults of Dora Linkins Convicted by a Jury.

Robert Pendleton, Frank Turner, Henry Ware, James Gray, Joseph Mack, Howard Berry, and Lemuel Simms were today convicted of criminal assault in Criminal Court, No. 2, Justice Cole presiding. The defendants were charged with making an assault on Dora Linkins, on July 19 last, on K Street southwest, near the James Crick Canal.

William Jennings and Edward Crawford, who were charged with being implicated in the crime, were found not guilty.

The Government was represented by Assistant District Attorney Alexander H. Semmes, and the defendants by Messrs. Williamson and Egan. The defendants were remanded for sentence. Their counsel gave notice of a motion for a new trial.

The Detroit at Key West.

The cruiser Detroit has arrived at Key West and will be sent to La Guayama to join the North Atlantic squadron. The gunboat Castine has arrived at Key West. She will probably be ordered and cleaned.

Heurich's beer find they say into the best houses. As such, they are better, sweeter, and larger have no equal, and are always in high favor. Phone 634, Arlington Bottling Co., for cases.

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CHARLES BAKER MISSING.

An American Soldier Charged With Being a Renegade.

The War Department is investigating the disappearance of Charles L. Baker, a private of Battery L, Third Artillery, a young naturalized Englishman, who enlisted at Wilkingsburg, Pa., about a year ago. He gave his nearest relative as Mrs. Rachel O'Riley, East Mentor, Ohio.

Last October press dispatches from Manila announced that Baker had been killed by the insurgents, but General Otis' list of casualties never contained Baker's name. General Otis was cabled regarding the alleged death of Baker. He replied by letter as follows:

"Charles Baker, Battery L, Third Artillery, was reported as having deserted October 13 when he left quarters without permission. He had been offered a commission by the insurgents. Spanish prisoners said Baker had been killed by the insurgents, but this is not confirmed."

Representative Dalzell of Pennsylvania is greatly interested in Baker's case, and at his request the War Department has requested General Otis to confirm if possible the report that Baker had joined the insurgents. This is the second time an American soldier is alleged to have joined the insurgents. About a year ago a private belonging to a Colorado regiment, was said to have joined the Philippines and was killed by American soldiers a few weeks later.

PLEA OF POSTAL CLERKS

Their Argument in Support of a Bill Before Congress.

Reasons Given in Advocacy of the Proposition to Lighten Their Labors—The Dangers and Trying Nature of the Service They Are Required to Perform—Some Statistics.

The railway postal clerks are using every effort to secure the passage of the bill which is designed to lighten their labors. It was introduced in Congress by Mr. Tawney of Minnesota. They have issued a statement of the work performed by them, and they earnestly hope that this will be instrumental in helping to secure for them the desired measure of relief.

The statement is in part as follows:

"The labors of the railway mail clerk are so arduous that he cannot work continuously. The strain of body and brain on every trip is very exhausting. Trains run at a high speed and to maintain an upright position while devoting every energy to his work is very difficult, and lifting heavy mail sacks taxes his strength to the utmost. He is allowed lay-off as an absolute matter of necessity two or three days in a week at intervals to recuperate, but even when off duty he must study and keep posted on changes in time tables and schemes of distribution of mails. He must keep himself fully advised as to the condition of his run, and the chief clerks advised as to his address and not put himself out of reach without special permission.

"The magnitude of the railway postal service in this country, by far the greatest in the world, may be gathered from the report of the General Superintendent of the Railway Mail Service. On June 30, 1898, there were 1,268 postoffice lines of all kinds—railroad, electric, cable, and steamboat—in the United States, manned by 8,974 clerks appointed to the service. These clerks covered 285,563,343 miles in the year, using 2,649 cars and steamer apartments. They distributed 12,817,718 pieces of mail, besides 15,077,708 packages, cases, and sacks of registered matter. In handling this enormous quantity of mail there were only 1,172,433 errors in distribution.

"The work of the postal clerk is performed under hazardous conditions. During the last year there were 197 casualties, seven of which were fatal. Congress has made no provision for families of railroad clerks who are killed or permanently injured while on duty, but as far back as 1880 the United States Railway Mail Service Association was organized, its object being to provide pecuniary relief to the widows, orphans or other beneficiaries of its deceased members.

"Any person not over forty years of age and connected with the railway branch of the service, either by commission or appointment, is eligible to become a member. The membership numbers more than 4,000, and beneficiaries are paid \$2,000. The National Association of Railway Clerks has also recently created an accident insurance department, which pays \$15 a week for injury that incapacitates a member for service, and \$2,000 in case of death by accident.

"The working system of the railway postal service has not been changed since 1882—the date of its organization being in the early seventies—but each year has seen the service grow and extend its limits to the edges of new settlements until it now covers the whole country. Salaries are long since so inadequate for the labor required that the modern expenses of living that the postal clerk of today is said to be not only the hardest worked but the poorest paid employe of the Government.

"The postal service antedates its actual organization, its beginning being an invention of the civil war through the Government undertaking to deliver mail from railroad trains and steamboats to soldiers in camp and on the march."

150 Men's Suits and Overcoats, worth \$6.35, \$8, \$10, and \$12...

55 Men's Suits and Overcoats, worth \$8.90, \$12, \$15, \$18, \$20...

300 Men's Pants, Worth \$3 and \$4... \$1.65

All \$1.25 and \$2.50 Men's Pants..... 85c

75c Boys' All-wool Knee Pants..... 39c

Men's 15c 4-ply All-wool Collars..... 5c

H. FRIEDLANDER & BRO., Cor. 9th and E Sts. N. W.

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cut this out and save it

Dr. Martell's FEMALE PILLS

Safe, Always Reliable—The Best Taken on other. Sent 20c stamp paid by post. Address: Dr. Martell, 25 Beekman St., N.Y.

Relief for Women

NEVER DISAPPOINT

The Mightiest Shoe Sale of the Year.

Shoes Below Cost.

We're going to make things hum down our way by offering the greatest shoe values of the century. MEN'S, WOMEN'S, and CHILDREN'S SHOES WILL BE SACRIFICED AT A LOSS. You have the opportunity of buying the best footwear for the money, and a chance like this does not come every day. Sale starts promptly today at 8 A. M.

Note These Big Bargains:

300 pairs of Ladies' Shoes, hand-sewed, sizes 2 1/2 to 4. Bargain table— 75c.	142 pairs of Men's Felt House Slippers; mighty comfortable. Special— 39c.	250 pairs of Men's Shoes worth \$1.50 and \$2. Odds and ends; most all sizes. Bargain table— 98c.
Men's \$3.50 Russet Box Calf and Vici Kid, all hand-sewed, and double sole. Special— \$2.48.	18 dozen bottles of Young's best Shoe Dressing for russet, oxblood, box calf, or vici kid shoes. Combination— 5c.	500 pairs of Ladies' Shoes, \$2.50 and \$3 grades. Odds and ends. Most all sizes. Bargain table— 98c.
250 pairs of Men's Shoes, Box Calf, Russet, and Satin Calf, single and double soles. Special— \$1.48.	384 pairs of Men's \$2.50 and \$3.00 quality Shoes—Russet, Box Calf, and Vici Kid, single or double soles. Special at— \$1.98.	400 pairs of Ladies' strictly hand-sewed \$3 Shoes; all sizes. Special reduction— \$1.98.

LIKE'S,

125 Pennsylvania Avenue N. W. (Between First and Second Streets). Open Evenings Until 9 o'clock.

A Rocker Value Worth Stretching After.

98c and it's yours.

A large high back rattan rocker. Well built and worth double the price. Cash or Credit..... 98c

MAYER & PETTIT, 415-417 Seventh St.

Insist on Having

Havenner's "Domestic" Bread.

AT ALL GROCERS.

Earl & Wilson's Dress Shirts Are the Best. SPECIAL WEAVE of LINEN.

VIN MARIANI

Mariani Wine—World Famous Tonic Before Meals, APPETIZER After Meals, DIGESTIVE At all times, TONIC

AT HOME

SCOTT'S EMULSION

with Hypophosphites is three times as effective as Cod Liver Oil. 50c and \$1. All druggists.

The Evening Times

WEDNESDAY, JANUARY 24, 1900.

McMUNN'S ELIXIR OF OPIUM

Is a preparation of the Drug by which its injurious effects are removed, while the valuable medicinal properties are retained. It possesses all the sedative, anodyne, and antispasmodic powers of Opium, but produces no sickness of the stomach, no vomiting, no constipation, no headache. In acute nervous disorders it is an invaluable remedy, and is recommended by the best physicians.

E. FERRETT, Agent, 372 Pearl St., New York.

W. L. DOUGLAS \$3.50 SHOE.

UNION MADE. My Washington Store, 1313 Pa. ave. w.

Duffy's Pure Malt Whiskey

War in South Africa don't affect the supply of "Diamond" at the National Capital Brewing Co. Write or phone for case.

The Veterinary Surgeon's Telephone.

Business High School Alumni.

Marriage Licenses Issued.

IN AND ABOUT THE CITY.

Desirous of Separation.

Marriage Licenses Issued.

VERY BEST

Best Plates, \$8 No more, \$8 No less.

U. S. DENTAL ASS'N, Cor. 7th and D Sts. E. O. PIGEON, D. D. S.

500 dozen Men's Linen Collars, 7c 9 for 3c 25c

C. Auerbach, 7 & H, Domestic Sewing Machine Ag'y. Tel. 772.

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Is a preparation of the Drug by which its injurious effects are removed, while the valuable medicinal properties are retained. It possesses all the sedative, anodyne, and antispasmodic powers of Opium, but produces no sickness of the stomach, no vomiting, no constipation, no headache. In acute nervous disorders it is an invaluable remedy, and is recommended by the best physicians.

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Finest Plates, and all necessary extracting performed for \$8. 30 year reputation for good and reasonable work.

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500 dozen Men's Linen Collars, 7c 9 for 3c 25c

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The New York Buffet.

The Best of Everything.

The business man's rest. The most select stock of liquors and cigars in the city. HEURICH'S MAERZEN and SENATZ BEERS On Draught. CREAM ALES, STOK ALES and PORTER On Draught. Hunter, Wilson, and Carstairs' Rye. WILLIAM J. VONDERHEIDE, 405 Tenth Street N. W.

Buy Your Coal Now.

Don't wait until prices advance. I handle only the best at lowest prices.

John Kennedy.

Yards No. 14 H St. n. e., cor. 4th & F Sts. n. e., and 10th & G Sts. n. e., Office, 1203 F St. n. e., 10-11 a. m.

The Muzzle your dog!

We have dog muzzles at \$25, 30c, and 35c, and more coming.

JOHN B. ESPEY, 1010 Pa. Ave.

ARMY AND NAVY NEWS.

Naval Orders.

The following orders have been issued by the Navy Department: Paymaster's Clerk W. B. Rogers, appointed on nomination of Paymaster J. N. Sperr, Lieut. Com. J. M. Hahn, detached to the USS "Albatross" in charge of the Fifteenth Light-house District, February 15, and continue duty as inspector in charge of Sixteenth Light-house District, Feb. 15, 1900. Lieut. Com. J. R. Harris, to duty as inspector in charge of Fifteenth Light-house District.

Army Orders.

The War Department has issued the following orders: Lieut. Col. William E. Dougherty, Seventh Infantry, will proceed from Fort Porter, New York, to Fort Wayne, Michigan, on official business pertaining to the command of his regiment. Second Lieut. Henry Wingenstein, recently appointed, is assigned to the Twenty-fifth Infantry. Capt. Ira MacNutt, Ordnance Department, will proceed from South Bethlehem, Pennsylvania, to J. on official business pertaining to the manufacture and inspection of six coast gun carriages. The leave of absence granted Capt. David D. Mitchell, Fifth Infantry, Department of the East, is extended one month.

Marine Corps Captains Exchange.

Capt. J. A. Lejeune, commanding officer of the Marine Guard on the Massachusetts, and Capt. T. P. Kane, of the Marine Guard of the Texas, have been ordered to exchange stations. Capt. Lejeune going to the Texas and Captain Kane to the Massachusetts.

Signature of Chas. H. Hitchcock