

THE DAILY REPUBLICAN.

WILMINGTON, N. DEL., FRIDAY, JANUARY 7, 1881.

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PRICE ONE CENT

THE TRACHEMOUNT SWITZER.

Wreck of a Delaware Railroad Train—John Flinn, a Carpenter, Killed and a Number Wounded.

A very serious accident occurred last night at Lamokin Junction, a station on the P. W. & B. Railroad, about two miles south of Chester, in which one man was killed and a dozen injured, some of them seriously. The unfortunate man that was killed, and the most that were injured were riding in the smoking car at the time of the accident. The following appears to be the correct details of the accident:

The Delaware train left Philadelphia at the usual time 5.15 p. m., with its usual complement of passengers. It reached Chester all right on time and started for Wilmington not intending to stop at Lamokin Junction unless there was a signal. There being no signal to stop the train it was about going at its usual rate of speed when suddenly the engine, instead of keeping the main track, veered to the right and plunged in on the Baltimore Central track which there forms a junction with the P. W. & B. railroad. The evening train from the Baltimore Central was ready to move on to Philadelphia as soon as the Delaware train had passed by. It instantly dashed upon the minds of the train men that there must be a collision as the Baltimore Central train stood not more than 75 feet away.

Almost in an instant the two engines came together, and were completely smashed in and the Baltimore Central train started backward on its track. A scene of indescribable confusion ensued and the cries and groaning of wounded men were mixed with the crashing of timbers, the rattling jingle of broken panes of glass and lamps, and the hissing of escaping steam from the two disabled engines. The baggage mail and smoking cars were thrown from the track by the concussion and went thumping over the ties until the train spent its force and came to a stand still. Under the circumstances a telescoping of the cars could not be avoided but fortunately this was confined to the baggage and smoking car, and fortunately again, the rear end of the baggage car telescoped back through the smoking car with the roof so far above the heads of the passengers that they all escaped serious injury from that cause. Had the roof of the baggage car come back a foot lower serious loss of life must have ensued.

By the force of the collision most of the passengers in the smoking car were thrown to the floor. The only person killed by the accident was John Flinn, a carpenter on the road, who had just finished a job at Philadelphia and was returning to his home in this city, at No. 600 Pine street. At the time of the accident he was sitting on the front seat warning himself at the stove. When the two cars telescoped he was caught between the timbers and terribly hurt. There was a great gash across his temple and a terrible hole in his breast, near the shoulder. As soon as he became aware of the accident and the passengers began to collect their scattered senses, the mangled man was taken out and carried into the second-story of the depot building, where he died in a few minutes. This was the only case that had to be taken from the smoking car, all the others being able to help themselves and get out of the car by the rear door or by breaking through the glass of a window and crawling through the aperture.

Amongst others in the smoking car were James R. Crippen, C. B. Middleton, Edward Rufford, James Monaghan, William G. Pennypacker and Nathan L. Janney, of this city; William Polk of Odessa and A. H. Silver of Red Lion. Mr. Polk is a member of the Levy Court and Mr. Silver an ex-member thought still acting and they had been in Philadelphia purchasing furniture for the new Court House. Of the gentlemen named Messrs. Polk and James R. Crippen were considerably bruised and hurt but not seriously.

Mr. Crippen had just slightly risen in his seat to talk to a gentleman beside him when the roof of the baggage car came crashing through and knocked his hat off. The first intimation he had of danger was the pressure of heavy timbers above him as he dived himself closely between the seats. What must have been a few seconds to him, an indefinite space of time, between the first shock and the cessation of the noise, as of a car running heavily over the ties. In this brief moment a great crashing of timber was going on above him and his first thought was of danger from the stove which had been burning before the crash, and which was likely to ignite the wreck. By the assistance of a passenger who had been on the seat to the rear of him, the timbers were so lifted as to enable him to kick a hole in the window, through which he crawled, minus hat, overcoat, umbrella and overboots. These things, he said, were afterwards recovered.

Messrs. Polk and Silver had been sitting together until the train reached Chester, when Mr. Polk took a seat with Serick Shalloss, and was conversing with him at the time of the shock. Mr. Silver saved himself by stooping, and Mr. Polk was struck over the head and very severely injured.

Mr. Silver tells of the affair to a Republican reporter as follows: Mr. Polk and myself had been to Philadelphia purchasing furniture for the new court house, and was riding in the smoking car in the third seat from the front on the right hand side. Just after we had passed Chester Mr. Polk went back in the car to speak to Mr. Serick Shalloss, and was talking to him when the accident occurred. When the crash came he instinctively put himself on his guard, and when he saw the timbers of the telescoping car crashing in on him he suddenly sank to the floor and possibly avoided being badly injured. Only his presence of mind saved him. He was fastened in between two seats, and was helped up by Mr. W. G. Pennypacker of Wilmington, and they left the car together through a window. They had great difficulty in finding their overcoats and hats and did they could to aid the suffering passengers.

W. G. Pennypacker, of this city, was also in the car. He had a very narrow escape. He had been sitting by the stove warming his feet and had gotten up for some unexplained reason. As he vacated the seat, John Flinn, the man who was killed, took it and was sitting there when the crash came.

Mr. Middleton sat a little to the rear of the middle of the smoking car when the crash took place. The roof of the baggage car came back in such close proximity to his head that his hat was knocked off though his head was leaning on the back of the seat. Had the roof been two or three inches lower Mr. M. could not have escaped with his life.

The most serious accident next to the killing of Mr. Flinn, occurred in the baggage car which created such havoc in the smoking car. Harry Morris, a young married man residing at 820 Madison street, was baggage master in the car and was taken out with his thigh broken and otherwise seriously injured. It is supposed that a heavy trunk that was thrown upon Mr. Morris broke his thigh.

Mr. Knock Crouch, mail agent was buried beneath the stove and a water cooler. George Herd the messenger in the car was badly hurt. Charles Allen the engineer and John Baesinger the fireman are both badly but not seriously hurt.

Frank Parls and John McColley, engineer and fireman of the Baltimore Central train, had narrow escapes but none on the train were hurt.

The accident was caused by the switch tender neglecting to turn the switch. We warring his hands and in the greatest distress over the result of his carelessness. The switch had been left open to let out the Baltimore Central accommodation train for Philadelphia, which was to have left 4 minutes after the Delaware train had gone by.

George W. Green, the conductor of the Delaware train, who lives at No. 602 West Thirteenth street, says that he was about half way through the ladies' first car when he felt the first shock. The second shock coming immediately after, he was thrown violently down, cutting his hand and otherwise injuring himself.

He got up and everything was in confusion. No one in the ladies' car was hurt, but upon going out he found the two preceding cars badly wrecked and wounded people scrambling out. After he had got the people out he at once went to work on the track, and in a short time had the two P. W. & B. Co.'s tracks cleared. Said he: It is remarkable to me how it was that so many passengers in the smoking car escaped. I crawled in there to look for the missing and found that the roof of the baggage car had, you might say, glanced over the top of the seats, and with velocity enough to have killed instantly any one whose head was in its track. He supposed the switchman had forgotten the Delaware train entirely, in waiting for the accommodation to go, and had his attention drawn from the train coming down the main line.

It took but little time for the news of the accident to spread throughout the city, and soon the office of N. W. Gookin and other officials were besieged by anxious inquirers, some of whom were relatives of the train men, and others friends or relatives of the passengers. The first train that arrived south from the scene of the disaster was the 7.30 Baltimore train. The passengers of the Delaware train came on this, and were taken down the peninsula by a train made up in this city. This train brought also with it the wounded engineer, and others who were hurt. The train a half-hour later brought baggage master Morris. They were taken to their respective homes. John Flinn, the man who was killed, was taken to Chester, and is in the hands of undertaker Minshall. An inquest will be held over him to-day, after which he will be brought to his home in this city.

As near as can be ascertained, the following is a list of the killed and injured:

John Flinn, aged 45 years, 690 Pine street, Wilmington, killed.

Harry Morris, baggage master, Madison street, above Eighth, thigh broken and otherwise injured; in a precarious condition.

Charles Allen, engineer, 615 E. Eighth street, injured about the leg and right side.

John Baringer, fireman, thought to be hurt internally.

Isaac Stevenson, of Harrington, Adams Express agent slightly injured.

Davis Temple, passenger, of Kenton, Delaware, slightly hurt.

Knock Crouch, of Dover, mail agent, slightly injured.

George Herd, messenger, of Smyrna, severely hurt in the back and out about the head.

James Monaghan, passenger, Wilmington, slightly injured.

James R. Crippen, passenger, Wilmington, badly bruised.

William Polk, passenger, Odessa, severely hurt about the head.

Frank Parls, engineer, of Philadelphia, thrown from his cab to the top of a passenger car, badly injured.

Robert Fisher and wife, passengers, thrown violently over four seats. The wife slightly injured and carried out by her husband.

It was thought that Davis Temple was so badly injured that he could proceed no farther than this city, and the Railroad Company had engaged a room for him at the European Hotel, but having only a scalp wound he proceeded on home.

The railroad officials did all they could to alleviate the sufferings of those injured and great credit is due them for so doing.

The wreck on the Baltimore Central road had not been cleared up to late last night, although a force of men were kept constantly busy, having their meals sent from this city, and this morning the wrecks were all cleared from the tracks and the trains are running on regular time again.

An inquest was held this morning upon the body of John Flinn in Chester by Coroner Minshall, and the remains

THE FUNDING PLAN AND HOW IT WILL WORK.

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The committee was very unanimous in a favorable consideration of the plan, and the meeting was quite harmonious. It was decided definitely to present a bill, and this will be drawn up and read a first time, sometime next week.

That question embraced in the proposition to fund the debt is a very delicate one, and great care will have to be taken in the preparation of the bill. The impression is that the debt will be funded into bonds bearing 4 per cent. interest, payable in 10 or 12 years, but with the option reserved by the State to pay the whole amount and cancel the bonds after 5 years, if that can be done, and the taxation reduced in proportion to the reduction of the debt.

The House went into session this morning at 9 o'clock, and a joint resolution was introduced and adopted, adjourning the Legislature until Monday next, at 3 o'clock.

Mr. Van Burkalow introduced a resolution refusing to accept any business after Monday, February 21st.

The Senate did not go into session until 10 o'clock, and then did little business, both houses adjourning about 11 o'clock.

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The following real estate will be sold by Sheriff Clark, at two o'clock tomorrow afternoon, at the Lafayette Hotel:

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A lot and two-story brick house, situated on the northern side of Chestnut street east of Jackson street, the property of Howard Simpson.

A lot and three-story brick house, at the corner of Ninth and Windsor streets, the property of Jacob G. Chandler.

Going to Maryland.

John M. Macklem, of the Seventh Ward, this city, and a prominent member of Mt. Salem M. E. Church, has purchased Quaker Bottom Farm, near Lepus, Harford County, Md., and will remove to it in a few days if he has not already done so. He was the Temperance candidate for Sheriff of New Castle county in 1878, a Democratic candidate for the nomination for Sheriff in 1880, and he was the Democratic candidate for City Council from the Seventh ward in 1879. Mr. Macklem is a clever and honest man, and if the Democrats of Harford will give him the office he aspires to here they will have an honest and clever officer.

Presidential Nomination.

The President yesterday nominated, and the Senate at once confirmed, Nathan Goff, Jr., of West Virginia, to be Secretary of the Navy. General Goff was born in West Virginia and has not passed his fortieth year. He enlisted in the Union army after the outbreak of the civil war, was Colonel of the Third Virginia Regiment, and rose to the rank of Brigadier General. He has been U. S. District Attorney for West Virginia since 1868. In 1876 he was the Republican candidate for Governor, and, though defeated, ran ahead of his ticket.

Heard From.

Mr. Jas. H. McSorley an active worker in the Republican party in the Second Ward who left this city some time ago for Austin, Texas, has been heard from. He is working at Pacific Mo. He says the weather is very cold, he has been promoted having charge of 25 workmen, he says there is plenty of work and the wages are good. He intends to return to Wilmington in time to take an active part in the next Mayor's election. He also sends his respects to his friends in Wilmington.

Diamond Course.

Messrs. Quigg, Best & Ward certainly deserve the hearty support of the public in their efforts to establish a first-class lecture course in this city. Such an array of talent as is offered in the "Diamond Course" rarely appears in a single series of entertainments.

Fowler, Hubbard, Rose, Parsons, Billings, Gongli have no superiors in their respective professions. See advertisement of the Course complete in another column.

North Carolina.

The message of Governor Jarvis was read in the Legislature of North Carolina yesterday. He speaks in warm terms of the white and colored people of that State, and of the industrial progress made by the freedmen. He favors a larger expenditure for public school purposes, says the number of convicts in the State is diminishing, and speaks hopefully of the prospects of increased immigration.

A Passenger's Complaint.

Messrs. Editors:—The agent of the P. W. & B. R. Company had the kindness to charge the wrecked passengers at Lamokin full rates for telegraphing to their friends of their trip.

Six Per Cent. Dividend.

The National Bank of Wilmington and Brandywine has declared a dividend of six per cent. for the past six months, instead of five per cent., as stated in some of the city papers.

Regatta.

The members of the Booby Senate who have not received their regalia can secure them by calling on Rayworth Weldon at No. 307 King street.

THE STATE DEBT.

From the Iowa State Register.

The following story of Ex-Governor Grimes is vouched for by one who knew him well: The Legislature had just convened at the capital of Iowa, Governor Grimes had arrived the night before and taken rooms at a certain hotel—at least so a young aspirant for office from a distant portion of the State ascertained as he drove up and alighted from his carriage at the steps of that public house. The hostler threw off his trunk, and the landlord conducted him to his room, leaving his trunk in the bar-room. Wishing his trunk, he the young man demanded to have it brought up, and seeing a man passing through the lower hall, when he took to be the porter, he gave his commands in an imperious and lofty tone. The order was obeyed, the man charging him a quarter of a dollar for his services. A marked quarter that was good for only twenty cents was slipped into his hand and was put into his pocket by the man, with a smile.

"And now sirrah!" cried the new arrival, "you know Governor Grimes?"

"O yes, sir."

"Well take my card to him and tell him I wish an interview with him at his earliest convenience."

A peculiar look flashed from the man's blue eyes and with a smile, extending his hand, he said:

"I am Governor Grimes, at your service."

"You—I—that is, my dear sir, I beg a—thousand pardons!"

"None needed at all sir," replied Governor Grimes. "I was rather favorably impressed with your letter and had thought you well suited for the office specified. But, sir, any man who would swindle a working man out of a paltry five cents would defraud the public treasury had he an opportunity. Good evening, sir."

Keyward's Senatorial Chances.

The Senatorial contests in the several States are attracting the greatest attention here, but the ones regarded as the most important by reason of the result of the others being more or less clearly foreshadowed, are the Pennsylvania and Tennessee canvasses. The former is conceded to Oliver or some other anti-Grow candidate. Horace Maynard left this city this morning for Tennessee to look after his interest in the Senatorial race there. Before he took the Southern train he was asked concerning the outlook. He replied that he had received very favorable advice from his State, and he appeared sanguine of success. "There will be nothing done for a week or two," he said. "It is an open fight, and our people are going in to win."

Strike of Mill Hands.

The strike of the mill operatives at Suncook, New Hampshire, became general yesterday. The strikers paraded the streets and prevented many operatives from working. Joseph Hayes leader of the strikers, was arrested last night. The police, in taking him to the station house, had to protect themselves with revolvers and bills.

BREVITIES.

Sun rises 7.28 Sun sets 4.46.

Try Wolfe's Hindoo Catarrh cure. Boldness is an ill keeper of promise. Mo. of true courage do not threaten. Three may keep counsel if two be away. Few nice sleds and large sleds 99c. store. Virtue has more admirers than followers. Try King's Good Samaritan Cough Syrup. Go to Hord & Co., 11 E. 4th St., for product. Copping and looking at No. 108 & 2d St. Difficulties spur us when they do not check us. Col. Ingersoll's lectures, 5 cents, at 410 E. 3d St.

St. C. seldom falls when he knows his power. No motive milder the sun will stand the meridian. Wooden folks had need have wooden thins to handle. Be what you are when you cannot do what you would. He who declares all men knaves, convicts at least of his own dishonesty. Truth is not a salad that must be served with vinegar. 25 lbs of excellent family flour for 90 cts. at 5th and Madison. We are more sociable with people by the hour than by the day. Bigamy murders religion, to lighten fools with her about. Loose talk by the tin, at a reasonable price for cash and may market, 713 W. Front St., A. E. Tattall.

Faith and persistency are life's architects; while doubt and despair bury everything under the ruins of endeavor. Out of a total of 130,000 railway employees in Great Britain 4,000 are either killed or injured every year. Cut hay in stacks, and bales, from 50 to 200 lbs. each, at may market 713 W. Front street, A. E. Tattall.

It nearly kills a Harvard youth to have a beard that will when side by side with his hair. He exclaims "at it!" "When I die," said a married man, I want to go where there is no show to shovels. He was told the premises he would. Preserving salt or fresh fish, should go to A. A. McGuire, in 8th street market, also suppliers of the best quality, by the quart, gallon, or bushel.

E. H. Hunt, 18 E. 4th street, has just received a new assortment of jewelry, which he will sell at a reasonable price. Also repairing of all kinds of watches, clocks, etc. Boquet tables, hot and cold, writing desks, machine top tables, camp chairs, recreation seats, and many other goods at L. F. Adair's, 207 Market St. Persons wanting tins, foil and print butter, wholesale and retail can be accommodated at H. H. Moore's stalls 72 & 74 Second street market. Also mince meat, fruit butters, etc. Rose's, 118 Market street, is closing out his entire stock of new and second-hand shirts, hosiery, suspenders, neck ties, and notions at bottom prices. It will pay you to call on them.

Now is the time to select the picture frames made by a first class mechanic and sold cheaper than any other establishment in the city of Wilmington. G. K. Baugh, 607 Shipley St. above 8th.

Collected and pearl wheat, crushed and pearl barley, farina, oat meal and Graham flour the very best, with the richest wheat flour that can be made out of what alone also buckwheat, none better 35c cents, at Wm. D. Pickles, 407 King St.

Come and be happy. E. Ray, 910 East 7th street, has laid in the finest brand and fancy pipes, genuine moreisham goods, and cigars, in the eastern part of the city. Friends and countrymen, Jews and Gentiles, are each and all invited to call. Remember 910 E. 7th St.

A noble young man in Elmita loved a maiden whose true name was Mira. She evaded the love. With such skill that a ruthless old maid spoke of her as Sephira.

New the Old Governor Acted as Porter for a Swell Office-Seeker.

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New Sunday Paper.

The publication of a new Sunday paper, to be called The Star, will be commenced in Wilmington, in the course of a few weeks. The prospectus states that it will be a first-class paper in every respect, containing all the local news of the city and State, together with all the news of the New York Associated Press up to 2 o'clock, Sunday morning. It will be edited by J. E. Bell, managing editor of the Every Evening, and will sell for three cents per copy. The new enterprise will certainly not lack ability or energy, and no doubt will be well patronized by our citizens.

An Excellent Runaway.

A horse attached to a sleigh, belonging to Captain Le Maître, ran away early this morning and endangered the lives of many pedestrians. Madly rushing along Seventh street, the animal suddenly turned at the corner of Jefferson, thus causing the sleigh to come in collision with an awning post. Speeding down the sidewalk, the sleigh ran against a tree box and, the horse, becoming free, continued along the street and turned down Fourth. The sleigh was considerably injured.

A Speaker Elected.

The Senate of Tennessee yesterday, on the first ballot elected George H. Morgan, Low Tax Democrat, for Speaker. In the House, Stuart, the Democratic Representative from Polk and Bradley counties, to whom no certificate was given on account of disagreement between the Governor and Secretary of State, was sworn in, the Supreme Court having decided that he was entitled to the seat. The Republicans have given notice that they will contest his election.

Fatal Boiler Explosion.

A boiler in the Big Paddle mill of the Allentown Rolling Mill, at Allentown, exploded last night, damaging the mill to the extent of \$20,000, killing one employee, and injuring ten others, five fatally. The killed was John Schuck, aged 48 years. The fatally injured are Hugh Gallagher, aged 23 years; Hugh Harrington, aged 19; Patrick McGee, aged 16; James Rority, aged 18, and Charles McCloskey, aged 18.

School Entertainment.

A musical and literary entertainment was given in the Grammar Department of No. 1 School, yesterday afternoon, under the care of Miss Emma Pringle. Songs were sung by M. M. Jones, Maggie Kelley and L. O. Emerson; recitations were given by Nellie Pierce, Ida Alexander, Mollie Montgomery, Mattie Simpson, and carols were rendered by W. W. Glibert, A. H. Rosewig and W. J. Kirkpatrick.

General McDowell For Secretary.

A movement has been started in California by ex-Governor Stanford, Chas. Crocker, Governor Perkins, and other prominent civilians to procure the appointment of Secretary of War in the next Cabinet for General McDowell, now commanding the Military Division of the Pacific. It is said the citizens have been acting in the matter without the General's knowledge.

Services at St. Paul's Church.

On Sunday morning, at 10.30 o'clock Rev. J. H. Caldwell will preach in St. Paul's M. E. Church, with special reference to the re-opening of the Sunday School room. The Lord's supper will be administered at 7.30 o'clock. A protracted meeting will then commence and the pastor will be assisted by Rev. Thomas J. Prettyman.

Dr. E. M. Wight, member of the Tennessee Board of Health, formerly Mayor of Chattanooga, and Republican candidate for Governor of Tennessee two years ago, died yesterday morning of pneumonia, at the age of 40 years.

NEW ADVERTISEMENTS.

GRAND OPERA HOUSE.

ONE NIGHT ONLY—73 WEDNESDAY, JAN. 12, "The Reigning Boom of Laughter."

THE HARRISONS.

MUSICAL COMEDY COMPANY. Presenting for the first time in this city the most successful farcical Musical Eccentricity, Entitled "PHOTOS."

Written by the author of "The Mighty Dollar," and produced by the entire press of America. "A spectacle of wit and music," replete with screaming comedy, charming melody, humorous incidents, wonderful mimicry, and a perfect gallery of LEGITIMATE ACTORS OF UNCOMPARABLE EXCELLENCE.

Reserved seats on sale at C. F. Thomas & Co.'s, on Saturday, Jan. 9th. Jan 9th

NOTICE.

Wilmington, Del. Jan. 7, 1881. TO THE MEMBERS OF THE FIDELITY MUTUAL AND ASSOCIATION: An election for three directors and one trustee, for New Castle Co., will be held at the Wilmington office of the Association, on Tuesday the 12th inst., between the hours of 2 and 4 o'clock, p. m. Members are entitled to one vote for each 1000 insured.

WM. E. TALLEY & CO., Gen'l Agts. for Delaware. Jan 7th

W. G. TALLEY.

MECHANICAL ENGINEER.

PATENT OFFICE & MACHINE DRAWING.

Careful supervision given to the repair, building and running of machinery. 316 E. 5th St., Wilmington, Del. Jan 7th

FOR RENT—VERY DESIRABLE NEW

Three and two story houses at Twelfth and West streets, also two story house at seventh and Van Buren streets. HARKIN GAUSE, First and Tenth Sts. Jan 7th

WANTED—A MIDDLE AGED WOMAN

wants a situation in a small family to cook and wash. Apply 618 E. Seventh st. Jan 7th

BOARDING AND ROOMS TO RENT

at No. 410 E. Fourth st., home comfort. Jan 7th

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