THE SUPREME COURT.

A Case Involving the Constitutionality of Tobacco Inspection Laws.

The Judgment of the Court of Appeals of Maryland Affirmed.

The New York Law for the Inspection of Passengers Held to be Unconstitutional.

Free Human Beings are Neither Imports nor Exports.

THE MARYLAND TOBACCO LAWS.

A decision was rendered by the supreme court of the United States yesterday in the case of Henry A. Turner, plaintiff in error, against the state of Maryland, in error to the Maryland court of appeals.

This case involves the constitutionality of certain provisions of the laws of Maryland relating to tobacco inspection. The provisions in question (section 41 of chapter 346 of the laws of Maryland of 1864, as amended and re-enacted by chapter 2010 of the laws of 1870) are as follows: "After the passage of this act it shall not be lawful to carry out of this state in hogsheads any tobacco raised in this state, except in hogsheads which shall have been inspected, passed, and marked agreeably to the provisions of this act, unless such tobacco shall have been inspected and passed before this act goes into operation; and any person violating the provisions of this section shall forfeit and pay the sum of $300, which may be recovered in any court of law of this state, and which shall go to the credit of the tobacco fund: *Provided*, That nothing herein contained shall be construed to prohibit any grower of tobacco, or any purchaser thereof, who may pack the same in the county or neighborhood where grown, from exporting or carrying out of this state any such tobacco without inspection, shall in all cases be marked with the name in full of the owner thereof and the residence of such owner, and shall be liable to the same charge of outage and storage as in other cases; and any person who shall carry or send out of this state any such tobacco without having it so marked shall be subject to the penalty prescribed by this section." This court hold in a long and carefully prepared opinion by Mr Justice Blatchford:

1. That this section in its provisions as to charges for outage and storage is not in violation of clause 2 of section 10 of article 1 of the constitution of the United States as respects any impost or duty imposed by it on exports, or in violation of the clause of section 8 of article 1 which gives power to congress to regulate commerce with foreign nations and among the several states."

2. That the charge for outage under the proviso of said section 41, as amended and re-enacted, is an "inspection duty" within the meaning of the constitution.

3. That dispensing with an opening for inspection of the hogsheads mentioned in the proviso does not, in view of the other provisions of the tobacco inspection laws of Maryland, deprive those statutes of the character of inspection laws.

4. That it is not foreign to the character of an inspection law to require every hogshead of tobacco to be brought to a state tobacco warehouse.

5. That the section of the law in controversy is not a regulation of commerce or unconstitutional, as discriminating between the state buyer and manufacturer of leaf tobacco, and the purchaser who buys for the purpose of transporting the tobacco to another state or to a foreign country, or as discriminating between different classes of exporters of tobacco.

6. That the charge for outage in this case appears to be a charge for services properly rendered.

The judgment of the court of appeals of Maryland is affirmed.

NEW YORK INSPECTION LAWS.

A decision was also rendered in the case of the people of the state of New York, plaintiff in error, against The Compagnie Generale Transatlantique. In error to the circuit court of the United States for the southern district of New York. This was a suit brought by the state of New York against the steamship company to recover the sum of $7,700 alleged to be due the state by virtue of a statute of New York, passed May 31, 1881, entitled "An act to raise money for the execution of the inspection laws of the state of New York." Section 1 of this act, under which the present suit was brought, is as follows:

There shall be levied and collected a duty of $1 for each and every alien passenger who shall come by vessel from a foreign port to the port of New York for whom a tax has not heretofore been paid, the same to be paid to the chamberlain of the city of New York by the master, owner, agent, or consignee of every such vessel within twenty-four hours after the entry thereof into the port of New York.

Justice Miller, who delivered the opinion of the court, said that it had been so repeatedly decided by this court that such a tax as this is a regulation of commerce with foreign nations, confided by the constitution to the exclusive control of congress; and this court has so recently considered the whole subject in regard to similar statutes of the states of New York, Louisiana, and California that unless the court is prepared to reverse its decisions and the principles on which they are based in the cases of Henderson against the mayor of New York and Chy Lung against Freeman (92 United States reports, 259-275) there is little to say beyond affirming the judgment of the circuit court, which was based on these decisions. The argument mainly relied on in the present case, Justice Miller, in substance says, is that the new statute of New York (passed after her former statute had been declared void in the "Passenger Cases," 7 Howard, 283, and in the recent case of Henderson against the mayor) is in aid of the inspection laws of the state. This argument is supposed to derive support from another statute of the state, passed three days earlier, entitled, "An act for the inspection of alien emigrants and their effects by the commissioners of emigration." This act empowers and directs the commissioners of emigration to "inspect the persons and effects of all persons arriving by vessel at the port of New York from any foreign country, as far as may be necessary, to ascertain who among them are habitual criminals or pauper lunatics, idiots, or imbeciles, or deaf, dumb, blind, infirm, or orphan persons, without means or capacity to support themselves, and subject to become a public charge, and whether their persons or effects are affected with any infectious or contagious disease, and whether their effects contain any criminal implements or contrivances."

Subsequent sections direct how such characters, if found, shall be dealt with by the board, and other sections of the act of May 31, 1881, direct the chamberlain of the city to pay over to the commissioners of immigration all such sums of money as may be necessary for the execution of the inspection laws of the state, and to the treasurer of the United States the net produce of all the duties received by him, after the necessary payments to the commissioner of emigration shall have been paid.

These two statutes, it is argued, are "inspection laws," within the meaning of article 1, section 10, clause 2, of the constitution of the United States.

What laws may properly be classed as "inspection laws" under this provision of the constitution, must be determined largely by the nature of the inspection laws of the states at the time the constitution was framed.

This court feels quite safe in saying that neither at the time of the formation of the constitution, nor since, has any inspection law included anything but personal property as a subject of its operation. Nor has it ever been held by any competent judicial authority that the words "imports" and "exports" are used in that instrument as applicable to free human beings. We know of nothing which can be exported from our country, or imported into another, that is not in some sense property, property in regard to which some one is owner, and of which the owner is either the importer or the exporter. This cannot apply to a freeman. Of him it is never said he imports himself, or his wife, or his children.

The language of section 9 of article 1 of the constitution, which is relied on by counsel, does not establish a different constitution. There had never been any doubt that this clause had exclusive reference to persons of the African race. The two words "migration" and "importation," contained therein, have reference to the different condition of this race as regards freedom and slavery. When the free black man came here he migrated; when the slave came he was imported. The latter was property, and was imported by his owner as other property, and a duty could be imposed on him as an import.

We conclude that free human beings are not imports or exports within the meaning of the constitution.

It appears, furthermore, that the object of these New York enactments goes far beyond any correct view of the purpose of an inspection law. The commissioners are to inspect all persons arriving from any foreign country, to ascertain who among them are "habitual criminals, or pauper lunatics, idiots, or imbeciles, or orphan persons without means or capacity to support themselves, and subject to become a public charge."

It may safely be said that these are matters incapable of being satisfactorily ascertained by inspection. What is an "inspection?" Something which can be done by looking at, or weighing, or measuring the thing to be inspected, or by applying to it at once some crucial test. When testimony or evidence is to be taken and examined, it is not "inspection" in any sense whatever.

Another section provides for the custody, the support, and the treatment for disease of these persons, and the retransport of criminals. Are these "inspection laws?" Is the ascertainment of the guilt of a criminal to be made by "inspection?"

In fact these statutes differ from those heretofore held void, only in that they are held in their caption "inspection laws," and in that provision is made for the payment of any surplus after the support of paupers, criminals, and diseased persons into the treasury of the United States—a surplus which, in this enlarged view of what are the expenses of an inspection law, it is safe to say will never exist.

A state cannot make a law designed to raise money to support paupers, to detect or prevent crime, to guard against disease, and to cure the sick, an "inspection" law within the constitutional meaning of that word by calling it so in the title.

The judgment of the circuit court is affirmed.

An Argument for a Bureau of Mercantile Marine.

Prominent naval officers here, in discussing the recent wreck of the steamer Lacoma off the coast of Oregon, attribute that disaster to compass errors arising from the lack of proper adjustment of the instruments. The Lacoma was provided, they say, with one of Sir William Thompson's compasses, one Ritchie compass in Hand's patent binnacle, and six other compasses distributed in suitable places about her decks, but none of these instruments had been adjusted as they should have been for the local attraction of an iron ship in various positions. A compass adjuster was taken on board on her trial trip, but he did not swing the ship for compass deviation or attempt to ascertain the keeling error, although the latter alone may amount to two degrees for every degree of the ship's keel. Under these circumstances, they say, it might have been expected that the compasses would give trouble. The steamer was lost on a coast presenting no outlying dangers. She must have been steering at the time some course between south and southwest, and on such a course the greatest compass deviation was to be expected, for the reason that the vessel was built with her head west northwest. The naval officers above referred to and prominent officials of the Navy department think that this disaster to a fine American ship, and others like it, due to defective inspection and supervision, and show the necessity for some such bill as that now pending in congress to establish in the Navy department a bureau of mercantile marine, a bill which is intended to obviate such dangers to shipping as those above indicated.

The Bloated Commissioner's Game.

In the senate yesterday Mr. Miller, of New York, presented the memorial of the New York Chamber of Commerce, adopted at their meeting held Feb. 1. It recites certain provisions of the pending shipping bill, and protests against the adoption of the thirteenth section of the bill, which imposes on the collector of the port the duties now performed by the shipping commissioner. It sets forth that these duties are now performed by the shipping commissioner in a satisfactory manner, but could not be performed by the collector without entailing great inconvenience, confusion, detention, and expense upon ship owners, and loss of protection to seamen now extended to them under the shipping laws of 1872. The memorial was referred to the committee on commerce and ordered to be printed.

French and American Claims Commission.

The French and American claims commission met yesterday and made an award in the claim of Honore Verlaque against the United States of $120, with interest at 5 per cent. from August 1, 1864. The case of George Pellegrini against the United States was disallowed. The motion made by the counsel for France to strike out from the memorial one of the items of the claim of William H. Frear against France, for one million francs, for damages for defamation of claimant's character, was refused, but the court admonished all parties concerned that nothing scandalous or injurious to either government would be allowed.

Land Grants.

The following is the full text of the joint resolution introduced in the house by Representative Cobb, and referred to the house committee on public lands:

Resolved, That the secretary of the interior be and is hereby directed to not issue patents for any public lands heretofore granted by the United States to any state railway company, or other corporation, or person, to aid in the construction of any railway, or other improvement of any kind, when there is any question in regard to the fact as to whether said railway, or other improvement, to aid in the construction of which said grants were made, have been completed within the time fixed by the act of congress making said grants.

Greenback Conference.

The greenback representatives in congress held a conference last night. They are engaged in the preparation of an address to the people of the United States, which will be made public within a few days. A general conference of greenbackers, including delegates from various states, will be held at the National hotel in this city on Wednesday next.

Polo at the Rink.

There was an interesting game of polo at the skating rink last night between Baltimore and Washington teams, and although the vititors made a manly effort, the contest resulted in a score of 6 to 1 in favor of our own players. The teams were as follows: Baltimore—Haine and Heckrotte, goal; Arnold, cover; List, second cover and captain; Water, right center; Pennington, point, and Wilson, forward. Washington—Hillyer, field; Boyd, forward; Murphy, point; Castello, goal; McFalls, cover, and Gittings, second cover.

DEPARTMENT DOTS.

The interior department yesterday issued 123 pension certificates and 238 land patents.

John G. Evans, of Colorado, has been appointed land inspector at a salary of $2,000 per annum.

The issue of standard silver dollars from the mints for the week ended Feb. 3 was $198,000, as against $116,095 for the corresponding period of last year.

Representatives of the six Indian nations of New York called upon Secretary Teller to-day and filed a brief in support of their application for lands in Kansas, under the provisions of an old Indian treaty.

The second assistant postmaster general has finished classifying the bids on the star route service in the annual letting for the fiscal year 1883-'84. They number about 27,000. The awards will be announced.

The commissioner of Indian affairs has received a telegram from Agent Miles, at Cherryvale, Kan., saying that a party of forty left Coffeeville yesterday for Oklahoma and will pass through Sock agency. He had notified Osage agency.

The chief of the secret service division of the treasury has received from New York a photo-lithographic counterfeit five dollar United States note, series 1875, check letter "A." The note has a dark, blurred appearance. A counterfeit five dollar note of the same series, and printed by the same process, but with the check letter "D," has been on the market for two years. This is the first counterfeit note with check letter A yet discovered.

A telegram to the superintendent of railway mails from Cleveland yesterday announced that bridges were washed out on Saturday night at Huron and Fremont, Ohio, on Lake Shore and Michigan Southern railway. No trains passed over the bridge until late Sunday afternoon. The bridge at Huron has been repaired so that transfer of cars can be made at that point. All trains are delayed, but the company expects to be running trains regularly by to-day.

THE WANT OF WATER.

It is Still Felt in the Northern Section of the City,

And More Information as to the Cause is Wanted.

If Any Immediate Relief Can be Afforded Let's Have It.

Some Suggestions Made by Correspondents—The Harper's Ferry Waterpower.

The agitation of the water question by THE REPUBLICAN has excited considerable interest among the citizens who have been the sufferers from a scarcity of that fluid, and has been the means of bringing the attention of the district officials more closely to the subject. Letters have been received at this office asking that the inquiry as to the cause be kept up, and saying that the subject is one of vital interest to the health and convenience of the community. The complaints of the scarcity of water, which have been published in these columns, have all been taken from the official files of the water department, and consequently there can be no question as to their reliability. They ranged in date from the fall of 1881 to last month, and the greater portion of them covered ground alleged to have been benefited by the erection of the standpipe.

The statement that the flow of water in the northern section of the city is greater than before the standpipe was erected, or that the citizens residing in that locality are now in the receipt of a sufficient supply of water to be at all times available in their bathrooms in the second story, or that the water supply has increased in that section so that there is now less inconvenience than before, no matter whether made by one or by all the district officials or ex-officials, is not borne out by facts. No matter what the theory of the standpipe may be, or the probable result of a certain arrangement of the stop-cocks, the actual result is that there is greater inconvenience experienced at the present time by the citizens residing in the northern section of the city than ever before.

It may be a fact that there can be no relief until the completion of the projected extension to the Washington aqueduct, but the statement that no present relief can be afforded rests solely upon the intelligence of two engineers, neither of whom had had any experience in conducting works to meet the wants of a great community until they were detailed to their present duties; and it would be no imputation on their honesty of intention to have the question of whether there is at present the most equitable distribution of water obtainable throughout the entire city examined into by a board of three other engineers, as is proposed by the resolution of Senator McMillan.

There has been no intention to misrepresent the officials or to withhold any information that they may be able to furnish; but so far as their reports show the only statement that is made is that there is no present relief for the water famine which they recognize as existing, until the completion of the aqueduct extension.

The criticism upon the plan for the extension that was published in THE REPUBLICAN Saturday was from an engineer who is a graduate of West Point, a man of mature years, who has had considerable experience in civil engineering, and, in fact, who has engaged upon the surveys for this very improvement, and his opinion was, therefore, considered entitled to presentation.

The following suggestions are from a gentleman who has had considerable experience in legislative matters in another city, and his ideas may prove of service:

To the Editor.

Of course you are aware that in any large manufacturing establishment they may have a dozen or more engines, run from the same steam power, varying from the one that drives the ponderous wheels and hammers to the one that runs the most delicate of machinery. This is, as you know, done by the use of valves, large and small, that let on or close off the steam supply, and are automatically controlled by gauges and governors. By the use of cutoffs or valves the quantity of water allowed to pass through any given main can be controlled, or if necessary cut off entirely. Combined with a pressure gauge, the valve or cutoff could be set so as to allow a given amount of water to pass. Judgment should of course be used as to the proper points for placing them.

The fact that we are to have an increased supply of water does not in any way change the value of this suggestion, for the variation of about one hundred feet from the high to the low districts there can never be the equal amount of water received unless some adjustment is made, yet they tax each one (high or low district) alike.

What I propose can all be done within two months, and the cash not over a few thousand dollars. It is not a question requiring invention or scientic education to carry into effect; on the contrary, it is the every day work of contractors and builders.

I believe I am correct when I say that the machine shops and others using steam power are supplied from the mains. I think this should be stopped, and they be required to sink wells for the water they need for boiler power.

Water can be found at a short distance down in any part of the city, and it certainly is not right to take water from those who pay (and don't get it) and sell it over again.

SOME MORE INQUIRIES.

The following communication asks some questions which seem pertinent to the question, and which the Engineers can possibly answer:

I wish to make an inquiry as to the water supply of the city. Is the present insufficient supply not attributable to the main conduit, nine feet in diameter, not running full or being filled at the receiving point, the Great Falls, and if so, is it not from the dam there being too low? Would not the nine feet of water, from a higher dam that would fill the main conduit, furnish the necessary supply to the highest points by the additional pressure? What use is it to extend the pipes without first taking means to fill those now laid? Why not build the dam that must eventually be built first and see the effect of nine feet of water pressure before doing anything else.

SUBSCRIBER.

THE HARPER'S FERRY WATERPOWER.

There was a rumor afloat yesterday that Solicitor Raynor, of the treasury, was negotiating a sale of the Harper's Ferry property of the United States to a firm that would engage in chemical manufacture. As this recalled the alarming condition of affairs on the Schuylkill river, in Pennsylvania, sometime since, when the water in the river was poisoned by the gases and other products of chemical works on its banks, it was very generally thought that the government before selling should restrict the purchasers to such manufactures, as would not likely prove injurious to the health of people residing on the Potomac's banks, especially in Washington. The water supply of the district is a source of trouble enough now, but to have what little is supplied poisoned would be unbearable. So to find out all about it a REPUBLICAN reporter called on Solicitor Raynor and inquired about the matter.

"I cannot properly, say I am negotiating," said the solicitor, "for the sale of this property. All there is about it is that Gen. Belknap called on me some four or five weeks ago, and said some friends of his in Philadelphia wanted to know the terms of sale. I said if responsible parties would agree to bid not less than $25,000 for the property, and deposit $1,000 down to cover expenses, I would bring it to sale. And afterward a young man came to see me from Philadelphia to pursue in detail the line of inquiry started by Gen. Belknap. But he didn't comply with any condition required. I don't think there is anything in it."

"What purpose did he intend to apply the property to?"

"I asked him that question and he was averse from answering. I understood, however, it was for the manufacture of electric light. I did not feel much interested, however, in the matter. The government is willing sell upon the terms mentioned."

"But if the property sold is applied to such purposes as will injuriously effect the district, poison its water supply for example, what then?"

"Well, that should not be allowed. Were such a state of affairs to ensue on the purchase of the property it could be and would be subjoined, I doubt not."

"You are not negotiating, then, for the sale of the Harper's Ferry property to a firm who propose to use it for the manufacture of chemicals?"

"No. Properly speaking I am not negotiating with anybody. I really don't think anything will come out of Belknap's inquiries, and I do not understand that his parties propose the erection of chemical works."

THE NEW COLORADO SENATOR.

His Home in the San Luis Park—How He Was Welcomed—Surprise on the Sangre del Cristo—Politics in Colorado.

Special Letter.

DEL NORTE, RIO GRANDE COUNTY, SOUTHERN COLORADO, Jan. 29.—This is the home of the senator-elect from this state, Thomas M. Bowen, or Tom, as his friends affectionately designate him in this region. Your correspondent came over on the night of the twenty-seventh from Denver with the senator and a party of friends. The trip to this place should be taken in the daytime, in order to properly enjoy the wonderful scenery and to apprehend clearly the equally as wonderful engineering by which the Sangre del Cristo range has been surmounted at Veta pass before the narrow gauge Denver and Rio Grande road descends into the San Luis park or valley. This is one of the most attractive of those remarkable formations known in Colorado as "pares"—immense bowl-like areas created in the breasts of the great mountains. Those to the north, the south, and north parks, with other smaller ones, are on the east side of the Continental divide, while the San Luis park lies between two great southern spurs or ranges within the state of Colorado, the Sangre del Cristo, and the San Juan. The snowy range or "rockies" proper have been rent or forked by nature in its wise beneficence in order to admit of the passage of the waters of the Arkansas and of the Rio Grande. We crossed the Veta pass at sunrise on Sunday morning. The scene was one of grandeur and supurb beauty, and your correspondent considered himself repaid for a night of unrest, owing to his inability to sleep on a top berth in the quaint little sleeper that runs on these roads by the opportunity afforded him to observe the stupendous engineering which enables the locomotive and its burden of cars to rise to and surmount the spurs of the Sangre del Cristo at the altitude of

10,000 FEET AND ABOVE.

The snow is not deep, and the weather has been for some days exceptionally mild. We were drawn up and up, round and round the most astonishing curves, the train forming horseshoes and loops of the most striking character, running here and there along the edge of stupendous chasms, the narrow roadbed being cut right out of the mountain side, or here and there carried over gaps and across chasms by bridges and balconies, as it were, built right against the mountain sides. The morning was cold, clear, and gray as we began the ascent. The moon looked on and lighted the scene, nearly at its full, with a vividness of luster not seen out of these mountain latitudes. A few soft cumulu hung in the otherwise cloudless sky—olive, pale, steely deep. The snow draped the bare, brown mountain sides, and lit up the sierras and peaks above us as we climbed. Softly the coming day touched the whole rugged landscape, and lo! it glowed with beauty and smiled in delight. The western horizon lines were first made golden with far-shooting rays out of the east. We were winding west by south, the clouds became gorgeous, shining first in hues of warm gold, then deepening into crimson. Behind us, as I looked, the east was burning with burnished gold, paling away into faint orange, delicate, roseate pink, and soft, delicious tints of apple green, argent, and golden gray, until it all melted into the clear, cold azure that arched overhead. Westward and southward high peaks and bold ranges grew resplendent at their jagged summits, and the sun rose, the white wold below gleamed and glistened, and the deep wrinkles of canyon and chasm grew gorgeous with rich purples and radiant crimson until at last the whole vast landscape was one mass

OF BRILLIANT, BURNING HUES

as we descended the western slopes of the mountains into the vast level of the San Luis valley or park we sped across. To the northward is to be seen in perfection the whole rugged mass of the grand Sierra Blanco, the focal and converging center of the stupendous Sangre del Christo range, and itself the highest point in the whole of Colorado continental formation. Its altitude is given at 14,470 feet. We pass Fort Garland, once a famous frontier post, now a depot of supplies, with a small body of troops under command. I believe, of a son of the late Gov. Henry D. Cooke, of your city. It is a mere collection, a squat and ungainly adobe building scattered over a considerable area. We reach Alamosa, an important railway and trading center, which is to be noted hereafter as the headquarters of a large iron, mining, and manufacturing region, and of a great experiment in irrigation, now in its earlier stages. The Rio Grande river runs close by.

The local feelings of flush triumph at Judge Bowen's success was made manifest here by the presence of the fire company and of our citizens, and by the decoration of the locomotive and cars awaiting our arrival to take us to Del Norte, forty miles to the northwest of Alamosa.

THE HOME OF BOWEN.

The distance was soon run. At the depot there was a large body of mounted citizens, another fire company with a band, in all between three and four hundred persons. Senator Bowen was received with a uproarious cheering, and the greetings continued at his pleasant and artistically furnished though modest dwelling. It showed that the senator-elect was a popular leader in the fullest sense of the term. Senator Bowen has been so strangely aspersed and has had so remarkable a personal history, that your correspondent was curious to talk with him at leisure, and to see his home and its locale. Bowen seems to be a born leader of men. He is in years but 48, of tall but slender frame and figure, with ready speech, and bold and marked face, head, and features. That he is a man of ability is undeniable. That he is courageous, ardent, ambitious, every step in his career has proven. He was early in the war for the union, first as a captain in a Nebraska regiment, next as a colonel of the thirteenth Kansas. He was wounded three times.

A LITTLE STORY TOLD OF HIM

illustrates his restless ambition. At the battle of Jenkins's ferry, Ark., on the thirtieth of April, 1864, Col. Adams, a son-in-law of Senator James H. Lane, was in command of a brigade which included Bowen's regiment. Adams was wounded, being shot through the fleshy part of his arm. Bowen rode up to Col. Adams, while the wound was being dressed on the field, and after inquiry as to the extent of the injury, exclaimed: "Good God, Charley, what a lucky fellow you are. No bones broken by the shot. A senator's son-in-law, and sure of your brigadiership. I wish it had been me."

After looking the contest all over your correspondent believes that Bowen's election to the senate will really prove of importance in reuniting and unifying the disturbed ranks of the republican party in Colorado. The senator is a stalwart republican, but has not proven himself offensive to the milder brethren. It was evident to an outsider that Gov. Pitkin could not be nominated; that if Tabor was there would be a bolt; that Hamill's nomination would be regarded as unjustly sectional, as the northern part of the state has had all the congressional honors up to this date in Colorado's history. No dark horse seemed likely to be trotted out. Chief Justice Elbert would have been severely assailed on some past records. Gov. Rhoutt really had no special strength. No one seemed to care for Judge Hallett, of the United States court. Col. Bowen was then in reality

THE ONLY MAN

with a vital future. The failure to have chosen him or Gov. Pitkin, the representative man of southern Colorado, would have tended to breed dissensions and discourage the republicans here. Bowen's friends claim that he is entirely unfettered by personal pledges, and that he will do more effectual work inside his party lines. I think he will. He returns to Denver from here, to remain till the legislature adjourns, visiting various important points in the state, and he will be found in Washington about the last week in February. His election clears the field for a successor to Mr. Hill in 1884-'5. Gen. Hamill, probably Mr. Teller, and the present senator, Mr. Hill, are expected to be the candidates. Gov. Tabor is out the way. Colorado will remain steady in the republican ranks, and the state will be carried by not less than 2,500 majority. Bowen will make his mark in the senate. He is a man of large interests, a good lawyer, a good speaker, and ready debater, aggressive and alive in action and policy.

THE SOCIAL WORLD.

The President's Reception to the Army and Navy this Evening—Two Weddings for To-Day—Yesterday's Receptions—General Social News.

OFFICIAL NOTICE.

NAVY DEPARTMENT, WASHINGTON, Feb. 2, 1883.—The President will receive the officers of the navy and marine corps in the District of Columbia and the ladies of their families at the executive mansion on Tuesday, the sixth instant, from 9 to 11 o'clock p. m.

Officers are requested to appear in full-dress uniform for occasions of special ceremony.

WILLIAM E. CHANDLER,
Secretary of the Navy.

Mrs. Bayard gave a handsome lunch party yesterday in honor of Mrs. Sheridan, wife of the general.

Miss Lena Porter gave a tea party on Sunday evening to the other bridesmaids who are to accompany Miss Brewster to the altar this evening.

Mrs. Eugene Hale, who has been visiting the senator's sister in New York for a few days, has returned to the city in time to take part in the concluding gayeties of the season.

The two great weddings of to-day have been chief topics of interest in society for some days. Miss Blaine's marriage takes place at her father's residence at noon. The greater part of the guests will attend in full dress without bonnets, while many will wear visiting costumes with hats. Miss Brewster's wedding, at 7 in the evening, will be attended by a large gathering at Epiphany church, and at the reception the officers and diplomats (who afterward go to the white house) will appear in their full uniforms and court costumes.

The largest reception yesterday afternoon was at the residence of Chief Justice Waite, where the guests at the handsome "tea" of last Wednesday all went to make their party calls. Mrs. Waite was assisted by Miss Waite, Mrs. and Miss Bradford, of New York; Miss Moore, Miss Stevens, and Miss Selden, of Philadelphia, who is to be one of Miss Brewster's bridesmaids this evening.

Mrs. and Miss Blatchford had many callers during the afternoon, and visitors were equally numerous at the residences of Justices Miller, Matthews, Bradley, Field, and Woods, where the ladies of their families were all at home to welcome their friends and extend the last greetings of the season.

The ladies of the supreme court circle will not receive on Mondays during Lent.

The morning concert and reception at the marine barracks was largely attended yesterday.

The ladies of the Riggs house received together in the main parlor of the hotel yesterday, and for their last reception of the season proper provided a refreshment table with fruits, punch, cakes, and dainties. Among those receiving were Mrs. J. S. Williams and Miss Hamilton, with a group of young lady assistants; Mrs. Horatio Burchard, Mrs. J. G. Cannon, Mrs. Blair Lord, Mrs. G. W. Steele, Mrs. L. F. Watson, Mrs. and Miss Scofield, Mrs. Brooks, Mrs. Flint, Mrs. Doxey, and others. Mrs. Carlisle and Mrs. Deering were absent from the parlors on account of illness, and the bride of Representative Cox, of North Carolina, received in her own apartments.

At the National hotel the ladies gathered in the main parlor to receive their calls, and made a gay and sociable group. Among those who received were Mrs. Burrows, Mrs. Webber and Mrs. Lord, of Michigan; Mrs. T. C. Theaker, Mrs. M. E. Post, Miss Parker, Mrs. Lysander Hill, Mrs. and Miss Dunnell, Mrs. Morrill, Mrs. Barker, Mrs. Blackburn, Mrs. Denny, and several others.

Mrs. Angus Cameron received at her pleasant home, on B street, assisted by Mrs. Geo. L. Hazelton, and Miss Coleman, of Fond du Lac.

Mr. Allan Arthur has been obliged to return to Princeton, and will therefore not be able to assist as an usher at Miss Brewster's wedding this evening.

Mrs. Frelinghuysen's Wednesday afternoon and Thursday evening receptions will be omitted this week.

Hon. John A. King, of New York, gave a dinner of twenty covers in the Sumner dining room at Wormley's last evening. There was a large center piece of roses on the table, and a wreath of smilax encircled the board. The guests were Col. Cutts, Mr. Gray, of Boston, Judge Cox, Com. Temple, Mr. George Bliss, Gen. Parke, the Turkish minister, Vice Admiral Rowan, Rev. Dr. Leonard, Mr. Fitch, Mr. Munroe, Mr. Lowndes, Mr. Walker Blaine, Mr. Steward, Assistant Secretary John Davis, Mr. Clymer, Mr. Hopkins, Col. Benjamin, and Mr. Howard.

The closing hop of the season at the Hamilton house last evening was largely attended by the guests of the hotel and the society folk of the west end. The main dining room was cleared for the dancers, and under inspiriting strains of the music the programme of twelve numbers was danced through to the end by the gay throng. A particular feature of the occasion was the many beautiful and handsomely dressed young ladies who graced the dancing hall. Among those present were:

Hon. J. Z. Bowman and Mrs. Bowman, Hon. H. S. Neal, Mrs. Neal and Miss Neal, Hon. T. B. Reed and Mrs. Reed, Hon. J. B. Rice and Mrs. Rice, Hon. J. B. Raymond and Mrs. Raymond, Senator Rollins and Mrs. Rollins, Miss West, Hon. J. M. Tyler, Mrs. Tyler, Hon. John Hill, Mrs. Hill, Mr. and Mrs. Vance, Miss De Camp, Mr. and Mrs. Clapp, Hon. S. H. Miller and Mrs. Miller, Hon. J. A. Scranton and Mrs. Scranton, Mrs. Bragg, Miss Bragg, Miss Fitzgerald, Miss Alley, Mr. and Mrs. Ray, the Misses Ramey, Miss Appleton, Miss Chesney, Miss Wagaman, Mrs. Smith, Mr. and Mrs. Ellison, Miss Scott, Miss Fracker, Miss Addison, Miss Hooker, Miss Cheney, Mrs. Richardson, Miss Richardson, the Misses Clark, Miss Henry, Miss Todd, Mrs. English, Mr. Will Thompson, Mrs. Leeber, Mr. and Mrs. Bradley, Rhode Island; Miss Pond, Rhode Island; Mrs. Leomon, Illinois; Miss Taylor, Hon. J. J. Cannon, Maj. Nash, U. S. A., and Mrs. Nash, Miss Nash, Miss Crandall, Miss Murfin, Dr. Gihon, U. S. N., and Mrs. Gihon, Miss Gihon, Capt. Quackenbush, U. S. N., and Mrs. Quackenbush, Mrs. Freeman, Mrs. Frothingham, Mrs. Alexander, Miss Alexander, Dr. and Mrs. Wright, Hon. John Van Voorhis and Mrs. Van Voorhis, Miss Chapin, Miss Thompson, Miss Nora White, Gen. Singleton and Miss Singleton, Hon. W. H. Hatch and Mrs. Hatch, Miss Monroe, of Chicago; Col. and Mrs. Moore, Judge Z. C. Robbins, Hon. J. T. Wait, Maj. and Mrs. Barbor, Misses Whipple and Kellogg, Miss Gurley, Hon. W. P. Hepburn, Mr. Corben, Mr. Sprague, Miss Hopper, Miss Pratt, and Mrs. Col. Lee.

The wife of Representative Blanchard will give her last reception this afternoon at her pleasant residence, corner of Thirteenth and G streets northwest, and to-night she will give a dancing party. Mrs. Blanchard has won a marked place in Washington society even in this her first season here, her graces of person being supplemented by a bright intelligence, quick wit, and affable manner, which has made her society much sought, and on the days when she herself receives her energies are decidedly taxed by the number of callers.

The young ladies and gentlemen of the Iolanthe club were handsomely entertained by Miss Minnie Sheckels at her residence, corner of Eleventh and N, last evening. This was the last reception of the season, and was unanimously pronounced the most pleasant of the series. The floor was in excellent condition, and there were just enough present to make dancing a pleasure. Among those present were:

Misses Susie and Leila Coombs, Miss Bettie Smith, of Hagerstown; Mrs. James B. Sheckels, Mrs Mamie McKnew, Miss Ave Barry, Miss Mary Dumont, Miss Piper, and Messrs. Barnard and Charles Lewis, C. W. Wood, Eugene Moxley, H. A. Gibbs, R. V. Barry, Prosser Holcombe, Joseph Skerrett, and Hiram Bennett, of Colorado.

Mrs. Pattison, the wife of Com. Pattison, held her last reception at the navy yard yesterday. Mrs. Pattison was attired in satin and light brocade. She was assisted by her daughter, Miss Minna, in light blue crepe, with lace; Miss Pattison, sister of the commodore, in black and gold brocade, with point lace; Miss Taylor, in gray silk and purple velvet; Miss Upshur, in rich white, with crimson flowers; Miss Webster, in white, with carnations; Miss Nichols, black silk and lace; Miss Kraft, in blue, with white lace. The hostess and her charming assistants were the recipients of many calls from other friends.

The other ladies in the yard received yesterday, and a continual throng of visitors were arriving and going during the entire day.

A quiet wedding took place at St. Peter's church, on Capitol hill, yesterday afternoon, the contracting parties being Mr. M. T. Dooley and Mrs. Katharine Coombs. Rev. Father Ryan performed the ceremony, which was witnessed only by the immediate friends of the happy couple. The bride is the daughter of the late Dr. F. S. Walsh and widow of the late Dr. Coombs, and the groom is a brother of Dr. Dooley, a well-known East Washington pharmacist. The newly wedded pair left last night for a short tour north.

He Saw Iceboats For the First Time.

The icy reserve toward one another that had marked the behavior of those who filled the seats of the northward bound Wagner car Vergennes the other day was broken at Hudson by the remark of a stout man with very white hair and very red cheeks:

"Who said they saw an iceboat? I can't see any. I'd give $20 to see one."

"There's one now," said a passenger, pointing toward a sail on the frozen river.

"Gee, whittaker! So it is," said the white haired man, getting upon the chair on his knees and leaning over the cushioned back, with his head against the window pane. "Just—look—at—that—leetle—devil—fly. Cracky! There another! Two more, three! Look—will you look at those things fly? They don't touch the ice at all, do they? Golly, I would like to stay here a month."

"I'm from Alabama, gentleman," he said, as he resumed his seat, "and all I know about iceboats I read in 'Eighty Days Around the World.' Do they go 60 miles an hour?"

"They do so frequently."

And you can stop and take a drink when you wish?"

"You can."

"Then I would like to stop here a month. Now—just—look—at—that—little—son—of—a—gun—go will you?"

Mænnerchor Masquerade.

The Germania Mænnerchor gave a grand masquerade ball at Abner's last night, and the scene presented was most amusing and interesting. Very many new and original charaters were represented. There were prizes offered for the two best made characters, and they were awarded to Mr. Frank Kraff, who represented a negro character, and Mr. Doghanard, a huntsman. There were also prizes offered for the two best female characters, which were awarded to Mrs. Caligon, as a butterfly catcher, and Mrs. Laine Fillmann, as a Turkish lady. At 11 o'clock every one unmasked, but the revelry continued until an early hour this morning. The judges to decide and award the prizes were: A. Levy, William Wausleben, and Otto Thedren. The committees were: Floor committee, Louis Koehler; chairman; Charles Rogler, Oscar Wilke. Executive committee, Joseph Colignon, chairman; George Hass, G. Binkenberg, Aug. Duehring, Ch. Stiefel.

The Baltimore and Potomac Double Track.

The double track of the Baltimore and Potomac railway between Washington and Baltimore will be completed and ready for service by May 1. Eight miles at different points between Seabrook and Odenton are yet to be finished, and all the material is at hand for completing the entire line. A force of 140 men is now engaged at the work, and two trains are employed in hauling material. The grading and masonry are all done. The additional trussing and flooring system for the extension of the bridges over the Patapsco, Rogue's harbor, and the Big Patuxent will be finished shortly, and then the whole line will be equipped with stone and iron bridges except at Gwynn's falls. The wooden bridge there is to be replaced the present year.

The Wisteria Pleasure Club.

The second select complimentary sociable of the "Wisteria" Pleasure club was given at Masonic temple last night, and the spacious hall was well filled. The following committees performed their duties most acceptably: Master of ceremonies, George B. Harleston; floor committee, Frederick W. Cole, Louis Nesline, and C. A. Colison; reception committee, Frederick W. Cole, Louis Nesline, and C. A. Colison.

Local Items.

Mr. Allen P. Creque, the inventor of Creque's new circulation range boilers, last night explained his system before a large attendance of plumbers at Association hall, having been invited to come here by the Master Plumbers' association. Mr. Samuel Shedd, president of the association, introduced Mr. Creque in a brief but happy address. The journeymen plumbers were also present by invitation.

Go and hear Kemple lecture to-night at Lincoln hall on "The Tribulations of an Office Seeker" if you want to laugh.

The Bassetts will give two performances this week at Lincoln hall. On Friday evening the inimitable comedy of "Bric-a-Brac" will be presented, and at the Saturday matinee the "Singin' Skewl" is to be given. These performances are amusing and please young and old.

The Potomac flats contractors have received a large number of dump cars for use on that work, and employed a large extra force of men yesterday. Most of the employes