

CAPITOL HILL TUNNEL.

Interview With a Baltimore and Ohio Official Upon Proposed Routes.

The Road is Willing to Go Underground, But Not Take Up Its Tracks.

Plans for the Proposed Extension and the Methods by Which It Will be Made.

The B. & O. Bound to Connect With the Virginia Midland.

Special Dispatch.

BALTIMORE, April 8.—A representative of the National Republican has had an interview to-day with a prominent official of the Baltimore and Ohio railroad, and obtained from him his views touching the proposed extension of the tracks of the Baltimore and Ohio road through the city of Washington.

"What is the intention of the company with regard to making a connection with the Virginia Midland railroad at the Long bridge?" asked the interviewer.

"The company wants to make the connection, and will be satisfied with the route laid down in the bill which has been agreed upon by the senate committee on the District of Columbia."

"Do you think congress will pass this bill?" "We have no reason to think that it will not. An improvement which will be of great advantage to the city and to the whole country will not be overlooked by congress."

"Have you heard of any opposition on the part of citizens of Washington?" "We have no reason to think that there will be some local opposition, but we think that it will be confined to comparatively few persons. There always is opposition to every public improvement on the part of the people who think that their property will be injuriously affected thereby. It generally turns out, however, that they have been benefited rather than injured. When damages are to be paid the claimant is sure to get all he is entitled to, and sometimes a good deal more."

"You have doubtless seen a route mapped out for you in the newspapers, by which your tracks are taken around to the east side of the city and enter through the Baltimore and Potomac tunnel?"

"We have never for a moment contemplated the possibility of taking any such route. I never heard that we had any tunnel, and if we had any such thing is not for me to say so. The route is some what impracticable for the two companies to run their trains on the same tracks."

"Suppose the difficulty about the tunnel were out of the way, would you be willing to come into the city on the east side?" "We certainly would. The making of such a circuit and the delays that would inevitably occur would add half an hour at least to the time between Baltimore and Washington. The passengers we bring to Washington would be satisfied with such a route. A large number of people employed in the city live out in the Washington branch and on the Metropolitan branch, and they would think it a great hardship to be carried around to the south side and put out at depot remote from their places of business. Every morning a large number of the employes of the government printing office get out their trains and reach the office in three or four minutes from the time they leave the cars. They would not tolerate the idea of being dropped from the cars a mile or more away from their work. Congress would not permit any such inconvenience as this to be inflicted on the public. So many people get out their trains and hurry up the capital that we will always be obliged to maintain a depot in the neighborhood of Capitol Hill for their convenience."

"Could the Metropolitan branch be so directed from its present line as to make connection with a route on the east side?" "Such a connection would defeat one of the main objects we had in view when the Metropolitan branch was built. We wanted to bring passengers from the west to the east by way of Washington. There is some objection to a passenger who has never seen the national capital, to take a route that passes through it, but if he has to lose an hour's time he may take some other route. We carry passengers from the west for Baltimore, Philadelphia, New York, and other cities farther than is necessary, without extra charge, to allow them to see Washington, but if each train was obliged to lose an hour or more in getting to a depot on the south side, there would be a great inducement to keep through trains on the main stem."

"If the bill which has been approved by the senate committee on the District of Columbia should be passed, when would you begin work on the tunnel?" "We would begin to begin to begin, and I think the whole improvement could be completed by Dec. 1, 1885, in time for the opening of the next congress."

"Are you entirely satisfied with the route laid down in the senate bill?" "We are willing to take this route to satisfy all interests. The tunnel will enter Capitol Hill, near engine house, No. 3, at Delaware avenue and C street, and will curve around to the west, keeping the distance from the river to the tunnel about the same as in the bill, 400 feet, and will leave George Butler's new house on New Jersey avenue and B street a little to the left, and will open out on Delaware avenue, near D street south-west, will be the length of the tunnel?" "The whole length will be about 3,300 feet. The entire improvement will cost about \$700,000. No rock will be encountered in the tunnel, and this will greatly lessen the cost."

"How will it be arched over, and I think the whole improvement could be completed by Dec. 1, 1885, in time for the opening of the next congress."

"We will use either hard brick or artificial stone, very probably the latter. If we use artificial stone there will be an arch above and below—in fact the whole tunnel will be practically a solid stone shaft of sufficient diameter to admit of double track with space enough between and on either side to permit the free and safe running of trains."

"Will there be any special difficulties in construction?" "Do you speak of the shaft being curved, and being worked from both ends, the engineering must be done with as much exactness as possible in order to make the two sections meet in the same place, but if any difficulty is apprehended, iron tubes will be pushed down from the top, and the intervals, marking the route, which will fit snugly below the surface in the Capital grounds."

"Do you think that the people living on the line of the tunnel will be inconvenienced in any way while its construction is in progress?" "Not at all. We are now building a tunnel in Pittsburg, under Neville street, which is inhabited almost exclusively by the aristocracy. The bore is being worked through solid rock which requires double track, but the denseness of the fine houses are entirely unconscious of what is going on. They neither hear the explosion, nor feel the least vibration in their houses."

"How about the joint use of the Long bridge?" "We have the right to use the Long bridge in common with the Baltimore and Potomac company, and we will probably run our trains over it for a little while, but I think that before long the two companies will build a new bridge broad enough to give each company a double track. There is need for a good bridge, and I think the two companies will unite in building it."

"Suppose congress does not pass the bill that has been approved by the senate committee?" "That is a contingency which is not contemplated, I may say, however, that if we are not permitted to go to the Virginia Midland, the Virginia Midland already has permission to come to us. As we passed, I think in 1872, which gives the Virginia Midland authority to connect its tracks with the Baltimore and Ohio, and the route is substantially the same as is now prescribed in the senate bill, including the tunnel through Capitol Hill, if the Virginia Midland had not been financially embarrassed, no doubt the connection would have been made long ago. The Baltimore and Ohio company, if it failed to secure a proper route to the long

bridge, might loan the Virginia Midland company enough of money to permit it to carry out an improvement which it is already authorized to make by an act of congress.

JEFF DAVIS, THE PROPRIETOR. Meaning of the Prediction by the Leader of the "Lost Cause" that the South will Rule Again.

Special Dispatch.

JACKSON, Miss., April 8.—The appearance of Jefferson Davis before the Mississippi democratic legislature at Jackson, recently and the singular circumstances surrounding it, is one of the political surprises the democratic party makes in its march toward empire. I have seen accounts published in this country touching the ceremony and the ostentation of this crowning event, but it seems to me, a silent and passive spectator of the curious panorama, that the heart of the occasion was not fully represented—garbled and suppressed by a party press, which permits strange things at home but colors those events and offers them in a new dress to the world outside. Some time ago Mr. Davis was invited by the legislature to address them; he at first declined the honor with thanks, pleading age and ill health. Then it was the wisest element of the democratic party, with the capital millions hanging around its neck, breathed easier. But for some cause Mr. Davis changed his mind. Doubtless with the wonderful growth of independent sentiment taking place in his state the party management thought proper to raise once again the old controversy, and unfurl the ghost of the "honnie buncie" furled up and put away. On the day of the reception both houses met in joint session, the president of the senate and the speaker of the house presiding. The hall was packed and jammed, and the lobby and the gallery had barely standing room. Some came with the fervor of 1861, and others to view once again the venerable relic. At noon, preceded by the committee of houses and grave and reverend senators, followed by the justice of the supreme court, and leaning upon the arm of the governor, the living incarnation of the "lost cause" came into the hall. The members of the joint body rose to their feet and received him with tumultuous applause. The lieutenant governor, Shands, read a carefully-prepared address of welcome, full of fulsome eulogy. Mr. Davis's response was characteristic of the man, imprudent to the verge of absurdity, but completely and justly answered to the saying before the world what his partisans and worshippers acknowledge in their hearts, but do not let their tongues utter. His speech did not consume ten minutes, but it was sufficient to bring out sharply the people of Mississippi a few strong ideas and nerve the bourgeois to extreme political measures. First, that Mr. Davis was the victim of northern political fanaticism. Second, that he "alone of all the great men of the world remained unparaded," because "repentance came before pardon," and he "had nothing to repent." If the terrible drama was to be re-enacted, he "would not hesitate to do again as he had done."

Third, that "the south, entering upon a high road of progress, had been retarded many years to again assume the helm of government."

These three consecutive sentiments were greeted with storms of applause, more especially the high road of progress, and thought that the "south was again destined to control the general government." The close of the mild-voiced and mid-mannered harangue was greeted with an imitation of the old confederate yell, and five minutes was allowed for hand shakes.

It is doubtless true that this is the last time Mr. Davis will pose before the public, because time and a constant self-communion in the infatuation of a single gloomy idea is bringing an infirmity which cannot carry over many years. Davis, a legislator, and a few strong ideas and nerve the bourgeois to extreme political measures. First, that Mr. Davis was the victim of northern political fanaticism. Second, that he "alone of all the great men of the world remained unparaded," because "repentance came before pardon," and he "had nothing to repent." If the terrible drama was to be re-enacted, he "would not hesitate to do again as he had done."

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DILLMAN HANGED. He is Hanged After a Hearty Breakfast—An Account of His Crime.

Special Dispatch.

EASTON, Pa., April 8.—John Dillman was hanged here at 11:10 o'clock this morning. Dillman slept well last night and ate a hearty breakfast this morning. Religious services were held in the cell by ministers of the German Evangelical and Reformed churches. He marched to the scaffold with a steady step and was removed almost to the last. He began to cry after the benediction, but after the black cap was drawn over his face he remained motionless until the drop fell. There was only a few slight quiverings of the body, and in twelve minutes he was pronounced dead.

The crime for which Dillman was hung was the murder of his wife, Charlotte Dillman. He had neglected to support his wife at Bethlehem, and for a week left her at the poor house in Northampton county. On March 27, 1883, Dillman appeared at that institution, bringing with him a new dress, which he gave his wife, told her that he had rented a house in South Bethlehem, and that if she would accompany him he would buy furniture the next morning and begin house-keeping at once. Mrs. Dillman at first hesitated about accepting the offer on account of her husband being a shiftless fellow, but finally consented, and left the poor house on the morning of Mary 29, accompanied by a woman and her child, who left them at that place and went toward Brodhead's station. After walking a short distance from that village Dillman, who entered a lane leading from the main road, as it was a shorter route, they had walked but a short distance when Dillman caught hold of his wife, said he was tired of her and meant to kill her. He then threw her down, laid her hands, drew a small pocket knife which he had sharpened the night before, and cut her throat almost from ear to ear. He then fled. Mrs. Dillman dragged herself to a farm house near by, and was subsequently returned to the almshouse, where she died on April 23.

AFTER THE SHIPWRECK. Efforts to Recover the Bodies of Those Lost on the Steinnamann.

Special Dispatch.

HALIFAX, NOVA SCOTIA, April 8.—Three diving schooners, with well equipped crews, were at the wreck of the D. Steinnamann yesterday, and commenced taking out the cargo. When the divers first descended they found the hull upright and firm in the position where she sank. Two of the hatches were found open, the coverings being torn off by the sea. The bridge seemed firm and the deck hounds were intact, but showed signs of going to pieces. The bulwarks were still standing. No bodies have been seen in the vessel so far, as no diver has entered the cabin or storeroom. A large quantity of barbed iron, and other articles, were taken out yesterday, and commenced taking out the cargo. When the divers first descended they found the hull upright and firm in the position where she sank. Two of the hatches were found open, the coverings being torn off by the sea. The bridge seemed firm and the deck hounds were intact, but showed signs of going to pieces. The bulwarks were still standing. 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