The National Republican.

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LATEST FOREIGN NEWS.

THE POWERS DETERMINED TO COERCE GREECE.

Sensation in Havana—A Pacific Mail Steamer Wrecked—The Fisheries Question—A Town Burning—What Lord Hartington Hopes to Do.

ATHENS, April 26, 5:30 p. m.—Greece's reply to the powers is regarded as unsatisfactory. A conference of the foreign ministers is being held at the Italian embassy for the purpose of drawing up and signing an ultimatum, holding Greece answerable for the consequences unless she defers without reserve to the wishes of Europe. The ultimatum will be presented forthwith to the Greek government.

POLITICAL SENSATION IN HAVANA.

HAVANA, April 26.—Owing to a disagreement which has occurred in the Spanish constitutional party Count More, president, Count Galarza, vice president, and Senor Vergezi, secretary, have resigned their offices. The affair has caused a great sensation in Spanish political circles.

A COURT TO SETTLE FISHERY DISPUTES.

LONDON, April 26.—The *Pall Mall Gazette* advocates the formation of a supreme and permanent court for the settlement of fisheries disputes between Canada and the United States. The court, the *Gazette* says, should consist of five members, two of whom should be Americans, two Englishmen, and the fifth should be selected by these four, and be either an American or an Englishman.

A TOWN ON FIRE.

VIENNA, April 26.—A dispatch from Lisko, in Galicia, reports that that town is on fire, and that three-fourths of it has already been destroyed.

WHAT LORD HARTINGTON HOPES TO DO.

LONDON, April 26.—Lord Hartington, in a speech in Lancashire this evening, said that no alterations would remove the objections to the Irish scheme. He did not wish to coalesce with the tories, but hoped, with the assistance of Mr. Chamberlain, Mr. Trevelyan, Mr. Goschen, Sir Henry James, Mr. Bright, Earl Selborne, Earl Derby, and the Duke of Argyll, to create an independent party, or to induce the withdrawal of the measure. A portion of the audience made hostile demonstrations against the speaker.

PACIFIC MAIL STEAMER WRECKED.

LA LIBERTAD, SAN SALVADOR (via Galveston), April 26.—The Pacific mail steamer Honduras has been wrecked on the bar of the river Lampa. The passengers and crew were saved.

THE STRIKE TROUBLES.

Violent Outbreak at Brooklyn Imminent—Worrying Over the Eight-Hour Move—Carriage Makers' Strike Extending.

BROOKLYN, April 26.—A number of the striking hands at Mollenhauser's sugar factory returned to work to-day at the refinery at the foot of Rush street, Williamsburg. Several loads of molasses were carted from the dock to the refinery without any interference up to 2 o'clock. About this time some threatening demonstrations were made by the strikers. The position of affairs is now considered critical and an outbreak is thought to be imminent. Four companies of militia have been ordered under arms and are in readiness to be dispatched to the scene should any trouble occur. The strikers are very threatening in their demeanor and this precaution has been taken, as the police force is entirely inadequate.

WORRIED OVER THE EIGHT HOUR MOVE.

SANDUSKY, April 26.—The publishers of the *Register* attempted to put the eight hour law in force this afternoon. The men immediately struck, refusing to work on limited time. The men average $3 for about ten hours' work. The manufacturers here are worried over the eight hour law. The *Register's* failure encourages them. Mechanics generally do not favor the eight hour law.

CHICAGO, April 26.—Twelve hundred men boys, girls, employed in Crane Bros.' iron works, have signified their intention to enforce a demand for an eight hour day, with no diminution of wages. If the demand is enforced Mr. Crane announces his determination to shut down.

About 120 brickmakers in Philip L. Lichtenstadt's yard went out on a strike this morning for a reduction of the working day to eight hours, and no reduction from the present scale of wages. There are about seventy yards in this city, employing about 1,100 men. If the move becomes general, as everybody engaged in brickmaking thinks it will, an almost complete cessation of building operations will occur.

CARRIAGE MAKERS' STRIKE.

NEW HAVEN, CONN., April 26.—The carriage makers' strike has extended to-day from the body makers to every branch of the industry, including painters, trimmers, and blacksmiths, resulting in a complete shut down in the shops of this city. There are now nearly 1,000 men out of employment by the strike.

THE NEW YORK "TIE-UP"—INDICTMENTS.

NEW YORK, April 26.—Before the grand jury adjourned to-day their foreman handed a bundle of indictments to Recorder Smyth. Among them was a voluminous document, which the recorder examined carefully, and then adjourned the court and retired to his private chamber. The paper, in which he was interested, was an indictment found upon the affidavits made by the Third avenue railroad officials. It charges several persons with conspiracy, and, while the names of the parties could not be ascertained, it is generally believed that it is against the committee of the Empire Association whose names were affixed to the order for a general tie-up on the surface roads in this city last week. Bench warrants were presumably drawn up by the recorder, and they will likely be executed within a few hours.

And She Called Him "Uncle Cleve."

BOSTON, April 26.—H. F. Harmon, flour dealer on State street, is an uncle of Miss Frances Folsom, reported to be the President's intended bride. In an interview to-day Mr. Harmon said the report was true and the marriage would shortly take place. "We did not intend to announce the engagement until shortly before the wedding," said he, "but it has gone to the public through a breach of confidence on the part of friends in Buffalo. I think I know who made the first statement concerning the marriage in that city. I have just written to Miss Frances, telling her that she is out of the bag and giving her a foretastem of the gossip she will hear on her return home. There is no truth in the report that Mr. Cleveland is paying the lady's expenses abroad. His acquaintance with the lady began when she was hardly knee high. She used to climb up on his knee and call him 'Uncle Cleve.' Mr. Cleveland was very fond of her as a child, and about three years ago his attentions became serious." Mr. Harmon extolled the beauty and fine qualities of his niece, and said that she was in every way worthy of the position to which she has been called.

Croton Oil Interrupts a Temperance Meeting.

ST. LOUIS, MO., April 26.—A special from Benton, Mo., to the *Post-Dispatch*, states that the Rev. Benjamin Deering, of St. Louis, had been for some days past holding a series of temperance revival meetings which have been wonderfully successful. Last night some one, as yet unknown, placed in the pitcher of water which the revivalist had placed upon the desk of the speaker a large quantity of croton oil. Several persons drank of the water before the services began, and became deathly sick, but, not knowing the cause of their illness, failed to warn Mr. Deering not to drink from the pitcher. The latter during his discourse drank a glass of the water and was immediately taken sick. All who tasted the water are to-day in a precarious condition. Two saloon-keepers have been arrested on suspicion, and it is thought they poisoned the water in order to end the services which were having such a depressing effect upon their business.

THE BRADY RESOLUTIONS.

What Senator Mahone Says of Fitz Lee's Charges.

Senator Mahone was seen by a REPUBLICAN reporter last night, and asked what of the interview which a Richmond *Dispatch* man had with Gov. Lee, and in which the governor is reported to have said, among other things: "The Brady resolutions I would not call them, for I think an investigation would show that Brady was the supplejack who is jumping when the hands of others pull the string. I am told," said the governor, "that he grows particularly virtuous when talking of the funding bill of 1871. My information leads me to believe that the bill was passed by bribery. Mahone was active in securing its passage. Members of that legislature have informed me that he approached them in its interest."

"Well," said Gen. Mahone, "the utterances of Gov. Lee, as reported in this interview, are as reckless, ill-mannered, and wantonly unjust and wide of the truth as his late proclamation is pompous and brainless. The implication that I had anything to do with the Brady resolutions is the gratuitous evolution of a torpid imagination—the product of a self-conceit based upon a lamentable ignorance fed by an inordinate and supercilious vanity. I know nothing of Col. Brady's purpose in this respect, and to this day have not read the resolutions. Col. Brady has capability and self-reliance for expression and maintenance of any measure he undertakes. In his representative capacity it does not appear that he needs a counselor. If I mistake not a manifest public judgment, it were better for the welfare of Virginia and for the credit of the high office into which Gen. Lee has been injected that he himself had some sensible man to counsel him.

"There are interests of pressing public concern which need thought and intelligent action, which are not likely, as a discerning public judgment will conclude, to be conserved by balderdash proclamations and interviews. The common sense of the masses expect something more at the hands of an executive than twaddle. Neither the saddle of his uncle nor the relation of nephew to the great and good man, while serving to place him in the executive mansion, with the aid of a ballot box machinery which some people believe was made to falsify the voice of an honest majority of the voting population of the state, will condone for that lack of knowledge of the important interests and institutions of the state, matters of finance, of education, of labor and industries which it is expected an executive will wisely and intelligently bring to the consideration and treatment of these subjects.

"The statement that I was active in securing the passage of the funding bill of 1871—that I approached members of that legislature in the interest of that bill—is false in every sense and particular. I was not in Richmond at the time the bill was under consideration, and never approached by word, letter, or otherwise any man, in or outside of the legislature, in its interest; nor do I believe that Gov. Lee has any warrant for the statement. The man was never born who can verify the contrary, or the truth of the statement which the governor is reported to have made. It is well known of all men in that day that I had no relation with the author of the funding bill of 1871.

"This insinuation against me does not come well from the man who himself gave hearty support to the measure which he says was put upon the state by *bribery* of a legislature, and who himself would have read every man out of countenance that dared to oppose the McCulloch bill, a bill which not only recognized the amount of debt assumed by the funding bill of 1871 and the tax-receivable coupon, but obligated the state to pay principal and interest the bonds under it to be given, from taxation *forever*.

Now, however, the governor would boycott every citizen who dares to exercise his legal right to pay taxes in the very coupons; which, when convenient, he and his party associates have held and upheld as a test of state faith and honorable duty; and to avoid the receivability of such obligation, he now invokes the people of Virginia to defy the law as adjudicated by the highest and ablest legal tribunal in all the land, and he sworn to see to the execution of the laws. This may be heroic, but it is not wise.

DEATH OF FATHER MAGUIRE.

St. Aloysius' Beloved Pastor Passes Away—The Funeral to Be Here.

Rev. Bernard Maguire, S. J., died at St. Joseph's Hospital, Philadelphia, yesterday at noon. He was 68 years of age, having been born in Ireland in 1818. His parents emigrated to the United States in 1824, and settled down in the neighborhood of Harper's Ferry, where the future missionary received his earliest training. After a few years he was sent to St. John's College in Frederick, then in charge of the Jesuit Fathers, where he remained until he went through the entire course of studies. In 1837 he was received at the novitiate of the Society of Jesus, whence, after the usual instructions and probation, he was sent to Georgetown College to study philosophy and theology, and assist in teaching. During the years of his regency he acquired such a reputation for ability to govern, that immediately after his ordination as priest in 1851 he was called to the presidency of Georgetown College. He remained in this office until 1858, when he was called to the pastorate of St. Joseph's Church, Baltimore. In 1859 he was sent on to Washington to assist at the dedication services of St. Aloysius Church, and take part in the parochial work. It was during the years from 1860 to 1866 that Father Maguire became so famous as a preacher, and so widely known and loved for his genial, kindly disposition, his self-sacrifice, his devotedness to his calling, his love of the poor. His preaching at this time drew large crowds to St. Aloysius, and those who heard him then speak of the impressions made upon them by his eloquence as if they were made but yesterday, so vivid and lasting were they. About this time he commenced a series of retreats and missions through the counties of Maryland that are remembered with enthusiasm to this day. In 1866 he was again called to the presidency of Georgetown College, and remained there until 1870. In August of 1870 he was transferred to St. Aloysius Church for pastoral work, and remained there until 1875, when he was sent out by his superiors as head of a missionary band, and for ten years following he was constantly engaged in the most exhausting work. In 1885 his health was completely broken, and he was sent back to Washington for rest. From time to time during the past year he gave a retreat here and there as his health would permit.

He was engaged in conducting a retreat for the sodalities of St. Joseph's Church, Philadelphia, when his last sickness came upon him. On the third day of the retreat he found himself unable to preach, so he was taken at once to St. Joseph's Hospital, where every care was bestowed upon him by the good sisters, and Dr. Agnew had charge of the case. He sank slowly from the start, and breathed his last at noon yesterday. The body will be brought to this city under charge of a deputation of the following gentlemen from St. Aloysius parish: Messrs. T. A. Rover, D. Connell, T. Kirby, A. F. Coppes, J. F. Fullerton, Morris Murphy. The funeral services will take place at St. Aloysius Church; the burial, which will immediately follow the mass, will be at Georgetown College Cemetery in the college campus.

The committee will leave for Philadelphia this morning to escort the remains here for burial. The remains will lie in state at St. Aloysius Church until Wednesday morning.

Geronomo's on the Warpath.

SAN FRANCISCO, April 26.—The *Call's* Guaymas, Mex., special of this morning says: Geronomo's band attacked ranches near Imuris, completely destroying all the buildings at Castia, a small way station near Imuris, on the Sonora railroad, killing fifteen persons, all Mexicans. A company of soldiers were sent after them. Two soldiers were killed. The Indians were moving in the direction of Sawori, in the Sierra Madre mountains. A reign of terror prevails throughout the district.

CONGRESSIONAL SUMMARY.

COMMERCE AND NAVIGATION DISCUSSED IN BOTH HOUSES.

Senator Stanford's Remarks Upon the Bill to Regulate Interstate Commerce—Senator Blair's Speech in Favor of Prohibition.

In the Senate yesterday Mr. Van Wyck desired to take up the bill taxing railroad land, but yielded to Mr. Blair, who, according to previous notice, then addressed the Senate on his proposed constitutional amendment, prohibiting the manufacture or sale of alcoholic liquors as beverages.

The truths upon which Mr. Blair relied in the discussion of this subject were, he said, set forth in the following propositions: That it was the duty of society, through the agency of government, which is the creature of society, to enact and enforce all laws which, while protecting the individual in the full possession and enjoyment of his inalienable rights, would tend to promote the general welfare. Whenever that welfare was impaired or threatened by any existing or impending evil it was the duty of society to enact and enforce laws to restrict or destroy that evil. No law could promote the general welfare that deprived an individual of an inalienable right when that right was properly defined; but society had inalienable rights as well as individuals.

Mr. Blair then proceeded at considerable length to discuss the question somewhat broadly, in its legitimate as well as its economic and moral aspects. Concluding his remarks, Mr. Blair said he had on this occasion spoken partly as a Republican; but he did this only because he believed that thus did he speak most as an American and most as a man. That party, with all its faults—with all its failures to reach its ideals—was the great agency which, under God, had saved the republic. That party would yet, from the law of its superior being and unfinished mission, concentrate its tremendous energies and perfected equipment upon this gigantic national evil until the evil was destroyed.

The interstate commerce bill was then taken up, and Mr. Van Wyck addressed the Senate on it.

The through rates from the west, Mr. Van Wyck said, now nearly amounted to confiscation. Another rise would be prohibition. We were in the midst of depression, yet all purchaser's results must be laid under contribution, so that full dividends shall be declared by railroad companies on watered stocks and fraudulent bonds; grain, beef, and pork might be reduced one-half in price, yet there could be no abatement in freight charged.

The strong arm of labor, Mr. Van Wyck added, had always protected the nation in the day of peril. There need be no fear to the republic from the organization of labor. The ranks of the Union army had been recruited from the men who had been delving in mines.

Mr. Stanford then addressed the Senate on the bill. It purported, he said, to be enact to regulate commerce between the states. He had read it with a goodeal of care, but did notind anything in it that regulated commerce. Everything in it was as to the carrier only. "Commerce" had a well-defined meaning. It meant trade, barter, interchange of commodities—matters with which the carrier, in the transaction of his legitimate business, had no concern whatever. He therefore thought the title of the bill ought to be instead of being called "a bill to regulate commerce" it should be "a bill to regulate carriers." If it were a bill to regulate shippers and owners, whose material the carrier moved, the title would be more appropriate. He might be told, perhaps, that there were judicial decisions to the effect that the regulation of the carrier was the regulation of commerce; but when legislation was proposed it was entirely legitimate to discuss the question as to the original matter, and to determine it upon the principles which seemed to be involved. There was a great difference between the possession of a power and its exercise.

Of course the constitution plainly gave Congress the right to regulate commerce between the states. But as the carrier had nothing to do with the control of the shipment of goods, wares, and merchandise, or their ultimate disposal or destination, the regulating of him or determining the price he should receive for his services could have no relation to determining the commerce between states. As a national question, why should a price fixed for carrying freight across a non-physical line between the states be different from what was charged for the same service on either side of that line? Would it not be making our state lines more or less obstacles to free intercourse? Would it not be converting our state line into something very nearly akin to a frontier? What did our friends say who had been always so anxious to claim that we were of right one great family with free business intercourse between ourselves? And what did our states' rights friends say to the general government interfering and controlling their local institutions?

It has been said that the right to regulate the railroad carrier was peculiar in that the corporation operating the railroad was the creature of the state.

If there was anything in this argument it could not apply here in Congress, as Congress had nothing whatever to do with creating the corporations. Its existence was entirely by virtue of state laws, and under these laws the right only to operate within the jurisdiction of the state. Of course he excepted some Pacific roads.

It was pertinent to inquire into the wisdom of this kind of legislation, assuming that the authority for it existed. The right of association was a natural one, and it was the duty of the national and state legislatures to aid that natural right; and that, he contended, was what the legislation of the various states, in providing for the incorporation of railroad companies, had done. The incorporation was made by individual incorporators, as much so as a partnership between individuals was established by the partners themselves. The character of railroad investments as compared with others was set forth by the fact that states could and did exercise the right of eminent domain in order that railroads might be constructed. The state could not exercise this right for the benefit of the railroads. It only exercised it because the investment was of that peculiarly beneficial character to the public that it might be sold to a public good. The rule was, moreover, that the railroad companies must pay individuals deprived of the control of their property under the right of eminent domain whatever might be the value of that property. The state paid nothing.

Now, if the investment in railroads was so beneficial to the public, why should not the investors be permitted to reap the same full rewards of the wisdom of their investment, their industry, and their management and direction thereof as though the same capital, wisdom, and industry had been employed in a business less important to the interests of the state, and in whose behalf the state could not, if solicited, exercise the right of eminent domain?

In discussing this question, of the right to regulate railroad fares and freights in a manner which would necessarily impair the earning capacity of these roads, we should not forget that the investments were made by individuals. If the railroads were so important to the public, surely these individual investors ought not to be discouraged by the apprehension that the value of their investments might be lessened by adverse legislation.

Besides, inasmuch as labor entered very largely into the construction of railroads and continued in their operation, any attempt on the part of Congress to fix the rates of railroad companies tended to fix the price of labor.

Further, in all these efforts at regulation Mr. Stanford found no protection to the railroad companies, no guarantee against impairment of income. If legislation interfered to decrease income, the value of the property was effected to the extent of the diminution of the income. This was taking property without compensation. It was confiscation.

There never had been a bill introduced into any legislature purporting to regulate railroads, against which the owners of the roads did not find occasion to protest on the ground that it diminished the income-producing quality of their property.

Now, the investment being a legitimate and desirable one, as was established by the exercise of eminent domain, not in behalf of the railroad company, for the state had no right to do that, but in behalf of the people, and the state being justified in regarding railroads as public benefits, why should they, after completion, have less protection from the laws than other property, or why should they be made the object of direct and injurious legislation? Railroads had no legal monopoly of business since they had no exclusive privileges.

Practically this bill denied to the various railroad companies the right of competition. It precluded shippers from reaping their rightful advantage of competition, and caused to them and to the railroad companies absolute loss. If the low rate for the longer distance meant a reduction for the shorter, the carriers must submit to a loss from the usual rates on the shorter distance, or else abandon the business at the competing points.

Under the force of competition carriers were often compelled to take business over their roads long distances at a lower rate than they would receive for shorter distances. No railroad company would do this if the rate to be charged was a matter under its control.

For this reason rates were often below the average cost of transportation, and freight of a low value in the market was often moved at less than average cost. Low rates, if they paid anything above the direct expenses consequent upon movement, aided to sustain the railroads and better enabled them to move the traffic at non-competing points. Railroad companies could not ignore the various circumstances that established competition, much of which depended upon the geographical condition of the country. The shipper for a short distance was not charged more, but the shipper for a long distance was charged less, because the carriers could not help themselves.

No legitimate enterprise should be discouraged, least of all those that added most to the convenience and comfort of the people, and to the wealth, strength, and dignity of the nation.

Questions of detail involved in Mr. Camden's pending amendment to the interstate commerce bill, as to the long and short haul, were then taken and discussed by Messrs. Camden, Harris, Platt, Brown, Wilson, of Iowa, and Cullom, after which, at 5 o'clock, Mr. Allison moved an adjournment. The Senate then adjourned.

THE HOUSE.

After the morning hour the House resolved itself into committee of the whole on the river and harbor appropriation bill. Fair progress was made with the bill, until a clause authorizing the Secretary of War to negotiate for the purchase of the works of the Green and Barren River Navigation Company in Kentucky presented an opportunity for the fight over the Monongahela Navigation Company to break out afresh.

Mr. Blanchard, of Louisiana, supported both propositions. The gentleman from Indiana (Mr. Holman) could see only the enrichment of the owners of the coal lands, but he (Mr. Blanchard) could see the millions of consumers of coal in the valley of the Mississippi who would be benefited by the opening of these rivers to free navigation. For those consumers he raised his voice in protest against the continuance of the grasp of monopoly on these rivers, taxing, as it did, every ton of coal needed by the thousand industries of the west and south. The amendments were

Mr. Hiscock, of New York, offered an amendment for the appointment of a committee of three senators and five representatives to confer with a committee appointed by the New York legislature and with the governor and state officers of that state in regard to the maintenance of the canals thereof and ascertain if said canals are sufficient for the requirements of interstate commerce, or if they should be enlarged, and the cost of the enlargement. The committee shall ascertain on what terms and conditions the United States can acquire title to and jurisdiction of the canals.

Mr. Grosvenor, of Ohio, opposed the amendment. The gentleman from New York (Mr. Hiscock) could not ridicule and assail the bill by offering the amendment, and afterward say that his record was in favor of internal improvements. When the gentleman attempted to put upon the bill an amendment which would destroy it, he must stand by his record.

Mr. Hiscock was willing to stand by his record. If a proposition which simply looked to the creation of a committee to investigate a matter was so potential that it would defeat this bill, he was willing to accept the consequence.

The amendment was ruled out on a point of order, the committee rose, and the House (at 5:25) adjourned.

The Bible Society Election.

The annual meeting of the Washington City Bible Society took place last evening in the parlors of the Young Men's Christian Association at 7:30 p. m., Rev. A. W. Pitzer, D. D., president, in the chair. Mr. William Ballantyne, treasurer, presented his annual report, which showed receipts in the year to be $827.93; balance on hand at the beginning of the year and remaining on hand, $17.22. The disbursements were $626.78. Church organizations and individuals have contributed $628.07, and there has been remitted to the society for general Bible work $400. A vote of thanks was unanimously tendered to Rev. M. Porter Snell, the efficient agent of the society, for his gratuitous and valuable services in the year. Grants of Bibles and Testaments have been made to mission and Sunday schools, to Washington asylum and jail, and to Freedman's, Children's, and Providence Hospitals, and were thankfully received. The following officers were elected for the ensuing year: President, Rev. A. W. Pitzer, D. D.; vice presidents, John C. Harkness, Charles Lyman, William S. Fort, A. S. Pratt, W. J. Sibley, W. B. Woodward, George Ryneal, jr., George Rhinehart, R. S. Jordan, and John T. Given; secretary, James W. Ashdale; treasurer and directory, William Ballantyne; directors, H. C. Stier, Irwin B. Linton, Thomas G. Jones, J. B. Johnson, John B. Wight, J. H. Meriwether, Z. S. Buckler, C. H. Middleton, N. A. Robbins, John W. Easby, Jr., D. J. Allen, S. S. Bryant, William P. Allen, George A. Thomas, R. W. Fenwick, F. L. Moore, George T. Dunlop, W. H. H. Warman, Edgar Frisby, and Thomas H. Wright.

The Mormon Question.

Mr. Jeff Chandler argued before the House committee on the judiciary yesterday in opposition to the Edmunds bill to amend the Utah polygamy act. He said the bill was special in its character, and directed solely against the Mormons. Open and notorious adultery went unpunished, while those who lived together and held forth at least as man and wife were punished. Every sound principle of law was to be set aside for the purpose of punishing a class. Mr. Chandler entered into a discussion of the propositions to govern Utah by a commission of three and to provide a board of management of the Mormon Church, but was told that the committee did not think argument necessary, as any bill agreed upon would not contain these provisions.

The Calico Ball.

The calico ball in aid of the Garfield Memorial Hospital at the Chinese legation last evening was a brilliant affair. The whole lower floor of Stewart castle was thrown open to guests. As Chang Yen Hoon had not yet presented his credentials, and is not the minister de facto, he did not come down stairs. The floor managers were Lieut. L. L. Reamey, Lieut. Walter C. Cowles, S. E. Blunt, U. S. A.; Maj. Goodloe, H. T. Allen, U. S. A.; R. C. Ray, U. S. N.; W. J. Volkmerk, U. S. A.; G. P. Scriven, and others. Mrs. Gen. Ricketts assisted Mrs. Logan and the other ladies of the committee in receiving the guests, and there was an efficient corps of ladies in the dining room, which was most successfully managed. The attendance was gratifyingly large and a most agreeable evening was passed.

Prohibition Deeply Buried in Virginia.

RICHMOND, VA., April 26.—Prohibition was buried here to-day by a majority of 5,661 in a large vote, and Lynchburg and Manchester imitated Richmond's example. This vote will astonish the Prohibitionists of the country, but the manner of conducting the campaign by some of the Prohibition minis rs was the cause of it, abuse instead of argument having been used for all it was supposed to be worth. For a season we shall have no more local option. There is no excitement in the city.

LYNCHBURG, VA., April 26.—The anti-Prohibitionists carried this city by 1,183 majority.

ANOTHER VICTORY.

The Yales Whitewashed—Nationals to Play a Picked Nine To-Day—Other Scores.

The Nationals whitewashed the Yales boys yesterday afternoon at Capitol Park in a game that was devoid of any special features. The contest was spiritless, and the visitors gave a miserable exhibition, both at the bat and in the field, and proved totally unable to cope with the local nine. Barr and Baker were the Nationals battery, and they worked together in fine style, the collegians being able to get only one hit. There were no chances given for brilliant fielding, but all the home team did their duty.

To-day the Nationals will play a Picked Nine, on which will be Baker, Shaw, Gilligan, and Barr, besides several other good local players. Daily and M. Hines will be the home club's battery, and Fuller and Baker will do like duty for the Picked Nine. The score follows:

NATIONALS.

	A.B.	R.	B.H.	P.O.	A.	E.
Hines, 1b	4	1	1	8	0	1
Carroll, l. f.	4	2	2	1	0	0
Baker, c.	5	2	2	8	1	0
Knowles, 2b	5	1	1	1	1	0
Crane, r. f.	5	3	1	2	0	1
Gilligan, c. f.	4	1	1	0	0	0
Gladmon, 3b	3	0	0	0	1	0
Force, s. s.	4	2	3	0	1	0
Barr, p.	4	0	1	1	8	1
Total	38	12	12	21	12	3

YALE COLLEGE.

	A.B.	R.	B.H.	P.O.	A.	E.
Stagg, c. f.	3	0	0	1	0	2
Brigham, l. f.	3	0	0	1	0	0
Marsh, 1b	3	0	0	8	0	0
Stewart, 2b	3	0	0	3	3	1
Noyes, s. s.	3	0	0	0	1	2
Cross, 3b	2	0	0	0	3	1
Willett, p. and r. f.	1	0	0	0	2	4
Kellogg, c.	2	0	0	8	1	1
Dann, r. f. and p.	2	0	1	0	5	3
Total	22	0	1	21	16	15

INNINGS.

Nationals	0	2	3	4	1	2	0	0	—12
Yale College	0	0	0	0	0	0	0	0	—0

Runs earned—Nationals, 3. Two-base hits—Baker. Left on bases—Nationals, 9; Yales, 2. First base on error—Nationals, 7; Yales, 1. Base on balls—By Barr, 1; by Willett, 2; by Dann, 2. Struck out—By Barr, 7; by Dann, 5; by Willett, 1. Wild pitches—Willett, 2; Dann, 1. Passed balls—Kellogg, 4. Time of game—2 hours and 15 minutes. Umpire—Gaffney.

GAMES ELSEWHERE.

At New York—New York, 12; Buffalo, 3. Metropolitan, 3; Brooklyn, 6.
At Philadelphia—Baltimore, 5; Athletic, 3. Philadelphia, 13; Long Island, 0.
At Jersey City—Jersey City, 1; Boston, 2.
At Newark—Newark, 6; Syracuse, 2.
At Louisville—Pittsburg, 8; Louisville, 3.
At St. Louis—St. Louis, 14; Cincinnati, 12.
At Macon—Macon, 6; Atlanta, 3.
At Augusta—Augusta, 9; Chattanooga, 5.

Races for the America's Cup.

NEW YORK, April 26.—Under date of March 12 the New York Yacht Club communicated with Lieut. Henn, of England, relative to a series of races for the America's cup this summer by his yacht, the Galatea. The proposed date was from Sept. 1 to 10, and courses and conditions very like those under which the Genesta sailed in 1885. A response has been received. The owner of the Galatea objects to the New York Yacht Club course, inside the Narrows, as too much cramped as to space, and he wishes to have the first race at Newport during the annual cruise of the New York Yacht Club fleet. This, it is pointed out, would enable the Galatea to take part in other of the New York Yacht Club races. Lieut. Henn objects to the proposed modes of determining the time allowance. He says the time allowance between the Puritan and Genesta was about thirty-one seconds, and he cannot consider that as sufficient allowance between two yachts, one of which carried a mainsail 25 per cent. larger than that of the other, and a topsail in addition to the same proportion. Lieut. Henn, therefore, suggests that a mean allowance based upon the Irish tonnage rules should be adopted. He hopes Mr. Schuyler may be umpire of the coming races, as he was of those of 1885. The reply of the New York Yacht Club to the communication is not known yet.

New Orleans Races.

NEW ORLEANS, April 26.—This was the second day of the Louisiana Jockey Club's spring meeting. The weather was cloudy and warm, and the attendance fair.

First race—Handicap purse race, one and a quarter miles. Tomahawk led from the start to the finish, and won easily by six lengths, Shamrock second, three lengths ahead of Hopsing third. Time, 2:29. Tindy fell at the first hurdle.

Second race—Selling race, usual conditions, seven furlongs—Baton Rouge led from the start to near the finish, when all were near together, and the race resulted in a dead heat between Baton Rouge and Gold Star, Brevet two lengths behind. Time, 1:33.

The dead heat was to be run off, but Baton Rouge was withdrawn, and the judges decided Gold Star the winner, Baton Rouge second.

Third race—Pickwick stakes for 2-year-olds, $5 entrance, play or pay, $600 added, one mile—J. H. Fenton led from the start and won by three lengths, Pat Steedy second, half a length ahead of Panama third. Time, 1:46¼.

Fourth race—Handicap, one and one-half miles—Won by Bob Sevenin by two lengths, Lucy second, a length ahead of L'Island. Time, 2:43½.

Important Legislation Relating to Pacific Railroads.

The House committee on Pacific railroads yesterday adopted the bill formulated by the subcommittee, providing for an extension of seventy years of the bonded debt of the Pacific railroads to the government. The bill will be reported to the House this afternoon if opportunity offers.

The bill as unanimously agreed upon by the committee makes provision for the payment of the indebtedness of the Pacific railroads to the government after the following plan:

To the present debt is added the interest that would accrue during the lifetime (eleven years) of the existing bonds, assuming that no further payments are made by the companies. The total is divided into 149 equal payments, which are to be represented by a series of bonds falling due semi-annually, the last bond maturing seventy years after issue. The average annual payments by the companies would reach nearly $4,000,000, which, it is estimated, would amount to a sum greater than the principal of the debt before the existing bonds would mature.

In the House yesterday Mr. Dunn having asked leave to offer a resolution setting apart May 12 for the consideration of measures from the committee on railroads, stated that the measures which would probably be called up would be the bill requiring the Northern Pacific to pay the cost of surveying its lands, the resolution providing for a general investigation of the accounts of the Pacific railroads, and the bill providing for the payment of the debts of those roads.

Mr. Werner, of Ohio, inquired whether the order would include the Pacific railroad funding bill, and upon receiving an affirmative answer objected to the present consideration of the resolution.

Mr. Dunn explained that the bill provided for the payment of $41,000,000 of the debt before it came due under existing law. It did not postpone; it anticipated the debt. He asked that the resolution be referred, but Mr. Cowles, of North Carolina, objected, and the resolution was not received.

Passion Week Services.

The services held in St. Paul's English Lutheran Church during the entire passion week have been largely attended. The ladies of the church manifested great industry and displayed great taste in decorating the altar and pulpit with choice flowers. The Easter services were especially well attended, the church being crowded in every part. By confirmation and transfers thirty accessions were made to the membership. A special feature of their Easter joy was the final extinguishment of an old church debt, the church now, for the first time in thirty years, being out of debt. The Sunday school was never more prosperous and flourishing. Aggregate Easter offerings of school and congregation about $400. The jug breaking concert last night realized about $90.

A Preacher Makes Trouble.

Henry Summers, colored, was arrested yesterday by Officer Hawkins for an attempt to outrage a 9-year old colored girl named Lulu Hinson, of 1336 Twenty-seventh street. He went to the house yesterday with bibles to sell and represented himself as a preacher. The girl's screams attracted a crowd, who surrounded the house and would have mobbed the man but for the officer.

Fiendish Train Wreckers.

ATCHISON, KANS., April 26.—Train No. 58 on the Missouri Pacific railroad was ditched near Wyandotte, Kans., last night. Spikes were pulled out of the ties and angle plates taken off the rails. Fireman Ben Horton and brakeman George Carlisle were instantly killed, and Engineer J. H. Fowler severely injured. Mr. Hoxie has offered a reward of $2,500 for the arrest and conviction of the wreckers.

HON. WASHINGTON C. WHITTHORNE.

TENNESSEE'S NEW SENATOR.

A Sketch of Hon. Washington C. Whitthorne.

In the Senate yesterday Mr. Harris presented the credentials of Mr. Washington C. Whitthorne, appointed by the governor of Tennessee to be United States senator from that state to fill the vacancy caused by the resignation of Senator Jackson. The credentials having been read, Mr. Whitthorne was escorted to the desk by Mr. Harris, and the oath of office was administered in due form by the president pro tempore of the Senate. Mr. Whitthorne then took a seat on the Democratic side of the chamber on the extreme right of the chair, and received the congratulations of many senators.

When the new senator had taken his seat, Mr. Hoar called attention to the form of the credentials—not having desired, he said, to say anything which might seem like an objection to the swearing-in of Mr. Whitthorne. The form of the credentials Mr. Hoar thought defective, inasmuch as the certificate stated that the appointment was Senator Jackson's unexpired term. It should read "until the next meeting of the legislature." The point was of no great consequence at present; but in case of a close party division in the Senate, the question, Mr. Hoar thought, might become one of great importance, and public attention ought to be directed to it in order that the difficulty might, as far as possible, be avoided.

Mr. Harris remarked that Mr. Whitthorne's credentials, in using the word "term" made reference to the term "as fixed by law." He thought this qualifying phrase covered the point. The credentials were filed.

Senator Washington C. Whitthorne, who was appointed to succeed the late Senator Jackson, and whose picture is given here, was for many years a member of the House of Representatives, and held the position of chairman of naval affairs. He is a warm friend of Senator Harris, of the same state, and probably owes his appointment to this fact. Senator Whitthorne some time ago indulged in a rather spicy correspondence with the first assistant secretary of state, the outcome of which was a challenge, "according to the code," from Mr. Whitthorne. No blood was ever shed, however, and the matter was settled amicably. Mr. Whitthorne was a candidate for several leading offices in the early days of the present administration, but got disgusted and went home. He is a clever gentleman, and a good speaker.

CAMPAIGN COMMITTEE.

The Congressmen Who Will Guide the Republican Party to Victory.

Representative McComas, of Maryland, the secretary of the joint Republican caucus, who was authorized to receive the names of the congressional campaign committee when selected by the respective state delegations, reports the following committee, which will speedily meet and organize:

California, C. N. Felton; Colorado, George G. Symes; Connecticut, Joseph R. Hawley; Illinois, Joseph G. Cannon; Indiana, George W. Steele; Iowa, James P. Wilson; Kansas, Thos. Ryan; Kentucky, W. H. Wadsworth; Maine, C. A. Boutelle; Maryland, Louis E. McComas; Massachusetts, William W. Rice; Michigan, Thomas W. Palmer; Minnesota, John B. Gilfillan; Missouri, William Warner; Nebraska, George W. E. Dorsey; Nevada, William Woodburn; New Hampshire, H. W. Blair; New Jersey, William J. Sewell; New York, H. G. Burleigh; North Carolina, James H. O'Hara; Ohio, Albert C. Thompson; Oregon, J. N. Leiph; Pennsylvania, Henry H. Bingham; Rhode Island, Nelson W. Aldrich; South Carolina, Robert Smalls; Tennessee, L. C. Houk; Vermont, John W. Stewart; Virginia, William Mahone; West Virginia, Nathan Goff, jr.; Wisconsin, Lucien B. Caswell; Arizona, C. C. Bean; Dakota, O. S. Gifford; Wyoming, Joseph M. Carey.

ODD FELLOWS' CELEBRATION