The National Republican.

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LATEST FOREIGN NEWS.

EXTREME DANGER OF WAR—BRITISH GOVERNMENT ALARMED.

One Crown and One Empire—Death of Sir Joseph Whitworth—Blanche Roosevelt's Biography of Gustave Dore—Spain's Political Exiles.

LONDON, Jan. 24.—The *Daily News* professes to know that there is extreme danger of war. It says the government is alarmed on account of its having heard that Germany is likely within a few days to ask France to explain the meaning of the French military movements on the frontier.

AMERICAN MINISTER AT CHURCH.

LONDON, Jan. 23.—Mr. Phelps, the American minister, in company with the lord mayor of London, to day attended the services in the Temple Church, and afterwards visited the halls of the St. Inner and Middle Temples.

ONE CROWN AND ONE EMPIRE.

LONDON, Jan. 23.—The Right Hon. Henry Campbell Bannerman, liberal member of parliament, and formerly chief secretary for Ireland, in a speech at Culross, near Inverkeithing, on Saturday said he believed that when home rule was granted to Ireland Mr. Parnell would be the conservative leader in the Irish parliament, supported by the government and the landlords, while Parnell's present adjutants would lead the opposition.

Mr. Thomas Power O'Connor, speaking at White Haven on Saturday, said that Gen. Buller and Mr. Plunkett became moonlighters soon after witnessing the condition of the Irish peasants. He denied that Ireland desired separation. "We have," he said, "one crown and one empire. We have also twenty-three parliaments. Why not twenty-four? The reason we have one crown and one empire is that we have twenty-three parliaments."

LONDON, Jan. 23.—Mr. John O'Connor, member of parliament, made a speech yesterday at Ballinalee, Longford. After referring to the wretched condition of many of the Irish peasants, he produced a small potato raised in Gweedore, which he promised to show in the house of commons as a sample product of the soil of that district.

BLANCHE ROOSEVELT'S BIOGRAPHY OF DORE.

LONDON, Jan. 24.—Blanche Roosevelt, an American, will publish a French edition of her biography of Gustave Dore. M. Arsene Houssaye will write a preface to the work. The edition is highly praised. It contains fac similes of drawings not hitherto published.

CANON CLARKE AND THE SOCIALISTS.

LONDON, Jan. 23.—Four hundred socialists attended the services in Battersea Church to-day. Canon Clarke was escorted to the church by policemen. In his sermon he defended himself against the attacks of the socialists. After the service socialist Burns made a speech outside the church, in the course of which he condemned in the strongest terms the stand taken by Canon Clarke against socialism. He was interrupted by the clergyman himself, who threatened to baptize him in the horse trough. Canon Clarke then retired amid the jeers of the crowd. Burns's mention of the queen and royal family was the signal for hisses. Another body of socialists attended services in St. Luke's Church, in Chelsea. They conducted themselves in an orderly manner.

SPAIN'S POLITICAL EXILES.

MADRID, Jan. 23.—The government is willing to grant amnesty to Zorilla and other political exiles provided their friends can induce them to return to Spain. It is believed that Zorilla will refuse to accept the government's offer.

DEATH OF SIR JOSEPH WHITWORTH.

LONDON, Jan. 23.—Sir Joseph Whitworth, the eminent mechanician, engineer, and inventor of projectiles and long range guns of great power and accuracy, died at Monte Carlo on Saturday in the 80th year of his age. He was created a baronet in 1869, but as he leaves no issue the baronetcy expires with his death.

BUILD UP OUR MARINE.

Senator-Elect Farwell in Favor of Anything That Will Benefit Our Shipping—$140,000,000 Annually to American Shipowners.

CHICAGO, Jan. 23.—Senator-elect Farwell, who will next week be sworn in as successor to Gen. Logan, thus defines his position with reference to American shipping:

I am in favor of doing anything to build up our marine. Anything that will benefit our shipping meets with my hearty approval. We pay $140,000,000 to foreign vessels for carrying mails and other purposes yearly. Now, $1,000,000 will build a good steamship, and this government could, in a few years, put a splendid merchant marine in our waters with this money. I am in favor of any subsidy that will do this. If it will cost $1,200,000 to build a vessel and the builder has only $1,000,000, then I am in favor of the government's voting the $200,000 to complete the ship. When I went over to Europe I was compelled to go in an English ship. I was met with pounds, shillings, and pence at the dock in New York. Just think of it! England in this country before I started; and then I looked for the American flag in our ports, but could not find it. I vainly sought it in foreign ports. Poor John Roach told me that he used to have a line of steamships running to Buenos Ayres some years ago, but they were driven off by foreign vessels. Now, I can conceive of no better way to use our surplus revenue than to apply it to the purpose of building up and protecting our marine. We want ship yards where the thousands of laborers who are now idle may be employed. I want the laborer to get just as high wages as possible. I want to see every pound of mail or express of this government float under the American flag. Let us pay the $140,000,000 annually to American shipowners. I look upon the government as an individual. When I began business I determined to make myself independent. I want to see our government independent. I want to shake off this fleet of foreign bottoms and float our own ships. We can do it, and we will."

Dr. McGlynn's Parishioners.

NEW YORK, Jan. 23.—The services at St. Stephen's Church to-day were conducted as usual, excepting that no collections were made. Considerable feeling was aroused by the fact that policemen in uniform had been posted in the street and others in citizens' attire inside the church. The committee of Dr. McGlynn's parishioners met to-day and formulated a report, which will be presented to a meeting to-morrow evening on the steps of St. Stephen's, if the basement hall is forbidden them by Dr. McGlynn's successor.

At the meeting of the parishioners of St. Stephen's to-morrow resolutions will be passed indorsing Dr. McGlynn's course and agreeing to stand by the resolutions passed at the last meeting in which the parishioners pledged themselves not to contribute toward the support of the church until their pastor is reinstated.

At vespers to-night the church was crowded with people. The congregation was very orderly, and nothing of importance occurred. Father Curran, who was Dr. McGlynn's assistant, stated that the doctor would make a full statement about his trouble in three or four days. Dr. McGlynn's condition, it was reported to-night, was greatly improved, but he will not be well enough to receive visitors for some time to come.

Children Rescued From Drowning.

NIAGARA FALLS, ONT., Jan. 23.—A sewer a quarter of a mile in length, running under this town, forms part of the bed of Muddy Run creek, which during thaws in winter is swollen into a rushing river of large volume, which empties itself into the Niagara river over the precipice, near the whirlpool rapids. This river was running fifteen miles an hour last evening, when Bertha Farrell, aged 4 year, who was seated in a hand sled, slid into it. Her sister Blanche, aged 10, jumped in after her, and both were swept into the river. A rush was made for the other end of the sewer, and men, secured by ropes, jumped into the water and waited for the children to appear. Bertha came first, under water, and Blanche followed, on top. When taken out both were apparently lifeless, but after much difficulty were resuscitated. The children were in the water ten minutes, most of the time submerged.

Senator-Elect Hiscock.

SYRACUSE, N. Y., Jan. 23.—Senator-elect Frank Hiscock will start for Washington to-morrow afternoon. His wife will accompany him, and they will take their old quarters at the Arlington. Mr. Hiscock will soon resign his seat in the forty-fifth Congress, to which he was elected last November.

A MARVELOUS INCIDENT.

Graphic Account By a Lady Who Fell 400 Feet Into a Colorado Canon.

CHICAGO, Jan. 23.—Mrs. T. J. Townsley, the Chicago lady who was an occupant of the stage coach that toppled a distance of 400 feet down Independence Pass, Colorado, last month without sustaining as much as a scratch, arrived in this city yesterday. Mrs. Townsley is a prepossessing young lady about 25 years of age. Describing the marvelous incident, the details of which have not been printed, she says:

At daybreak on the morning of Dec. 16, I was awakened at my hotel in Leadville, and informed that the Aspen stage coach was waiting for me. It was bitter cold, and was snowing so heavily that the driver had to pilot me to the coach. I had on a heavy double fold velvet dress, a sealskin sacque, a buffalo robe pinned over my shoulders, my head covered by a fur cap, and my face enveloped in a shawl, allowing an aperture for my eyes. Despite all these protections I was frightfully cold. The coach was drawn by six horses and was on wheels. We were preceded by the Granite coach, which was on runners. The road over Elk mountain is a natural one that will admit of but a single coach passing. At the apex of the mountain the Granite coach halted in a station blasted out of the rock and let us go ahead. Then the descent began. The road at this point runs at a decline of forty-five degrees. The driver put on his lock chain to the wheels, thus virtually converting them to runners. Despite these precautions, and by its own weight, the coach went down frightfully fast. We could barely keep our seats. We balanced ourselves as best we could. Running up from the track and through the box of the coach was a perpendicular bar of steel called the king-pin. I clung to this and managed to keep myself right side up. Down the narrow pass in the side of the mountain we went with the horses in a mad gallop to keep the coach from running them down. We were rounding Independence Pass when suddenly the driver cried: "Jump, jump for your d—." He never finished the sentence. He had been holding the coach as near the embankment as the narrow pass would permit. Ahead of him he saw a heavy bowlder topple and fall down the mountain side and into the path. This caused him to make the cry of warning. The obstruction was but twenty yards ahead of him, and it was beyond human power to stay the impetus the coach had gained coming down the incline. I saw the driver leap. Inside we all held on to the kingpin. Down we went, and in another instant the forward wheels struck the rock. The hind part of the coach was thrown forward and outward, and the kingpin snapped asunder like a reed. The box with all in it went over the precipice on its side, and through the window I fell out. Less fortunate than myself, the coach and my fellow tourists lodged in a crevice on the side of the precipice some 180 feet below the road. I was thrown out with such force that I cleared this crag and kept on, and down the full 400 feet to the bed of the canon and into a bank of snow, cutting my way into it as if it was water, head first. The Granite coach just to the rear of us pulled into a notch in the rocks, and the driver and some prospectors got out and began to climb down to where I had lodged. Armed with shovels they began to dig me out, and it is curious to relate that one flesh wound I had received was from the blade of a shovel, which plowed a furrow in my ankle when they reached me. I was dug out unconscious and to all appearances dead. Restoratives were administered and I was taken up and carried to the road, where I was at the head of the cliff. Here my hands and limbs were rubbed and my face slapped until my cheeks were raw. But all to no avail. I was black in the face, and there was no audible or visible respiration. I was left in the care of the toll-keeper and the Granite coach passengers while the two drivers started for Aspen, thirteen miles distant, to summon surgical aid. They returned at midnight with a doctor. In the meantime I had revived, and had, in company with the toll-keeper, gone down in a sleigh to the dinner station three miles below, and was administering to the wounded and dying. All of the rest had sustained frightful injuries in their fall of 180 feet, while I, falling over twice the distance, came out of the disaster sustaining no other injuries than a bruise inflicted by the shovel."

NEW JERSEY SENATORSHIP.

The Latest Information—Another Lively Week Anticipated.

TRENTON, N. J., Jan. 23.—The third week of the legislative session opens to-morrow night, but legislative matters seem to be lost sight of in the interest attaching to the senatorial contest. Tuesday next was the day originally fixed for beginning the balloting for senator, but, owing to the senate's failure to organize, no ballot can as yet be taken. The latest information is that the senate will organize Tuesday. Wm. Walter Phelps is quoted semi-officially to that effect. Another lively week is anticipated in the house, as certain Democrats express their determination to unseat Speaker Baird. As a precaution the speaker has already drawn his salary for the entire session. This, however, would not interfere with the Democratic plan, which is apt to be carried out unless he gives a pledge not to vote for Abbett in the senatorial contest. With his vote, the Democrats would have the necessary forty-one votes to elect Abbett; that is, provided the Senate organizes. A rumor prevails that the Republicans are holding out strong inducements to Baird to throw overboard entirely the Democrats, from whom he can never expect to hold another office. There is also strong reason to believe that the two Labor assemblymen are dallying with Sewell emissaries. With them and Baird, Sewell can win. Other talk again is that if these three go to Sewell, the Democratic majority in the assembly will unseat more republicans from disputed districts to make good the defection. There are ten disputed seats in all. The situation, therefore, is full of complications, and no man can yet tell the end.

Bold Robbery of a Railway Train.

FORT WORTH, TEXAS, Jan. 23.—At 3 o'clock this morning as the eastbound Texas and Pacific express was pulling out of Gordon, a small station sixty miles west of here, two masked and armed men jumped on the engine and covered the engineer and firemen with their revolvers. The engineer was forced to pull ahead until the train reached a high trestle two miles east of Gordon. As soon as the engine and baggage and mail cars had passed over the trestle the train stopped, leaving the passenger coaches on the trestle. At this point the masked men were re-enforced by six assistants. The robbers then went through the express car, taking all the money and valuables in the safe, the amount being estimated at from $2,000 to $15,000, although the Pacific Express officials refuse to state the exact amount stolen. The robbers then proceeded to the mail car, where they obtained twenty-eight registered packages. The passengers were not disturbed and their coaches being on the high trestle, they could not get out to assist the trainmen. There is no clew to the robbers.

Death of Gov. Beaver's Baby Boy.

HARRISBURG, PA., Jan. 23.—Gov. and Mrs. Beaver to-day mourn the loss of their baby boy, the 3-year-old namesake of his father, who died shortly after midnight last night. Owing to the contagious character of the malady—diphtheria—the body was deposited in a vault in the Harrisburg cemetery this morning. Jimmie was the household pet and his death is a great bereavement to the loving parents. Mrs. Beaver is prostrated and the death of the bright child has filled with gloom the mansion which was so recently the scene of so much festivity. This sad visitation will doubtless cause a suspension of all public receptions for some months at least. Ex-Gov. Pattison lost a son, his namesake, soon after his inauguration into office, and the coincidence has been generally commented upon to-day.

General Strike of 'Longshoremen.

NEW YORK, Jan. 23.—Superintendent Murray and his river front police captains had a council to-day in view of a possible general strike of 'longshoremen.

NEW BRUNSWICK, N. J., Jan. 23.—All the new men put on by the Lehigh Valley Company at Perth Amboy have left their work, but the company say their places will be filled. There has been no disturbance.

Eulogizing the Miller Bill.

ST. LOUIS, Jan. 23.—A large number of the leading men identified with the cattle trade and ranch interests of this city have adopted resolutions eulogizing what is known as the Miller bill, which provides for the eradication of pleuro-pneumonia, and earnestly requesting senators and representatives of Missouri in Congress to give that measure their support.

Beer Brewers' Strike Adjusted.

DETROIT, MICH., Jan. 23.—The long continued beer brewers' strike was amicably adjusted yesterday. The men agreed to accept the men who had taken their places and treat them as union men and brothers. All the other demands of the strikers were granted.

NEWS OF THE OLD DOMINION.

THE MUDDLE IN VIRGINIA'S DEMOCRATIC GOVERNMENT.

Hundreds of Levies on Property—Lively Times in Federal and State Courts Predicted—No Extra Session of the Legislature.

RICHMOND, VA., Jan. 23.—The court of appeals of Virginia having decided that a tender of coupons for license tax is not a payment of the tax, all of those who relied upon this tender are to be indicted, and levies by the hundred are being made on the property of those who offered taxes in coupons. This is done by order of the auditor of public accounts, and the liveliest time in the state and federal courts that can be imagined in the next six months is bound to come.

TO TEST THE POWER OF VIRGINIA.

J. P. Cooper, an English subject, is under indictment for barratry, and will return from London soon to test the power of Virginia to nullify the United States laws. The state has a pretty mess in her Democratic government.

ROYALL DEMANDS SPEEDY TRIAL.

W. L. Royall asks for a speedy trial. He is under indictment for doing business without license as a lawyer, having tendered coupons.

NO EXTRA SESSION.

As the Republicans hoped, there will be no extra session of the legislature. This is the latest phase of the case.

CLUVERIUS'S BOOK—SECOND EDITION.

The first edition of 10,000 copies of Cluverius's book has been sold and a second edition will be issued on Tuesday next. It will be somewhat enlarged.

IN CONGRESS THIS WEEK.

Prospects of Active Work in Both Branches—The Order of Business—Contests for Precedence.

The unfinished business of the Senate is the agricultural experiment station bill, but Mr. Edmunds intends to ask that it be temporarily laid aside, and that the fisheries bill be taken up to day. If assent is given he will try to secure action upon the latter bill to-day, or at latest to-morrow. Mr. Beck will make an early effort to prevent the further postponement of the bill to prohibit members of Congress from acting as railroad attorneys, and as he has made concessions to the convenience of other senators a number of times when it seemed to be his right to insist upon the consideration of the measure, he is likely to find his opportunity during the week.

The sundry civil bill will probably be reported from the appropriations committee on Wednesday or Thursday and be called up for debate the next day.

The British extradition treaty is the unfinished business of the secret session and the first convenient day will be devoted to its consideration.

In the House of Representatives the morning hours of this week will be devoted to ordinary private claims, pension bills, and war claims.

The Pirce Page (Rhode Island) contested election case will be disposed of to-day and the river and harbor bill will then be taken up.

Thursday has been fixed upon for the consideration of the District of Columbia cable railroad bill under a special order.

There are three appropriation bills on the calendar, namely, the diplomatic, the postal, and the District of Columbia bills; and there is an accumulation of important measures of general legislation, among them the electoral commission bill, the Pacific railroad funding bill, the naval reorganization bill, the free ship bill, and the territorial admission bills, whose sponsers may contest the right of succession to the river and harbor bill, should that measure be acted upon before the end of the week.

GEN. LOGAN'S BOOK.

Increased Sales Since His Death, and the Demand Growing.

"The sale of Gen. Logan's 'Great Conspiracy' has increased 50 per cent. since his death," said an avenue bookseller to a reporter of the NATIONAL REPUBLICAN. During last week we have sold about forty copies, and the sales continue brisk. It is the same in all the city book stores, I hear. Still, you must not judge from this that Mrs. Logan will ever make anything like a fortune from the general's book. When I say the sale has increased 50 per cent. that does not mean much in a financial way, for the book has sold badly all along. It was published at an unfortunate time—just when Gen. Grant's book was in heavy demand, and Mr. Blaine's second volume was on the market. I doubt if Mrs. Logan will ever get $5,000 in royalty from the volume. The fact is that Gen. Logan's publishers showed little business shrewdness in selecting the time for publication, in arranging the details of circulation, or in their manner of putting the book on the market."

Miss Van Zandt Going to Europe.

CHICAGO, Jan. 23.—Mrs. Van Zandt is quoted to-day as saying: "My daughter and I are going to Europe. We shall proceed to Paris and take up our residence there. It is our plan to remain in Paris until a decision is reached in the case of Spies."

SPORTING ITEMS.

Base ball on skates is an interesting novelty in several western cities at present.

J. T. Caldwell, the well known starter, has assumed charge of the winter race meeting at New Orleans.

Dennis Sullivan, who will be remembered here as a catcher on the Albany club of 1879, is now a Catholic priest in Boston.

Patsy Cardiff and Pat Killrain may be brought together, as Pat Sheedy expresses his willingness to back Cardiff for any amount.

A very heavy rain storm prevailed at New Orleans yesterday forenoon, which almost completely flooded the Louisiana Jockey Club course, will doubtless cause a postponement of the races until Wednesday. There will also be racing Thursday, Saturday, and Sunday.

The only players reserved by the National Club who have not signed up to date are Carroll, Hines, Shaw, and Gilligan. The trouble with these four players is that they set a bigger value upon their services than the local management think necessary, but it is more than probable that mutual concessions on both sides will heal the present difference between the four men named and Mr. Hewitt ere the season opens.

At the recent meeting of the League of American Wheelmen it was ordered that in future all proxies must distinctly state to whom the proxy is issued. This is to prevent another such difficulty as that which arose over the Pennsylvania proxies at this convention. A change was made in the rules of the league providing that the expulsion of an amateur from a race by the chairman of the racing board does not disqualify as a professional; it only declares him to be "no amateur." Another change provides that the league shall recognize no action of any bicycling or athletic organization, except the National Amateur Athletic Association, regarding the management of cycling as a sport. This is intended as a blow at the American Cyclist Union, a rival organization. Another change authorizes the chief consul in each state to fill all vacancies occurring in the board of representatives.

The first steps toward the formation of a new trotting association have at last been taken in the withdrawal of the Detroit Driving Club from the National Trotting Association. Secretary D. J. Kaspar, at the request of the directors, forwarded the resignation of President Grant and with it was the resignation of Mr. Campau as members of the district board. At a meeting held on Thursday numerous communications from trotting and fair associations throughout the country were read expressing dissatisfaction with the old organization, declaring in favor of a new association, and urging the Detroit Driving Club to issue a call for the formation of the same. The whole affair has grown out of the retention of Secretary Vail by the National Trotting Association. A call for the meeting, at which the new organization will be planned, has been sent out. The date has not been set, but the meeting will be held in Detroit some time in February.

EXPENSES OF THE DISTRICT.

Appropriations Recommended for the Next Fiscal Year.

The consideration of the District appropriation bill was completed Saturday by the full appropriations committee. But little change was made from the careful awards of the subcommittee. It was reported to the House by Mr. Wilson. The bill appropriates $8,679,920, which is $528,565 less than the estimate of the District commissioners and $160,000 more than the appropriation for the current fiscal year, principally for schools and streets. Exclusive of the expenses of the water department, which department supports itself, half the amount appropriated is to be paid by the Secretary of the Treasury for the United States government and the other half by the District.

Mr. Wilson states that the committee omitted an appropriation for an ice boat in the Potomac river to keep the river open during the winter because no information was given as to its cost.

The following are the amounts and purposes of the appropriations: For salaries and contingent expenses for District offices, including the executive, assessor's, collector's, auditor's, attorney's, sinking fund, coroner, marketmaster, and engineer's offices, $149,584. This is a reduction of $2,780. The collector's office is reduced $3,760; the marketmaster's, $400, and the engineer's, $500. The assessor's office is increased $1,700, and the coroner's, $150.

For improvement and repairs, including repairs to concrete pavements, materials for permit work, continuing the surveys of the District, improvement of streets and avenues, constructing, maintaining, and repairs of bridges, $466,000. The appropriation for construction and repair of bridges is reduced $600, and for repairs of concrete pavement increased $10,000; for material for permit work increased $15,000, and an increase of $34,000 for improvement of streets and avenues.

Three hundred thousand dollars is appropriated for the improvement of streets and avenues, to be divided as follows: Georgetown gets $40,000, the northwestern section $115,000 (substituting New Jersey avenue, from M to Boundary, for New Hampshire avenue, from Q to Sixteenth street); the southwest gets $40,000, the southeast $55,000 and the northeast $40,000. There is an appropriation of $10,000 for filling the streets below grade, at a cost not to exceed 10 cents per cubic yard.

For expenses of the Washington aqueduct, including engineering, maintenance and repairs, and improvements at the receiving reservoir, $20,000.

For streets and sewers; sprinkling, sweeping, &c., streets, avenues, and alleys; current work of streets, avenues, and alleys; current work of county roads; opening and extending suburban streets and avenues; parking commission; lighting streets, avenues, and alleys, hay scales; harbor and river front; pumps and sewers, $318,500. This is a total increase of $4,000, and an increase of $2,000 for sprinkling, for lighting the streets, $15,000, for care of river and harbor $10,000, and for sewers, $7,000.

For public schools, including officers; eight supervising principals; for 654 teachers; for eight substitute teachers and other of buildings, rent of school buildings, repairs and improvements, sanitary improvement of old buildings, contingent expenses; for fuel, tools, and material for industrial instruction; for sites and new buildings, $962,920. This is an increase of $63,670, $22,870 of which is for teachers, $2,800 for night schools, $2,500 for care of buildings, $7,500 for rent of buildings, $10,000 for sanitary improvement of school buildings, $5,000 for industrial instructions, tools, &c., and $13,000 for new buildings. There is an increase of thirty-four teachers. The estimate of eight supervising principals is struck out. The salaries of teachers are fixed by the district commissioners.

The item of $88,000 for sites and new buildings will include the following: An addition to the Columbia road school, $22,000; addition to the Hamilton road school, $8,600; an eight-room school building on the lot adjoining the Wallach school building, $25,600; an eight-room school building on the lot adjoining the Sumner school building, $28,400; an eight-room school building in school division No. 4, $25,000, and the commissioners are authorized to sell any lot in the division now owned by the District and apply the proceeds to the purchase of a more suitable site. For this contingency $3,000 additional is appropriated.

A $1,500 item is appropriated for a music director.

For metropolitan police, $344,700 is appropriated, $60 less than last year and $72,780 less than the recommendation of the District commissioners. The bill gives one additional lieutenant $1,320, one extra night inspector at $1,500, an increase of five first class privates at $900, an increase of $5 a month to eight laborers, and an increase of one extra driver for patrol wagon at $360.

For the fire department, $108,920, a reduction of $7,500.

For telegraph and telephone service, $23,540, an increase of $7,800.

For health department, $42,080, a reduction of $200.

For courts, including police courts and defending suits in claims, $18,724, an increase of $2,506.

For interest of sinking fund, $1,213,947.97.

For miscellaneous expenses, including rent of District offices, general advertising, books for register of wills, &c., $14,800—an increase of $700.

For reformatories and prisons, including Washington Asylum, reform school, Georgetown almshouse, transportation of paupers, Industrial Home School, $116,281—a reduction of $16,520.

For support of the insane, $75,132.

For charities, including relief for the poor, Columbia Hospital for Women, Women's Christian Association, Association for Destitute Colored Women and Children, Children's Hospital, St. Ann's Infant Asylum, Church Orphanage, Washington Hospital for Foundlings, St. Rose Industrial School, House of the Good Shepherd, Association for Works of Mercy, National Homeopathic Hospital, $70,000; a reduction of $8,000. The item of $5,000 in regard to the House of the Good Shepherd is omitted. There is also a reduction of $2,500 for the Association for Destitute Colored Women and Children, and an increase of $3,500 for the Washington Foundlings' Hospital.

For an emergency fund, $5,000.

For water department (payable from water revenues) including salaries and contingent, engineers, firemen, &c., new pumping engine, interest and sinking fund water bonds, interest and sinking fund, increasing water supply, $284,201.69, a total increase of $95,413.67; an increase of $35,000 for two new pumping engines, &c., and an increase of $10,416 on the interest and sinking fund of the increased water supply.

National Opera's Greatest Success.

PHILADELPHIA, Jan. 23.—The National Opera Company is meeting with the greatest success in its return engagement at the Academy of Music. The elaborate and beautiful representation of Gounod's "Faust" by this company, which excels any previous production of Gounod's popular opera ever given in this country, drew a crowded audience yesterday afternoon that received the performance with the greatest enthusiasm, giving numerous recalls to Emma Juch, William Ludwig, Charles Bassett, and other principals in the cast. Emma Juch's impersonation of Marguerite was ideal both in appearance and vocal and dramatic treatment, and William Ludwig is esteemed the best Mephisto seen on the operatic stage of this county. The scenery and costumes were brilliant and rich in the extreme, and the grand bacchanal ballet of the fourth act made quite a sensation. The National Opera Company is the only company that has given Gounod's immortal work in its entirety and from the original score.

Gov. Lee in Minnesota.

ST. PAUL, MINN., Jan. 23.—Gov. Fitzhugh Lee, of Virginia, with a party of a dozen gentlemen arrived in the city this morning. They will visit the ice palace to-morrow and at night attend a reception banquet at the Hotel Ryan. Senator Davis will be among the speakers. The party will visit Duluth.

Northwesterners Visiting Southern States.

KNOXVILLE, TENN., Jan. 23.—The lumber manufacturers and other citizens held a meeting last night and invited the Union Association of Lumbermen to visit Knoxville next week. About 450 members of the association from the northwestern states are now making a tour of the southern cities.

THE GREAT MAY DRILL.

Twenty-Three States and One Hundred and Ninety-One Commands in Line.

A very full and important meeting of the executive committee of the National Drill was held at the handsome headquarters, 1320 Pennsylvania avenue, on Saturday night. Finance matters were reported by that committee to be in flourishing condition, the expenditures to date having been less than was expected, and a goodly balance remaining in bank to guarantee the prizes and all incidental expenses of preparation. Very few of the subscribers to the $20,000 guarantee fund had failed to respond promptly to call for their respective shares, and even those few would be heard from before the 1st of the month.

In place of reports from committees on printing and transportation, the managing secretary reported most flattering results in both departments. The handsome large lithographs, in six colors, made by the Stoneridge Lithographic Company, of Cincinnati, were finished and were distributing to the great railroad lines all over the country by the thousand. Mr. De Leon stated that the samples already received here attracted much attention in the windows of headquarters, and that hundreds of applications had been made for them already to display in windows of merchants, &c. He also stated that arrangements were about completed by the printing committee for getting out some 200,000 four-color descriptive bills, for use of railroads and of the committee.

Regarding the drill envelopes printed for hotels, railroads, and business firms, he said they had caught public fancy amazingly, not only in Washington but elsewhere. The Missouri Pacific, Queen and Crescent, and other railroads were using them, as well as hotels in Cincinnati, Louisville, Montgomery, and other cities. Already 295,000 had been ordered and he expected the demand would double that on account of their being distributed at less cost that the plain white envelope. The NATIONAL REPUBLICAN alone was using 30,000 of them.

On transportation the managing secretary gave full details, reading telegram received day after meeting of Central Traffic Association from the general passenger agent of the Baltimore and Ohio:

CHICAGO, ILL., Dec. 17—To T. C. De Leon, Washington: I succeeded in getting the Central Traffic Association to-day to authorize a rate of ½ a cent per mile traveled, short line distances, for military companies to Washington and return. Hope this will be satisfactory.

C. K. LEE.

Similar telegrams were read from General Passenger Agent E. A. Ford, of the Pennsylvania road, and other members of the Central Traffic Association.

Mr. De Leon stated in detail the great interest taken during his recent trip west and south by General Passenger Agents E. P. Wilson, of the Chicago and Northwestern; H. Collbran, of the "Queen and Crescent;" L. A. Emerson, of the Missouri Pacific; C. P. Atmore, of the Louisville and Nashville, and that at New Orleans General Agents C. B. McConnico, of the Illinois Central, and John Glynn, of the "Queen and Crescent," had promised every aid and practical advantage to the drill and other visitors. He added that every means were now in use to induce the Central Traffic Association to reduce its concession still further, to *one half cent* rate for soldiers.

Jas. L. Taylor, esq., general passenger agent of the Richmond and Danville, is an active member of the drill transportation committee. Mr. De Leon had been in full conference with him, and Mr. Taylor would leave Monday (to-day) to attend a meeting of the Southern Passenger Association, of which he is a member, at Jacksonville, Fla. Mr. Taylor is fully advised of all the correspondence of the managing secretary with Commissioner Slaughter, of that association, and will represent the drill committee there. Showing the important light in which the railroads hold the National Drill, [illegible] from the call of the commissioners, as follows:

Special rates to New Orleans, La., for March Grand and to Washington, D. C., also return, on account of the national military encampment will be made at this meeting, and it is important that all lines be represented. This meeting takes the place of the regular monthly meeting for January.

Gen. Ordway, chairman of the military committee, reported increasing demands for entry. To the 20th instant these footed up as follows: Alabama, 6; Arizona, 1; Connecticut, 6; District of Columbia, 6, Dakota, 1; Florida, 1; Georgia, 5; Illinois, 7; Indiana, 7; Iowa, 10; Kansas, 3; Kentucky, 5; Louisiana, 5; Maine, 3; Maryland, 3; Massachusetts, 4; Michigan, 7; Minnesota, 8; Mississippi, 5; Missouri, 13; New Hampshire, 2; New Jersey, 5; New York, 16; North Carolina, 4; Ohio, 13; Oregon, 1; Pennsylvania, 5; Rhode Island, 6; South Carolina, 2; Tennessee, 7; Texas, 5; Virginia, 3; Wisconsin, 10; making 191 separate organizations (as regiments, battalions, and companies) from thirty-three states. These represent over 8,000 men.

Gen. Ordway also reported the rules for entry to and government of camp, now ready to be printed, and to be distributed to all company commanders in the Union, as the late circular was.

Chairman Wilson, from committee on grounds and stands, reported general estimates for construction of stands, and discussed probable size of the camp restaurants and other buildings. These cannot be fixed in detail until more definite knowledge is had as to the increase of entries in the next month.

Mr. De Leon read a detailed report of his tour through the west and south, covering eight states and thirteen cities, and occupying thirty days. He said interest everywhere in the drill was greater than he remembered in any public event of like nature before, not excepting the New Orleans Exposition. Indeed, in the west, it very greatly exceeded that, while equalling it through the south. In reply to a question, he said that he could not state positively whether the famous battalion—Washington Artillery—of New Orleans was coming. When he left there, on Jan. 15, the matter was in the hands of a committee to consider cost and other details. He had long conferences with Col. J. B. Richardson, its commander, and that exact soldier would only state that he took great interest in the matter, and he wanted, if he came, to bring the four batteries and 200 men. This is the most famous corps in the entire south, and is unsurpassed, he stated, by any in the entire Union either for equipment or materiel. Capt. Beauham, of the Louisiana Field Artillery—their great rivals—would certainly be here with some fifty men for the mounted drill.

Among citizens everywhere, and even among the railroad agents and employes themselves, Mr. De Leon stated that the greatest desire was expressed to visit Washington for the drill. Even those who took little interest in military matters wanted to see the capital in gala dress of spring, and he believed the crowds of excursionists would exceed those ever seen here. Experienced railroad men shared this belief.

So emphatic is the conviction of the committee of the great visiting certain for the drill, that the very important point of caring for comfort of strangers was considered opportune. The "bureau of information and comfort," heretofore provided for, was organized at this meeting by the unanimous election to its chairmanship of Frank P. Madigan, esq. The well-known energy and system of this public spirited citizen—as shown at the last inaugural so conspicuously—place him without peer in this trust, so important at once to the good name and to the business interests of Washington.

Among the latest entries to the drill are the Washington Continentals, of this city; the Cleveland, O., City Troop; the St. Paul, Minn., Cavalry; Cincinnati Gatling Gun Platoon, and many others. It is fully understood that the Washington Light Infantry will compete for the battalion prize, and Capt. Ross's company for the $5,000.

The Weather.

For the District of Columbia, Maryland, Virginia, and North Carolina, colder westerly winds, rain.

Thermometric readings—3 a. m., 51.0°; 7 a. m., 53.0°; 11 a. m., 60.0°; 3 p. m., 60.0°; 7 p. m. 60.0°; 10 p. m., 56.0°; mean temperature, 55.0°; maximum, 67.0°; minimum, 45.0°; mean relative humidity, 73.0°; total precipitation, .30 inches.

BENEVOLENCE TOWARD MAN

CARDINAL GIBBONS DELIVERS AN ABLE AND ELOQUENT SERMON.

Believing the Distressed—No Difference Between Believers and Unbelievers on That Subject—Charities Common Platform for All—Sublime Examples of Christian Heroism.

Solemn high mass was celebrated at St. Matthew's Church yesterday morning at 11 o'clock by Rev. Father Kerwich, with Father Mackin as deacon; Father Burch, subdeacon, and Rev. Dr. Chappelle master of ceremonies. Cardinal Archbishop Gibbons was present, and delivered the sermon. In his honor the cardinalate color (red) prevailed at the altar, on which were flowers only of that hue. The cardinal read from a chapter of St. Matthew one of the incidents in Christ's history which illustrated his great benevolence.

"Men have always differed, and, I fear, will continue to differ on questions of faith," began the cardinal. "But whatever difference of opinion may exist among men in our times in this respect, there is no difference in regard to the great law of benevolence toward our fellow-men; and, whatever may be the practice of men, we all agree, at least, in theory that it is wise, and proper, and good, and meet, and holy to relieve those that are in distress. There is no difference of opinion on this point between Jew and Gentile, Catholic and non-Catholic, believer and non-believer. This is a common platform upon which all Christians stand united, and we owe this to our Saviour, to that practice of charity and of kindness to mankind so beautifully exhibited in the Gospel to-day. In all Christ's actions there are none so striking, none so prominent as his mercy and compassion for every sufferer. Mercy and compassion were the salient points in his character if we can so speak of one who was perfect in every virtue. We find our Saviour at no time exercising His power and having recourse to miracles except in dispensing mercy to suffering man. On every page of the Gospel that golden mercy shines forth. When we contemplate this feature of our Saviour's life, well may we repeat the words of the apostle, 'Blessed be God, the Father of our Lord Jesus Christ and the Father of mercy, who comforted us in all our tribulations.'

"There is as much difference between the miracles of our Saviour and those that were performed under the old law as there is between the thunder and lightning that ushered in the old command on Mount Sinai and the gentle winds that ushered in the law of grace at Pentacost. We never find our Lord exercising His power like Joshua by commanding the sun to stand still in the heavens. We never find our Divine Saviour exercising His power by calling down fire from heaven for a destructive purpose as did the Prophet Elias, though on one occasion our Divine Saviour was importuned to call down fire from heaven and burn a city, but he replied to them in language worthy of Himself, language with which they were unacquainted. 'The Son of Man', he said, 'hath not come to destroy.' The miracles of our Saviour, our God, of the great enlightener of society of our time, were exercised in doing good to man. He gave hearing to the deaf, walking to the lame, speech to the dumb. He gave strength as we see to-day, He healed the leper, He fed the multitude in the desert, He raised the dead to life, and He has raised millions from the grave of sin through sanification. The Catholic Church, following in the footprints of our Saviour, proclaims to-day and at all times the sanctity of human suffering and the sanctity of human faith. Ever since our Saviour hung on the cross on Calvary the sanctity of human suffering has been sanctified, and Our Saviour's sufferings have passed a halo around them. Before the coming of our Saviour man was nothing, individuality was nothing. The state was everything. The man, the individual was part and parcel of the machinery of the state. But the Catholic Church does not set a mercenary price upon man. Great in our eyes is the dignity of the citizen, but still greater is the dignity of the man. The child that was born yesterday, the old man that is tottering toward the grave, the decrepit, deformed creature are precious in the sight of God and His church, because in them dwell immortal souls. The dignity of man then consists in this—that he is the child of God, the brother of Christ, and the heir of heaven.

"But for my part, much as I admire the devotion and teachings of the Catholic church, much as I admire the sanctity of our teachings, much as I am impressed with all our world-wide catholicity of teachings, I am more impressed with that organized system of benevolence that the Christain church, following the teachings of our Saviour, has established for suffering humanity, and as a philosopher has said: 'The Catholic religion was created to make man happy, and contributes more than any other institution toward the welfare of humanity in the present life. This