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my14-30t.10

J. P. COPE. HOTEL NEW ENGLAND,

South Carolina ave. and the Beach; near piers and attractions. Large, sunny rooms; private baths; elevator; sun parlor. Capacity, 350. Table and service superior. Special spring terms.

my14-30t, 7

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Fireproof Rio Grande, New York ave. and Beach. Summer and winter you find that smooth service, bountiful table and comfortable atmosphere; 100 rooms overlook ocean; elevator; hot and surf baths; running water in rooms; \$12.50 up weekly. J. PAUL KILPATRICK.

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Chetwoode, Pacific and Ill. aves Capacity, 250.

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Hotel Jackson. Fireproof. Virginia Ave. and Beach.

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JOHN CRUSE. my13-30t,10

Grand Atlantic Hotel, Virginia are, and the Beach, Atlantic City, N.

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furnished rooms, en suite, with bath; hot and cold
sea water attached to all baths. Also public
hot sea-water baths. 'Phones in rooms. Music
and social diversions. Terms: American plan,
\$2.50 per day up; \$12.50 weekly up. European
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Maryland ave. near Beach. Under new management; convenient to piers and amusements; elevator to street; suites with bath; sun parlor;
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up weekly, \$1.50 up daily. R. B. PARKER.

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fel-90t,eSu-7 Mrs. I. McILWAIN.

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cuisine and service unsurpassed; special spring
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ap22-80t,4

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my7-tu,tb,s,8e-28t,4

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my14-tu,th.sa,26t,20

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my2-th.sa,Su.tu.30t,10

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NEW YORK June 8, July 6, Aug.
PHILADELPHIA—QUEENSTOWN—LIVERPOOR
Haverford May 18 | Friesland June
Noordland May 25 | Merion June

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MINNEHAHA May 18, June 15, July 18

MESABA May 25, June 22, July 20

MINNETONKA June 1, June 29, July 27

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MINNEAPOLIS June 8, July 6, Aug. 3 RED STAR LINE.

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL
CEDRIO May 17, June 20, July 18
CELTIC May 31, June 27, July 25
ARABIO July 4 Ann 1 BALTIO.....June 14, July 11, Aug. PLYMOUTH—CHERBOURG—SOUTHAMPTON.
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ARABIC June 6
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FROM NEW YORK.

Cretic June 20, noon; Aug. 1, Sept. 26
Romanic July 15, 3 p.m.

Canopic May 18, 2:30 p.m.; June 29, Aug 10
Romanic June 8, 9 a.m.; Sept. 14, Oct. 26

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*La Provence... May 28 *La Provence... June 13

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K.Wm.II.May 14. 7:39am Kronprinz. June 18,10 am
Kronprinz. May 21, 10 am Kaiser. . . July 2, 10 am
Kaiser. . . June 4. 10 am K.Wm. II. . . July 9. 6 am
K.Wm.II. . June 11, 6 am Kronprinz. July 16, 9 am Twin-Screw Passenger Service PLYMOUTH—CHERBOURG—BREMEN, 10 A.M.

*Rhein May 16; Main June 6

Friedrich May 18 Barbarossa June 8

P. Alice May 23 Kurfuerst June 13

Bremen May 25 Friedrich June 20

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P. Irene. June 1 P. Irene. July 13
*Neckar. June 18 K. Luise. July 20
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Waldersee.... May 18; †Batavia... June 1
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O. P.M.—NEW C. & O. LIMITED, daily—Fast new vestibule train; stops only at Gordonsville, Charlottesville, Staunton, Clifton Forge and Covington, Va.; Ronceverte and Hinton, W. Ya. Pullman sleepers to Lexington, Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Cincinnati, Indianapolis, St. Louis and Chicago. Dining cars, a la carte service. One night out. 11:10 P.M.—F. F. V. LIMITED, daily—Solid vestibule train. Pullman sleepers to Cincinnati, Lexington and Louisville. Compartment sleeping car to Virginia Hot Springs week days. Dining cars a la cartesservice. Sleepers Cincinnati to Chicago and St. Louis and Louisville to Memphis, Nashville and soutawest.

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4:20 am. daily—Sleeping car New York to Jacksonville.
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9.05 A.M. DAILY—Seabord Mail, Through
coaches and Pullman Sleepers to Savannah and
Jacksonville. Through Sleepers Washington to
Hamlet and Hamlet to Atlanta and Birmingham.
Dining Cars.

N. B.—Following schedule figures published only as information, and are not guaranteed.

*7:00 a.m.—Danville and way stations.

*8:05 a.m.—Harrisonburg.and way stations.

*9:00 a.m.—Sleepers and coaches to Atlanta and New Orleans. Dining car.

*11:00 a.m.—Sleepers and coaches to Columbia, Savannah and Jacksonville. Dining car.

†4:01 p.m.—Harrisonburg and way stations.

*4:55 p.m.—Charlottesville, Warrenton and way stations. stations.

*6:15 p.m.—Sleepers and coaches to Atlanta and Columbus, Ga. Sunset Route Tourist sleeper to San Francisco tri-weekly.

*9:50 p.m.—Sleepers and coaches to Charlotte, Columbia and Adgusta. Dining car.

*10:15 p.m.—Sleepers and coaches (via Lynchburg and Bristol) to Chattanooga, Memphis and New Orleans. Dining car.

*11:00 p.m.—New York and New Orleans Ltd., solid Pullman to Asheville, Atlanta, Birmingham and New Orleans. Club and observation cars. Dining car.

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Through trains from the south arrive Washington 7:35, 8:45 and 9:05 a.m., 2:30, 5:25, 8:45, 11:30 and 11:40 p.m. daily. Local trains from Harrison-burg, 12:25 p.m. week days and 9:20 p.m. daily; from Charlottesville, 8:16 a.m. daily.
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†9.00 a.m. Diner and Pullman Parlor Car.
†1.00 a.m. Diner and Pullman Parlor Car.
*1.00 p.m. Diner and Pullman Parlor Car.
*3.00 p.m. "Royal Limited." All Pullman.
†4.00 p.m. Coaches to Philadelphia.
*5.00 p.m. Diner and Pullman Parlor.
*8.00 p.m. Coaches to Philadelphia.
*11.30 p.m. Coaches to Philadelphia.
*11.30 p.m. Sleepers. *11.30 p.m. Sleepers. *2.57 a.m. Sleepers. ATLANTIC CITY, †7.00, *9.00, †11.00 a.m.,

ATLANTIC CITY, 17.00, *9.00, †11.00 a.m., †1.00, *3.00 p.m.

ANNAPOLIS, weekdays, 8.00 a.m., 12.05 noon, 4.45, 6.00 p.m. Sundays, 8.30 a.m., 5.30 p.m.

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*2.57, †5.00, †6.30, *7.00, *7.20, †8.00, †8.30, *9.00, †9.30, *10.00, *11.00 a.m., †12.00 noon, †12.05, *1.00, †1.15, †2.00, *3.00, †3.20, ‡3.30, †4.00, †4.45, *5.00, †5.03, *5.80, †6.00, *6.30, †7.00, *8.00, †9.30, *10.00, *10.35, *11.30, *11.35 p.m.

WESTW.RD.

CHICAGO. *8.00 a.m., *1.22, *5.30 p.m.

CINCINNATI. ST. LOUIS and LOUISVILLE, *8.00 a.m., *4.05 p.m., *12.40 night.

PITTSBURG, *8.00 a.m., *1.22, *9.10 p.m., *12.30 night.

PITTSBURG, *8.00 a.m., *1.22, *9.10 p.m.,
*12.30 night.
CLEVELAND, *8.00 a.m., *9.10 p.m.
COLUMBUS, *5.30 p.m.
WHEELING, *8.00 a.m., *5.30 p.m.
WHEELING, *8.00 a.m., *5.30 p.m.
WHNCHESTER, *18.35 a.m., *14.05, *15.00 p.m.
FREDERICK, *18.35, \$9.15a.m., \$1.30, \$14.05, \$15.35p.m.
HAGERSTOWN, *18.35 a.m., *15.00 p.m.
*Daily, *12.00 p.m.
Daily, *12.00 p.m.
*Daily, *12.00 p.m.
*Daily, *12.00 p.m.
*Daily, *12.00 p.m.
*Daily, *12.00 p.m.
*13.00 p.m.
*14.00 p.m.
*15.00 p.m.
*15.00 p.m.
*15.00 p.m.
*16.00 p.m.
*16.

POTOMAC RIVER BOATS. THE STEAMERS OF THE MARYLAND, DELAware and Virginia Railway Co., commencing March 4, will make three trips weekly between Washington and Baltimore, weather permitting. The passenger accommodations are unsurpassed by any on the Chesapeake Bay or tributaries. They are electrically lighted and the cuisine is perfect. Steamers leave Washington every Sun-day, Tuesday and Thursday at 4 p.m., and Balnore every Tuesday, Thursday and Saturday at 5 p.m. Time of trip, about 36 hours. Fare. \$2.50. State rooms, \$1.50. Meals, 75 cts. each. State rooms and further information apply to

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BATTLE OF ENCHADAS

Incident in the Life of Rear Admiral Brownson Recalled.

BREAKING A BLOCKADE

Rights of American Merchantmen Maintained.

BRAZILIAN REBELS HUMBLED

Had Expected to Hold Up Commerce in the Harbor of Rio de Janeiro. Benham's Vigorous Action.

BY WILLIAM E. CURTIS. Written for The Star and the Chicago Record-Herald.

Brownson to assume charge of the bureau of navigation at the Navy Department recalls to those who keep naval history in mind the "battle of Enchadas." which occurred in the harbor of Rio de Janeiro on the 29th of January, 1894. At that time the naval forces of Brazil were in rebellion against the executive authority of the republic over some differences which it would

The coming of Rear Admiral Willard H

take too long to explain, and the fleet lay anchored off the city of Rio, occasionally exchanging shots with the government forces on land. The port was blockaded. The bay was filled with the ships of several nations loaded with cargoes which they were not permitted to discharge, Commerce between Rio and the rest of the world was completely suspended, and the owners of the merchant ships were sufferowners of the merchant ships were suffering heavy losses as well as serious embarrassment because of the detention. There
was also a formidable fleet of men-of-war
from England, France, Germany, Italy and
the United States lying at anchor up the
bay idly awaiting developments.

This situation had been tolerated for more

than six months, when the late Admiral A. E. K. Benham of the United States Navy arrived to take command of the American squadron, which consisted of the cruisers New York, San Francisco, Charleston and Newsyk and the cruisers have and Newsyk and the cruisers and Newsyk and the cruisers have and Newsyk and the cruisers and Newsyk and the cruisers have a controlled the cruisers and Newsyk and the cruisers have a controlled the cruisers and Newsyk and the cruisers are controlled to the cruisers and Newsyk and the cruisers are cruisers are cruisers and cruisers are cruisers are cruisers and cruisers are cruisers and cruisers are cruis ton and Newark and the gunboats Detroit and Yantic. His flag had been floating from the topmast of the San Francisco but two days, when something began to happen. He took in the situation at a glance and realized that he had a duty to perform. Those who knew Admiral Benham's character and courage, his conscientious devotion to duty, his cool head, rare judgment and his fearless nature need not be told that he acted promptly. He sent for the masters of four American barks that had

been lying anchored for six months or so in the little bay of Enchadas, in the harbor of Rio, waiting for permission to discharge their cargoes of provisions and flour, and told them to put their complaints in writing, so that he could have something to act upon. They were all Baltimore ships, belonging to the big fleet that sails up and down the east court of America. down the east coast of America carrying flour and provisions to Brazil and bringing back coffee and hides. Two of them—Capt. Kiehne of the Julia Rollins and Capt. Robertson of the Agate-complained that they had been fired upon by the insurgent ships while the United States flag was float-

ing from their masts. Benham's Notice to Da Gama.

Capt. Benham's letter books show that he plaints of the Baltimore skippers to Admiral Da Gama, commander of the revolutionary Brazilian fleet, with a letter denying his right to interfere with their movements or to blockade the harbor, and requesting respectfully that they be allowed to dock their vessels and discharge their cargies. Admiral Da Gama replied that there was no intention to give offense to the American flag, but owing to the situation and the probability of active hostilities it was necessary to prevent merchant ships from entering the docks for fear they would be injured by accident or by stray shots. Admiral Benham replied that the Ameri-can ships would take their chances in "entering the dangerous zone," and demanded that "any order which any ship or shore battery under your command may now have to stop or in any way to interfere with the movements of any American ves-sels about this harbor in pursuit of their lawful business be rescinded at once."
On the following day, January 28, 1894, Admiral Behham wrote Admiral Da Gama-again, saying: "Not having received a re-ply to my demand relating to the cessation of all annoyances to American vessels in pursuit of their lawful business about this pursuit of their lawful business about this harbor, I have the honor to notify you that three American vessels, having signified their desire to proceed to the city wharves tomorrow morning, I intend to convoy them to their berths, and will resist with force any attempt to stop or otherwise molest them."

sist with force any attempt to stop or otherwise molest them."

The Brazilian fleet consisted of the Liberdad, flagship of Admiral Da Gama, the Aquidaban, the Tamandera, the Trajano, the Guanabara, the Parahyba, and several other cruisers and gunboats which were anchored off the commercial docks of the city in the bay of Enchadas to prevent communication between the merchant ships and the shore. They were supported ships and the shore. They were supported by fortifications upon the islands of Cob-ras, Villegaigon and Enchadas. The in-surgents also had several heavy tugs fitted with rams and armed with rapid-firing guns cruising about the harbor.

Brownson Told to Take Charge. Admiral Benham waited until sunset for an answer from Admiral Da Gama and, receiving none, sent his aid-de-camp in a launch to notify the skippers of the Amy, Agate, Julia Rollins and Good News that they were at liberty to move their ships to the docks, and that he would protect them in doing so. He informed the com-mander of the Brazilian government troops on shore of his intention "to see these ves-sels safely to their wharves, and if they are fired upon I will return the fire." He directed the commanders of the American squadron to have their ships cleared for action and under way at 6 o'clock the following morning. He ordered Commander Brownson of the Detroit to take a com-Brownson of the Detroit to take a commanding position where he could best protect the American barks while proceeding to their wharves, and said, "Should either of the vessels be fired upon by insurgent vessels, return the fire and continue to fire until the insurgent vessels cease firing. Other vessels of the squadron will be prepared to support you if precessing."

How to Write and Answer Classified Want Ads

prepared to support you if necessary."

Commander Brownson was not reluctant

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to carry out these orders. No man was ever more prompt or eager in the performance of a duty. Every jacky on the Detroit was jubilant in the prospect of a genuine scrap; while every jacky on the other American men-of-war was consumed with envy at the good fortune of the Detroit.

At daylight the next morning the Detroit cleared for action, loaded her batteries and passed alongside the Brazilian cruisers Trajano and Guanabara, which were moored to buoys a short distance from the American bark Amy. The latter was getting under way when the Trajano fired a musunder way when the Trajano fired a mus-ket at her boat, which was carrying a line to a vessel just ahead of her. Commander Brownson immediately fired a six-pound shot at the Trajano. The order was given to strike her just abaft the stem between wind and water, but, through a misunder-standing, the gun captain aimed just for-ward of the cutwater, where the shot struck about three or four feet from the bow. Commander Brownson then hailed the Trajano, which was not over sixty yards away, and said: yards away, and said:

Brownson Notifies the Trajano. "If you fire again I will return the fire, and if you persist in firing I will sink you." About two minutes later the Trajano fired a blank cartridge from her port battery, which was on the opposite side of the vessel from the Detroit. I am told that in

naval etiquette such a shot means a willingness to submit, and there was no further trouble from the Trajano. Commander Brownson then halled the captain of the Amy, and told him to go to the wharf. He replied that the insurgents would fire on him if he moved.

"Go ahead; I will protect you," said Brownsen.

The Detroit then passed along until she stood between the Guanabara, another of the insurgent cruisers, and the Amy, and within hailing distance of the former. The men of the Guanabara were at the guns. Commander Brownson hailed her com-mander and cautioned him to be very careful and not make any mistakes, because he would sink her if she fired a shot. He then moved the Detroit to a position where she could rake the decks of both the insurgent vessels and awaited events. Hall our later the Guanabara fired a blank an hour later the Guanabara fired a blank cartridge directly over the Amy, which was still warping in to her dock. Commander Brownson ordered one of his marines to return this fire with his rife and the bullet struck near the sternpost of the Guanabara. This brought the insurgent flagship Liberdad and two other small gunboats to the scene, and the De-troit was thus surrounded by five Brazil-ian men-of-war, three of which were more

than twice her tonnage.

Brownson sent Midshipman McGill, who is now a major in the Marine Corps, to Admiral Da Gama, on the Liberdad, to say that he had been instructed to protect the American barks in going to their wharves, and would carry out those instructions by replying to any shot Da Gama's vessels might fire; and, should they persist in fir-ing, he would open on them with the Demidshipman McGill returned promptly

with the reply that if the Detroit fired again and struck one of the Brazilian ships Admiral Da Gama would strike his colors and request Admiral Benham to take command of the insurgent fleet. He explained that the gun fired to lee and was not a challenge, but only a protest against interference. Midshipman McGill was sept back to Admiral Da Gama to say, with Commander Brownson's compliments:

"I have already struck your ship." Da Gama Wanted to Surrender. The admiral, in reply, said that he had called a conference of his captains and would advise them to surrender to Admiral Benham and request him to carry on negotiations with the Brazilian government regarding a settlement of the pending differences. He said he could not fight

operations of either side in the contest now going on. That is not my mission," he said. "My duty is to protect Americans and American commerce, and this I intend to do and other supplies manufactured at High Point intended for use by the government to the fullest extent. American vessels must not be interfered with in any way in their movements in going to the wharves or about the harbor." "There is another point which it may be

well to speak of now," said Admiral Ben-ham in a communication to Admiral Da Gama, commanding the insurgent forces. "Until belligerent rights are accorded you you have no right to exercise any authority whatever over American ships or property of any kind. You cannot search neutral vessels or seize any portion of their cargoes, even though they be within the class which may be clearly defined as contraband of war during hostilities between two independent governments. The forcible seizure of any such articles by those under your command would, in your present status, be an act of piracy. Regretting that I am forced to speak thus plainly, I have the honor to be, sir, very respectfully, A. E. K. Benham, Rear Admiral, United States Navy."

Ignored by Administration.

It is a tradition of the Navy Department, which is confirmed by the newspaper dispatches from Washington of that date, that the Cleveland administration was at first inclined to disavow all responsibility for Admiral Benham's action and to punish his patriotism by a reprimand and by relieving him of the command of his squad-ron. Secretary Gresham is said to have in-sisted upon it. The newspapers of the day contain interviews with him in which he took the ground that Admiral Benham had exceeded his authority and had no business to interfere with the situation at Rio. The newspapers of the country, however, ap-plauded the act with great enthusiasm. Public sentiment was unanimous in support of Benham; so that President Cleve-land decided to let the matter pass. The records of the department do not contain any word of approval, however, and Admiral Benham's report of the "battle of En-chadas," as the navy officers call it, was formally acknowledged without comment.
Col. Herbert, who was Secretary of the
Navy at the time, has no recollection of
any differences of opinion or any cabinet conferences over the matter, and does not remember any intention or desire to disapprove Admiral Benham's acts, nor does he recall any disposition or suggestion to

reprimand him.
Admiral Benham established a new precedent in international law, which has since been and always will be recognized by civilized nations.

Precedent Established.

Everybody in the American squadron expected a fight, and the admiral, on the San Francisco, followed by the New York, Charleston, Newark and the little Yantic, came slowly up the bay with their decks cleared for action and their men at the guns, ready for whatever might happen. It was a very critical situation, and every-body realized it—Benham most of all, for he was acting upon his own responsibility, without instructions from his government, and without even notifying the Navy De-partment at Washington of his intentions. But his conduct was applauded by the whole world. There was no more interference with the merchant ships of any nation. Half an hour after the incident was over the masters of the merchant fleet under block-ade were applying to the American admiral for permission to go to the docks. He told them they could do so if they pleased; it was none of his business. He said he was there to look after American ships only, but he broke the blockade and the revolution collapsed soon after.

Boy Killed by Playmate. ROANOKE, Va., May 14.-Oscar Blankenship, fourteen years old, was accidentally killed Sunday by his playmate, Patrick Cheatham, aged twelve years, son of C. A. Cheatham. The shooting occurred at the Cheatham. The shooting occurred at the home of the Cheathams, just outside the city limits. An old gun had been lying around the premises for months, and a few days ago a brother of young Cheatham loaded it. The boy playfully picked up the gun, and, pointing it at his companion, fired a fatal shot, which after a few hours resulted in death.

J. H. Winder Joins Ryan Syndicate. COLUMBUS. Ohio, May 14.-John H. Winder, president of the Sunday Creek Coal Company, resigned to become associated as an owner and in an executive capacity with an owner and in an executive capacity with the Cumberland syndicate of New York, headed by Thomas F. Ryan. The syndi-cate is building the Southern and Western railroad as an outlet for 300,000 acres of undeveloped coal land in southwest Vir-ginia. Extensive plans involving the ex-penditure of millions of dollars have been outlined.

CENTRAL LABOR UNION

ARRANGEMENTS FOR A SMOKER EARLY NEXT MONTH.

At a meeting of the Central Labor Union last evening a committee of five, consisting of Mr. Roberts of Typographical Union, Mr. Pfau of the clerks, Mr. Considin of the sheet metal workers, Mr. Schaefer of the bottlers and Mr. Schmidt of the bakers, was appointed to prepare a program for a smoker to be given by the Central Labor Union early next month. Several of the largest employers of labor in the District. as well as merchants and other business men, will be invited to attend as the guests of the body. It is the opinion of the delegates that if the business men of Washington were better acquainted with the workings of the Central Labor Union it ould be made a source of much benefit to both employer and employe, and many times misunderstandings, which often incite distrust and serious trouble, be avert-ed. The move is believed by many of the delegates to be a step in the right direc-tion, and will do much to clear the muggy atmosphere that is now hovering over uilding trades.

A communication was read from President Gompers, asking for information, as per action of the recent convention of the American Federation of Labor at Minneapolis, as follows: "Inclosed you will please find a printed copy of the report of the committee on building trades to the Minneapolis conven-

tion, and adopted by that body. By direction of the executive council, the subjectmatter therein was referred to the under-signed for the purpose of obtaining the in-formation and data upon the subject-mat-ter with which the report and recommendations deal. "I therefore ask you to secure and forward here the copies of ordinances and laws of your state, and of the several cities

which you can obtain, providing for the protection of life of workmen engaged in constructing works and buildings; to give as far as you can and know the experi-ences of the violations of law, the present general conditions in your state or any state of the Union.

"I should also be pleased to have you give me information as to the nature and work of so-called "casualty companies" and all such information which you may have in regard to them.

Preparation of Statute.

"You will observe that the convention directed that these entire subjects-matter be collated and presented to such legal advisers as we may have or may select, for the purpose of preparation of a general or uniform statute, and that these be forwarded to our affiliated organizations throughout the country, so that they may take on legal form and uniformity as a part of the code in every state, city, territory, possession or dependency of the United States. "Sincerely hoping for your cordial co-

operation to accomplish the purpose of this inquiry, and that I may hear from you at your early convenience, I am," etc.

Delegates from the hoisting engineers reported that employers of that craft had granted an advance in wages and an eightgranted an advance in wages and an eight-hour workday, the minimum wage being \$24 per week of forty-eight hours. Stationary firemen presented a contract to be offered to the bosses for indorsement by the Central Labor Union. The contract was in-dorsed. It provides for an increase in wages and an eight-hour day. The employ-ers have signified their willingness to sign

with the firemen. A resolution was adopted directing that Brazil and the United States, too.

Admiral Benham declined to receive the surrender. He refused "to interfere in the slightest way with the military or naval atton of Labor and act with him upon the request of the furniture workers of High Point, N. C., in protesting to the disbursing officer of the proper department of the govin the canal zone. The protest will be based on the ground that the industrial conditions of the employes of the High Point manufacturers are so bad that the government would be justified in refusing to consider bids from these firms until they accord bet-

ter treatment to their employes. A letter was read from the secretary of John Mitchell, president of the United Mine Workers, stating that Mr. Mitchell is slowly recovering from his severe illness, and in a few weeks will be able to leave the hospital

at Spring Valley, Ill.

The Labor day committee reported that it had received a letter from W. J. Bryan, stating that he is to deliver a lecture before a Chautauqua in Michigan Labor day, but if the committee could make arrangements to have him released from his engagement there he would be pleased to speak here. The committee reported that it had taken the matter up, and expressed confidence that Mr. Bryan will be one of the speakers at the celebration here Labor day.

Members of Potomac Lodge of Odd Fellows, Hagerstown, Md., presented to the lodge framed portraits of Court Clerk Geo. B. Oswald, who has been secretary of the lodge for forty years, and the late Louis J. McComas, who was treasurer of Potomac Lodge forty-nine years.

A Charming Little Gown for Summer Days.



4177.—Some of the most pleasing modes of the summer for little girls are found of the summer for little girls are found in the different guimpe and over-blouse effects. The fashion is not only suited to youthful wearers and very becoming, but practical for warm days, when the guimpe may be omitted and the little maid be as comfortable and happy as freedom from all discomfort can render her. The dress sketched consists of a full waist and sleeve caps and a circular skirt laid in box plaits and attached by a waistband. The style of the gown is excellent for attractive adornment, and may be developed in chambray, gingham, linen or mull, while many find pongee very good for small gowns, as it launders well and wears splendidly. The medium size calls for 3% yards 27 inches

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