ALLEGED BOGUS CHECKS

Samuel D. Nesmith's Case to Be Heard Tomorrow.

The Police Say That the Defendant's Operations Have Been Extensive. An Investigation of His Record by the Local Detectives—His Relations With the Navy Department.

Samuel D. Nesmith, the local representative of the Crocker-Wheeler Electric Company, of New York, who was arrested here by Detectives Parham and Gallaher, charged with false pretences, will be arraigned in the Police Court tomorrow morning to explain the circumstances surrounding the making and cashing of several checks for varying amounts, wherein it is alleged a deposit of only a few cents was posted to the credit of the man at the bank with which he was transacting business. Since the arrest Nesmith, on the complaint of Charles McDevitt, the detectives have been investigating the conduct of the prisoner, with the result that it now appears that he had been doing an extensive and successful check-cashing business.

The detectives have now located nine checks made and cashed by Nesmith, all of which, it is said, were turned down at the bank, because of insufficient funds to meet them. Of the nine checks located, eight are in the hands of Detectives Parham and Gallaher and one will be turned over to them this evening. Still other checks are expected to be given into the care of the detectives tomorrow.

Among the checks now in the hands of the detectives, and which Nesmith is accused of uttering under false pretences, are one for $25, cashed by Thomas Le Cuyer, of the Owen House; one for $56, cashed by Alexander Seeley, of the Stratford, and two for $20 and $17.50, respectively, cashed by Mr. Graham, of the National Electrical Supply Company. Another check cashed by Easton & Rupp, and one cashed by Mr. Upperman, of the Chesapeake and Potomac Telephone Company, are also in the hands of the police.

Nesmith, although he has been a resident of this city but a short time, is well known here, having been a frequent visitor in the past several years. He came here this time from Brighton, Mass., where he is well and favorably known. He first achieved prominence when he appeared at the Navy Department at the outbreak of the war with Spain, and contracted for the building of the celebrated automatic, submarine torpedo boats, in which he and a well-known naval officer were jointly interested. It was claimed for the invention, and so proven, that after it was launched from a man-of-war, it would run automatically until it arrived at the object at which it was directed, when it would discharge a torpedo and then reverse its machinery and return to the ship from which it was launched.

Nesmith claimed that the invention was finally purchased by the Government. Subsequently Nesmith became attached to the Crocker-Wheeler Electric Company, and opened an office in the Kellogg building. After he became settled he sent for his family and they have since resided here. Friends of Nesmith claim that the cases against him will be amicably adjusted and the fact clearly shown that he was a victim of circumstances, and had no intention of swindling.

MASONS IN CONVENTION.

Biennial Session of the Supreme Council Held in the Temple.

Nineteen members of the Supreme Council of the Scottish Rite Masons for the Southern Jurisdiction were present when the biennial session of the Council began at noon today in the House of the Temple, corner of E and Third Streets northwest. The three who did not answer the roll-call were Senator Teller, of Colorado; Brother Myers, of Virginia, and Gilmor Meredith, of Baltimore, secretary-treasurer, who died last Thursday.

After the session was formally opened the Sovereign Grand Commander extended a hearty greeting to the visiting representatives from other jurisdictions. Brother Frank Highley, of Philadelphia, represented the Northern jurisdiction, but the Canadian representative had not arrived.

At this greeting the elocution of the Sovereign Grand Commander, which is of the nature of a biennial report, was delivered. He spoke of the conditions prevailing in the order and congratulated the Council. Every indication was a favorable one, he said, and could be pointed out with pride. He was particularly pleased with the appearance of the House of the Temple, and the membership of the order and its financial standing.

Following this address came a recess for luncheon, after which the reports of the secretary-general and secretary-treasurer, and other officers were read and referred to the proper committees.

LABOR MEN IN SESSION.

The Executive Council of the American Federation Meets.

The executive council of the American Federation of Labor met at 12 o'clock today in Typographical Temple, on G Street northwest. The meeting had been called by President Samuel Gompers, President of the Federation, who desired to submit to the executive committee some appeals and other routine business, that in his judgment should be disposed of. The session will last until Thursday or Friday.

Before calling the meeting to order President Gompers said to a Times reporter that the general political situation would probably be discussed, but that no action would be taken having for its object the support of any candidate by the members of the Federation as a body. What they cared to do as individuals was their own concern.

WHEELMEN DEFY A SHERIFF.

Start a Race Which Results in a General Tumble.

ATLANTIC CITY, N. J., Oct. 16.—Sheriff Kirby's authority was yesterday defied by fifty bicyclists, who after being ordered not to hold a Sunday bicycle race, started to ride between Egg Harbor City and Hammonton, in a 22-mile handicap. Half a mile from the starting point one of the riders fell and in an instant twenty more riders were on his back, until the road was completely blocked. Many were injured and they limped back to Egg Harbor City.

The winner of the race is unknown. Sheriff Kirby has been flooded with letters from all parts of the country asking him to prohibit Sunday racing. He failed to take an armed guard with him and the race went on.

THE CASE OF CONSUL BEDLOE.

His Connection With the Steamer Abbey Explained.

Edwin B. Hay, counsel for W. F. Sylvester, owner of the steamer Abbey, which was seized as a filibuster carrying arms and ammunition to the Filipino insurgents, has made a statement in defence of Dr. Edward Bedloe, United States Consul at Canton, China, against whom charges were made in connection with the grant of an American registry to the Abbey.

"Sylvester," he said, "sold only one parcel of arms and ammunition to the Filipinos, and that parcel was sold at a time when the same was equivalent to assisting the United States forces, the whole transaction being made with the full knowledge and consent of the United States officials.

"On or about June 6, 1898, Sylvester entered into a contract with the Filipinos to sell and deliver 5,000 Mauser rifles, 500,000 rounds of ammunition and two Maxim machine guns, the price to include cost of a steamer, delivery, etc. The British steamer Pasig was purchased, the merchandise secured and details arranged for the expedition, but as the goods were being placed aboard the steamer the British Government revoked the permit.

"The Pasig was changed from a British register to an American register, under the name of the Abbey, in the United States consulate of Canton, then under charge of Dr. Bedloe. It was a purely routine proceeding and any other consular officer in Dr. Bedloe's place must have acted as he did.

"The Abbey sailed from Canton about August 26. Sylvester left Hongkong on September 3 and arrived at Manila on September 6. All stopped at Manila for over a month, living at the principal hotel and associating with army and navy officers. The Manila newspapers had full accounts of the landing of the Abbey's cargo at Batangas, so that the fact of the arms and ammunition being furnished to the Filipinos was in possession of the army and naval authorities and yet not a word was said.

"Sylvester, after arranging for the final settlement and transfer of the steamer, left Manila near the end of September with all the ship's papers. Upon arriving at Hongkong he learned that the Abbey had been seized. A telegram had been sent to Admiral Dewey, stating that the steamer Abbey had left Macao about September 23 with a second expedition. There was not the slightest foundation for this report. It was actuated by malice on the part of certain enemies Sylvester had made in the competition for the Filipino business.

"There is absolutely nothing wrong in this matter of the Abbey, so far as Consul Bedloe is concerned. His connection with the case was purely incidental and nothing whatever could have resulted from it in the slightest way detrimental to the United States Government."

COST OF MOTOR OPERATIONS.

Views of an English Authority on Automobile Expenses.

Marshall Halstead, Consul at Birmingham, England, sends to the State Department an interesting and valuable statement by E. H. Bayley, regarding the question of cost of operating heavy motor vehicles, which, he says, are to replace horse-drawn wagons in the near future. Mr. Bayley, the consul says, is entitled to speak with some amount of authority, as he was chairman of the London Road Car Company, and now, in addition to employing 1,000 or so horses in his own business, is chairman of the Daimler Motor Company, and takes a keen interest in all that tends to lessen the cost of heavy traffic.

"Of course," he said, "no matter how excellent motor driven vehicles may be, no one would look at them seriously if their use were more expensive than that of horses. That is exactly where the ultimate success of motor vehicles lies, for the tests by the Automobile Club at Richmond and more recently those held by the Liverpool Self-Propelled Traffic Association have shown that not only can motors do general carrying work more quickly and more efficiently than horses, but—most telling point of all—do it at less than one seventh of the cost.

"For instance we have a car which has been proved, under the tests already mentioned, to be capable of carrying a load of three tons twelve hundred miles at a cost for fuel which works out a half penny per ton per mile. The total up-keep of such a vehicle when all expenses for working, wages, fuel repairs, insurance, etc., are taken into consideration comes to a sum of $1,980.73 and this, with a carrying capacity for 260 working days gives an average cost of a fraction under 3 half pence (3 cents), per net ton per mile. When that is compared with the cost of horses—my experience teaches me that it varies from 18 cents to 24 cents per ton per mile—it can be seen what a future these vehicles have."

CAPTAIN LAFFERTY DEAD.

His Long and Active Service in the West.

The War Department received a telegram from San Francisco today announcing the death of Capt. John Lafferty, retired, which occurred yesterday. Captain Lafferty was born in New York and appointed to the army from California.

His record is as follows: He served as first lieutenant, First Battalion, California Cavalry, from July 21, 1864, to March 15, 1866, when he was honorably mustered out of volunteer service; made second lieutenant, Eighth Cavalry, July 28, 1866; first lieutenant, July 31, 1867; captain, October 2, 1876; retired, June 28, 1878; brevetted captain February 27, 1890, "for gallant services in action against Indians in the Black Slate Mountains, Nevada, February 15, 1867, and in the Chiricahua Pass, Ariz., October 20, 1869, where he was severely wounded."

With his regiment, principally in the field, he served in Nevada, California, and Arizona, from 1866 to October 20, 1869, when he was severely wounded in action with Indians at Chiricahua Pass, Arizona; sick on account of his wounds to February, 1870; on duty at headquarters, Department of California, to May, 1870; on leave and sick leave to October, 1870; with his regiment in New Mexico and Colorado, to January, 1871; acting Assistant Adjutant General of the district of New Mexico, to November, 1871; with his regiment at Fort Union, New Mexico, to May 1872; on sick leave to August, 1872; with his regiment in New Mexico, to January, 1876; absent sick to July, 1877; in charge of public property at Yerba Buena Island, California, until retired, June 28, 1878, for wounds received in line of duty.

Insolvent Bank Dividends.

The Comptroller of the Currency today declared dividends in favor of the creditors of insolvent national banks as follows:

A first dividend of 5 per cent in favor of the creditors of the First National Bank of Asheville, N. C., on claims proved amounting to $142,755.12.

A second dividend of 10 per cent in favor of the creditors of the Columbia National Bank of Tacoma, Wash., making in all 30 per cent, on claims proved amounting to $157,278.22.

A third dividend, 5 per cent, in favor of the creditors of the German National Bank of Denver, Col., making in all 20 per cent, on claims proved amounting to $835,224.67.

A third dividend, 25 per cent, in favor of the creditors of the First National Bank of Flushing, Ohio, making in all 75 per cent, on claims proved amounting to $59,347.39.

A final dividend, 10 per cent, in favor of the creditors of the Bankers' and Merchants' National Bank of Dallas, Tex., making in all 60 per cent, on claims proved amounting to $90,367.59.

A final dividend, 25 per cent, in favor of the creditors of the First National Bank of Eddy, N. Mex., making in all 100 per cent, on claims proved amounting to $51,215.53.

A REPORT FROM SHAFTER

Condition of the Troops in the Presidio Camp.

Operations in the Departments of California and Columbia—Excellent Discipline—The Desire of Recruits to Perfect Themselves as Marksmen—The Shipment of Stores

The annual report of Major Gen. William R. Shafter as Commanding General of the Department of California and Department of Columbia, has been received at the War Department. Regarding the Department of California, General Shafter reports:

"The discipline of the troops is excellent and officers and men have been zealous in perfecting themselves in their profession. The small number of troops in the Department of California and Oregon require but very little attention. But the bulk of operations in this department pertains entirely to the transmission of stores and the shipment of men to the Philippines. A very large camp of recruits has been established at the Presidio, at one time numbering over four thousand men."

General Shafter recommends that so long as any large bodies of troops remain in the Philippines the recruiting camp be continued at the Presidio and that as a result troops be congregated there and drilled for at least three months. He says there is every facility there for properly instructing and caring for them.

Capt. Robert H. Noble, inspector of small arms practice, says in his report sent by General Shafter that the target range at the Presidio is not well adapted to the purpose for which it is intended, except for firing at fixed ranges and at short distances. No defective cartridges were found among those manufactured by the ordnance department. Captain Noble explains that the great importance of the instruction of all recruits has been fully appreciated and no recruit has been sent away until he had had actual practice on the range. Since May 12, 156,000 rounds of ammunition have been fired. For the lack of time principally, and the fact that the range is not suitable for skirmishing, no practice in skirmishing is given. He reports the result of practice unusually good and says that it is not unusual for twenty-five targets to be made out of twenty-five shots. One man the second day on the range made ninety-seven out of 100.

General Shafter adds to this report by saying:

"The men have shown a great desire to perfect themselves as marksmen and have shown great skill in the use of their weapons."

As to the recruiting camp, he remarks: "There can be no doubt of the wisdom of establishing this camp. It has enabled the medical department to weed out men unsuited for service. This course has been found a great saving to the Government, for if they had been permitted to go to Manila they would have broken down there."

In his report on the Department of Columbia, General Shafter calls attention to the fact that there are as yet no guns mounted on Puget Sound. He says: "Three 10-inch and two 12-inch barbette carriages are mounted at Marrowstone Point and the guns are on hand. Sixteen mortar carriages mounted, and four 10-inch disappearing carriages not mounted, are at Admiralty Head. I have recommended that a battery of the Third Artillery be sent from the Department of California to care for the guns at Marrowstone Point and Admiralty Head. The work of the engineers at Admiralty Head and Point Wilson is also nearly completed, except the mounting of guns."

TWO ARMY PROMOTIONS.

A Successor to Capt. Bogardus Eldridge Named.

The War Department announced the following promotions today: Maj. Leven C. Allen, promoted from captain, Sixteenth United States Infantry, to the Twelfth United States Infantry, to date from October 10, 1899, vice Seton, retired from active service. He will proceed to join his regiment.

Capt. Robert Alexander, promoted from first lieutenant, Eleventh United States Infantry, to the Fourteenth United States Infantry, Company H, to date from October 2, 1899, vice Eldridge, deceased. He will remain on duty with the Eleventh United States Infantry until further orders.

Captain Alexander, who was promoted to succeed Capt. Bogardus Eldridge, who was killed by the Filipinos about ten days ago, is now with the Eleventh Infantry in Porto Rico and will remain there for some time.

GERMANY IN SOUTH AFRICA.

She Has Large Interests, Reports Say, in the Transvaal.

According to information received by the State Department from United States Consul Monaghon, from Chemnitz, the German Empire has large interests in the Transvaal. He writes as follows: "This empire's industrial interests in the Transvaal are great. In the ten years 1889 to 1898, Germany imported 3,000,000 marks ($714,000 worth) of merchandise from the Transvaal, and exported 60,000,000 marks ($14,280,000. The chief articles of export for 1897 and 1898, were: Cyankalium, glycerin (cleaned), igniting matches, rough ironware, fine ironware, railroad parts, plates, sleepers (iron), etc., iron rails, railroad axles and wheels, castiron machines, wroughtiron machines, locomotives and locomobiles, railroad wagons, cotton cloths, woolen clothes, cement, rough tables, and pianos."

TRADE WITH NEW CALEDONIA.

Gratifying Reports From Commercial Agent Wolf.

Paul Eugene Wolf, commercial agent at Noumea, writes the State Department as follows regarding the United States trade with New Caldonia:

"I am glad to report that the principal obstacle to United States trade with this district, viz., the lack of direct communication, is about to be removed. In a letter dated June 14, 1899, Messrs. Macondray & Co., merchants of San Francisco, inform me that they are about to send a sailing vessel of 1,000 tons register every three months direct to Noumea, which they hope to keep employed regularly in the trade. This line of vessels is to supply this colony mainly with food products from California, which are to be consigned to an American commission house at Noumea. Return cargoes of minerals, copra, coffee, vanilla, pearl shell, beche de mer, and other commodities will be furnished.

"As the commerce of New Caledonia, which for the past year has been growing very rapidly, is daily assuming much larger proportions, this line, in addition to the regular monthly steamship service referred to in my report of the 24th of June last, between San Francisco, and Saigon, via Honolulu, Tahiti, Noumea, and Manila, is certain to aid largely the development of trade between this colony and the Western States.

"United States shipping this year will also be larger than ever before. The second vessel, the Newsboy, from Puget Sound, which arrived here with lumber, is about to return to the United States. A third vessel with a similar cargo, consigned to Messrs. Jouve & Co., of Noumea, is on the way, and a fourth, with some 400 wooden cottages from Messrs. Renton Holmes & Co., of San Francisco, for the famous nickel mines at Thio, east coast of New Caledonia, is expected."

A MAN HUNT IN VIRGINIA.

Angry Citizens Searching for William E. Garrison.

ROANOKE, Va., Oct. 15.—An attempt was made to assault two girls, aged eleven and twelve years, respectively, by a white man yesterday. One of the children was the daughter of W. H. Nelson, and the other little Emma Cheatham, daughter of C. A. Cheatham.

A. L. Marshall, a Roanoke contractor, who was riding a wheel, discovered the man. He jumped off his wheel a few feet distant. The man deliberately fired a shot at Marshall, painfully wounding him in the thigh. He then made his escape.

The police were notified and from the descriptions given they at once suspected William Edward Garrison, a resident of the city, who has a wife and three children, and who is employed by the American Bridge and Iron Company.

A search was instituted and it was learned that Garrison had drawn his money at the bridge a few minutes after the assaults had been made, and the next heard from him was that he was seen going north along the Shenandoah Railroad, six miles distant, before sundown.

John W. and R. L. Cheatham boarded a freight train and went in pursuit. Garrison was discovered on the train at Lithia, and in order to be sure of their man the train was stopped and the brakeman passed over the cars and flashed his lantern in the man's face, while J. W. Cheatham looked on.

Upon ascertaining that there was no mistake in his identity Cheatham fired a shot at him as he sat between the coal cars. Garrison rolled off on the other side of the train and made for the woods. He left a bloody trail behind, but succeeded in making his escape. Every effort is being made to capture him.

WASPS INVADE A RAILWAY CAR

Passengers Put to Flight by an Insect Raid.

NEW HAVEN, Conn., Oct. 16.—The morning accommodation train from New Haven, due at Stamford at 9:45 o'clock, was held up Friday by a swarm of wasps.

Soon after the train left Bridgeport the passengers in one of the coaches, that had begun to get rather warm, noticed that there were many big black wasps flying about. As the train proceeded and the car became warmer the wasps increased in number. The passengers began an investigation, and found that the wasps came out of some ironwork about a chandelier.

Faster and faster the wasps appeared, and soon began to attack the passengers, who had to dodge right and left to avoid the insects. Finally the wasps seemed to become angry and began to sting. Women rushed into the smoker to get rid of them, and the men threw the doors and windows wide open.

By the time the train reached Stamford the car was deserted. There it was sidetracked, and the wasps were left in full control. It is supposed that the insects got into the car while it was on a siding and built a nest in the ironwork about the ventilators. When the steam heat was turned on they were roused up and came out.

Zulia Suffering for Rain.

Consul Plumacher writes the State Department from Maracaibo, August 22, that no rain has fallen for months and the situation is becoming serious. The state of Zulia, he adds, is not a manufacturing state but relies entirely upon agriculture and cattle raising. The price of every article of food has risen 20 per cent during the last three weeks. Meat alone is comparatively cheap, as the people have to kill their cattle. Everything is suffering for water except the cocoanut trees, which are flourishing. This industry, says the consul, is undoubtedly profitable, as these trees seem to grow best without rain.

RAMPAGE OF AN ESCAPED STEER

Ten Persons Injured by a Runaway Stockyard Animal.

NEW YORK, Oct. 16.—From one of the stockyards on the North River a steer escaped at noon yesterday, and before he was landed in the pound, about midnight last night, he had spread excitement through that part of the west side between Thirty-first and Fortieth Streets. So far as the records of the West Thirty-seventh Street police station show, no one was severely hurt by the animal, but the number of persons knocked down during the excitement is placed at ten. Two or three damaged bicycles, a broken window pane and a wrecked express wagon are also charged against the steer.

About noon the animal went charging out Thirty-first Street and darted north in Eighth Avenue. A bicyclist at Thirty-eighth Street attracted the animal's attention. By the time the wheelman could pick himself up again and estimate the damage to his bicycle the steer had turned into Thirty-eighth Street, scattered a group of five more wheelmen and was heading full speed for the North River. At the pier he turned, but his pathway back was comparatively clear.

On the pavement stood Edward O'Brien, of 406 West Thirty-eighth Street, and in his hand was a hastily constructed lasso. There was the swish of a rope in air, and as the noose settled down over the animal's neck Charles Fleischman, of 408 West Thirty-eighth Street, and William Gerrity, of 401 West Thirty-eighth Street, rushed to O'Brien's aid. They grabbed the end of the rope, the steer tossing his neck, and all three men went down. Valiantly they refused to let go and were dragged nearly fifty feet. Freed once more, the animal knocked down a man as it turned north in Ninth Avenue, while a woman tripped and fell in her anxiety to get away.

At Thirty-eighth Street and Ninth Avenue a man in an express wagon thought he would head off the animal. He managed to break his wagon shafts. By the time the wild chase reached Fortieth Street the steer was tired out, and Policemen McMorrow and Ryan, of the West Thirty-seventh Street station, managed to get him cornered, after a pane of glass in a store window had been broken. Ropes were brought, the animal was tied, loaded on a truck, and landed in a stable opposite the Thirty-seventh Street police station. That the excitement might die down the police waited until after dark before they started to send the animal to the pound. This task was entrusted to Isidore Schuler, who tied the animal to the rear of a wagon and started off. The West Side was aroused again in a moment. Hundreds followed the wagon. It was an interesting march, for every now and then the steer would sit down. It was a march by slow stages, and late at night the steer was landed in the pound, at One Hundred and Eighty-fourth Street and Arthur Avenue.

MARRIED.

SKELLY—ECKLOFF—On December 20, 1898, at Hyattsville, Prince George county, Md., JOSEPH SKELLY and ELEANOR J. ECKLOFF, both of this city. 1t

DIED.

CROWN—On Saturday, October 14, 1899, DAVID M. CROWN, beloved husband of Sallie A. Crown. Funeral from residence, 101 Eleventh Street northeast, at 3 p. m. Monday. Friends and relatives respectfully invited to attend. 1t

SCHAFER—On Friday morning, October 13, 1899, at Garfield Hospital, MRS. JOHANNA SCHAFER, mother of Mrs. Peter Mang, Carbondale, Pa.

Interment Monday afternoon at 2:30 at Congressional Cemetery. 1t

MITCHELL—On Saturday, October 14, 1899, at the house of his parents, at 2 p. m., LEVI D. S., infant son of Clara S. and Hugh Mitchell.

Funeral from Residence, 719 First Street northwest, Monday, at 10 a. m., October 16. Funeral private. oc15-2t

DENNIS—On Friday morning, October 13, 1899, at her residence, 515 Thirteenth Street northwest, after a long and painful illness, KATHARINE M., widow of Edw. G. Dennis, of Philadelphia, and mother of William Henry Dennis.

Funeral services at St. Patrick's Church, Monday, October 16, 1899, at 9 a. m. oc14-2t,em

SPECIAL NOTICES.

AT A SPECIAL MEETING OF THE Board of Trustees of the Columbia Fire Insurance Company, held October 16, 1899, the following resolutions were adopted and ordered published:

Whereas, in the death of Robert O. Holtzman we have lost a most valuable member of this board, to whose wise judgment and counsel the company is largely indebted for its success and prosperity. He was a man of pure heart and incapable of deceit. By his courteous bearing and innate modesty he endeared himself to all with whom he came in contact and he was worthy of the affection and regard in which he was held by every member of this board and by every one of his associates in business and private life.

Resolved, That as individuals and as a board we hereby express our deep sense of loss and our profound sorrow at his death.

Resolved, That as an expression of our sympathy and condolence with his family in their great loss, a copy of these resolutions be transmitted to them and a copy spread upon the minutes of the company.

LEM. TOWERS, JR., Secretary.

Item

OFFICE OF THE MUTUAL FIRE INSURANCE COMPANY of the District of Columbia, 902 Pennsylvania Avenue northwest, Washington, Oct. 16, 1899.

Policy-holders are notified that on and after NOVEMBER 1, 1899, the managers will pay a return of savings, in proportion to the surrender value of each policy, out of the savings of 1898.

One per centum premium charge for insurance the coming year, is payable to the company at same time. INSURANCE POLICIES MUST BE PRESENTED, that payments may be stamped thereon.

This company insures brick dwellings at from $1 to $1.25 per $1,000 of insurance, and frame dwellings, without shingle roof, at from $2.50 to $3.50 per $1,000.

Please present your policies early and avoid the crowd.

By order of Board of Managers.

L. PIERCE BOTELER, Secretary.
S. H. WALKER, President. oc19-tf

OFFICE of the Chesapeake and Potomac Telephone Company—A dividend of $1 per share will be payable on the 23D DAY OF OCTOBER, 1899, to the stockholders of record at the close of business on the 13TH OF OCTOBER, 1899, at the office of the Treasurer of the company, 619 Fourteenth Street northwest, Washington, D. C.

The transfer books will be closed from the 14TH DAY OF OCTOBER to the 23D OF OCTOBER inclusive.

JEREMIAH M. WILSON, President.
CHARLES G. BEEBE, Treasurer.
Washington, D. C., October 7, 1899.
Oct11,12,14,15,16,19,22,23