THE CRITIC brings you every day,
In manner crisp and clear,
That greatest tonic for the mind,
The news from far and near.

THE WASHINGTON CRITIC

Little bits of lightning,
Little chunks of brain,
Make THE EVENING CRITIC
First in all the train.

21ST YEAR--No. 6,500. WASHINGTON, TUESDAY EVENING, JUNE 4, 1889. PRICE TWO CENTS

THE GIGANTIC BURIAL.

THE CORPSES AT JOHNSTOWN CANNOT BE KEPT LONGER.

Three Thousand New Graves in the Valley Will Mark the Scene of the Great Disater—Precautions Taken Against Disease.

JOHNSTOWN, PA., June 4.—Delay is no longer possible. The decomposed corpses will inevitably breed pestilence if longer exposed to the air. At the first break of dawn this morning orders were issued to push preparations for the gigantic burial with all possible speed. Where there is no reasonable hope for identification the bodies will be buried at once. It is probable that by evening there will be at least 3,000 new graves in the valley, many of which will be unmarked for all time.

The most definite account which has yet been received concerning the condition of the villages along the Conemaugh to Stony Creek and South Fork was given by members of a relief committee from Alliance, Ohio. Professor R. E. Hudson, one of their members, said: "The scenes along the upper river are so horrifying that the mere narration would nauseate one. We discovered 193 bodies along the bed of Stony Creek, lying in all sorts of positions, and showing the most desperate wounds. Nearly all the corpses were of women and children. The men seem to have been at work and to have regarded the warning. The women and children were totally unaware of the gravity of the on-coming flood. There were quite twice as many bodies lying between Johnstown and South Fork as at any other place, save the Johnstown railway bridge.

It is now definitely settled that only about four lives were lost on the train that left Pittsburg Friday morning last. Conductor Bell, who had charge of the train, stated yesterday that in his opinion only four passengers were lost. Said he: "We were between Conemaugh and Johnstown when the engineer saw the flood coming. He gave us word, and we ran through the train and told the passengers to run to the mountains for their lives, but the majority of them thought it was only a wave and remained in their cars, while the trainmen ran to the mountains. When the flood came it washed away the car next to the smoking car and left the others remaining. The people in the Pullman car were ducked, but none of them were otherwise injured. The three or four passengers who were lost were men, but I do not know their names."

Four young ladies who were on the train were saved, but owing to fright, were unable to leave Prospect, where they were taken, until yesterday, when they were taken to Ebensburg.

AT THE RAILWAY BRIDGE

a large force of workmen began this morning the work of systematically rescuing the bodies. The fires are nearly extinguished, and unless they break out again the work will progress rapidly. The bodies taken from the ruins this morning are horrible objects. Recognition is impossible on account of the horrible manner in which the flames have mutilated them.

The smell of putrefying and burned flesh is terrible and several of the workmen have already been compelled to leave their work on account of sickness. With this condition of affairs taken into consideration, together with the fact that work on this immense quantity of debris has just begun, the weather growing warmer and a week or more must elapse before the stupendous task is completed, the awful dangers of an epidemic and horrors of the situation are not pleasant to contemplate.

A party of gentlemen has just arrived from the East, coming across the mountains in wagons. They report a terrible condition of affairs between this point and Harrisburg. Not a train of any kind is running on the middle division of the Pennsylvania. The tracks have been washed out for long distances in many places; a great many bridges are destroyed, and the whole road will need extensive repairs before they can be again used with safety.

Telegrams were sent to various quarters this morning asking that physicians be sent on at once. Those who have been on duty at the Bedford-street Hospital are actually worn out. They have not only attended to the wants of the injured in the different towns, but have had frequent calls from persons injured in the outlying districts.

THE HARROWING SCENES

which have been identified with the morgues continue there and grow, if anything, more intense as the days go on. In the flickering rays of light, which emanated from dim and smoky lanterns last night, the figures of the men who are doing their all to get the remains of the dead in condition for identification flitted rapidly to and fro attending to their weird and sad duties. The scene does not change materially, although many of the actors who have played in it have played the last act, but instead of the curtain being dropped the awful tragedy continues, the same scenes being continuously re-enacted by different people. Eighteen bodies were taken away last night by friends.

The following is a list of those identified up to the last reports: John Riddle, Mrs. James Fronheiser, Frank. Walsh, George Unversigt and son, Jonathan McCastin, C. P. St. John, John Waycott and John B. Clark; a very large woman, about 250 pounds, supposed to be Mrs. Schiller; Mrs. Mary Hoffman, Marion Hoffman, Florence Hoffman, Fulda Hoffman, Joseph Hoffman, Mrs. J. B. Hormick, Dr. W. C. Beam, Mrs. W. C. Beam, Conrad Neese, August Gerris, Daisy Owings. Christ. Dorres of Conemaugh was identified yesterday.

UP STONY CREEK.

Last night in company with several physicians from the city a reporter made a trip across the burning drift above the bridge and up the banks of Stony Creek. Amid debris of the drift in different places could be seen the bodies of men, women and children, some of them partly buried beneath fallen timber and masses of rubbish. Other bodies were seen so badly charred by the flames that it will be impossible for them to even be recognized. In several places were seen charred hands. In one place was a man's leg that had been torn from the body. The doctors all expressed the opinion that a mistake was being made in putting out the fire.

IT WILL TAKE A MONTH

to remove the mass of wreckage and before that time the bodies will have bred disease and pestilence and impregnated the water all along the way to Pittsburg with the germs of an epidemic. The general opinion among the doctors is that a large quantity of petroleum should be poured on the drift and set on fire and in this way get rid of it in a short time. There is no possibility of recognizing any of the bodies now in the drift, and it would be better to have them all burned than to be allowed to lie and rot. After crossing the drift we continued up Stony Creek. It seems as though but little search had been made in that direction.

All along the banks is a mass of drifted clay that has settled down with the falling waters, and beneath it are many bodies. That this is the case was shown by an incident that occurred to our party. One of the party saw what looked like a piece of fur sticking above the surface. It was thought to be a dog, but when it was kicked a hand and arm were knocked out. The party then threw back the clay and uncovered the body of a fine-looking woman about 30 years old. She was well-dressed. The body was washed off as well as possible and left on a board. A little further along the body of an old gray-haired man was found on the banks of the creek half in the water.

Three similar finds were made in a distance of less than a hundred yards. As soon as possible a force of men will be put to work uncovering this clay, when it is expected that hundreds of bodies will be unearthed. In one place in the burning drift, in plain sight from the bank above, can be seen the bodies of two men and a woman, half covered by the side of a building that has fallen on them and crushed them. It has been impossible as yet to remove them, and it may be days before they can be taken out. In the meantime, the building that crushed them is slowly smouldering and burning, and it will be but a short time till nothing is left of the bodies but charred bones. Rumors were current this morning that the authorities, despairing of being able to remove the drift have about decided to commence breaking it up by means of dynamite.

Adjutant-General Hastings' order calling out the Fourteenth Regiment and calling them here is not looked upon as being altogether a wise move.

Dr. John B. Buchanan of Pittsburg, who has charge of the registration, said this morning they had only gotten track of about 8,000, out of a population of 29,400. It does not follow that those not reported are drowned or lost, but it gives a better idea of the terrible loss of life.

An official of the Cambria Iron Works says the firm's loss will not exceed $1,000,000.

TO MAINTAIN ORDER.

The Fourteenth Pennsylvania Ordered to Johnstown.

PITTSBURG, PA., June 4.—Colonel P. D. Perchment, commanding the Fourteenth Regiment, at 10 o'clock this morning received orders from Governor Beaver to report with his regiment at Johnstown at once, each man to be provided with three days' cooked rations and forty rounds of ammunition. The regiment is in possession of private telegrams from Johnstown, saying that several persons have been killed in disturbances this morning.

It appears that each passing hour but adds additional horrors and dangers to the catastrophe. Not only have the floods swept from the face of the earth thousands of people and millions of treasure, but the destroyed now threatens to become the destroyer. Scattered along the Allegheny and its tributaries, from Pittsburg to the scene of the disaster, some on the shore, many in the eddies and pools, others lodged against the driftwood or buried in the mud and sand, lie hundreds of human bodies and dead animals.

In addition to this can be counted the disease-breeding matter from cesspools, etc. Pittsburg's water supply comes from the washings from the infected district, creating a new damage in the way of an epidemic. Steps have been taken to avoid this. The committee at Johnstown has telegraphed to Washington for a sanitary corps, and the State Board of Health has telegraphed orders for a posse to commence clearing the river at once. Citizens, whom necessity compels to use the water, have been urged to exert every precaution. A small steamer started from this city this morning to explore the Allegheny River as far as the mouth of the Kiskiminetas. From that point the search will be continued in rowboats.

A message asking for an extra session of the Legislature, which was signed by every member of that body from Allegheny County, was sent to Governor Beaver yesterday, but at this writing no reply has been received. In speaking of this Hon. M. B. Lemon said: "There are several reasons why the Legislature should be convened immediately. There is so much danger of pestilence that the State authorities must take steps to prevent it. The city and county authorities cannot do the work, because they cannot act in harmony. Another reason is that the State must give aid to restore the industries. It is neither right nor safe to depend altogether on voluntary private subscriptions to do this. The whole State should come to the aid of the survivors."

This morning at the Chamber of Commerce orders were given for the immediate transportation to Johnstown of fifty cars of provisions and 800 men, of whom thirty are carpenters.

THE PRESIDENT KEEPS INFORMED

Governor Beaver Keeps the White House Wires Hot.

Secretary Proctor was one of the earliest visitors at the White House to-day, and after consultation with the President detailed an engineer officer to proceed to Johnstown and take charge of Government supplies and equipment for pontoon service in the devastated region. Governor Beaver kept the wires busy this morning telegraphing to the President, and the burden of his cry was for material to bridge the streams in the vicinity of Johnstown.

Orders were sent to the commandants at West Point and Willetts Point, New York, to send all the available pontoon supplies at these points to Johnstown by the nearest route. These stores will be taken to New York and transferred to the Baltimore and Ohio Railroad, which is the only line having communication with the stricken section.

Governor Beaver was also anxious that commissary supplies should be sent to Johnstown, but inquiry at the War Department showed that only sufficient supplies for current demands are on hand and that there is not a large quantity of hard bread available.

The President had not much time for callers to-day, and cut visits very short, but among those who obtained admittance to the library were Solicitor Hepburn of the Treasury Department, Representatives Russell, Farquhar, Thompson, Taylor, Cheadle, Owen, Ewart and Wilson of Kentucky; Hon. John S. Clarkson, Hon. Robert Smalls and delegation of South Carolinians, Hon. John Nichols, North Carolina; W. H. Mosby and S. T. Nichols, Virginia; R. S. Tharin, South Carolina; William R. Castle, Honolulu, H. I.; Zach. Taylor and C. M. Joseph, Tennessee; D. N. Cominggore and J. J. Laudvan, Kentucky.

Secretaries Blaine and Rusk are out of the city, but the remaining members of the Cabinet were prompt in attendance at the regular meeting to-day. Delays of the mails and other matters growing out of the Johnstown horror were the principal topics of discussion. It was generally agreed too that the present condition of affairs was in every sense a case of extraordinary emergency and that Congress would undoubtedly sanction any step that might be taken by the President for the relief of the Johnstown sufferers.

The following appointments were announced at the White House to-day:

To be Receivers of Public Moneys—John T. Carlin of Montana, at Bozeman, Montana Territory; James J. Dolan of New Mexico, at Las Cruces, New Mexico.

To be Registers of Land Offices—Frank E. Baldwin of Colorado, at Pueblo, Col.; Eddy F. Ferris of Montana, at Bozeman, Montana Territory.

George Tucker Smith, to be an Assistant Surgeon in the Navy.

A POPULAR TESTIMONIAL.

A Statue of W. W. Corcoran to be Erected.

The Corcoran Monument Association has been incorporated for the purpose, the articles state, of procuring and erecting in this city a statue commemorative of our late townsman, W. W. Corcoran, so universally honored and beloved. There are to be twenty-five managers. The articles were signed May 29. The incorporators are Hugh McCulloch, president; A. T. Button, vice-president; R. Ross Perry, secretary; E. Francis Riggs, treasurer; Justin S. Morrill, James L. Barbour, M. G. Emery, James E. Fitch, E. Kurtz Johnson, John T. Lenman, William Laird, jr., Crosby S. Noyes, Samuel Norment, William S. Roose, Benjamin P. Snyder, Beriah Wilkins, Lucius Tuckerman, J. W. Thompson, W. S. Thompson, B. H. Warder and H. A. Willard.

Aid From Americans Abroad.

LONDON, June 4.—American residents and sojourners in England are collecting large sums for the benefit of the sufferers from the Pennsylvania floods. A large central fund is being established, into which all collections will be paid, and from which sums may be drawn as needed.

Equitable C. B. Association.

The second payment in the new issue of stock opened in May becomes due this month. The office of the association will be open to accommodate persons desiring to subscribe on Wednesday this week from 6 to 8 o'clock p. m.

This issue so far exceeds any of the former issues.

For information concerning the method of doing business application should be made to John Joy Edson, secretary, 1003 F street northwest.

RESTORING THE BRIDGE

MEN HARD AT WORK CLEARING AWAY WRECKAGE.

Trains Will be Running to the South To-Night or To-Morrow—Scenes Along the River—Arrival of the Mails.

Wreckers had full possession of the old Long Bridge and its museum of the flood's wreckage to-day. The railroad's wreckers worked on the bridge itself and the river wreckers on the drift lodged againsts its piers.

The canal boatmen had shaken themselves together during yesterday, and early this morning they began a weary quest for their runaway boats. They embarked in their flat-bottomed "pungies" and pulled laboriously down the shrunken river to Long Bridge, where everybody who lost anything by the flood has come to expect to find it, if at all, lodged against the Long Bridge.

So the wreckage against the red bridge's piers is dotted all over to-day with gray-whiskered men with stooped shoulders and black pipes in their mouths. One canal-boat captain rowed down with his buxom wife, one at each oar, this morning. They pulled slowly along, skirting the edge of the wide fringe of wreckage that ornaments the up-stream side of the bridge, until just this side of the Georgetown draw the woman said, "Hold up."

They held up, and clambering out onto the bottom of an upturned mud-scow, that was lodged firmly in the debris, the woman went to a corner of a canal-boat cabin that stuck out from a labyrinth of cordwood. She kicked out a pane of glass from one of the windows, stooped down and peered into the little cabin a moment, and straightening up, said: "Here she is, busted to ——." The captain and the first mate then got back into their boat and pulled back up the muddy river toward Georgetown.

The liveliest place near Washington to-day is the Virginia end of the Long Bridge. Nearly a half a mile of the railroad tracks adjacent to the bridge was washed out and had to be rebuilt entirely, just as if there had never been a railroad there. In fact the new tracks will be a trifle farther north than the old ones were. The rebuilding was begun yesterday afternoon, but was not fairly under way till to-day. And to-day the workmen made the dirt fly.

"We are going to have the track finished clear to Long Bridge by the time the men stop work at 6 o'clock to-night," said one of the civil engineers superintending the work this morning. It did not look possible, but the men were making really wonderful progress. One gang went ahead and prepared the road bed for the ties. Close after them was another gang that laid the cross ties and packed the earth firmly around each one of them. As soon as the ties were laid the length of one of the new steel rails another gang of men put the rails in place, levelled them, got them straight and the right distance apart and then drove down the big iron spikes with their swinging hammers, fastening the rails to the cross ties.

Railroad officials said this morning that they would be landing passengers from the South in the Sixth street depot over Long Bridge to-night or to-morrow morning at the latest. Yesterday and to-day railroad communication with the South was by way of the Alexandria ferry boats. The mails went this way, too. But the railroad officials said this morning that to-morrow, if not to-night, mails and passengers will come into the city via Long Bridge. Not that the bridge will be fixed. Far from it. But the track will be finished to the Virginia end of the bridge and through trains run over it to the broken span. Then another train will be waiting at the other side of the break to take the passengers to the Sixth-street station. The passengers will have to go afoot from one train to the other, and a large gang of roustabouts will be on hand to transfer the baggage and mails so that the delay will be only a matter of some twenty minutes. The problem of how to get across the open stretch of water where the broken span used to be was solved by the railroad people this morning.

They hired four big scows, and these will be chained together into a pontoon bridge to temporarily replace the broken span. The scows are immense affairs, and the bridge they will make will virtually be as solid as rock. The scows were hired this morning, and are being towed into place this afternoon.

Forty men went to work on the broken draw over the Georgetown channel this morning. The damage to the draw was found to be much less serious than was at first feared. The big steel cone that forms the pivot around which the draw swings was lifted out of its socket and found to be but slightly injured. This pivot is an immense cone of steel four and a-half feet long, two feet in diameter at the big end and eight inches across at its rounded, smaller end. The lower end of it was worn till it shone like a mirror when it was lifted out of its polished socket. The big end of this cone is somewhat battered and smashed at its edges, but the engineers think that it can be pounded back into shape and used. If it can the draw can be quickly fixed. This and a few smashed and splintered timbers are about all the damage done to the bridge at the draw.

In fact the damage to the old bridge seems to have been greatly overestimated. One of the civil engineers in charge of the work of repair said this morning that the damage to the bridge would be covered by $10,000 or $12,000.

"These spans," he said, "cost between $7,000 and $8,000 apiece to build, some costing more or less than others. But one span will have to be rebuilt. The damage to the draw and the tracks on the bridge will not bring the total above $12,000 at the most. The most serious damage to the tracks was at the Virginia end of the bridge."

The work of repair is anything but tedious. This morning the broken span still hung in place, with the coal cars still on it. Men clambered back and forth, loosening the big nuts on the long iron bolts that held the heavy timbers together. A couple of heavy freight engines were run out onto the bridge and a big hawser six inches in diameter tied to the first of the cars that the broken span let partly down into the muddy river. The cars are pinioned down under the heavy, twisted timbers, and all the bolts and rods that held them together were loosened and some of the timbers chopped in two before the two freight engines began to pull at the cars.

The railroad people have 300 men and four steam tugboats engaged in the work of demolishing the broken span of the bridge. In addition to this, this afternoon two of the tugs went down to the lower end of the flats and towed up an immense dredge to tear away the timbers of the broken span.

Resting against the broken span was half an acre of wreckage, pieces of houses, mud-scows, pleasure yachts, row-boats and a canal-boat or two. When the broken span was crushed and torn apart enough to loosen its hold on the piers at its two ends all this wreckage as well as the timbers of the broken span came loose with a crash and went down the river together. It was very dangerous, this work of tearing away the broken span of the bridge, and it is a wonder that a dozen men were not killed.

The tracks along the causeway have all been rebuilt and nothing remains to be done but to fix the draw and to rebuild the broken span before travel can be resumed regularly over the historic bridge. The pontoon bridge of scows, as the big ferry boats are known technically, can be got ready for the transfer of passengers from one train to the other in a very short while. The bridge was rebuilt three years ago and the timbers are in a perfect state of preservation.

The watchman's box at the Washington end of the bridge has been fitted up as a temporary telegraph office, and through it the engineers in charge of the bridge keep the company's officers constantly advised of their progress.

At this end of the bridge is a big pile of heavy timbers all cut into their proper shapes and marked with letters and numbers. They are for the new span of the bridge, and as soon as the wrecked one is cleared away they can be put into place, and then the span will be ready for the rails.

There are hundreds of cords of wood scattered over the bridge, and men are busily at work to-day piling this up, preparatory to hauling it off. The bridge is barricaded, and no one is allowed to cross unless they have business on the bridge. Lots of people try, but can't. A dozen amateur photographers have made scores of pictures of the wrecked bridge and flats.

ALONG THE RIVER FRONT.

Sights as Seen From the Police Boat Blackburn.

A trip along the river front in the natty police boat Joe Blackburn to-day gave a new idea of the floods dire work. A man who should know, and doubtless does, says that the flood's damage along the Washington river front, exclusive of that in Georgetown and also of the damage to Winship's wharf, will be $90,000 or 100,000. Winship's damage is estimated at $25,000, and this would make a total of $115,000 damage by the flood in Washington along the river front.

Nearly every wharf will have to have some repairs. The stables were all more or less damaged, and in fact nothing along the river front escaped. Seen from the boat everything on shore was covered to the heighth of three or four feet above the level of the river shore, with a coating of yellow mud, the compliments of the swollen river. Coal piers were black on top and yellow around the bottom. Houses had a wide band of yellow about their lower stories. Lots of things that were left on the wharves were washed away and lost, and are being replaced with new things now. Hundreds of iron wheelbarrows found a watery grave. The coal chute, by which the police boat receives its load of coal, was also carried away by the flood.

Everywhere are boards and planks, involuntary contributions from Georgetown lumber yards. The wharves are all covered with muddy sediment, and this morning a hundred hose were washing them off. All over the flats and under the wharves are barrels of all sorts and sizes and colors. Lots of them were washed from the gas works. Proprietors of boat-houses are hunting for and quarreling over row boats that were swept from their houses by the high water.

This morning a stately four-masted schooner was towed up the Georgetown channel and dropped anchor to wait for the draw to be fixed so that it can go on up to Georgetown. It is the Pocohontas, the largest vessel ever in this river. She is loaded with asphalt and en route for Littlefield's wharf. She cannot, probably, get through the draw before to-morrow morning and will have to lie at anchor off the flats over night.

"Talk about the Johnstown flood sufferers," said a grizzled old man on one of the wharves "what's the matter with me for a flood sufferer? I had a house and a little farm at the other end of Long Bridge, and the water cleaned the place of everything and buried the farm under two feet of mud, and now I haven't got anything but the clothes on my back."

He was engaged in collecting a fund to buy a drink and got it instanter. A lot of men are at work on the cofferdam cleaning away the drift so that the work of repair could be begun. A big mud scow that was swept against the dam was towed away this morning.

One peculiar effect of the flood was on the trees on the new flats. Trees of considerable size had grown up on the wide stretch of the flats below the bridge, and, the water sweeping over them, bent them down and coated them all over with mud. The mud still clings and the trees are all bent over southward at extravagant angles and their mud-colored foliage adds to the scenic effect.

River men apprehend that the sweep of the muddy water over the cofferdam may have choked up the Washington channel, but no difficulty has yet been experienced by any of the steamers.

The Alexandria boats did a big business to-day, all the passenger traffic to the South being carried over them.

THE MOVEMENT OF TRAINS.

The First Mail for the West Leaves This Morning.

The first train for the West direct, bearing United States mails, left the Baltimore and Ohio Station this morning at 10:40. It is doubtful if it will succeed in getting through and is simply an experiment. The mails have heretofore been going West via New York and the Central, but this is a very roundabout route and requires something like twenty-four hours more than the regular route. The mails carried by this train were very heavy, and it took three cars to accommodate them, together with an extra force of clerks. Mails continue to arrive from the West by way of Ashtabula, Ohio, and New York, but they are light, and when the direct lines to the West are open it is expected that they will be very large.

Communication with the South is at last open. The Virginia Midland has been repaired as far as Alexandria, and passengers are transferred from that place to the ferry, thence to Washington. The mails from the far South, however, continue to come by way of Baltimore and Norfolk by the Bay Line. The Richmond and Petersburg mails come through Charlottesville, as the Richmond, Fredericksburg and Potomac is still inundated at several points, and it will be perhaps a week before it is in running order. Trains are not yet running in the Manassas Gap Branch of the Virginia Midland, and the mails of Friday, Saturday and Sunday for points along the road were received to-day. It is expected that the line will be open to-morrow.

A large mail was received from Cuba this morning. This usually comes by way of Tampa, Fla., but the authorities there forwarded it to New York by the Morgan Line of steamers and it arrived here via Wilmington. The South American and all other foreign mails arriving at New Orleans have been delayed.

Mails at the city postoffice are closed about half an hour earlier than usual so as to catch the trains at Alexandria. This, however, will continue only until the track between this city and Alexandria is repaired. The railroad officials say that trains from the South will run into the city this evening or to-morrow morning. The southwestern mails are being forwarded by New York and Cincinnati.

Chicago Will Send Aid.

CHICAGO, June 4.—Chicago purposes sending substantial help to the Johnstown sufferers. With a sympathy born of natural impulse, augmented by experience of the value of timely assistance, Chicago business men have undertaken to relieve the terror-stricken survivors in the devasted districts. The committee presided over by Mayor Cregier hopes and expects to raise at least $100,000.

City and Suburban.

George C. Reighter has sued B. W. Carpenter and C. H. Johnson for $10,000 for damages to his house in making an excavation next door.

T. Price Hurdy has sued the Richmond and Danville Railroad Company for $20,000 for injuries in an accident near Culpeper on June 16 last.

The certificate of the re-election of William M. Pumphrey, C. T. Coldwell and E. H. Chamberlain, trustees of the North Presbyterian Church, has been filed.

John O. Honey has applied for a divorce from Alice M. Honey, alleging adultery, and Fanny Junghams has asked for divorce from Joseph Junghams, charging drunkenness.

The death of Mr. Henry S. Willey, well known in Grand Army circles, occurred at his residence, 1426 Corcoran street, yesterday morning. The funeral will be held at 4:30 p. m. to-day, and the remains will be sent to Alberquerque, N. M., for burial.

Albert Edward as an Editor.

Speaking of the Prince of Wales an American newspaper man now in London says: "He is an all-around man and his accurate knowledge on all sorts of subjects is simply phenomenal. He would make an ideal editor. He's an indefatigable worker and he'd be a whole staff in himself."

IN MARYLAND AND VIRGINIA.

Losses of Life and Property—The Chesapeake and Ohio Canal Destroyed.

BALTIMORE, MD., June 4.—As communication by telegraph is established with the mountain parts of Western Maryland and the borders of West Virginia, it is learned that many more lives have been lost than at first reported and millions of dollars worth of property destroyed.

Harper's Ferry is still partially under water. Six, probably ten, lives are reported to have been lost in that famous little town. John Brown's fort was nearly swept away.

While the crowds on the heights near Harper's Ferry were watching the terrible work of destruction a house was seen coming down the Potomac. On its roof were three men wildly shouting to the people on the hills to save them. Just as the building struck the railroad bridge the men tried to catch hold of the flooring and iron-work, but the swift torrent swept them under and they were seen no more. What appeared to be a babe in a cradle came floating down behind them, and a few moments later the body of a woman, supposed to be the mother of the child, swept by.

Robert Connell, a farmer living upon a large island in the Potomac, known as Herter Island, lost all his wheat and his cattle. His family were rescued by Clarence Stedman and E. A. Keyser, an artist from Washington, at the risk of their lives.

The fine railroad bridge across the Shenandoah, near Harper's Ferry, was destroyed.

The Ferry Mill Company sustained very heavy losses.

Along the South Mountains in Washington and Alleghany Counties, Md., the destruction was terrible. Farm-houses and barns were swept away and hundreds of live stock killed.

Between Williamsport, Md., and Dam No. 6, on the Chesapeake and Ohio Canal, twenty-six houses were destroyed, and it is reported that several persons were drowned. The homeless families are camping out on the hills, being supplied with food and clothing by the citizens of Williamsport.

Joseph Shifter and family were driven to the roof of their house by the rising waters, and, just a moment before the structure collapsed, the father caught a row-boat passing by and saved his wife and little ones.

The village of Point of Rocks on the Potomac River, twelve miles this side of Harper's Ferry, was half submerged. Nearly $100,000 worth of property in the town and vicinity was swept away.

All night the country and rivers about Point of Rocks were illuminated by blazing cars on the Baltimore and Ohio Railroad.

Every bridge in Frederick County, Md., was washed away. Daffern's saw-mill, on the Linganore, was swept away. At Buckeyestown the water was higher than ever before known. Stores and dwellings were submerged and the contents swept away.

Along the Rappahannock River in Virginia the damage will amount to millions, and a number of lives have been reported lost. A dispatch from Fredericksburg, which town for two days was cut off from telegraph and railroad communication, says that the river there rose to the remarkable height of forty-nine feet above high-water mark, beating all previous records. All of Sophia street and the lower portion of the city, beside a large number of business houses on Main street, were submerged. Reports from the lower counties say that a number of lives have been lost, and the damage will exceed that of this city.

THE CANAL'S FINANCES.

The Annual Meeting of Stockholders Postponed.

The stockholders of the Chesapeake and Ohio Canal expected to hold their annual meeting at Annapolis yesterday. Governor Jackson, State Treasurer Archer, President S. P. Gambrill, Secretary Spencer Watkins and Accountant John B. Ayers met in the Executive Chamber at 11 o'clock, the appointed time. It was found that the books of the canal company, which had been sent from Georgetown on Friday by the Adams Express Company, had not arrived. After consultation it was decided to postpone the meeting until Thursday, June 13.

According to President Gambrill's report the expense of maintaining, repairing and running the canal for January, February, March and April was $31,260.27; for May, about $13,000, making a total of $44,236.27, a decrease of $1,054.10 over last year. There was an additional expense for the breaks, rock slide and Georgetown level of $3,470.16. The total tonnage to May 31 was 57,079.08, a decrease of 3,858.01 tons. The revenue was: For tolls, about $25,000; wharfage, $1,500; boat trimming, $300; water rents, $2,468.51 and rents of houses and lands, $763.13, making a total of about $30,031.64.

The excess of expenditures over revenue is accounted for by the fact that the first three months—January, February and March—navigation was closed and repairs being made. On January 1, 1889, the indebtedness for labor, material and cost of outlet lock was $81,760.87. Expenses from January 1 to May 31, 1889, $47,736.43, making a total of $129,497.30, on which there has been paid $24,101.33. The present indebtedness, including $37,500 due the Potomac Lock and Dock Company, is $105,395.97. To this there is to be added five coupons on repair bonds of 1878, including the one due July 1, 1889, $75,000.

SHE SHOT HERSELF.

Suicide of a Havre de Grace Young Lady.

HAVRE DE GRACE, MD., June 4.—This morning Miss Annie McMaster, a well-known young lady, fatally shot herself with a revolver. Miss McMaster and Daniel W. Kenly were, it is understood, engaged to be married. Last night the lovers had a quarrel, and Mr. Kenly went to Washington some time in the night. This morning Miss McMaster came down stairs and secured her brother's pistol, saying she was going to shoot herself. Her brother tried to take it away from her, but before he could do so she fired a bullet into her right side. She died at 7:30 a. m. Miss McMaster was 20 years old.

LATE DEPARTMENT NEWS.

A. D. Kinne, a cousin of Daniel S. Lamont, who was appointed an usher at the White House under the last Administration, was to-day transferred to the Patent Office as an assistant examiner.

Secretary Tracy has transmitted to Wm. Fooye, the gallant seaman of the Vandalia who saved the lives of two of his shipmates, the silver medal presented to him by the Humane Society of Massachusetts.

A board of survey has been ordered on the Galena and Yantic, at New York, with Commander W. H. Whiting as senior member.

The largest class ever examined by the Civil Service Commission was on hand to-day at the City Hall. There were 320 applicants for positions as clerks and copyists.

Looking to Sunday Rest.

Postmaster-General Wanamaker has sent a circular to postmasters of 100 of the larger cities of the country for information regarding the receipt and departure of Sunday mails, the sale of stamps, number of callers and number of employes on duty that day.

District Government Notes.

Dr. E. M. Schaeffer will act as Coroner during the illness or temporary absence of Coroner Patterson.

John E. Hodgson has applied for the position of Intendant at the Washington Asylum, and is indorsed by a large number of prominent business men.

Secretary Richard J. Hunter of the Red Cross Society has written the Commissioners tendering the services of its president, Miss Barton, in the distribution of such supplies as may be forwarded from this city to Johnstown.

The Commissioners have modified the order recently issued forbidding the use of cobble stones or any other materials than granite blocks between the tracks on Fourteenth street. They still forbid the use of cobble stones, but will permit asphalt paving blocks to be used.

FOR THE STRICKEN CITY

A BENEVOLENT MOVEMENT BEGUN IN WASHINGTON.

Meeting of Citizens to Raise Money for the Aid of the Sufferers in the Conemaugh Valley—Subscription Lists Opened.

Washington will lend an earnest hand toward the work of relieving the suffering at Johnstown. In response to an appeal of the District Commissioners a meeting of citizens is being held this afternoon at Willard Hall.

A few minutes before 3 o'clock President Harrison's carriage drew up at the Fourteenth street door of Willard's Hotel. He was accompanied by Private Secretary Halford and one of the White House clerks.

Commissioners Hine and Douglass had been awaiting the President's arrival at the hotel corridor for some time.

As soon as he came they all went upstairs and on to the stage of Willard Hall.

The hall was half full by this time and was rapidly filling up as the President took his seat in a large arm-chair in the centre of the stage.

There were few ladies in the audience, which contained about 300 of Washington's representative citizens.

President Harrison called the meeting to order a little after 3, and in a few sympathetic remarks explained the object of the meeting.

There was but little speech-making, and the subscription list was opened at once.

The following persons have been selected as a committee of relief to undertake the collection of money, provisions, clothing, etc.

Army—General Schofield, General J. C. Kelton, Colonel John M. Wilson.

Navy—Admiral D. D. Porter, Admiral C. P. R. Rogers, Commodore M. Sicard.

District National Guard—General A. Ordway, Major William G. Moore, Captain J. S. Oyster.

Hotels—O. G. Staples, F. E. Russell, W. H. Seldon.

Bankers—J. W. Thompson, J. A. J. Creswell, B. H. Warner.

Wood and Coal Dealers—E. Kurtz Johnson, J. Maury Dove, George Sheriff.

Street Railroads — Henry A. Willard, Henry Hurt, George W. Pearson.

Lumber Dealers—Thomas Smith, Isaac Jackson, S. E. Wheatley.

Dry Goods — Thomas Luttrell, Julius Lansburgh, S. W. Woodward.

Groceries—G. G. Cornwell, Frank Hume, N. W. Burchell.

Flour and Feed—Theodore J. Meyer, John W. Shaw, A. B. Cropley.

Clothiers—A. Saks, B. Robinson, E. B. Barnum.

Furniture—W. B. Moses, Wash. B. Williams, W. H. Houghton.

Jewelers—M. W. Galt, Henry Semken, Jacob Karr.

Boots and Shoes—Edmonston, P. S. Havenner, Arthur Burt.

Hats and Caps—B. H. Stinemetz, J. Y. Davis, James P. Willett.

Real Estate—M. M. Parker, Thomas E. Waggaman, James E. Fitch.

Contractors—H. L. Cranford, F. M. Draney, B. A. Windsor.

Physicians—Dr. Smith Townshend, Dr. Z. T. Sowers, Dr. Robert Reyburn.

Lawyers—A. T. Britton, Captain George E. Lemon, R. Ross Perry.

Ladies—Mrs. Justice Harlan, Mrs. Henry A. Willard, Mrs. O. G. Staples, Mrs. H. B. McFarland, Mrs. Gardner Hubbard, Mrs. E. Kurtz Johnson, Miss McCalmont, Mrs. Charles Clarke, Miss Julia Strong, Mrs. Thomas L. Tullock, Mrs. Quaiffe, Mrs. W. W. Burdette, Mrs. Jean M. Lander, Mrs. Ross Perry, Mrs. Robert G. Rutherford, Miss Lenman, Mrs. J. Ford Thompson, Mrs. General Ordway, Mrs. William P. Kellogg and Mrs. Doctor Beardsley.

Albert Trego, the general agent of the United States and Baltimore and Ohio Express companies will receive and forward free all donations for the Johnstown sufferers, at the office of the company, 819 Pennsylvania avenue.

As stated yesterday Mr. Washington Nailor will give the entire receipts of his cabs to-day to the relief fund.

The Potomac Corps, W. R. C., auxiliary to the Department of the Potomac, G. A. R., will receive donations of money, clothing, bedding, etc., at Grand Army of the Republic Hall, and forward them to Clara Barton, president of the Red Cross Association and member of the Potomac corps. The corps will meet at G. A. R. Hall this evening at 7 p. m. to take immediate action.

The Frederick Warde Dramatic Company of local talent, will present the "Time and the Hour," J. Palgrave Simpson's three-act comedy, at the National Theatre, Friday night, for the benefit of the Johnstown sufferers. Manager Rapley has tendered the use of the theatre free, and the orchestra and stage mechanics have volunteered their services gratis. Seats will be on sale to-morrow at the box office, and every one should be bought. Tickets, $1, 75 and 50 cents.

The Alert Baseball Club and the Interior Department Baseball Club will play a benefit game on the League grounds on Thursday next. They are both strong clubs and a good game is expected. The Washington Baseball Club have kindly given the use of their grounds and the entire proceeds will be given to the Johnstown sufferers.

The relief committee appointed on Sunday night have established headquarters at No. 6 Pacific Building and have had many generous responses. The generous response of the citizens to the call for aid is manifested in many ways. The collection at the Thirteenth-street Baptist Church on Sunday was $127 and at the Calvary Baptist $200. Other churches are also reporting collections.

In the Postoffice Department yesterday a relief fund was started by Chief Clerk Cooley. First Assistant Postmaster-General Clarkson headed the list by subscribing $100. The indications are that nearly $1,000 will be raised in this Department. Postmaster-General Wanamaker had already subscribed $1,100 in Philadelphia.

The *Evening Star* has headed a subscription list with a $100 contribution.

The Ideal Minstrel Troupe has volunteered an entertainment to be given at Willard Hall on Monday next in aid of the Johnstown sufferers. The tickets have been placed at twenty-five cents and can be purchased of any police officer.

At 2 o'clock this afternoon the various Johnstown relief funds amounted as follows:

Post	$1,609 87
Star	751 25
Pacific Building	170 00
Total	$2,531 12

The Pacific Building Committee also shipped this afternoon four large boxes of clothing.

The Secretary of the Navy has allowed the Burnside Corps, No. 3, Woman's Relief Corps of this city, the services of the Marine Band at an entertainment to be given this evening at Masonic Temple for the benefit of the Johnstown sufferers.

Matters at Richmond.

RICHMOND, VA., June 4.—Matters are beginning to assume their usual shape. Trains are endeavoring to run, but the Richmond, Fredericksburg and Potomac will not be able to send out a train for some days. Mails go North via the C. & O. and Virginia Midland. No Northern mail has been received here since Friday. It was ordered sent to Norfolk, and thence via the Norfolk and Western to Petersburg. Communication with Petersburg is still cut off, and so the mail will possibly be sent back to Norfolk, to be transmitted here via Newport News and the C. & O. Railroad.

Woodruff Turns State's Evidence.

CHICAGO, June 4.—Frank Woodruff, alias Black, the man who drove the rig in which Cronin's body was hauled to the Lakeview catch-basin, has turned State's evidence and will be brought to testify before the coroner's jury. It is not expected, however, that his testimony will be taken to-day. Woodruff's confession, it is said, connects P. O Sullivan so closely with the crime that escape for him seems impossible.

HIS BLOODY WORK RESUMED.

Another Victim of Jack the Ripper Found This Morning.

LONDON, June 4.—The denizens of Horsley Down, on the Surrey side of the Thames, were thrown into a fever of excitement this morning by the discovery in the river of the lower portion of a woman's body, cut into two pieces. The rest of the body and the legs were nowhere to be seen. These ghastly objects were tied in a parcel with a stout cord. Shortly afterward a parcel of female clothing was found at Battersea. Both the fragments of the body and the clothing were wrapped in pieces of cloth, which together had comprised a pair of woman's drawers. On the waistband of the drawers was the name "Fisher," in indelible ink. It is evident that the clothing found belonged to the murdered woman. The portions of the trunk showed the woman to have been large and well-developed. They had apparently been in the water about ten days. The discovery has revived the excitement which prevailed during the period of the White Chapel horrors, and it is generally believed that Jack the Ripper has resumed his bloody work.

At Battersea were also found the thighs of a female showing conclusive evidences of having been cut from the trunk found at Horsley Down. They too were wrapped in pieces of the pair of drawers.

The authorities now state that the parcel found at Horseley Down contained the abdomen and uterus and also an afterbirth, showing that the woman had recently been delivered of a child. Everything points to the certainty that the woman was the victim of an operation, and her body was mutilated by her murderers in the endeavor to elude discovery by making identification impossible. The doctors who examined the portions of the body now express the opinion that it had been in the water only about twenty-four hours. It is supposed that the woman was about 25 years of age.

FLED WITH A CHOIR SINGER.

A Shining Light Flees From London With a Woman.

LONDON, June 4.—A decree of divorce which has just been made absolute by Justice Butt developes the fact that the city of Philadelphia is just now sheltering a once prominent divine of the Wesleyan denomination, but who gave up pulpit prospects here to fly to America with one of the fair singers of his choir. The name of this shining light of a powerful denomination is William Mews, although since he settled down across the Atlantic he has transformed it into Vernon. According to the evidence taken which the decree granted, he was married to a young woman of good family in 1882, while pastor of a Methodist church in Manchester.

All went well until he became enamored of one Jessie Brackenbridge, a tall, well-formed, vivacious brunette, who was looked upon as the mainstay of the church choir. One morning in February of last year he left home to fulfill an alleged engagement to preach at Accrington. He never returned. Later in the week Jessie also turned up missing. The gossips shook their heads, but the devoted wife and the trustees of the church spurned the insinuation with scorn. Investigation showed, however, that the couple had sailed for the United States, and a detective sent over by the church found them living together in Philadelphia, to which city they had just moved from Jersey City under the name of Mr. and Mrs. Vernon.

After the injured wife applied for divorce Mews wrote two letters making a full confession but with a show of bravado. He closed one of these letters in the following style:

"Devil a cent will they get out of me. Sincerely yours, Mews, alias Vernon, alias Marshal, and in the opinion of many, the very devil himself."

Both Found Murdered.

TRENTON, MICH., June 4.—Lawrence Murray, a bachelor, aged 46 years, and his mother, aged 80, residing on an unfrequented road in Argentine township, Green County, were murdered several days ago. Both had been shot in the back of the head. Their near neighbors failed to see them as usual, and upon investigation the bodies of the mother and son were found in the cellar, where they had been thrown by the murderers.

Eighty Went Down on One Bridge.

NEW YORK, June 4.—Dispatches from Lewisburg, Pa., declare that eighty persons went down with one of the bridges at Williamsport yesterday and were drowned. Dispatches direct from Williamsport yesterday did not mention this. If the calamity occurred it must have been after the news from Williamsport got through.

Light for the Darkened City.

EASTON, PA., June 4.—The Lehigh Valley electric light car used by bridge builders at night, containing engines and dynamos and extra lights, is now en route to Johnstown, via Lyons, Buffalo and Pittsburg, to supply light to the town. It is being put through at lightning speed.

Anxious About Lew Wallace's Wife.

INDIANAPOLIS, IND., June 4.—Mrs. Wallace, the wife of the author of "Ben Hur," was on one of the passenger trains caught in the Conemaugh Valley. She has not been heard from, and her friends are anxious.

At the Hotels.

W. D. Roy, Louisville, is at the Randall.

Charles E. Nixon, Chicago, is at Welcker's.

L. K. Torbet, Cincinnati, is at the Hotel Johnson.

George H. Cramp, Philadelphia, is at the Normandie.

John B. Don and Gilbert W. Don, Scotland, are at Wormley's.

Bishop William Paret, Baltimore, is registered at the Ebbitt.

Thomas P. Ochiltree, John J. Matthews and Charles H. Webb, New York, are at Chamberlin's.

A. J. Jones, Palatka, Florida; J. R. Forsyth and C. T. Johnson and wife, New York, are at the Arno.

H. P. Stanford, New York; R. O. Phillips, Lincoln, Neb.; Mrs. Ella Warner, Lexington, are at the Riggs House.

C. N. Mulvey, Camden, N. J.; W. D. Gay and wife, Montgomery, and J. Holmes, Philadelphia, are at the Howard House.

Peter Stryker and Miss A. R. Stryker, Minneapolis; H. E. Townsend, Brooklyn, and J. B. Thomas, Saginaw, are at Willard's.

C. L. Loop, Memphis; J. W. Baker, Nashville; L. C. Houk, jr., Knoxville, and A. P. Warren, St. Paul, are at the Metropolitan.

Mr. and Mrs. John C. Gray, Boston; G. H. Quinn and wife, Detroit; C. L. Pullman and W. C. Pullman, Chicago, are at the Arlington.

R. G. Hitt, Augusta, Ga.; P. G. Sears, New York; Mrs. R. F. Cochran, Boston, and George S. Mackelfresh and wife, Cincinnati, are at the St. James.

T. J. Hume, Atchison, Kansas; M. J. Meyer and E. B. Williston, New York; George J. Sabatili, New Orleans; H. D. Wellington, Boston, are at the National.

E. E. Jameson, New York; S. C. Cobb, Pensacola; Chas D. White, Boston; Matt G. Reynolds, St. Louis; Hon. C. S. Houk and wife, Memphis; J. M. Johnston, Birmingham, Alabama, are at the Ebbitt.

Hon. Julius C. Burrows, the silver-tongue orator of Michigan, and one of the most prominent candidates for the Speakership of the House, arrived here last evening and registered at the National. He said to a CRITIC reporter that he was detained by the flood. Mr. Burrows will stop during his stay here with friends at 1329 Q street.

THE CANAL'S FUTURE.

A MATTER IN WHICH THE CITY IS INTERESTED.

The First Level Will Be Repaired and Steps Taken to Protect the Georgetown Millers—A Meeting Soon to Be Held.

The future of the Chesapeake and Ohio Canal forms an interesting subject of consideration for Georgeton and Washington business men to-day. Georgetown people are especially exercised over the matter. The stoppage of the flour mills and the suspension of traffic on the canal it perceptibly affecting the merchants.

The flour-mill men—Messrs. Tenney, Cissell, Herr and Cropley—were informally discussing the situation among themselves to-day. "We are in a state of chaos at present," said Mr. Cissell, "and have formed no definite idea of what is to be done. The whole town is interested in the present misfortune caused by the break in the canal. It is rather early in the game to endeavor to tell you what steps will be taken to relieve the situation, for there has been no formal talk among the merchants, nor any consultation with the canal officials."

Mr. Arthur Cropley was seen at his mill. "The millers are waiting to see what the canal people will do," said he. "We feel sure they will protect us. We have leased the water power furnished by the canal and without it our property would be seriously damaged. The situation is not hopeless, for while the stoppage of work means a daily loss to us the canal company will certainly come to our rescue."

A gentleman who has just returned from a trip up to the feeder dam thinks the damage to the Georgetown level is not so bad as first reported. He thinks this level can be repaired at a cost of between $5,000 and $10,000, to furnish a water supply for the mills. Good news for the millers.

Col. James G. Berret, who has been connected with the Chesapeake & Ohio Canal for twenty years, said to-day:

"There is no doubt that steps will be taken at once to protect the Georgetown millers by repairing the first level and getting water to them. To do this requires money, and a meeting will be held soon to devise ways and means to raise the money. The Georgetown millers have always shown a very liberal spirit to the Canal Company when it was in trouble, and I think the present situation of loss to all concerned will soon be changed."

THIS CITY IS LARGELY INTERESTED

in the canal. When the canal was commenced in 1828, Washington, Alexandria and Georgetown took about $2,500,000 worth of stock in the canal. This subsequently was assumed by the United States. The city of Washington also took $50,000 worth of the preferred construction bonds of 1844. These bonds were once worth 117, and could have been sold for that, but the late W. W. Corcoran, who was at that time one of the Sinking Fund Commissioners, had great faith in the bonds and they were held. Mr. Corcoran himself took $203,000 worth of the bonds and they are now an asset of his estate. In 1878 the Legislature of the State of Maryland authorized the canal company to issue $500,000 worth of bonds, the company pledging the *corpus* of the canal as security. The Baltimore and Ohio Railroad Company have acquired $230,000 worth of these bonds and they are the only bonds under which the canal can be sold. It was provided in the act that, when three successive coupons should be in default, a foreclosure of the mortgage could be made. Three successive coupons have been in default, but as yet the B. & O. R. R. Co., which owns the controlling interest in the bonds, has made no effort to foreclose. The future of the canal is a matter of speculation. It is almost certain it will never again be used as a waterway.

FINANCIAL AND COMMERCIAL.

NEW YORK, June 4.—Money 2@3 per cent. Exchange steady, posted rates 488@489½; actual rates 487½@4.87¾ for 60 days and 489@489½ for demand. Governments quiet: currency 6's, 119 bid; 4's, coupons, 129 bid; 4½'s do, 106¼ bid.

The stock market this morning was strong during the early dealings and prices advanced during the first thirty minutes ⅛ to ½ per cent. for nearly all the stocks. Delaware and Hudson was a notable exception, declining ⅞. Jersey Central and New York and New England were especially strong and advanced sharply. The advance in New York and New England amounted to 1¼ per cent. Toward 11 o'clock the market became very dull, and there has been very little trading up to the present writing. Prices have reacted to about yesterday's figures in most cases. The reaction was partly caused by the announcement of engagement of $500,000 in gold for shipment to Europe.

The New York Stock Market.

The following are the prices of the New York and Chicago markets as reported by special wire to C. T. Havenner & Co., 621 F street northwest:

	O.	2:30		O.	2:30
Can. Pacific.	56	56	Northwest..	112¼	112⅞
Can. South.	54½	54½	Omaha......	......	......
Cen. Pacific.	36	36	do. pfd..	99	99
D. L. & W...	143⅜	143⅜	P. M. S. S...	......	......
Del. & Hud.	140½	141	Reading.....	46⅛	45¾
Erie........	28⅜	28⅜	R. & W. Pt.	25⅞	26
Jersey Cen..	103	104⅞	do. pfd..	84	84
L. & N.......	69⅞	69¼	St. Paul.....	73⅛	73⅛
L. S.........	......	......	Tex. Pac.....	21½	21½
M., K. & T...	......	......	Union Pac...	62¼	62¾
Mo. Pac......	73⅞	73¼	W. Union...	87⅛	87⅛
N.Y.&N.E.	46½	46⅞	Petroleum..	82⅞	82⅞
N. Y. Cen.....	......	......	Am. Cot s'd	59⅛	59⅜
N. Pac.......	30¼	30¼	Atch & Top	45½	43⅜
do. pfd..	68¼	67⅞	Chi., B & Q	102	102⅞

The Chicago Market.

	Open.	Close.		Open.	Close.
WHEAT.			PORK.		
July.....	75¼	75¼	July.....	11 80	11 75
Aug.....	74¼	74	Aug.....	......	......
Sept.....	......	......	Sept.....	......	......
CORN.			LARD.		
July.....	34¼	34¼	July.....	6 70	6 62½
Aug.....	34⅞	34⅜	Aug.....	6 80	7 70
Sept.....	35¼	35¼	Sept.....	......	......
OATS.					
July.....	22⅜	21⅞			
Aug.....	22½	22¼			
Sept.....	22½	22½			

Washington Stock Exchange.

Miscellaneous bonds—W. & G. R. R. Co., 108½; Masonic Hall Ass'n., 107½; Wash. Market Co., 111; Wash. Market Co., imp. bonds, 6s, 120; Wash. Lt. Infantry, 103; Wash. Lt. Infantry, 2d, 70; W. Gas Light Co. bonds, 125; W. Gas Light Co. bonds, script, 125.

National Bank Stocks—Bank of Washington, 365; Bank of Republic, 208; Metropolitan, 240; Central, 210; Second, 165; Farmers and Mechanics', 170; Citizens', 125; Columbia, 140.

Railroad Stocks — Washington and Georgetown, —; Metropolitan, 114½; Columbia, 38½; Capitol and North O Street, 38¼.

Insurance Stocks—Firemen's, 41; Franklin, 43½; Metropolitan, 75; National Union, 19½; Arlington, —; Corcoran, 62; Columbia, 15⅞; German American, —; Potomac, 90; Riggs, 8½.

Gas and Electric Light Stocks—Washington Gas, 43⅞; Georgetown Gas, 46; U. S. Electric Light, 82.

Telephone stocks—Chesapeake and Potomac, 86½. American Graphophone Co., 27⅛.

Miscellaneous Stocks—Washington Market Co., 16; Washington Brick Machine Co., 257½; Great Falls Ice Co., —; Bull Run Panorama Co., 20; Real Estate Title Insurance Co., —; Columbia Title Insurance Co., 6½; National Safe Deposit Co., 240.

The Tennis Tournament.

The annual contest of the Southern Lawn Tennis Association opened this morning at 11 o'clock on the grounds of the Bachelors' Club, corner of P and Seventeenth streets northwest. Play in doubles was begun.

Local Weather Indications.

Light rain; slightly cooler; westerly winds.