

THE GREAT STORM.

General Stoppage of Traffic.

WILMINGTON, Del., March 13.—The Delaware Railroad Company has succeeded in re-establishing telegraphic communication along its line, and, through the courtesy of Superintendent Mills, *Every Evening* has just been furnished with the following dispatch:

"I send the following report from Lewes this morning: One tug boat sunk out of sight; wrecking company steamer sunk near railroad pier, one tug ashore; 23 sailing vessels of various kinds ashore; heaviest loss ever occurred in that harbor; it is estimated that about 25 lives were lost; but two bodies recovered as yet.

Reports have also reached here that the iron railroad pier at Lewes parted in the middle during the storm, leaving some people on the outer end of it, whose fate is unknown.

WEST CHESTER, Pa., March 13.—As yet no railroad communication has been had, and the snow blockade on the Media and Frazer lines remains unbroken, but it is thought that trains will be running by to-morrow morning. This morning sixteen of the one hundred snow-bound passengers at Frazer started to walk to this place, a distance of only seven miles, and eleven of them came through, while the others became exhausted and sought shelter in farm houses along the way. The report is that over one hundred men, women and children slept in the little station at Frazer, and all they could get to eat this morning was a cup of coffee and a slice of bread. During the night the floor of the waiting room took fire from the open fire-place, and it was only through the utmost and timely efforts that the flames were extinguished and the building saved.

At Woodland Station there are two trains covered with snow, with only about three feet of the smoke stack showing. Five locomotives reached here from Media to-night, and these will be used in the morning for clearing the Frazer branch and liberating the blocked trains at Woodland. The passengers of these trains have taken refuge in the farm houses of the neighborhood. Conductor Griffith and Baggage Master Munshower and Engineer Buxton, all of this place, who were injured in the collision yesterday at Clifton, are reported doing well. No mail whatever has been received or sent since Saturday last, and business has been greatly impeded. At some points on the Philadelphia and Baltimore Central Railroad there are cuts twenty feet deep completely filled with snow, and the same condition exists on the Wilmington and Northern Railroad. Postmaster Pyle of this place, has an office filled with accumulated mail matter awaiting transportation.

NORRISTOWN, March 13.—The blizzard that has prevailed since Sunday night in this section of country shows little improvement this evening. Business has been at a standstill. The telegraph and telephone wires are down today in every direction save a wire connecting with Reading. The street car lines are idle. One car was run last evening with four horses. On the return trip, within an eighth of a mile of the stable, the horses had to be taken off and the car abandoned. Many of the streets are closed to travel, the drifts at some points being neck high. A train and two locomotives on the Stony Creek Railroad have been stuck in the snow at Beltry, five miles from here, since 7 A. M. yesterday. Passengers, upon alighting from the train to trudge their way to the nearest habitation, stepped into snow banks waist high.

Bellevue engines have been sent out, and only reached the snow-bound trains with the utmost difficulty, and one of these was unable to get back. Station Agent Althouse says it will require two days to open the road for traffic. No effort has been made to operate the Plymouth Railroad.

Not more than a half dozen trains made trips over the Germantown and Norristown Railroad yesterday, and none to-day until 12 o'clock noon, when it became possible for two powerful locomotives to draw three or four coaches from Philadelphia to Norristown in two hours.

In the vicinity of Bellevue one of the tracks is buried under a nine feet of snow, and will likely not be opened before Thursday. Two locomotives are held by the snow. Near this point, on the Richmond branch, stands a coal train more than half hidden by snow, and so firmly held that the locomotive can only move it by taking one car at a time and drawing it to some siding that is not snow-covered.

The Reading Railroad main road is lined with detained trains almost from the Belmont bridge to Pottsville. Only the west bound track is in use between Pottsville and Bridgeport. The other track is effectively blocked at several points. At Merion Station, near Pottsville, at about 12 o'clock yesterday, Philadelphia yesterday about 12:30 P. M.

At Port Indian, a few miles above Norristown, is another train, at which a force of men are digging and shoveling. Nearly opposite Phoenixville, yesterday, a train became lodged in a snow bank, and the passengers were put to severe straits for the time in their efforts to keep warm and procure food. A train that left Philadelphia about 5 P. M., yesterday could get no farther than Franklin avenue, one of the company's stations here, where it arrived after a four hours' journey.

Court has adjourned until the jurors from the country districts can get in, only 22 of the 50 jurors being present. The case of John Pawlyk, indicted for murder for the killing of Frank Grecko at Pottsville on Thanksgiving day last, was called yesterday, but, owing to the absence of a sufficient number of jurors, had to be abandoned for the present, and the present outlook is favorable to a continuance until next term.

READING, Pa., March 13.—The Reading Company partially succeeded in releasing their snow-bound trains on the main-line to-day.

The Williamsport express was 12 hours late reaching Reading to-day. The Lebanon Valley branch, between

here and Harrisburg, is open, and trains are making fair time. No further trouble is expected west of Reading, unless the wind should increase in velocity. The East Penn branch, between Reading and Allentown, is still badly blocked.

Information was received here to-night that the railroad bridge at Albany station, on this branch, was completely demolished by the storm, there being nothing left but the rails. It will require a week or more to repair this bridge. The Reading and Columbia branch is also badly blocked, and several wrecks are reported. A train came through from Ephrata to-day, with three locomotives, but this evening the tracks are reported in worse condition than ever. The Wilmington and Northern Railroad between Reading and Coatesville is in bad shape, and there is no telling when it will open for travel—it may take three days and probably longer.

The Pennsylvania Railroad Company have had great trouble south of Reading, but Superintendent Reed hopes to have all trains running by to-morrow, if the storm abates. Reports from Allentown, Bethlehem, Easton, Mauch Chunk and Slatington show the storm to have been unusually severe. Trains are snowbound in all directions and telegraph and telephone wires prostrated. The stages from all sections have failed to reach their destination, and in many instances the mails have been removed and the vehicles abandoned.

Reports received here by telephone from Lancaster, Lebanon, Dauphin, Lehigh, Bucks, Montgomery, Chester and all points in Berks counties, show that the storm was the most severe ever experienced in Eastern Pennsylvania. The country roads are absolutely impassable, the drifts being from 6 to 15 feet deep and packed as solidly as to bear a person. As an illustration of the condition of affairs, of the 3000 country people who usually attend the Reading markets on Tuesday, only 28 succeeded in reaching the city, and these came from the suburbs at 7 o'clock this afternoon.

The wind is still blowing, and the snow is drifting very badly, but indications point to a change for the better. Six hundred men were sent out today from Reading to shovel out snow-bound trains, and it is reported that many of them were badly frost bitten. They were taken from the car shops and are mostly mechanics.

The storm of to-night threatens to stop all traffic on the main line of the Reading by morning. The Perkiomen, Colebrookdale and other branch roads are under snow from five to fifteen feet. A number of industrial establishments are closed down because their employees are snowed in at their homes. A number of houses and barns have been unroofed, and it is feared that some lives have been lost in the extreme country districts.

POTTSTOWN, Pa., March 13.—The fearful storm seems abating. Telegraphic communication was all out yesterday. Previous to 1 o'clock to-day no Philadelphia mail arrived for 24 hours. Up passenger trains were four to eight hours late. The Williamsport midnight express west arrived at 11 hours late. There have been no trains through in 24 hours on the Colebrookdale Railroad, and three passenger trains were blocked all day on that road, one having three engines. Country people cannot reach town except on foot, and some walked in over eight miles. Business has been almost at a standstill. There has been no snow storm in 40 years like this.

LANCASTER, Pa., March 13.—The news express on the Pennsylvania Railroad due here at 6:30 yesterday morning, arrived here after noon to-day, having been over 30 hours on the road. Last night was spent at Leaman Place. Four engines were unable to penetrate the snow drifts, which in many places were 15 and 20 feet deep and 100 yards long. The country roads in this county are all impassable, the fields being used exclusively for what little travel there is. Travel has also been suspended on the Quarryville Railroad.

SHENANDOAH, Pa., March 13.—The storm to-day was even more severe than that of yesterday. No mails from Philadelphia and New York have been received for the past 48 hours. The farmers have been completely blocked out, the roads being badly drifted.

POTTSTOWN, Pa., March 13.—All industries and business are completely paralyzed by the storm and there is no sign of its abating. Only a dozen colliers in the entire region worked today, and these with only small forces. The Reading Company had thirty-one idle.

On the Lehigh Valley Railroad coal traffic is entirely suspended. Not a passenger train is being run, and only one train has reached here since Sunday over the Pennsylvania road. The Reading road is making a more marvellous record. Local passenger trains are running regularly, and delays result only from main line connections. South of here the road is open, but north, cuts on all the roads are drifted, especially so on the Lehigh and Pennsylvania lines, trains being snowbound on these lines. The trains on the Reading main line to-night are from one to two hours late.

The Philadelphia morning papers and mails did not reach the city until to-night, and the first mail from New York since Saturday arrived by the same train.

HARRISBURG, Pa., March 13.—Such a blockade as has existed upon the railroad and telegraph lines in this section of the State for the past two days has not been known in many years. No trains arrived in Harrisburg from Philadelphia after 6:40 yesterday until 3 o'clock this afternoon, when the train which stuck in the snow bank at Downingtown pulled through with the aid of three engines.

Another train, which has been lying at Coatesville, reached here with five locomotives at 4 o'clock. All trains arriving from the West after three o'clock yesterday afternoon were held here, until their several hundred passengers, until late this afternoon, when the blockade was partially lifted and travel eastward was resumed. It is now thought the worst is over, though it is snowing and blowing very hard at

intervals to-night. Travel north, south and west of this city is not affected.

New York, March 13.—Forty trains were blocked to-day between New York and Albany. Of this number 18 were between this city and Yonkers. Only one train was moved this side of Utica, that was the St. Louis express; which was pulled out of a snowbank near Spuyten Duyvil. This train left Buffalo at 6 o'clock on Sunday night. It was stalled at 8 o'clock on Monday a short distance from Spuyten Duyvil Station. The train could not make any further progress because there was no water in the engine. The passengers suffered greatly from lack of food and water. A party of 8 or 10 started out this morning to make their way to Fordham. They had gone but two car lengths when the impracticability of the scheme was demonstrated.

At 6 o'clock this evening six locomotives made their way through the drift to the release of the train, and it was brought into the freight yard in this city. Among the passengers were several members of the Assembly. The *World's* summing up of the situation is as follows: Not a train in or out of New York to-day. Not a single mail was received or sent. To all intents and purposes, New York was completely cut off from the outer world as if located in the middle of the Atlantic Ocean.

The Pennsylvania Railroad Company had 4000 men engaged to-night shoveling snow from its tracks, and hopes to send a train through to Philadelphia.

Fresh beef and vegetables will be scarce by Thursday, and, as a matter of fact, New York is seldom provisioned beyond 48 hours, and we have received no supplies since Saturday last.

Such dispatches as have been received here from points in the interior of the State indicate that the storm has been equally severe in every section. Dispatches have been received from Buffalo, Saratoga, Utica, Syracuse and Albany. They all speak of the unprecedented fall of snow, of a terrific glare and of blocked railroads. There are only 24 members of the Legislature in Albany, and the Legislature has been obliged to adjourn for want of a quorum. At one A. M. the weather here was somewhat moderated. The fall of snow has ceased and the atmosphere is brighter.

Many trains are stalled between stations on the Hudson River and Harlem Road. Officials said yesterday that 40 trains were snowed in, and their efforts to break through the snow drifts had completely failed. Not a train reached the depot during the day. Most roads report similar conditions of affairs. Passengers suffered great discomfort. Ferry boats are only run at long intervals. All Eastern wires are down.

One of the most serious results of the blizzard is an impending milk famine. There is a great scarcity of milk everywhere. All the supply has been cut off. Scarcely any has been received since Sunday, and already there is such suffering among children of tender age, whose diet is chiefly milk.

TRAINS AGAIN MOVE.

Passengers and Mails Arrive.

PITTSBURG, Pa., March 13.—The first through train from Philadelphia on the Pennsylvania road reached here this morning. It brought mail matter from Philadelphia, but not a pound from New York. Passengers who have been on delayed trains tell of sufferings. One said that a number of congressmen en route to Washington, when they found they were snowed out, indulged in a game of poker, and drank whisky until the supply was exhausted.

At points between Harrisburg and Philadelphia the snow had drifted 50 feet. Many houses were completely covered and the only sign of habitation was smoke issuing from chimneys. At many places the occupants of houses did not even attempt to dig a way out. There are about 125 tons of mail matter due in this city from the East, and the Post-master is taken all possible measures with the limited capacity at his command to handle it promptly when it arrives. The weather is bright and moderating.

WILKESBARRE, Pa., March 13.—This city is again in communication with the outer world by the various railroads running through here. The Delaware, Lackawanna and Western Railroad was open to New York this evening. All local roads in the valley are blocked with coal trains and no freights as yet have reached here from New York or Philadelphia this week. Merchants report a great scarcity in many lines of goods, amounting almost to a famine.

POTTSTOWN, Pa., March 13.—The first train from Wilkesbarre since Saturday reached here at noon to-day, thus completely lifting the blockade on the Lehigh Valley and Pennsylvania routes north of this place. Passengers spent two days in a train near Lofty, while several miles of cuts were being shovelled out. Nearly all the colliers were working during the week, and the wheels of industry are going along lively again.

ALLENTOWN, Pa., March 13.—A fatal accident took place at the Three Bridges, on the New Jersey Central Railroad, this morning. Five Lehigh Valley engines were trying to push a snow plough through a drift, and collided with a snow-bound train. Theodore Alton, John Ballman and Fireman Frank Derr were killed and a half-dozen others were injured, including Roadmaster Caffery, of Easton.

Richard Kner, a passenger train brakeman of the Lehigh Valley route, is missing since Saturday night. He went out to flag a train and is supposed to have perished in the storm. The first train from Philadelphia since Monday arrived in Allentown to-day. Twenty-five engines are snow bound and the fires drawn on the Jersey Central road.

NEW BRUNSWICK, N. J., March 13.—On Monday John Henrigan left Milltown to walk to Raritan. He has not been heard of since. Neighbors

yesterday found his wife dead in bed and his children starving.

Reports are coming in from the country of fatalities resulting from the storm. Fourteen persons are known to have perished in Essex county, and five are missing.

NEWS OF THE WEEK.

—Telegraphic communication with nearly all points outside Philadelphia, interrupted by the great storm of the 11th and 12th and on the evening of the 12th had not been restored, and only a few news despatches were received. At 11:30 P. M. the agent in sent the following to the different offices: Trains snowbound on all the railroads in Eastern and Central Pennsylvania, and the telegraph wires were down in all directions. Train wrecks were reported at Meyerstown and Frintown. The drifts were from eight to twelve feet in depth, and in the coal regions the depth was 18 inches on a level. It is said that two or three days will be required to clear the Lehigh Valley tracks. At Shamokin snow drifted so badly as to almost stop mining and railroad traffic. At Reading the storm blocked out all country roads, filled railroad cuts, prostrated telegraph poles, and was unprecedented in its fury. In the vicinity of that city houses and barns were unroofed. George Christman, a Reading Railroad signal tower watchman, walked into a drift, and when he was struck by the snow was killed. A freight train on the Reading Railroad was wrecked at Gordon Station on Sunday night, about 50 cars being piled up. The brakes could not be worked. West Chester, Penna., had no communication with outside places yesterday. The trains that started for Philadelphia were snow-bound on the Frazer branch and on the West Chester and Philadelphia Railroad. On the evening of the 12th the trains were still fast. The schools were without teachers and pupils.

—Louis Richter shot and killed his cousin, Louis Smith, aged 17, in Evansville, Indiana, on the afternoon of the 8th and then killed himself. Richter was in love with the girl, but she did not seem to reciprocate his affections, and it is thought this unbalanced mind. At New Era, Tennessee, on the afternoon of the 7th, Rufus Kittrell, a merchant, and his son, George quarreled with a rival merchant, named Ferris Ernstein, and his son. A fight followed, in which old Kittrell was killed and young Kittrell was mortally wounded. Ferris Ernstein was also wounded. It is said the elder Kittrell has killed seven men since the war. Louis Biech, who was shot by George A. Kimball the bank robber, in Bradford, Pennsylvania, died on the afternoon of the 9th.

—Wm A. Parker was arrested in Washington, North Carolina for drunkenness and disorderly conduct. On the evening of the 12th he was taken from the jail and hanged to the bridge. On the body was a placard with the inscription, "Justice at last." Parker was tried for the assassination of General Bryan Grimes, seven or eight years ago. He had been heard to boast of the deed upon several occasions when in liquor. At Cottonwood, in the Indian Territory, on the 12th, W. Yarborough shot at a man named Massey. Part of the charge struck his wife in the breast, killing her. Massey then killed Yarborough and gave himself up to the authorities. An Italian named Onorato was killed and two others severely injured on the 12th by the premature explosion of a blast near Burgestown Pa.

—In a wreck near Huntington, Penna., on the 12th, caused by a broken axle throwing several cars of a freight train immediately in front of an express train. Robert Gardner, engineer, and Charles Meyer, fireman, both of Harrisburg, were killed. No passengers were dangerously hurt. The freight wreck occurred just before the express dashed around a curve. It is reported that an accident has happened on the Canadian Pacific Railway at North Bay, Manitoba. The railroad officials will give no information, but it is said that no lives were lost.

—The snow blockade on the Pennsylvania Railroad east of Pittsburgh was considered at an end on the 14th. On the evening of the 14th a despatch from Reading stated that the Reading and Pennsylvania roads and all their branches were open to passenger travel. The Wilmington and Northern and Schuylkill and Lehigh are still securely tied up. The first snow-bound coal trains commenced moving on the evening of the 14th. At some places in the Pocono Mountains the Lackawanna Railroad tracks are covered with snow to a depth of 25 feet. No mails have been received at Scranton from New York or Philadelphia since the 10th. Not one colliery in the Lackawanna or Wyoming Valley was in operation on the 14th. Seven hundred telegraph poles are down along the Pennsylvania Railroad between New York and Washington.

A locomotive on the Third Avenue Elevated Railroad, in New York, on the morning of the 12th, ran into the rear of a crowded train at the Seventy-sixth Street Station. An engineer was killed and several passengers were injured.

—Two Hungarians were run over by a train near Shenandoah, Penna., on the 12th. One was killed, the other fatally injured.

—Intelligence was received in Victoria, British Columbia, on the 14th, of the drowning of Rev. Mr. Sheldon, Mrs. R. Cunningham and two Indians on the Ikliena river, on February 22. It is thought the Sheldon referred to is the noted Indian Missionary, Rev. Sheldon Jackson, who is in charge of Indian Schools in Alaska under direction of the Government.

—John Skinner, a notorious rough, was taken from the jail at Hopkinsville, Kentucky, at half-past 1 o'clock on the morning of the 14th, and lynched by a mob. He was charged with attempt to kill.

—Daniel Bewman, a wealthy farmer, was found murdered in a field near

Lima, Ohio, on the morning of the 14th. He received \$1000 for a sale of cattle on the 14th, and is supposed to have been followed by a robber. Deputy Sheriff G. W. Cook, on the 14th, shot and killed Deputy United States Marshal Catlin in a house of ill repute in Baton, New Mexico. They renewed a quarrel begun at the last election. Near Winchester, Ohio, on the evening of the 14th, a mob of farmers tarred and feathered two Mormon elders, who had been holding proselytizing meetings in a school house, and chased them across the Ohio river.

—A tow boat with a tow of coal grounded on Brown's Island, near Steubenville, Ohio, on the evening of the 14th, and two steamers which followed also grounded with the greater portion of their tows. Altogether 17 boats and barges are aground, and the Ohio river is completely blockaded. Other coal barges have been stuck in the same river within a few days, and the total loss is estimated at over \$75,000.

—A telegram from Buenos Ayres, dated the 14th inst., says that in many towns in the Argentine Republic small-pox "has broken out in alarming proportions."

—A general thaw and flooding is in progress at Fort Assinaboine, Montana. The ice in the Missouri river has broken up. The bridges on the Manitoba Railroad along Milk river are expected to be swept away.

—Reports from Kansas City are to the effect that the great wheat fields were never in better condition at this time of year than at present. The wheat is all up and of even growth. Cattle and sheep are in excellent condition, and the losses are less than in any preceding winter.

—Eli Davis, colored, accused of arson, was taken from the custody of an officer on a railroad train, at Woodland Mills, Tennessee, on the morning of the 15th, by six masked men, and hanged to a tree.

—The reports received at the central office of the Western Union Telegraph Company in New York, on the afternoon of the 15th, show that the late storm was of comparatively local character. It did not extend further South than Alexandria, Virginia; West, further than Pittsburg and Buffalo, North, further than Saratoga, and East further than Boston. Boston can only be reached by one wire, and points in the West, by way of Chicago, Pittsburg and Buffalo. Great difficulty is experienced in transporting linemen by rail to points where lines are to be repaired.

—A train on the Delaware, Lackawanna and Western Railroad was thrown from the track near Binghamton, New York, on the morning of the 16th, by the spreading of the rails, and the cars tumbled down a 30-foot embankment and were wrecked and burned. The passengers crawled out of the windows as best they could. A number were injured, nine severely. One of the injured was reported dying. One of the cars of a construction train on the Mexican Railway, containing 30 men, jumped the track and rolled down an embankment near Saltillo on the 14th. Six men were killed and 20 badly injured. Two freight trains on the Southern Pacific Railroad collided at Calton, California, on the evening of the 15th, killing Conductor McGuire and brakeman Van Meter.

A freight train on the Southern Pacific Railroad was derailed by a misplaced switch, at White Water, Arizona Territory, on the 15th. Conductor Johnson and brakeman Harry Smith were killed. Thirteen cars, filled with freight, were burned. A train on the West Shore road was derailed at Fort Jackson, on the 16th, by spreading rails. Several train hands were hurt, but the passengers escaped uninjured.

—At Cremona, Virginia, on the 15th, a man named Arnold accidentally dropped a pistol from his pocket. The pistol exploded, and the ball fatally wounded the wife of Arnold's brother and killed her child, who was sitting beside her. John Galbraith, one of the best-known members of the Independent Order of Odd Fellows in New York State, was, it is feared, fatally burned on the 16th. He is 66 years old, and bed-ridden and lame, and was unable to escape from the fire which he accidentally kindled in his bed while attempting to light his pipe.

—The call for the National Prohibition Convention to be held at Indianapolis on June 6th, the same day on which the Democratic National Convention assemblies at St. Louis, has been revoked, and a new order issued fixing May 30th as the day. The Prohibition State Convention of Indiana met in Indianapolis on the 15th, and nominated a ticket, headed by Rev. J. S. Hughes for Governor.

—It is said that nearly 30 deaths are known to have occurred in New York city and its suburbs from the storm on the 12th. Mrs. John Magee, of Derby, Connecticut, was buried in a snow drift on the 12th, and her body has not yet been found. David Currie and Thomas Davis, milkmen, are missing. Carrie Fuss and Lena Mauk, factory girls who started to walk home in the storm on the evening of the 12th in Jersey City, have not been heard of since. A snow plough drawn by four engines, which left White Plains, New York, on the morning of the 16th, ran off the track at Sharon in the afternoon. The following men were killed: Thomas Feeny, conductor; George Fowler, engineer; Charles Orban, brakeman, and Thomas Reilly, fireman. Several others were injured. The Secretary of the New York Chamber of Commerce estimates the loss to that city by the recent great storm at \$4,688,000.

—The snow blockade on the Wilmington and Northern Railroad, between Reading and Wilmington, was raised on the 16th. It was learned on the 16th, in New York that the pilot boat Starbuck, supposed to have been lost with all on board, had been passed on the 15th, near Absecon Inlet, running under jury masts. All the New York pilot boats have been heard from and all are safe. A passenger train on the New York, Ontario and Western Railway is still stalled in the snow at Parkville. The passengers have found

refuge in farm houses. The Lehigh Valley and Jersey Central roads were opened to New York on the 16th. Coal and freight trains are still abandoned. The Western Union Telegraph Company on the 16th had two wires working between New York, Philadelphia and Washington, at they were not in good order.

Three, and perhaps four, women have been murdered in New York since the afternoon of the 15th. Michael Sheehy while drunk, brained his wife with a poker; Frederick Schillig stabbed his wife to death, and Frederick Corralin lacked a woman's head to pieces with a hatchet. Mary Soans was found dead in her room in New York on the morning of the 16th with a bullet through her heart. Her husband, who said she had committed suicide, was arrested. At Waterville, Maine, on the 13th, the Coroner's jury found a verdict of murder against D. M. Warren, who killed his wife. He was allowed to see his children, Cora, aged 8, and Annie, aged 3 years. When the officers were not looking he drew a revolver and shot both the children and then killed himself. Cora is dead and Annie is mortally wounded.

50th CONGRESS.—First Session.

SENATE.

In the U. S. Senate on the 13th, a bill was reported and placed on the calendar to readjust the war claims of Pennsylvania under the President's proclamation of June 18th, 1863. A resolution offered by Mr. Hale for the appointment of a special committee to examine the present condition of the civil service was agreed to. Mr. Beck's bill for the retirement of legal tender and national bank notes of small denominations and the issue of gold certificates in lieu of gold certificates was taken up and supported by Mr. Beck. Adjourned.

In the U. S. Senate on the 14th, Mr. Brown, of Georgia, called on his resolution, offered on January 4th, declaring it the imperative duty of Congress to repeal the internal revenue laws at the earliest date practicable. He spoke in support of the resolution. The Select Committee on Civil Service was announced, with Mr. Hale as Chairman. After an executive session the Senate adjourned.

In the United States Senate on the 16th, Mr. Blackburn's desk was decorated with a floral tribute in the form and color of a United States flag, from the Hancock Veteran Association, of Philadelphia, in recognition of his defense of the memory of Generals Hancock and McClellan. Mr. Butler introduced a bill, which was referred, for the admission of Utah as a State. The Undervaluation bill was passed. A Committee of Conference on the Urgent Deficiency bill was appointed. Adjourned.

HOUSE.

In the House on the 13th, the bill providing that the first session of the Fifty-first Congress shall begin March 4th, 1889, was reported adversely. Bills were reported favorably for the erection of an army gun factory and to provide for the public defense; discontinuing the coinage of the \$3 and \$1 gold pieces, and for the admission into the Union of Dakota, Montana and New Mexico. Adjourned.

In the House on the 14th, Speaker Carlisle resumed the chair, and was greeted with applause. The report of the Committee on Elections in the Illinois case of Worthington vs. Post was presented, confirming Mr. Post's right to his seat. The Senate bill fixing the price of passports at \$1 was passed. Pending consideration of private bills, the House adjourned.

In the House on the 12th, under the call of States the following bills and resolutions were introduced and referred: By Mr. Oates, of Alabama, to prevent cruelty to domestic animals; also to restrict the rights of aliens in regard to naturalization and the ownership of land. By Mr. Biggs, of California, by request, to provide for the settlement of the debt of the Central Pacific Railroad Company to the United States. By Mr. Baker, of Illinois, resolution directing the Committee on Agriculture to inquire into the expediency of prohibiting the sale of commodities as pure lard. By Mr. Dingley, of Maine, providing that the payment of duties on imported distilled and fermented liquors shall not be held to authorize their sale contrary to law. By Mr. Long, of Massachusetts, fixing the compensation of the Commissioner of Labor at \$5,000. By Mr. MacDonald, of Minnesota, for the forfeiture of the Hastings and Dakota Railroad land grants in Minnesota. By Mr. Randall, of Pennsylvania, relating to tariff and internal taxation.

In the House on the 15th, Mr. White, of New York, offered a resolution of inquiry in regard to certain rulings of the Postmaster General in regard to the mailing in Canada of seeds, plants and bulbs grown on American soil, and what authority of law there is for such rulings. The resolution was referred. The Urgent Deficiency bill was considered, pending which the House adjourned.

In the House on the 16th, a bill was reported to annex a portion of Idaho to Washington Territory. The Indian Appropriation bill was reported and referred to the Committee of the Whole. The Urgent Deficiency bill was considered, and a conference committee was appointed. An evening session was held for the consideration of pension bills. Adjourned.

The real difference between men is energy. A strong will, a settled purpose and invincible determination can accomplish almost anything; and on this lies the distinction between great men and little men.

Real merit of any kind cannot long be concealed; it will be discovered and nothing can depreciate it but a man's exhibiting it himself. It may not always be rewarded, as ought, but it will always be known.

Forever all goodness will be most charming; never all wickedness will be most odious.