POSTOFFICES FOR ALL.

UNCLE SAM'S MAIL FORWARDERS.

were also hundreds of petitions presented from granges praying for legislation against gambling "futures," and on various other subjects. Half an hour was occupied in the presentation of such petitions.

The Senate joint resolution authorizing the Librarian of Congress to exhibit at the World's Columbian Exposition such books, papers, documents and other articles from the library of Congress as may relate to Christopher Columbus and the discovery and early history of America, was reported by Mr. Pettigrew, from the Committee on the Quadro-Centennial and was passed.

Pettigrew Loaded With Bills. Mr. Pettigrew, also from the same committee, reported the Senate joint resolution authorizing and requesting the President to extend to the King and Queen regent of Spain and all the living descendants of Christopher Columbus an invitation to attend the opening ceremonies of the World's Columbian Exposition as the government and direction guests of the Government, and directing Secretary of State to make suitable arrangements for their reception and enter-

Mr. Cockrell objected to its consideration until he had some information as to the number of living descendants of Christopher Columbus. They might embrace half the population. [Laughter.] The joint resolu-tion was placed on the calendar.

Mr. Pettigrew, also from the same committee, reported a joint resolution authorizing the President to request the Government of Spain, the municipal government of Genoa, the Duke of Veragua (a descendant of Columbus) and other persons and corporations for the loan of any articles, papers, books, maps, documents and other relics of Christopher Columbus and those associated with him for exhibition at the Columbian Exposition. It authorizes the Secretary of State to make the necessary provision for their reception, transporta-tion and exhibition, the Secretary of the Navy to detail one or more vessels for their transportation, and the Secretary of War to detail a military guard for their care and protection.

Mr. Cockrell Afraid of Expenses. Mr. Cockrell objected to its present consideration, as it looked like an indefinite expenditure, and as the condition of the Treasury was not such as to justify indefi-nite expenditures.

Mr. Sherman, a member of the Quadro-Centennial Committee, explained that these several resolutions had been prepared by the Secretary of State, and were in pursuance of existing law which contemplated the participation of foreign Governments in the Chicago Exposition. The committee had thought proper, however, to leave the question of appropriations for the purpose to the Committee on Appropriations. Mr. Cockrell—Do I understand the Sena-

tor to say that, under existing law, we are obliged to do these things?

Mr. Sherman—Not to do these particular

things; but we are obliged to invite the co-operation of foreign nations, and these resoand Ohio in control. When a Pennsylvan and Ohio in control. When a Pennsylvan and Ohio in control. When a Pennsylvan official was told the news he laughed, a replied that it was about as probable heaven and hades changing places. definite way to all the possible descendants of Columbus. There is but one person living whom I know to be an acknowledged de-scendant, and that is the Duke of Veragua Mr. Cockrell-Let the joint resolution be printed and go over.

It was placed on the calendar. Another Act of the Same Kind,

Another joint resolution on the same sub ject, extending invitations to the Presidents of American republics and the Governors of American colonies to participate in the World's Columbian Exposition was also re-ported and placed on the calendar. A conference was ordered on the urgent denciency bill, and Messrs. Hale, Allison

and Cockrell were appointed conferees on the part of the Senate. The vote by which the Senate recently passed a bill in regard to the collection dis-

trict of Puget Sound was reconsidered and the bill was recommitted to the Committee on Commerce. The Senate bill to authorize the construction of a combined railroad, wagon and foot passenger bridge across the Missouri river

at Yankton, S. D., was taken from the calendar and passed. The Senate then proceeded to executive business. When the doors were reopened the Senate resumed the consideration of the postoffice building bill. It finally passed—

yeas 24, nays 21—as follows: Yeas-Messrs, Allen, Allison, Blackburn, Carey, Casey, Cullom, Delph, Dubols, Frye, Gallinger, Hansbrough, Manderson, Morgan, Paddock, Peffer, Perkins, Proctor, Sanders, Sawyer, Squire, Stockbridge, Vest, Vilas and Warren-24.

Nays-Messrs. Barbour, Bate, Berry, Call, Chandler, Chilton, Coke, Daniel, Dawes, Fel-ton, George, Hale, Hoar, Palmer, Passo, Platt, Pugh, Ransom, Sherman, Stewart and White-21.

Substance of the Bill. The bill directs the Secretary of the Treasury to cause to be prepared, by the Supervising Architect of the Treasury desupervising Architect of the Treasury designs, plans, working drawings and specifications for postoffice buildings, which, before being adopted, shall be approved by the Postmaster General, Secretary of the Interior and Secretary of the Treasury. The designs and plans are to be so devised as to provide for the construction of buildings of such dimensions as may be required for the transaction of the business of Presi for the transaction of the business of Presidental postofices, and so that additions to their capacity may be constructed from time to time without injury to the barmony of the design or usefulness of the building, and such design and plans are to be as nearly uniform as practicable, both as te exterior appearance and internal arrangement, and all such buildings are to be fire-proof and provided with a suitable fire-proof vault

The Postmaster General is from time to time to cause to be constructed buildings in accordance with such general design and plans for the accommodation in towns and plans for the accommodation in towns and cities having no Federal building, of all Presidental postoffices the gross receipts of which for three years preceding shall have exceeded the sum of \$9,000, and have not exceeded \$90,000, such buildings to be fairly distributed among the several States and Territories. Territories,

The Places to Be Designated from time to time by the Postmaster General, the Secretary of the Treasury and the Secretary of the Interior; but no buildings are to be contracted for or erected in excess of the amounts which may be from time to time appropriated for such purpose by Contracts.

The proper working drawings and specifi-cations for such buildings are to be pre-pared in accordance with the general de-sign and plans. The material to be used in sign and plans. The material to be used in the construction of any such building is to be determined by the Postmaster General. The cost of such building and site is not to exceed \$20,000 at any place where the gross exceed \$20,000 at any place where the gross postal receipts for each of the three preceding years shall not have exceeded \$8,000; and at no place shall it exceed a sum equal to the aggregate of the postal receipts therein during the three years preceding, nor shall it exceed \$75,000 in all.

The Postmaster General is authorized

when, in his judgment, it shall be necessary The Senate Passes the Bill Providing for Accommodations for

Augual Reports to Be Made, The Postmaster General is anually to re-The Postmaster General is anually to report to Congress a statement of all postoffice buildings constructed under the provisions of the act, together with all contracts therefor or relating thereto, and a particular statement of the cost of each during the preceding fiscal year, and also of all contracts for building which may be unfinished; and is also, at the same time, to report to Congress a list of all the buildings, with the earl matter of the cost of each during the papers presented and referred in the Senate under the provisions of the act during the papers presented and referred in the Senate

papers presented and referred in the Senate to-day, was a protest by the Baltimore conterence of the Methodist Episcopal Church against the enactment of turther oppressive legislation against the Chinese people, as tending to cripple missionary work in China through retaliatory measures. There were also hundreds of petitions presented others than those connected with the Post-office Department, the building is to be erected with a view to furnishing such

accommodation.

The bill, of which the foregoing is the result, was originally introduced in the Sen-ste by Mr. Paddock. After another executive session the Sen-

ate adjourned. Little Done in the House,

This being the day set apart under the rales for the consideration by the House of bills reported from the Committee on the District of Columbia, Chairman Hemphill entered the House with a large batch of important local measures upon which his committee desired action. The morning routine consumed considerable time, and it was 1 o'clock before Mr, Hemphill secured

the floor for District business.

The Speaker laid before the House a message from the President transmitting a com-munication from the Secretary of the Interior, submitting the agreement concluded between the commissioners of the United States and the Cherokee Nation for the ces-sion of the Cherokee outlet, and stated that it would be referred to the Committee on Indian Afairs

On motion of Mr. Bowman, of Iowa, a bill was passed to establish a port of deliv-ery at Council Bluffs, Ia. The District of Columbia bill then had the floor. There was very little opposition made to the measure, and Mr. Outhwaite, of Ohio, who had charge of it, steered it cleverly through the legislative breakers, but as the hour was growing late the committee rose without disposing of the bill, and the House ad-

A LUBID BAILWAY RUMOR.

Talk of the B. & O. Securing Control of the Pennsylvania System.

A few weeks ago the report was circu lated that the Baltimore and Ohio road had been acquired by the Reading combination. Yesterday the claim was made that the Baltimore and Ohio had secured a controlling interest in the Richmond Terminal, the largest railroad system in the South. One week the Baltimore and Ohio is sold, and in the next the line has gobbled up some big system. The reports are so conflicting that railroad men scarcely know what to believe. A report was current on the streets vesterday that the Baltimore and Ohio was in a position to turn the tables on the Pennsylvania road. A syndicate of Baltimore and Ohio people was at work, it is said, quietly buying up Pennsylvania stock, and they think they have enough to control the road. This scheme was worked to oust Brice and Thomas in the Richmond Terminal minal.

Several Baltimore and Ohio men were discussing the subject yesterday. Two of them were very incredulous, but the third iusisted that he had received the informa-tion from a financial man who knows what he is talking about. He said the two roads would be consolidated, with the Baltimore and Ohio in control. When a Pennsylvania official was told the news he laughed, and

Another Stride Forward.

The thirty-second annual statement of the Home Life Insurance Company, of New York, shows the year just ended to have been an exceedingly prosperous one for the company. Its increased financial strength, economy of management and conservatism have placed it in the fore ranks of life companies. Its total assets are \$7,654,178 04. Its total liabilities, including dividend endowment accumulations, are \$6,086,265 57, showing a surplus of \$1,567,912 47. Its accumulated surplus over its liabilities exceeding in ratio all other companies in the State. To the judicious insurer, this is a fact of the highest significance, demonstrating the strength of the security it affords, and its ability to continue liberal dividends.

The Home has no rival for punctuality in settlement of claims. During the 31 years of its existence, it has never passed the declaration of a dividend, and has always cultivated the internal of the settlement. tivated the intimate regard of its assured

The Home does not claim to as large a business as some others, but does claim to be as strong as the strongest, and its liberality toward its policy holders is without

Its policies are simple and free from all technicalities, and are unrestricted as to residence and travel from date of issue. It

residence and travel from date of issue. It also provides against forfeiture during the latter period of the contract.

Its directors are practical business men, some of them representatives of the largest business interests of the country. They take a great interest in its success, and their names are a guarantee for its faithful and conservative measurement. It is success. conservative management. It issues all approved forms of insurance, the rates of which can be obtained by addressing H. R. Moeser, Manager, No. 531 Wood street, Pittsburg, Pa.

A Kansas Man's Experience With Coughs

and Colds. Colds and coughs have been so prevalent during the past few months that the expe-rience of Albert Favorite, of Arkausas City, Kan., cannot fail to interest some our readers. Here it is in his own words: "I contracted a cold early last spring that settled on my lungs and had hardly recovered from it when I caught another that hung on all summer and left me with a hacking cough which I thought I never would get rid of. I had used Chamberlain's Cough Remedy some 14 years ago with much success and concluded to try it again. When I had got through with one bottle my cough had left me and I have not suffered with a cough or cold since. I have recommended it to others and all speak well of it." 50-cent bottles for sale by druggists. City, Kan., cannot fail to interest some of

Black Dress Goods. Large and complete stock of silk warp and wool Henriettas, French cashmeres, drap d'etes, crepe cloths, nun's veilings, mohair lusters and figured novelties at low prices at H. J. LYNCH'S, TT 438-440 Market street.

B. & B. Another new lot to-day, 28-inch white Japanese habutais, the qualities that wash and wear, 65c a yard.

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To-KA-LON TOILET SOAP, pure eo oil, medicated and perfumed, 10c.

20-FOOT CANALS

At an Outlay of \$77,000,000 for Canada Just Yet Awhile.

THE ST. LAWRENCE AN OBSTACLE Which the Supporters of the Government

Consider Insurmountable. TRANSHIPMENT OF GRAIN NOT AN EVIL

PEPECIAL TELEGRAM TO THE DISPATCH. OTTAWA, ONT., March 14.-The question of deepening the Welland and St. Lawrence to enable ocean steamships to pass through to loading points at Duluth and Port Arthur was discussed at considerable length in Parliament to-day. The matter came up on a resolution moved by Dennison, of Toronto, to the effect that as the United States had decided on a 20-foot draft for the Sault Ste. Marie Canal, the Canadian canal system should be carried to a uniform depth of 20 feet. He thought there were no engineering difficulties in the way, and it was only a question of expenditure, which would be justified if Canada could divert the enormous traffic which now passes from the West over United States

railroads to the Canadian route. It had been stated that the work of carry-ing out the deepening of the Welland and St. Lawrence canals would not be under-taken at a less cost than \$75,000,000 and possibly \$100,000,000. The Canadian Pacific Railway had cost nearly double that amount, and he thought

A Perfect Canal System, which would permit ocean-going vessels to run to the head of lake navigation, was of equal importance to the trade and commerce of the Dominion. He did not suggest that the work be undertaken at once, but thought the locks now in course of construction should be built of a 20-foot draft and the same depth be carried out as circumstances would permit. He contended that a saving of at least 3 cents per bushel could be effected by loading sea-going vessels at Port Arthur in transit to the European markets. This on the grain shipments from the Canadian Northwest this year would effect a saving of at least \$600,000.

Reid, of Greenville, thought the idea impracticable, as the obstructions in the river St. Lawrence were insurmountable to obtaining a 20-foot draft. In fact he believed that if that depth of water was secured that it would be found that the transhipment of grain cargoes was of great advantage, essame depth be carried out as circumstances

grain cargoes was of great advantage, especially of wheat, as it gave it an opportunity to cool off. The heating grain sustained in transit from Port Arthur or Duluth to Montreal would tend to its injury if continued in the same vessel to the port of destination across the ocean.

The Government Opposes Deeper Canals In replying on behalf of the Government, while admitting the great importance of Canada's waterways to the carrying facili-ties of the country, Minister of Railways and Canals Haggart said that the proposed deepening of the canal to a 20-foot depth was impracticable. Even could that be carried out he doubted whether large oceangoing vessels would enter the lakes. The going vessels would enter the lakes. The Government had considered the question of large vessels, and it was decided far sheaper to bring down cargoes from the head of navigation in small vessels and tranship into the ocean carriers than for the large vessels to load at the head of lake navigation. The Government had considered that a 14-foot draft would for many years meet all the requirements of for many years meet all the requirements of the carrying trade. The question of deep-ening the canals to a 20-foot draft had been fully gone into by the Government, and the lowest estimate placed the figure at \$77,-000,000 to cover the cost of deepening the harbors along the route of navigation to that draft. In view of the enormous outlay that would be necessary to the completion of the work he asked Dennison to withdraw his motion, which was agreed to.

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