

before her time was up for lifting anchor and setting sails to the wind. Some time after being assigned our berths, the large plank platform which spanned from the warehouse to the steamer was removed, and we were off. The *Roanoke* is named after the historical Roanoke Island, on the shores of which the first white child is supposed to have been born in America.

We had previously passed many pleasant hours, but this part of our pilgrimage was anything but welcome; for perhaps no more gloomy a crowd could have been selected than that on the *Roanoke*. For a period of sixty hours, we encountered probably one of the most severe equinoctial storms ever experienced on the Old Dominion steamship line between Norfolk, Va., and New York City. We joined the vessel on Monday afternoon, September 29th, expecting to reach New York on the next afternoon or evening, twenty-four hours being the usual time to make the voyage. But alas! it seemed that no such luck was in store for us. The wind and waves were so high on Monday evening that the captain said he would not risk his life by going out to sea. We ate supper, talked upon various topics, and at last retired to our respective "rooms."

On awaking early next morning some of their company left their bunks and made for the little window, to see what the Atlantic looked like. We were not then quite out of sight of land, for those who were able to get up, could plainly distinguish Old Point Comfort. Soon the land appeared as far off as the sky, for neither could be seen. The waves rolled almost "mountain high." Our position appeared to be a helpless one as the waves dashed fiercely against the ship.

The following statement is from the official organ of the southern seaports. "Commencing Saturday afternoon, with a wind varying from northwest to northeast there has been such a storm as has not been experienced here in the last twelve years, accompanied by a wind of sixty-five miles an hour at Cape Henry, and rain without intermission. The tide yesterday and today flooded all the low places in the city and some of the wharves."

To say the least, the storm was terrific. Along the very line we were then sailing in, and in fact, all around us, ships were torn asunder and crews went to the bottom of the sea. The coal laden schooner *Hattie Perry*, went ashore one mile south of the Cape Henry life-saving station, was broken in two, and immediately went to pieces. The schooners *Benjamin F. Pool*, a large ocean storm tug, the *Storm King*, and many other vessels shared a like fate. Occasionally some of our passengers became anxious to land, and in such a case our captain would hail the first returning ship and transfer them. We "exchanged" passengers several times.

A most impressive incident came under our observation. The schooner *Oceanus* and crew of six, which left Fort Jefferson, L. I., the pre-

vious Saturday in command of Captain J. B. Young (her owner) would assuredly have had a watery grave had not immediate help been rendered them. They had given the signal of distress (which is the American flag upside down), were espied by a passing vessel and hailed to go to it, as the captain of the latter feared to venture closer. The six brave seamen knew that this was their only chance and therefore hustled into a small life-boat which they cut loose from the side of their sinking schooner, and rowed toward the waiting vessel, which they reached in safety; but not a man who stood on deck had expected that they would complete the trip. A short time after the rescue the ill-fated schooner sank, and with it 400 tons of coal.

In a conversation I had with Captain Young afterwards, Utah and her people was the main topic. The captain is a liberal-minded man and felt friendly towards the "Mormons." He said he was always open to conviction and would condemn no man, or set of men, without cause.

At length the *Roanoke* landed her passengers, crew, and the rescued men at New York, and a happy crowd we were on once again being able to set our feet on *terra firma*. In less than an hour after our landing the eight representatives of Utah were in various parts of the great American city. Some were to remain there, some were going to Philadelphia, and one to Cornell University, where he now is.

DYOLL.

WASHINGTON LETTER.

Congress having again convened, the capital has put on its official robes and again assumed its aspect of national authority. The somber-like pall that fell over the Administration on hearing the reports of democratic victories in some of the States is disappearing before the busy life enjoined on every official of the government during the winter season, and things begin to look natural again.

The subject of Indian affairs is interesting the democratic side, while the republicans are getting ready for the election bills, which are expected to perform miracles in establishing fairness at the polls.

Each party is anxious to do something that will make a favorable impression on the great public and secure prestige for future use. It is interesting to note the progress of each party in the direction named, and the various methods utilized to bring it about. The field is pretty well canvassed for good subjects of legislation, and sometimes bills are apparently presented and advocated merely to tickle the fanciful ear of powerful constituencies; such, for instance, as the enormous pension appropriations and some provisions of the tariff law. The republicans do not manifest their usual acumen in passing the last-named law, as it now appears on the statute books. While the clauses for the protection of the

mining interests in the West were necessary and proper, the immense duties on some of the importations have created a rise in prices throughout the country, and unsettled business interests to a great extent. The political interests of the party in power have largely suffered in consequence, and even the author of the bill has been defeated for re-election. Of course, what the democrats would have done is not so apparent, as they were in the minority in both Houses, and their action had been construed into obstruction rather than advancement. We can hardly judge what the laws would have been if they had held sway; but it is supposed that being now almost universally converted to Mr. Cleveland's policy, the tariff bill would, if passed at all, have been much modified in many particulars.

This must be a very interesting session, closing as it will the republican majority in the House, and affording some opportunities for retiring members to lay a foundation for future campaigns. It is estimated that it will take a hundred and seventy-five millions to meet the demands of the pension laws now in force, while the aggregated sum of European pensions will not go much over thirty millions; and it looks as though the surplus so long talked of will now find an outlet without any great difficulty. Some are questioning whether the stream will not have to be supplied out of the pockets of the people by additional taxation, but the republicans think the increased duties will meet the emergency.

In my next letter I will speak of the drama, Booth and Barrett, Sullivan and Lotta having each catered for my subject matter in different parts where I have traveled.

BEN LOMOND.

WASHINGTON, D. C., December 5th, 1890.

CITY COUNCIL.

At the regular session of the City Council December 9th, the council chamber was filled with anxious and expectant visitors curious to hear the report of the committee on finance who for some time past have been investigating the crookedness in the accounts of Recorder Hyams. Mr. Hyams was conspicuous for his absence, choosing to remain in his office down stairs. Auditor Hoag seated himself at the Recorder's desk and, during the evening dispensed that official's business. Mayor Scott presided.

The members present were: Councilmen James, Lyun, Anderson, Noble, Hall, Parsons, Karrick, Pembroke, Heath, Wolstenholme, Pendleton and Spafford.

After the preliminary business the meeting was conducted as usual.

PETITIONS:

Petition of J. C. Doolittle and others asking that a foot bridge be placed at the intersection of First West and Eighth South streets. Committee on streets.