

New York, enlisted in Battery K, First New York Light Artillery in 1861, and served in it during the war. After the war he settled in Baltimore and learned the trade of granite-cutting, and followed the business until a few years ago. He never held any political office before.

He is a member of committee on public buildings, chairman committee on labor, on internal improvements.

#### **George W. Warrenberger.**

George W. Warrenberger, Republican, was born in Baltimore, February 22d, 1859; was educated in the public schools. At the age of fifteen he entered the cracker bakery of R. Mason & Sons. Two years later he went as apprentice in the saddlery and harness trade. After serving three years' apprenticeship he secured employment in the saddlery and harness house of Day, Jones & Co., now O. F. Day, Son & Co. He is still with the firm, having been in their employ for ten years. Mr. Warrenberger is married, and has five children. He has never held any political office, but has always been a Republican worker. He lives at 546 West Lee street. Mr. Warrenberger is a strong opponent of "sectarian appropriations."

He is a member of the committee on federal relations, on manufactures, on pensions, on engrossed bills.

#### **Frederick R. Bye.**

Frederick R. Bye, Republican member of the House of Delegates from the third legislative district of Baltimore, was born on a farm in Chester county, Pennsylvania, February 8th, 1840, of Quaker parents. He lived on the farm until he was twenty-one, when he started west to seek his fortune. He began this journey just prior to the breaking out of the civil war. He did not get farther than Bridgeport, Ohio, where he stopped to visit friends. There he enlisted in the Fifteenth Ohio Regiment of infantry, which recruited from Bridgeport and neighborhood. He served out his enlistment of three years and was then appointed deputy provost marshal at Elkton, Cecil county, Maryland, a position he held until the close of hostilities. While at Elkton Mr. Bye was married to Miss Bennett, of that town. Two years after the close of the war he went to Salt Lake City, in the United States postal service, having charge of running the mails between that place and Omaha, Nebraska. This was during the period of building the Union Pacific Railroad, and Mr. Bye was present at the driving of the gold spike. Twenty-eight years ago, Mr. Bye moved from Omaha to Baltimore. At first, for a short while he was a postal clerk on the Northern Central Railway. Then he started in business, in the sale and exchange