THE EVENING POST.

RONDEL.

Philadelphia Press.

Thou bad'st me write: My heart throbs fast;
What tongue won't say, pen may imbite;
My love, I can now tell at last—
Thou bad'st me write.

Beneath thine eyes and in their light
No passioned words my lips have passed,
The victim I of love's affright,
Thou bad'st me write.

But now, with joy that's unsurpassed,
I cry: "I love thee, angel bright!"
The secret of my soul thou hast,
Who bad'st me write.

THIS MURDERER ESCAPED.

Oil City Derrick.

$10,000 REWARD.—This reward will be paid for the detection and conviction of the murderer or murderers of John McFate, who was killed by some person or persons on the night of December 20, 1864, in Oil City, Pa. M. L. BAGG, Burgess.

The above notice, faded and discolored by time, appears at the head of the editorial page of the old Oil City *Register* of December 22, 1864, preceded by large headlines. The amount of the reward offered naturally excites interest in the mind of one glancing at it, though unfamiliar with the details of the occurrence. To the older residents, whose memory is refreshed by even such brief reference, is recalled the recollection of a crime that will ever stand as among the most atrocious in the early annals of Oil City. The recital of this murder and of the incidents that followed are of lively interest to Oil City readers, even after the lapse of nearly a quarter of a century.

The circumstances connected with the crime were of such a commonplace nature as to admit of no romantic nor peculiarly thrilling preface. It was simply a foul murder committed for the purpose of robbery. The victim, a plain farmer, aged about 50 years, was decoyed on a dark stormy night to a lonely spot, struck down by a bludgeon, or similar weapon, shot through the head, his throat cut, his person rifled, pockets turned inside out, his boots and stockings taken off, and the dead body left in a muddy pool on a public thoroughfare.

The place where the dead body was found was about 200 yards above the old Oil Creek bridge on the road leading to McClintockville, the same now being occupied by the track of the Lake Shore and Michigan Southern Railroad, and was but a short distance above the entrance to the present tunnel.

A better conception of the state of affairs prevailing throughout the then oil country can be had from a brief relation of the leading features. In 1864 several bank failures that occurred destroyed to a large extent the public confidence. In consequence, by common consent, all business transactions were placed on a strictly cash basis. Checks and drafts were not accepted as legal tender. Payments for oil lands and oil were made in greenbacks, and in some instances, notwithstanding the heavy premium that ruled, in gold. This necessitated on the part of those engaged in the oil business the carrying about of large sums of money.

The daily business over quite an extent of thinly settled country, amounting to hundreds of thousands of dollars, will give some idea of the amount of wealth that the early oil men carried in their pockets. At the offices of the farms where oil was sold the money was kept in large safes until opportunity offered to transfer it to safer places. At the office of the Maple Shade wells on the Hyde & Egbert farm, adjoining Petroleum Center, the writer once saw a large safe so full of packages of greenbacks that the door of it could scarcely be closed. The bookkeeper, O. L. Davis, informed him that he had handled this class of money to such an extent that the odor of it created a nausea. It can be readily assumed that this state of affairs in the oil country, with possible exaggeration, was not long in reaching the ears of the alert thieves and thugs all over the country. As a consequence, they flocked to the oil country in large numbers, to reap a share of what to them gave promise of a bonanza of spoil.

During 1864 highway robberies became frequent, and there were rumors, also, of occasional murders, but these last, if correct, were so well concealed as to escape detection. Dives multiplied in the oil towns, providing this class with places of refuge, and the public mind that had for some time been apprehensive from the fact that personal safety was illy secured, culminated in prompt action for the abatement of this disquieting cause when this murder occurred.

According to the chronicle of that date, Tuesday, December 20, 1864, was an unusually mild day for the season. A drizzling rain prevailed throughout the day, which ended in a heavy rain and wind storm at night, accompanied by lightning and thunder. In the early hours of Wednesday morning it became colder, and when the day dawned snow covered the ground to the depth of a few inches. John McFate, the murdered man, was a farmer, and resided near New Castle, in this State. One of his brothers here had sold a farm for a considerable sum a short time previous to this date, and was to have received the money on the day preceding the murder. John McFate was drinking heavily during Tuesday, and in a number of places took occasion to boast of the amount of money he had received and then had on his person.

This is supposed to have attracted the attention of his murderers, and led to his sad fate. From the best evidence had then, the murder occurred at about 11 o'clock on that night. By what means he was decoyed to the place where his body was found is not known to any one other than the perpetrators of the foul deed. An early traveler on Wednesday morning found the dead body lying in a mud-hole in the road, as above described and, hastening back to town, gave the first intelligence of the discovery.

A crowd of excited people soon gathered around the body of the murdered man. It was decided to bring the body to the town, and the remains were taken up and conveyed to the hotel of D. Green. Later in the forenoon an inquest was held and a verdict returned in accordance with the facts above stated.

The body presented a ghastly appearance. The head was bruised as if by having been struck with some blunt instrument; two or more bullet holes were visible in the forehead, and the gash in the throat had severed the head so that it was only attached to the trunk by the skin. He was clad in ordinary working clothes, these being drenched with his blood and the mud, while his gray hair was matted with the blood that had become congealed by the cold. Men who gazed on it became almost frenzied, and had the murderers been taken then their shrift would have been brief.

At the inquest Hamilton McClintock testified that he had arrived at Oil City on Tuesday from New York, where he had disposed of some property; that at about 10 o'clock he had passed along the road on foot; and by the spot where the body was found, on his way to his home at McClintockville, and did not notice the dead body; also that he had in the carpet sack that he carried about $275,000 in money. According to the evidence, Mr. McClintock had passed the place where the body was found scarcely an hour previous to that of the murder. The body was readily identified as that of John McFate, both by his relatives and by parties who knew him well.

It was further stated that the deceased could not have had a sum exceeding a few dollars on his person, and that he was murdered in the belief that he was the McFate who had sold a farm and had received for the same a large sum of money. From what could be learned, the murderers secured a sum not exceeding two or three dollars. It further appeared that about the time the murder occurred some parties in the houses on the east side of the creek heard the sound of pistol shots, but as this was of ordinary occurrence after nightfall no attention was paid to it.

The place where the murder occurred scarcely exceeded a stone's throw from the nearest house, and was in full sight of the lights of the town. A public meeting of the citizens to devise means for insuring the common safety was convened in the old Reynolds Hall at 1 o'clock on Wednesday. At this Burgess M. L. Bagg presided. A committee of public safety and one to solicit subscriptions for a reward to be offered for the arrest and conviction of the parties who murdered McFate, were appointed. The meeting then adjourned until evening to hear the reports of the committees.

At the meeting held in the evening the committee on subscriptions reported that the sum of $10,000 had been pledged and was subject to their order whenever required. The committee on public safety, in view of the lack of protection afforded by the law, advised the immediate formation of a vigilance committee. The chairman of the meeting was authorized to appoint at his will an executive committee of ten, who, with a secretary, should have the general charge of the public safety. Further, every resident citizen was asked to consider himself a member of the organization and obey the orders of its head. None but the chairman of the meeting ever knew who the parties selected for the executive committee were, and the members of the same were pledged to preserve their identity inviolate, and the pledge has been kept to this date.

The committee lost no time. Patrols were organized to patrol the town every night, and to be ready for duty in the daytime when occasion required. Word was given out that all persons without visible business or employment, or those who could not give a satisfactory account of themselves, should vacate the oil country as speedily as possible. Each night the patrols in their rounds stopped at the hotels, examined the registers, and, when any suspicious-looking parties who could not give a very straight reason for their being here were found, they were requested in unmistakable terms to leave forthwith, and were accompanied outside of the town limits. The undesirable class of sojourners needed no other warning than this. Willing or otherwise, they knew they had to go, and by scores they took their welcome departure.

By this timely action on the part of the old pioneers, safety to life and property was speedily assured, and, so far as Oil City is concerned, this desirable state of affairs has continued to the present date. The executive committee and the organization was disbanded after the object for which they were formed was fully assured. Such of them as read these lines will be pleasantly reminded of the stern duty they so well performed, and of the thrilling experiences they passed through in that period.

Notwithstanding the large sum offered, no tangible results rewarded the search made for the murderer or murderers of poor John McFate. Whether time will cast any further light upon this one of the many murder mysteries remains yet to be seen. After awaiting a due time, the parties in charge of the subscription paper returned the cash sums that had been offered for the reward, destroying all the papers, and so passes into record one of the most notable events in early Oil City history.

HAYTI'S LATEST ACT.

Why the Steamer Haytien Republic Was Condemned.

NEW YORK, Nov. 21.—Consul-General Bassett of Hayti yesterday received from his government a full and complete report of the grounds on which the steamer was confiscated. His account is as follows: After her capture she was taken as a prize to Port-au-Prince. The question as to whether she was really a blockade runner was then submitted to a court composed of some of the most learned and influential men in Hayti.

It was presided over by Hugon Lechaud, and with him were Maximilian Laforest, J. Devot, J. N. Leger and Dantes Fortunati. The vessel was accused of bringing 250 armed insurgents from Cape Hayti to Gonaves, and also of landing a cannon at Cape Hayti for the use of the rebels. Captain Compton was also charged with making a complete circuit of the Island of Hayti, stopping at every little port, even those not open to foreign vessels, and landing rebel commissioners who incited the inhabitants to insurrection.

Reference in particular was made to the steamer's visit to Jacmel, where the rebel commissioners succeeded in creating quite a rebellious feeling among the people, which required some time for the Government to suppress. It was after leaving Jacmel and going around to St. Marc that Captain Compton was captured and ordered to Port-au-Prince, not only charged with being a blockade-runner, but also with aiding and abetting the insurgents. The Prize Court rendered a decision on October 31.

It found the Captain guilty of every one of the charges brought against him; holds him responsible for the disturbances in Jacmel, and, in addition to confiscating his vessel, imposed a fine of $50,000 upon him and the owners, claiming that the expenses incurred in suppressing the rebellion should be repaid by those who were instrumental in bringing it about. The court also directed that the cargo of the steamer be landed and examined, because of Captain Compton's refusal to show his papers or tell the nature of his cargo.

All contraband goods were seized by the Government. The merchandise of neutrals was not molested. On identification it will be handed over to them. The conduct of Captain Compton, said the Court, in refusing to show his papers was sufficient to excite "legitimate suspicion" that he was carrying contraband goods. Consul Bassett, in speaking of the decision, said yesterday:

"It is a just and honest decision. It is founded on facts which cannot be disputed, and I do not think, in view of the fair and explicit decision of the Prize Court, and its reasons for its decision, that the United States will feel disposed to interfere in the matter. The question of paying the fine imposed by the court is identical with the dispute between England and the United States in regard to the depredations of the cruiser Alabama during the civil war. I am personally acquainted with most of the men who constituted the court, and they are men of acknowledged ability, who would allow none but honest motives to actuate them in rendering the decision."

Dakota and Oklahoma.

MINNEAPOLIS, Minn., Nov. 21.—A special from Bismarck, Dak., says: A citizen of this place has a letter from a prominent Congressman saying that nothing can be done with the Dakota bill until the bill providing for the organization of Oklahoma Territory is disposed of because the latter precedes it on the calendar. This is regarded here as a subterfuge on the part of those who oppose the admission of Dakota.

SHE WAS FORCED TO SIGN

MRS. SABIN AIDING HER HUSBAND TO SECURE A DIVORCE.

A Strange Chapter in a Sensational Scandal in an Illinois Town—A Confession That Was Written and Signed Upon Compulsion.

CHICAGO, Nov. 21.—A *News'* special from Elgin, Ill., says: Mrs. O. C. Sabin, the wife of the lawyer who pummeled Dr. A. N. Stone, the dentist, because, as he alleged, Stone had subjected Mrs. Sabin to indignities, made an affidavit yesterday in which she says that the published charges connecting her name with Stone's are wholly without foundation. She charges that her husband compelled her to sign the alleged confession.

The *Tribune* this morning prints an interview with Mrs. Sabin, in which that lady admits signing the confession, but says her husband forced her to do so. She also says that she believes Mr. Sabin desires to secure a divorce from her that he may marry a young lady until lately a stenographer in his office at Beatrice, Neb.

Mr. Dunbar Waldron, cashier of the Home National Bank, and a cousin of Mrs. Sabin, said: "It is altogether incomprehensible. She, a woman, hitherto blameless, accusing herself of a crime to help her husband to a divorce. She knows that he is living with another woman. And in spite of all the indignities that he puts upon her, she signs a confession of her guilt."

"Do you believe that confession?"

"Most decidedly not. After the fight between Sabin and Stone, I said to the former: 'Perhaps your wife, after all, is innocent.' He replied: 'She will not dare to face me and say so.' I took him into her presence and she said: 'Every word of my confession is false, and you know that you forced me to sign it.'"

"How did he force her?"

"I cannot say, exactly. All I know is that it is one of the most remarkable psychological problems that I have ever encountered."

Mrs. Sabin's family physician stated that he feared the lady was insane.

Racing at New Orleans.

NEW ORLEANS, Nov. 21.—Yesterday was the first day of the fall meeting of the new Louisiana Jockey Club. The weather was cloudy but pleasant, and the attendance good. The track was slow.

First race, seven-eighths of a mile. Eight to Seven won, Kermesse second, Jim Nave third. Time, 1:26½.

Second race, eleven-sixteenths of a mile. Fred. Wooley won, Skobeloff second, Jim Jordan third. Time, 1:12.

Third race, nine-sixteenths of a mile. Monita Hardy won, Blessing second, Alpena third. Time, 57.

Fourth race, six furlongs. Roi d'Or won, Little Minnie second, Lida L. third. Time, 1:18½.

Improving the Tennessee River.

CHATTANOOGA, Tenn., Nov. 21.—The Tennessee River Transportation Company, organized by Connecticut capitalists, to-day purchased a number of boats, plying in the local trade on the Tennessee River, for $100,000 cash. The company has a paid up capital of $250,000, and large resources. The facilities of the river will be doubled. This is the first step looking to the completion of the work of the removal of obstructions in the Tennessee River begun at Muscle Shoals, and which has been progressing for many years, and on which three million dollars have been expended. It is expected that the canal will be opened this winter.

Boiler Inspectors' Convention.

PITTSBURG, Nov. 21.—The convention of boiler inspectors to form a national organization met here yesterday, delegates from nearly every State in the country being present. Capt. McCallum, of St. Louis, made an address, saying that the principal objects were to adopt a uniform system of boiler inspection and to prevent the employment of incompetent engineers.

Serious Collision on the Union Pacific.

CHEYENNE, Wyo., Nov. 21.—On the Union Pacific, at Rock Creek Station, a work train, returning to Laramie, collided with a freight train, pulled by two engines. An engineer and a fireman were fatally injured, and ten or twelve laborers on the work train slightly hurt.

With a Blow of His Fist.

NEW YORK, Nov. 21.—John W. Coburn was yesterday convicted of manslaughter in the second degree for killing Phillip Becker by a blow of his fist because Becker interfered while Coburn was quarreling with a man in the street.

An Albany Church Dedicated.

ALBANY, N. Y., Nov. 21.—The dedication services of All Saint's Episcopal Cathedral were held here yesterday. Bishop Potter preached the sermon.

A Valid Excuse.

Puck.

Floor Manager: "Whad's yo' pardner asulkin' for?"

Leader of the Band: "Sulkin? I reck'n you'd sulk if you'd swallered a harmonicum!"

Convenient Sleeping Car Service.

A Pullman sleeper for Philadelphia leaves Washington on the 11:30 train via B. and O. R. R. The car is open for reception of passengers at 9 p. m. and can be occupied after arrival at Philadelphia until 7.00 a. m.

High-Pressure

Living characterizes these modern days. The result is a fearful increase of **Brain and Heart Diseases—General Debility, Insomnia, Paralysis, and Insanity.** Chloral and Morphia augment the evil. The medicine best adapted to do permanent good is Ayer's Sarsaparilla. It purifies, enriches, and vitalizes the blood, and thus strengthens every function and faculty of the body.

"I have used Ayer's Sarsaparilla, in my family, for years. I have found it invaluable as

A Cure

for Nervous Debility caused by an inactive liver and a low state of the blood."—Henry Bacon, Xenia, Ohio.

"For some time I have been troubled with heart disease. I never found anything to help me until I began using Ayer's Sarsaparilla. I have only used this medicine six months, but it has relieved me from my trouble, and enabled me to resume work."—J. P. Carzanett, Perry, Ill.

"I have been a practicing physician for over half a century, and during that time I have never found so powerful and reliable an alterative and blood-purifier as Ayer's Sarsaparilla."—Dr. M. Maxstart, Louisville, Ky.

Ayer's Sarsaparilla,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Price $1; six bottles, $5. Worth $5 a bottle.

U. S. STAMPS WANTED.

Department stamps, Match, Medicine and entire collections bought for cash. Call on C. H. MEKEEL, at Willard's Hotel, Saturday, 24th, from 2 to 5 p. m.

PEERLESS DYES Are the BEST. SOLD BY DRUGGISTS

ALL AROUND THE WORLD.

Spalding's Aggregation of Leather Sluggers to Return via London.

SAN FRANCISCO, Nov. 21.—Just previous to the departure of the Chicago and All-America teams for Australia, John M. Ward, in the course of a conversation with a friend, said:

"Spalding has on foot a scheme which for boldness and scope tops anything ever before attempted in the field of sports. Instead of returning to America via California, he has hit upon the idea of taking the two teams around the world, coming home via London."

"Has the scheme assumed a definite shape?" was asked.

"Yes; Mr. Spalding is beginning to dicker with transportation companies. On the 10th he signed a contract with S. Stamford Parry, general European agent of the Burlington Road, to look the matter up at the European end and report whether the plan was feasible. On the 17th Mr. Parry left for the East. Within a few days he will sail for England and the Continent, and by the time we land in Sydney we shall know something more definite.

"The trip will be across the Indian Ocean to India, up the Red Sea and the Suez Canal, where a side trip will be made to Cairo and Alexandria. Thence the route will be across the Mediterranean to Brindisi, Italy, and thence by rail and water to Rome, Vienna, Paris, Berlin, London, Liverpool and Dublin. Though nothing positive can yet be said, I can say with much surety that the scheme will be consummated, and that before we return the All-America and Chicago teams will have shown the world how to play our glorious game."

A Theatrical Novelty.

PHILADELPHIA, Nov. 21.—Fanny Davenport, under the management of Vilaw and Erlanger, opened at the Chestnut Street Opera-House Monday night in "La Tosca," and notwithstanding unfavorable weather, the house was crowded. The advance sale of seats has been very heavy. Miss Davenport's death scene in "La Tosca" is quite an important novelty.

Tosca no longer jumps from the parapet of the castle into the Tiber and drowns out of sight of the audience, but is shot by a brutal soldier as she stands on the parapet preparing to jump. She clasps her hands in agony above her head, reels and falls. The sad event is so realistic that for a moment it casts a gloom over the spectators.

Miss Davenport was called before the curtain at the end of each act and received quite an ovation.

"Alderney Dairy Wagons."

Fresh Alderney butter, churned every morning and delivered in ½ lb. "Ward" prints, 40c. per lb. Also cottage cheese, buttermilk and sweet milk, 5c. per qt. Cream 15c. per pt.

DUFFY'S PURE MALT WHISKEY

FOR MEDICINAL USE

NO FUSEL OIL

A Scientific Remedy; not a Beverage.
It Stimulates the Circulation.
It Tones up the Life.
It Purifies the Blood.
It Gives Life and Health to Women.
It imparts Strength to Men.
It is Prescribed by Physicians.
It is Indorsed by the Clergy.
It has been Popular for Years.
It is sold Universally.

SECURE ONLY THE GENUINE.

The Duffy Malt Whiskey Co.,

ROCHESTER, N. Y.

PIANOS.

EDWARD F. DROOP,

925 PENNA. AVENUE.

Call and examine the large stock of

STEINWAY

Gabler & Bro., A. B. Chase, Marshall & Wendell, Wheelock, Decker & Son, Briggs, Grovesteen & Fuller and other

PIANOS.

Pianos sold on Installments, Exchanged, Rented, Repaired, Tuned, Moved and Stored.

ORGANS,

Sheet Music, foreign and domestic; Musical notes, etc., constantly on hand. Banjo, Guitar, Mandolin, Violin and Cello Strings a specialty.

KNABE

Grand, Upright and Square

PIANOS.

SECOND-HAND PIANOS, a fine assortment of prominent makes at all prices.

—PIANOS FOR RENT.—

WM. KNABE & CO.,

817 Market Space.

STATIONERY.

RIDER & ADDISON,

Wholesale and Retail Dealers in

PAPER, BLANK BOOKS AND STATIONERY,

314 Eighth St. N. W., near Pa. Ave.

Orders or requests for quotations given personal attention, and satisfaction guaranteed in 1ce and quality.

PHOTO-ENGRAVING

Having recently fitted up a

PHOTO-ENGRAVING ESTABLISHMENT

In connection with my PATENT PROCESS, I am prepared to furnish

ILLUSTRATIONS AT NEW YORK PRICES

Photographing on Wood for the Trade.

MAURICE JOYCE,

418 Eleventh Street N. W.

BOOTS AND SHOES.

THE CRAWFORD SHOE

Is the Only Shoe

SOLD DIRECT TO THE CONSUMER

BY THE MANUFACTURER.

903 PENNA. AVE.

THE FINEST MADE

COLBURN'S

PHILADELPHIA

MUSTARD

KING OF CONDIMENTS

CLOTHING.

HARD TO BEAT.

The range of styles among our Overcoats embraces about everything imaginable, or at least desirable, and among them are a number of small lots reduced in price far below intrinsic value.

The Men's Suits Stock is in "apple pie" order, and its variety warrants the assertion that whoever buys a Winter Suit without at least looking here fails to consult his own interest.

Boys and Children are as amply provided for, with a house full of choicest styles at such reasonable prices as to be bargains all.

Robinson, Parker & Co.,

FINEST CLOTHING,

READY-MADE.

319 7th St., S. E. Cor. D St.

H. D. BARR,

Importer and Tailor.

Fall and Winter Goods,

All of the Latest Novelties.

ENGLISH, FRENCH AND SCOTCH SUITINGS, ETC., JUST ARRIVED.

MR. BARR personally fits all garments made in our establishment.

1111 Penna. Avenue.

English Diagonals!

Our stock of Wide Wale Diagonals is complete—Blacks, Blues, Browns and Grays. We make these in Cutaway Suits, flat braided, for $33.50. These are genuine English Worsteds. Correct styles and perfect fit guaranteed.

HARBAN & BENNETT,

1419 New York Ave.

GENT'S FURNISHINGS.

BEST IS BEST

Thro' the World.

★★★★★★★★★★

OUR FALL OPENING OF

Dent's Gloves

(No seconds),

Perrin's Gloves

(No seconds),

Fownes' Gloves

(No seconds),

—AND OUR—

Shirts to Measure

Cannot Be Excelled.

TYSSOWSKI BROS

IMPORTERS,

Cor. 15th and G Sts

PROVISIONS.

S. L. WILLETT. S. H. GWYNNE

CIRCLE MARKET.

Vermont ave. and I st. n. w.

Choice Groceries, Meats and Provisions. The Best Goods at the Lowest Prices. Marketing delivered free.

RAILROADS.

The Great Pennsylvania Route

To the North, West and Southwest.

Double Track. Steel Rails. Splendid Scenery. Magnificent Equipment.

IN EFFECT NOVEMBER 1, 1888.

Trains leave Washington, from station corner of Sixth and B streets, as follows:

FOR PITTSBURG and the West, Chicago Limited Express of Pullman Vestibuled Cars at 9.30 a m daily; Fast Line, 9.30 a m daily to Cincinnati and St. Louis, with Sleeping Cars from Pittsburg to Cincinnati, and Harrisburg to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. Western Express at 7.40 p m daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers for Louisville and Memphis. Pacific Express, 10.00 p m daily for Pittsburg and the West, with through Sleeper to Pittsburg, and Pittsburg to Chicago.

BALTIMORE AND POTOMAC RAILROAD.

FOR ERIE, Canandaigua and Rochester daily; for Buffalo and Niagara daily, except Saturday, 10.00 p m, with Sleeping Car Washington to Rochester.

FOR WILLIAMSPORT, Lock Haven and Elmira at 9.50 a m daily, except Sunday.

FOR NEW YORK and the East, 7.20, 9.00, 11.00 and 11.40 a m, 2.00, 4.10, 10.00 and 11.20 p m. On Sunday, 9.00, 11.40 a m, 2.00, 4.10, 10.00 and 11.20 p m. Limited Express of Pullman Parlor Cars, 9.40 a m, daily except sunday, and 3.45 p m daily, with dining car.

FOR BOSTON, without change, 2.00 p m every day.

FOR BROOKLYN, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fulton street, avoiding double ferriage across New York city.

FOR PHILADELPHIA, 7.20, 9.00, 11.00 and 11.40 a m, 2.00, 4.10, 6.00, 10.00 and 11.20 p m. On Sunday, 9.00, 11.40 a m, 2.00, 4.10, 6.00, 10.00 and 11.20 p m. Limited Express all parlor cars, 9.40 a m week-days and 3.45 p m daily, with dining car.

FOR BALTIMORE, 6.35, 7.20, 9.00, 9.40, 9.50, 11.00 and 11.40 a m, 12.05, 2.00, 3.45, 4.10, 4.20, 4.40, 6.00, 7.40, 10.00 and 11.20 p m. On Sunday, 9.00, 9.05, 9.50, 11.40 a m, 2.00, 3.45, 4.10, 6.00, 7.40, 10.00 and 11.20 p m.

FOR POPE'S CREEK LINE, 7.20 a m and 4.40 p m daily, except Sunday.

FOR ANNAPOLIS, 7.20 and 9.00 a m, 12.05, 4.40 p m daily, except Sunday. Sundays, 9.00 a m, 4.20 p m.

ALEXANDRIA AND FREDERICKSBURG RAILWAY AND ALEXANDRIA AND WASHINGTON RAILROAD.

FOR ALEXANDRIA, 6.00, 6.35, 8.40, 9.45, 10.57 a m, 12.04 noon, 2.05, 4.25, 5.00, 5.55, 6.05, 8.05, 10.05 and 11.37 p m. On Sunday at 6.00, 9.45, 10.57 a m, 2.30, 5.55, 8.05 and 10.05 p m.

ACCOMMODATION for Quantico, 5.00 p m week days.

FOR RICHMOND and the South, 6.00, 10.57 a m daily and 6.05 p m daily, except Sunday.

TRAINS leave Alexandria for Washington, 6.05, 7.05, 8.00, 9.10, 10.15, 11.07 a m, 1.25, 3.00, 3.33, 5.10, 7.05, 9.22, 10.42 and 11.05 p m. On Sunday at 9.10 and 11.07 a m, 2.00, 5.10, 7.05, 9.22 and 10.42 p m.

Tickets and information at the office, northeast corner of 13th street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHAS. E. PUGH, General Manager. J. R. WOOD, Gen. Pass. Agent.

Baltimore and Ohio Railroad.

Schedule in effect Nov. 18, 1888.

Leave Washington from station corner of New Jersey avenue and C street.

FOR CHICAGO and Northwest, Vestibuled Limited express daily 8.55 a. m., express 9.05 p. m. daily.

FOR CINCINNATI and St. Louis, express daily 3.00 and 11.10 p. m.

FOR PITTSBURG and Cleveland, Vestibuled Limited express daily 8.55 a. m. and express 9.05 p. m. daily.

FOR LEXINGTON and Local Stations, †10.10 a m.

FOR BALTIMORE, 5.00, 6.30, 6.40, 7.20, 8.30, 9.45, 11.00 (45-minute train) a. m., 12.10, 2.05, 3.15, (45-minute train), 3.35, 4.20, 4.35, 5.30, 6.45, 7.20, 9.45 and 11.30 p. m. Sundays, 6.30, 7.20, 8.30, 9.45 a. m., 1.15, 2.05, 3.25, 4.30, 4.35, 6.45, 7.20, 9.45 and 11.30 p. m.

FOR ANNAPOLIS, 6.40 and 8.30 a. m., 12.10 and 4.35 p. m. On Sundays, 8.30 a. m., 4.35 p. m. Leave Annapolis 6.40, 8.37 a. m., 12.05, 4.10 p. m. Sundays, 8.37 a. m., 4.10 p. m.

FOR WAY STATIONS between Washington and Baltimore, 5.00, 6.40, 8.30 a. m., 12.10, 3.25, 4.35, 6.45, 11.30 p. m. On Sundays, 8.30 a. m., 1.15, 3.25, 4.35, 6.45, 11.30 p. m.

FOR STATIONS on the Metropolitan Branch, †6.35, §10.10 a. m., §1.15 p. m., for principal stations only; †10.10, a. m., †4.35 and †5.30 p m.

FOR GAITHERSBURG and intermediate points, †9.00 a. m., †12.30, †4.40, *5.35, †11.20 p. m.

FOR BOYD'S and intermediate stations, †7.00 p. m., §10.00 p. m.

CHURCH TRAIN leaves Washington on Sunday at 1.15 p. m., stopping at all stations on Metropolitan Branch.

FOR FREDERICK, †10.10 a. m., †4.35 and †5.30 p. m. Sundays, 1.15 p. m.

FOR HAGERSTOWN, †10.10 a. m. and †5.30 p. m.

TRAINS ARRIVE from Chicago daily 7.20 a. m. and 9.35 p. m.; from Cincinnati and St. Louis daily 6.20 a. m. and 1.55 p. m.; from Pittsburg, *7.20 a. m., †7.20 and *9.35 p. m.

TRAINS LEAVE Baltimore for Washington at 5.10, 6.20, 6.30, 7.20, 8.00 (45-minute train), 9.00, 9.05, 10.00 (45-minute train) a. m., 12.15, 2.00, 3.00, 4.10, 5.00, 6.00, 6.30, 8.00, 10.00 and 11.00 p. m. On Sundays, 5.10, 6.20, 8.00, 9.00, 9.05 a. m.; 1.15, 2.00 4.10, 5.00, 6.30, 8.00 10.00 and 11.00 p. m.

PHILADELPHIA DIVISION.

FOR PHILADELPHIA and Wilmington, daily, 8.10 a. m., 2.05, 4.20 and 11.30 p. m. Buffet Parlor Cars on the 8.10 a. m. and 4.20 p. m. trains. Sleepings Cars on the 11.30 p. m., open at 9.00 p. m.

FOR INTERMEDIATE POINTS between Baltimore and Philadelphia, *6.20 a. m., *4.05 and †4.30 p m.

FROM PHILADELPHIA and Wilmington, daily, 6.50, 11.15 a. m., 2.50, 8.55 and 11.00 p. m.

†Except Sunday. *Daily. §Sunday only.

Baggage called for and checked at hotels and residences on orders left at ticket offices, 619 and 1351 Pennsylvania avenue.

W. M. CLEMENTS, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Agt

Piedmont Air Line

SCHEDULE IN EFFECT AUGUST 12, 1888.

8.30 A M—East Tennessee Mail, daily for Warrenton, Gordonsville, Charlottesville, Lynchburg, and stations between Alexandria and Lynchburg, Roanoake, Bristol, Knoxville, Rome, Calera, Montgomery and New Orleans. Pullman Sleeper Washington to New Orleans.

11.24 A M—Fast Mail Daily for Warrenton, Charlottesville, Gordonsville, stations Chesapeake and Ohio Route, Lynchburg, Rocky Mount, Danville and stations between Lynchburg and Danville, Greensboro', Raleigh, Charlotte, Columbia, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California. Pullman Sleeper New York to Montgomery, in connection with Pullman Sleepers Montgomery to New Orleans, and Mann Boudoir Sleepers for Birmingham, Vicksburg and Shreveport. Pullman Sleeper Danville to Columbia and Augusta. Solid trains Washington to Atlanta. Does not connect for C. and O. route points Sundays.

2.30 P M DAILY, except Sunday, for Manassas, Strasburg, Luray, and intermediate stations. Connects at Riverton for Luray, arriving 9.25 p. m.

5.30 P M. WESTERN EXPRESS daily for Warrenton, Gordonsville, Charlottesville, Louisville, Cincinnati, and summer resorts on and near line of Chesapeake and Ohio route. Pullman Sleepers and solid trains Washington to Louisville; also for Lynchburg, Bristol, Chattanooga, Memphis, Little Rock and all Southwestern points. Through Pullman Sleepers Washington to Memphis without change.

11 P M. SOUTHERN EXPRESS daily for Lynchburg, Danville, Raleigh, Asheville, Charlotte, Columbia, Aiken, Augusta, Atlanta, Montgomery, New Orleans, Texas and California. Pullman Vestibule Sleeper Washington to New Orleans via Atlanta and Montgomery. Pullman Sleeper Washington to Augusta, Ga., without change.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington 9.00 a m, daily except Sunday, and 4.45 p m, daily; arrive Round Hill 11.48 a m and 7.21 p m. Returning, leave Round Hill 5.50 a m, daily, and 1.20 p m, daily except Sunday, arriving Washington 8.30 a m and 3.55 p m.

THROUGH TRAINS from the South, via Charlotte, Danville and Lynchburg, arrive in Washington 7.00 a m and 7.35 p m; via East Tennessee, Bristol and Lynchburg at 11.13 a m and 9.40 p m; via Chesapeake and Ohio route and Charlottsville at 9.40 p m and 7.00 a m. Strasburg local at 9.47 a m.

TICKETS, sleeping-car reservation and information furnished, and baggage checked at office, 1300 Pennsylvania avenue, and at Passenger Station, Pennsylvania Railroad, Sixth and B streets.

JAMES L. TAYLOR Gen. Pass. Agent.

Chesapeake and Ohio Route.

Schedule in effect SEPT. 16, 1888.

Trains leave Union Depot, Sixth and B streets.

10.57 a. m.—For NEWPORT NEWS, Old Point Comfort and Norfolk, daily except Sunday. Arrive in Norfolk 7 p. m.

11.24 a. m.—For stations on the Chesapeake and Ohio in Virginia, West Virginia and Kentucky, daily except Sunday. Sleeping cars Clifton Forge to Lexington, Ky.

3.20 p. m.—FAST WESTERN EXPRESS daily. Solid train, with Pullman Buffet Sleeping cars to Louisville; Pullman service to Cincinnati, St. Louis, Memphis and New Orleans.

Office, 513 Pennsylvania avenue.

Gen. Pass. Agent.

DRUGS AND CHEMICALS.

BUFFALO

Lithia Water.

—FOR—

Bright's Disease of the Kidneys, Diseases of the Nervous System, the Uric Acid Diathesis, Gout, Rheumatic Gout, Rheumatism, Renal Calculi and Stone in the Bladder, Diseases of Women, Dyspepsias, Etc., Etc.

W. S. THOMPSON,

703 Fifteenth St.,

AGENT FOR THE DISTRICT OF COLUMBIA.

PAST ALL PRECEDENT OVER TWO MILLIONS DISTRIBUTED

La. S. L.

LOUISIANA STATE LOTTERY COMPANY

Incorporated by the State Legislature in 1868 for Educational and Charitable purposes, and its franchise made a part of the present State Constitution, in 1879, by an OVERWHELMING POPULAR VOTE.

Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December), and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

"We do hereby certify that we supervise the arrangements for all of the Monthly and Semi-Annual Drawings of the Louisiana State Lottery Co., and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. BEAUREGARD,
J. A. EARLY,

COMMISSIONERS.

We the undersigned Banks and Bankers will pay all Prizes drawn in the Louisiana State Lotteries, which may be presented at our counters.

R. M. WALMSLEY, Prest. La. Nat. Bank.
P. LANA