Evening State Journal.

MONDAY EVENING, JAN. 16, 1871.

A Wonderful Escape From Death.

EXPLOITS OF A KANSAS SKATER—SWIMMING TWENTY YARDS UNDER THE ICE.

[From the Leavenworth (Kansas) Republican.]

We are called upon to record one of the most marvelous preservations recorded in the annals of modern history. The skaters were merry at the bridge on Monday night, as were they in almost every other locality unvisited by calamity, and skillful skaters glided over the glassy surface, cutting names, initials, and hieroglyphics with their engraving tools. The more nimble and skillful played ball and cavorted around the clumsy amateurs, who, with half-cracked skulls, blew their fingers and gazed at the experts.

All at once an exclamation of horror transfixed every gazer. Amid the cracking and breaking of the ice one was observed struggling for a hold on the slippery edges of the ice, which broke off in large pieces. His benumbed fingers loosened their grasp, and the unfortunate skater was carried by the murderous current out of sight, under the cold and glassy ice. Being an expert swimmer, and possessed of great presence of mind, he struck out vigorously and swam after the manner of a diver. The fishes gazed at him with their green eyes and nibbled his clothes as he swam through the frigid current, and he, too, imagined that grim death was gazing at him, but he struggled manfully on, nor heeded the meddlesome cat-fish which swam along beside him, as though they would question him concerning his severance with the affairs of the land. He is almost exhausted, and he lets down and his feet strike the bottom. He has reached a shoal. Pressing his hand vigorously against the yielding ice, with his feet braced below, a cracking is heard, and he gazes along the surface of the ice. To come through lightly was but a moment's work, and bidding his friends—the fishes—good-bye, he is conveyed to a fire to dry and warm, having swam over twenty yards under the water.

A Self-Starved Murderer.

Lawrence Sullivan, a convicted murderer in prison in New York city, deprived of other means of suicide, is endeavoring to kill himself by starvation: A New York paper thus describes his condition on Sunday:

Yesterday's dawn saw Lawrence Sullivan, the murderer, confined in the Tombs, in the same condition as on Saturday—a ghastly wreck with scarcely a spark of life in him. The physician of the prison, Dr. Nealis, early in the morning of yesterday, visited the padded cell of Sullivan and felt the murderer's pulse. Its beating was hardly perceptible. Lifting the white waxen eyelids, the Doctor noted the watery glaze over the pupils, and left the cell shaking his head. The turnkey, pacing the corridor, noted the Doctor's action, and remarked to an acquaintance, "I guess Sullivan will pass in his checks before the end of the deal;" in other words, Sullivan will die before the sheriff calls on him to conduct him to the gallows.

While the remainder of the prisoners were at divine service, efforts were made to force some whiskey down Sullivan's throat, but with very little effect. The prisoner clinched his teeth together, and moved his head around in every direction, so that only a few drops of the spirit went down his throat. As soon as the keeper gave up attempting to give him the whiskey, Sullivan opened his eyes and looked at him, as if to say, "You thought you were able." Not a particle of solid food has entered Sullivan's stomach for over a week past, and five words would exceed all his conversation with every one, including the keepers, his mother, and his wife. Other efforts were made to give him stimulants, but these also proving futile, the keepers at length left Sullivan to his padded cell and his memory.

His mother and wife were in the prison during the day, and were in the cell, but beyond that and their praying for Sullivan, nothing happened to be recorded regarding them. Sullivan did not speak to them, and beyond the vacant stare of his eye at his mother, he gave her no sign of recognition. As last night came on, he turned on his bed, put his face to the wall and lay still. He did not change his position during the night, and as the turnkey shortly before midnight threw the glare of a dark lantern through the barred door of the cell, the sight of the shrunken, shrivelled up body of the man, the caved-in face, and deep eyes, with the unearthly pallor of his complexion, made doubly so by the light of the lantern, made a terrible sight.

PRUSSIAN CHALK MARKS ON FRENCH DOORS.—At Vernon, writes a war correspondent, we found no Prussians, but, what comes to nearly the same thing, the marks of Prussian chalk on the outer doors. Prussian chalk causes French paralysis and when you see "two under officers and five soldiers" or three soldiers and six horses, inscribed on the portal of a house, we know not only that the Prussians have been there, but that they may at any time come back, and that in the meanwhile the place has not been materially injured, has been terrorized, so that the inhabitants dare not even to efface the terrible chalk marks, which are palpable signs of their humiliation.

A YOUNG LADY of Stockbridge, Massachusetts, attended a ball on Wednesday of last week, and danced until two o'clock on Thursday morning. She died suddenly at noon on Thursday. The indications are that she was killed by poison, whether administered by her own or another's hand is unknown. She was twenty-two years old and quite handsome. It is reported that there was some trouble between her and her beau at the ball.

THREE CHILDREN BURNT TO DEATH.—On Tuesday morning last, the 10th instant, a cabin upon the farm of Dr. George T. Clagett, in Prince George's county, near the Charles county line, was consumed by fire, and three little children—the eldest about six years of age—perished in the flames. The parents, who are colored people, were absent at work at the time. The fire is supposed to have originated from the chimney.—*Port Tobacco (Md.) Times.*

The man who 'couldn't find his match" went to bed in the dark.

If Wisconsin girls remain unmarried at the age of fifteen, they are encouraged by their families to commit suicide.

Gentlemen's seal rings should always be worn on the left hand. The right makes it decidedly conspicuous.

A Kansas City merchant gave his wife $400 to buy herself a Christmas present, and started for Texas. She selected a young clerk as her present, and left for Chicago with him.

SPECIAL NOTICES.

THE "PAIN KILLER."

Pain is supposed to be the lot of us poor mortals, as inevitable as death itself and liable at any time to come upon us. Therefore it is important that remedial agents should be at hand to be used on an emergency, when the seminal principle lodged in the system shall develope itself, and we feel the excruciating agonies of pain, or the depressing influence of disease. Such a remedial agent exists in the PAIN KILLER, whose fame has made the circuit of the globe. Amid the eternal ices of the polar regions or beneath the intolerable and burning sun of the tropics, its virtues are known and appreciated. Under all latitudes from the one extreme to the other, suffering humanity has found relief from many of its ills by its use. The wide and broad area over which this medicine has spread, attests its value and potency. From a small beginning, the Pain Killer has pushed gradually along, making its own highway, solely by its virtues.

Such unexampled success and popularity has brought others into the field, who have attempted, under similarity of name, to usurp the confidence of the people and turn it to their own selfishness and dishonesty, but their efforts have proved fruitless while the Pain Killer is still growing in public favor,

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ja 1—d&wlm

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$5 TO $20 Per day and no risk. Do you want a situation as salesman at or near home, to introduce our new 7 strand White Wire Clothes Lines to last forever. Don't miss this chance. Sample free. Address HUDSON RIVER WIRE WORKS, 75 William street., New York, or 16 Dearborn street, ja 13—4w Chicago, Ill.

THIS IS NO HUMBUG! By sending 35 CENTS with age, height, color of eyes and hair, you will receive, by return mail, a correct picture of your future husband or wife, with name and date of marriage. Address W. FOX, P. O. Drawer No. 24, Fultonville, New York. de 13-4w

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ISSUED, JANUARY 1st, 1871. "100 CHOICE SELECTIONS No. 3," containing the best new things for Declamation, Recitation, &c. Brilliant Oratory, Thrilling Sentiment and Sparkling Humor, 180 pages, Paper, 30 cents, Cloth, 75 cents. Ask your bookseller for it, or send price to P. GARRETT & CO., Philadelphia, ja 13—4w Pa.

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A Clergyman, while residing in South America as a missionary, discovered a safe and simple remedy for the Cure of Nervous Weakness, Early Decay, Diseases of the Urinary and Seminal Organs, and the whole train of disorders brought on by baneful and vicious habits. Great numbers have been cured by this noble remedy. Prompted by a desire to benefit the afflicted and unfortunate, I will send the receipt for preparing and using this medicine, in a sealed envelope, to any one who needs it, Free of charge. Address JOSEPH T. INMAN, Station D, Bible House, New York City. no 18

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THIS IS TO GIVE NOTICE: That on the 10th day of January 1871, a warrant in bankruptcy was issued against the estate of David R. Creecy, of the county of Norfolk, and State of Virginia, who has been adjudged a bankrupt on his own petition:—That the payment of any debts, and the delivery of any property belonging to said bankrupt, to him or for his use, and the transfer of any property by him are forbidden by law:—That a meeting of the creditors of said bankrupt, to prove their debts, and choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at the Custom-House, at Norfolk, Virginia, before Benj. B. Foster, Esq., Register, on the 20th day of January, 1871, at 11 o'clock A. M.

JOHN. W. FARRELL,
ja 12—Th2w Deputy Marshal as Messenger.

BUTLER'S BALSAMIC MIXTURE is not a thing of yesterday, got up to gull the unwary and put money in the pockets of the proprietor, it has stood the test of time. Having been in the market over thirty years, its very name will recall to many who are now the respected heads of families, the halycon days of their youth, with all its joys and sorrows; it is still the same; infallable in its operation; a specific remedy for youthful indiscretion and folly; a true friend. It is for sale by all druggists. Price, $1 per bottle. de 14—1y

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GOVERNMENT CLAIMS.—Any one having claims against the United States will find it to their advantage to send a statement of their case to

J. T. DREW,
Counsellor at Law, Solicito before the Court of Claims. &c., 473 F Street, Washington, D. C.

SEE THE REVOLVING CHRYSTAL PRYSMATIC MORTAR, at WAGNER & CO's Drug Store Illuminated nightly. ja 12—1w

STATE JOURNAL

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STATE JOURNAL

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RAILROADS AND STEAMBOATS.

NORTHERN CENTRAL RAILROAD.

On and after SUNDAY, December 4, 1870, Trains will leave as follows:

8:30 a. m.—Mail daily (except Sundays) for the West and North to Buffalo and Niagara Falls.

12:40 p. m.—Fast Line daily (except Sundays) for the West and North to Williamsport.

7:40 p. m.—Daily (except Sundays) for the West.

10:20 p. m.—Daily for the West. North to Buffalo, Rochester, Niagara Falls and the Canadas.

Trains for Western Maryland Road at 8:30 a. m. and 3:30 p. m.

Trains for Gettysburg at 8:30 a. m. and 12:40 p. m.

Trains for Hanover at 8:30 a. m., 12:40 and 3:30 p. m.

Trains for Cumberland Valley Road at 8:30 a. m. and 12:40 p. m.

ACCOMMODATION TRAINS.

For York daily (except Sundays)—3:30 p m.

For Parkton daily (except Sundays)—5:30 p m.

TRAINS ARRIVE IN BALTIMORE.

From the West and North—2:20 and 9:15 a m, 12:30, 2:45 and 6:15 p m.

York Accommodation—10:15 a m.

Parkton Accommodation—8:20 a m.

For tickets to all points North and West, apply at Calvert Station and at No 9 North Calvert street.

ED. S. YOUNG,
General Passenger Agent.
ALFRED R. FISKE,
General Superintendent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing MONDAY, November, 21, 1870. Passenger Trains will leave President Street Depot as follows:

Way Mail Train for Philadelphia and Way Stations at 7:25 a. m.

Express Train for Philadelphia and New York at 9:35 a m.

Express Train for Philadelphia and New York at 2:40 p. m.

Accommodation Train for Port Deposit intermediate Stations at 5 p. m.

Express Train for Philadelphia at 7:25 p. m.

Express Train for New York at 10:40 p. m.

SUNDAY TRAINS.

For Philadelphia at 7:25 p. m. For New York at 10:40.

CONNECTIONS.

7:25 a. m. Train connects at New Castle Junction with train for all Stations on Delaware Railroad, and at Perryville for all Stations on Philadelphia and Baltimore Central Railroad.

9:25 a. m. Train at Perryville for Port Deposit.

2:40 p. m. Train at Perryville for all Stations on Philadelphia and Baltimore Central Railroad and at Wilmington for Stations on Delaware Railroad between Wilmington and Harrington.

Through Tickets may be procured either at President Street Depot, or at Ticket Office, No. 147 Baltimore street.

Secured seats in the reclining back car and berths or state rooms in sleeping cars procured at Baltimore street office during the day. On application at 147 Baltimore street the Union Transfer Company will call for and check baggage at privates residences, thus avoiding the confusion attending the same at the depot.

WM. CRAWFORD,
General Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing Monday, November 21, 1870, trains will leave Depot, corner Broad street and Washington avenue, as follows:

Way Mail Train at 8:30 a. m. (Sundays excepted), for Baltimore stopping at all regular stations.

Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 a. m. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 p. m. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 p. m. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 a. m. train.

WILMINGTON TRAINS,

stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11 a. m., 2:30, 5 and 7 p. m. The 5 p. m. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 5:45 and 8:10 a. m., 2, 4 and 7:15 p. m. The 8:10 a. m. train will not stop between Chester and Philadelphia.

The 7:15 p. m. train from Wilmington runs daily. All other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:45 and 4 p. m., will connect at Lamokin Junction with the 7 a. m. and 4:30 p. m. trains for Baltimore Central Railroad.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 7:25 a. m., Way-mail. 9:35 a. m., Express. 2:35 p. m., Express. 7:25 p. m., Express.

SUNDAY TRAINS FROM BALTIMORE

Leave Baltimore at 7:25 p. m., stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester.

Through tickets to all points west, south, southwest, may be procured at Ticket Office, 828 Chestnut street, under Continental Hotel, where also staterooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PROPOSALS.

UNITED STATES MAIL.

VIRGINIA.

POST OFFICE DEPARTMENT,
WASHINGTON, January 5, 1871.

PROPOSALS will be received at the Contract Office of this Department until 3 o'clock p. m. of MARCH 1, 1871, (to be decided by the 30th), for carrying the mails of the United States from July 1st, 1871, to June 30th, 1875, on the following route in the State of Virginia, and by the schedule of departures and arrivals herein specified, viz:

No. 4700—From Hicksford, by Pleasant Shade, Lawrenceville, Chadie Hope, White Plains, Gholsonville, Powellton, Pleasant Oaks and Ryland's Depot, to Hicksford, equal to 33 miles and back, twice a week.

Leave Hicksford Wednesday and Saturday at 9 a. m.;
Arrive at Hicksford Thursday and Monday by 3 p. m.

For forms of proposal, guarantee, and certificate, and also for instructions as to conditions to be embraced in the contract, &c., see advertisement of September 30th, 1870, inviting proposals for mail service in Virginia, to be found at the principal post-offices.

Bids should be sent in sealed envelopes, superscribed, "Mail proposals, State of Virginia," and addressed to the Second Assistant Postmaster General.

JNO. A. J. CRESWELL,
ja 9—M6w Postmaster General.

HORTICULTURAL.

RICHMOND NURSERIES,
RICHMOND, VIRGINIA,
FRANKLIN DAVIS & CO., Proprietors.

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Eureka Aluminum Gold Watch Co.

Have appointed

L. V. DEFOREST & CO., JEWELERS,

40 AND 42 BROADWAY, NEW YORK,

SOLE AGENTS FOR THE U. S.

And have authorized them to sell their great EUREKA ALUMINUM GOLD WATCHES for THREE DOLLARS, and to warrant each and every one to keep correct time for one year. This Watch we guarantee to be the best and cheapest time-keeper that is now in use in any part of the globe. The works are in double cases, Ladies' and Gent's size, and are beautifully chased. The cases are made of the metal now so widely known in Europe as Aluminum Gold. It has the exact color of Gold, which it always retains; it will stand the test of the strongest acids; no one can tell it from Gold only by weight, the Aluminum Gold being 1-10 lighter. The works are made by machinery, same as the well-known American Watch. The Aluminum is a cheap metal, hence we can afford to sell the Watch for $3 and make a small profit. We pack the Watch safely in a small box and send it by mail to any part of the U. S. on receipt of $3.50; fifty cents for packing and postage. Address all orders to

L. V. DEFOREST & CO.,
de 30—3m 40 and 42 Broadway, N. Y.

AGENTS WANTED

In all parts of the United States, to sell

L. V. DEFOREST & CO.'S

ALUMINUM GOLD JEWELRY!

Agents are making $200 to $300 per week selling the Aluminum Jewelry. The best imitation of gold ever introduced. It has the exact color, which it always retains, and stands the test of the strongest acids. No one can tell it from gold only by weight—the Aluminum Gold being about 1-10 lighter. L. V. DEFOREST & CO. are selling their goods for 1-10 the price gold jewelry is sold for, and on most liberal terms to agents—1¼ cash, balance in 30, 60 and 90 days. We send persons wishing to act as agents, a full and complete assortment of goods, consisting of Seals, Bracelets, Lockets, Ladies' and Gent's Chains, Pins, Rings, Sleeve Buttons, Studs, &c., for $100—$25 to be paid when the goods are received, the other $75 in 30, 60 and 90 days. Parties wishing to order goods and act as agents will address,

L. V. DEFOREST & CO.,
de 30—3m 40 and 42 Broadway, N. Y.

RAILROADS AND STEAMBOATS

RICHMOND AND YORK RIVER RAILROAD,
SUPERINTENDENT'S OFFICE,
RICHMOND, VA., Dec. 19, 1870.

ON AND AFRER MONDAY, December 19, 1870, the TRAINS on this road will be run as follows:

PASSENGER TRAIN—GOING EAST—Leaves Richmond daily (Sunday excepted) at 1:15 P. M., arrive at West Point at 3 10 P. M.

GOING WEST—Leave West Point daily (Sunday excepted) at 9:00 A. M., arrive at Richmond at 10:55 A. M.

Trains connect at West Point on Tuesday, Thursday and Saturday with STEAMERS for river landings and Baltimore.

FREIGHT TRAIN, with Passenger Car attached, leave Richmond on Tuesday, Thursday and Saturday at 4 o'clock A. M., arrive at West Point at 7:40 A. M.

Leave West Point at 1 P. M.; arrive in Richmond at 5:15 P. M.

THROUGH FREIGHT for Baltimore and all points North and West received daily, and forwarded promptly to destination. Through Bills of Lading given to all points North and West.

H. T. DOUGLAS,
de 22—tf Superintendent.

CHESAPEAKE AND OHIO RAILROAD.

On and after MONDAY, December 5th, 1870, the PASSENGER TRAINS will run as follows:

MAIL TRAIN will run DAILY between Richmond and Staunton (except Sunday, between Gordonsville and Staunton). Leave Richmond at 8 A. M., and arrive at Staunton at 4:28 P. M. Leave Staunton at 8:50 A. M., and arrive at Richmond at 4:50 P. M., making close connections at Gordonsville and Charlottesville with Orange, Alexandria and Manassas railroad trains for Alexandria, Washington, Baltimore, Philadelphia, New York, Boston, &c.; also for Lynchburg, Knoxville, Chattanooga, Memphis, New Orleans, Montgomery, Mobile, &c. This train will run TRI-WEEKLY between Staunton and White Sulphur on TUESDAY, THURSDAY, and SATURDAY, viz: Leave White Sulphur at 3.30 A. M., and arrive at Staunton at 8:39 A. M.; leave Staunton at 4:33 P. M., and arrive at White Sulphur at 10 P. M.

Going West, passengers dine at Gordonsville and sup at Covington. Going East, breakfast at Staunton and dine at Gordonsville.

This train connects with stages as follows:

At Staunton for Lexington, Natural Bridge and Harrisonburg.

At Millboro' for Bath Alum Springs, 10 miles; and Warm Springs, 15 miles.

At White Sulphur Springs for Lewisburg, 9 miles; and Charleston, 109 miles.

THROUGH TICKETS issued to all points North, West, and Southwest.

JAMES F. NETHERLAND,
no 30 General Ticket Agent.

RICHMOND AND DANVILLE RAILROAD

PASSENGER SCHEDULE.

GOING SOUTH.

LYNCHBURG AND DANVILLE PASSENGER.

Leave Richmond daily (except Sunday) at ..... 9:15 A. M.
Leave Burkeville daily (except Sunday) at 1:00 P. M
Arrive at Danville daily (except Sunday) at 5:55 P. M

THROUGH MAIL AND EXPRESS.

Leaves Richmond daily at ..... 2:55 P. M
Leaves Danville daily at ..... 1:30 P. M
Arrives at Greensboro daily at ..... 1:05 A. M

GOING NORTH.

LYNCHBURG AND DANVILLE PASSENGER.

Leave Danville daily (except Sundays) at ..... 7:40 A. M.
Leave Burkeville daily (except Sunday) at .. 1:00 P. M
Arrive at Richmond daily (except Sunday) at ..... 3.33 P. M

THROUGH MAIL AND EXPRESS.

Leaves Greensboro' daily at ..... 1:15 A. M.
Leaves Danville daily at ..... 3:38 A. M.
Arrives at Richmond ..... 11:55 A. M

The Lynchburg and Danville Passenger Train connects at Burkeville with the trains on the South-Side Road for Petersburg, Norfolk, Lynchburg, and all stations on the South-Side and Virginia and Tennessee Railroads, Bristol, Knoxville, Dalton, Chattanooga, Nashville, Memphis, and all important points South and Southwest.

The Through Mail and Express connects at Greensboro' with trains on the North Carolina Road for Charlotte, Columbia, Augusta, Savannah, Macon, Mobile, Montgomery, &c. &c., and at Richmond with the Richmond, Fredericksburg and Potomac, Chesapeake and Ohio, and Richmond and York River Railroads.

Sleeping Cars and Chiles' Patent Reclining Chairs on the Through Express Train.

THOMAS DODAMEAD,
se 1 Superintendent.

FOR NEW YORK.—OLD DOMINION STEAMSHIP COMPANY.

The splendid new side-wheel Steamships ISAAC BELL, ALBEMARLE, SARATOGA, HATTERAS, and NIAGARA leave New York for Norfolk, City Point and Richmond every TUESDAY, THURSDAY and SATURDAY, at 1 o'clock P. M.

Leave Richmond every TUESDAY, FRIDAY and SUNDAY at high tide.

These ships are entirely new, and were built expressly for this route.

They have splendid saloons and state-rooms, the accommodations and attention are unsurpassed.

Goods shipped by this line are landed regularly a New York, on the Company's covered pier, 37 North River, within forty-eight hours.

INSURANCE EFFECTED WHEN ORDERED, AT A QUARTER OF ONE PER CENT. AT THE OFFICES OF THIS COMPANY.

Freights for points beyond New York forwarded with dispatch, and no charge made, except actual expenses incurred.

☞ For further information apply to

JOHN W. WYATT, Agent,
jy 5—ts No. 3, Governor St,

DIRECT PASSENGER ROUTE BETWEEN RICHMOND AND THE SOUTH, SOUTHWEST AND NORTHWEST, VIA THE VIRGINIA AND TENNESSEE AIR-LINE RAILWAY.

This Great Passenger Route is composed of Richmond and Danville railroad, Virginia and Tennessee Consolidated Railway Line, East Tennessee and Virginia railroad, East Tennessee and Georgia railroad, Nashville and Chattanooga railroad, Memphis and Charleston railroad and other connections.

Passenger trains leave Richmond daily (Sundays excepted) at 9.15 A. M., making close connections throughout to Lynchburg and stations on Southside railroad, Bristol and stations on the Virginia and Tennessee railroad, Knoxville, Decatur, Corinth, Grand Junction, Memphis, New Orleans, Chattanooga, Canton, Jackson, Vicksburg, Mobile, Dalton, Atlanta, Rome, Selma, Macon, Columbus and all points South and Southwest, Nashville, Columbus, Chicago, Louisville, Jackson, Tennessee, Cairo, St. Louis and all points North and