Richmond Dispatch.

TUESDAY.....JUNE 16, 1874.

Kemper and Grant.

There is authority for stating that when the scheme of a Presidential ticket with the names of Grant and Kemper was presented to Governor Kemper it was repelled by him in the most emphatic manner. Governor Kemper's ambition is confined to serving his State in his present office. He is opposed to the third term idea, and inflexibly and steadily devoted to the Conservative organization of Virginia.—*Wash. Cor. Sun.*

We have been entirely satisfied that when the time came for him to speak General KEMPER would be exactly in the right place. There is not a more true man to all his obligations, public and private, than General KEMPER. He is not the man to plot or scheme for his own promotion to the prejudice of any relation he may sustain to the public or to society.

Should any person in any position of influence make any movement affecting the interests of Virginia to an extent sufficient to call for action in Virginia, the people of Virginia will find no more safe counsellor, no more reliable and disinterested leader, than General KEMPER. What is for their good will be earnestly sustained by him. But any idea that he can separate from them to follow what he imagines to be propitious for himself is utterly unfounded and untrue.

General KEMPER has lately written a letter to a Virginia gentleman, about which there is a good deal of rumor. Is it not due both to the people and himself that it should be made public?

The Civil-Service Reform.

The civil-service reform received a further quietus on Friday by the rejection of a motion to appropriate $25,000 to carry out the rules and regulations of the Civil Service Commission.

We have always pronounced the civil-service reform an absurdity. It cannot be effected with our present Government and our present Constitution. General GRANT urged the civil-service reform upon the Government with much apparent zeal, but he does not himself seem to be governed very rigidly by the rules which he has approved.

GEORGE WILLIAM CURTIS several years ago digested the rules and regulations by which the competency of applicants for office was to be ascertained. These are the rules which money was required to enforce, and this money Congress refuses to give. Indeed, Congress evidently regards the rules as absurd, and is not disposed to pay anything for their enforcement. It may be that the perceptions of that body on the subject are improved by the recent eulogy of CURTIS on SUMNER, which made that deceased enthusiast a greater statesman than WEBSTER and others.

The custom of the Government since 1800 has been to reward party leaders with office, and that custom cannot be broken up probably until the Government itself is changed. The power to change office-holders and fill offices with the followers of the party in power is constitutional. No party will attempt to amend the Constitution as long as it has power, and the party into whose hands the power is about to pass won't amend it. So it must remain as it is until the Government itself is changed.

General GRANT has found long since that his idea of civil-service reform is utopian, and he cares not a tittle about the failure of his plan to carry it out. This reform being impossible any how, its defeat was only the more certain after it had been handed over to CURTIS, a man only distinguished for his follies and impracticabilities, and who last year resigned his position on the civil-service commission because his rules were treated with contempt by the President. General GRANT has done as he pleased about appointments—so had done all the Presidents who preceded him during the century, and so will do all who come after him until the Presidents cease to be elective; and we begin to think that the country need care very little how soon that may happen.

Civil-service reform is therefore reformed to death, and GEORGE WILLIAM CURTIS is about as dead as civil-service reform.

C. & O. and A., M. & O. R. R.

The Lynchburg *Virginian* remonstrates against the *Dispatch* for calling attention to the Atlantic, Mississippi and Ohio as not paying the interest on its debt when the Chesapeake and Ohio is also not paying the interest on its debt.

In view of the wrong inflicted upon the people of Richmond by the Atlantic, Mississippi and Ohio in rejecting their business it was proper to say it was not paying interest. In view of the lavish expenditures of that road in salaries and otherwise it was furthermore proper that we should refer to this delinquency.

The Chesapeake and Ohio has not denied us facilities and is not under discussion. Furthermore, it has built 200 miles of railroad and equipped the whole at the expense of $15,000,000 in less than four years, while the Atlantic, Mississippi and Ohio management *has not built one mile of railroad* since its organization. It is therefore less surprising that the Chesapeake and Ohio railroad should be embarrassed than that the Atlantic, Mississippi and Ohio road should be. The Chesapeake and Ohio is hardly yet in full operation itself, and its western connections, which have cost it a great deal of money, are yet incomplete. It is in no condition to be arraigned, and, above all, it has not denied us express facilities.

When the Chesapeake and Ohio is up for discussion we shall be able to speak of it impartially and fairly. We shall never defend its errors, much less the wrongs it may inflict upon those who should receive its protection. Certainly we shall never speak of it in that spirit of partisanry which we have seen so passionately employed to prevent the true object of discussion.

The Staunton *Vindicator* thinks that Mr. HARRIS can give good reasons for voting against the bill which proposes to allow the people to save three-fourths of the amount they now pay for postage, and at the same time bring in more revenue to the Government than the present law does. Mr. HARRIS almost always votes aright, as we have said before; and if anybody can he can give good reasons for the vote in question. We are curious to know what they can be. We were afraid that he had voted as he did to please the *Vindicator* and the dozen other papers in his district, and not for good reasons.

YES, WHAT WERE THEY?—What were the terms offered by the Adams Company, and what were the terms refused? Let everybody know what they were. A few days since the *Whig* swore it would rip up the Adams Company and expose it to the world. Do, pray, do this thing and let all the world know. Go ahead; "Rip, roan, your bridle's broke."

Point no Point.

The pompous *Whig*, the organ of General MAHONE, in its issue of yesterday, says:

"There are thirty-one railroads either wholly or in part in the State of Ohio, having an aggregate mileage of 6,639 miles. According to the sworn reports of the managers of these corporations, but six of them, representing 1,139 miles, have any contracts with the Adams Company, and the Southern is not even mentioned. What 'stupid,' 'pig-headed,' 'arrogant,' 'self-willed,' 'incompetent' people must the presidents, directors, and stockholders of the other twenty-five corporations be."

This reminds us of the poor fellow who, in a critical situation, stuck his cane in the sand and dodged behind it! Now, the *Whig* says that "but six of them (the thirty-one roads) have any contracts with the Adams Company." Well, what is the inference sought to be suggested? That the six thousand miles do their own express business like General MAHONE? If anybody draws such inference, he is very greatly mistaken. The express business over those six thousand miles *is conducted by other express companies* recognized by all as good and reliable—not like the Mahone Express, unknown and unreliable, which, in cases of loss, has to be sued, which is not certainly reliable in any case, and which limits its money packages to $100.

But why is it that the Richmond *Whig* does not let the public know that there were other express companies in Ohio? Did it mean to intimate that the six thousand miles of railway conducted its own express business after the manner of General MAHONE? If it did, it meant to intimate what was not true. For none of the railroads of Ohio do any such thing, we believe. If they do, the *Whig* may name them.

We tell the public that there are, besides the Adams Company in the United States, many more express companies. But they are all express companies like ADAMS Company—all good, all trusted by each other—and all reliable for whatever they undertake to carry from consignor to consignee.

We will name, if not all, at least nearly all of them. There are the American Merchants Union; Eastern; Harnden; United States; Union Pacific; and Wells, Fargo & Co. All of these great companies prorate and transfer, the companies becoming responsible for all freight entrusted to them. Then we add the smaller ones: the Atlantic and Great Western Company; the United States Express Company; the Dayton, Michigan and United States Express Company; the Cincinnati, Sandusky and Cleveland United States Express Company; Cleveland and Columbus; Cincinnati and Columbus; Cincinnati and Indianapolis; American Merchants' Union; and Cleveland and Pittsburgh Union Express Company.

But they are express companies. The Adams Company does the express business over the Baltimore and Ohio and the Pennsylvania Central lines, and that is saying pretty much everything for that line. The great express lines are world-renowned. Wells, Fargo & Co. do the great business of the Pacific; the Adams Company that of the Atlantic. Each knows the other to be entirely solvent and reliable, and they do business together as smoothly as possible.

The Union Pacific is the great line of railway connecting the two oceans. It has done its own express business under very peculiar circumstances. But even that road is tired of the express, and is about to pass it into the hands of Wells, Fargo & Co.

Now, then, this Ohio business over which the fussy *Whig* made yesterday so much to do is nothing more than the pebbles sat upon by the old goose, who, so sitting upon what would unquestionably produce nothing, hissed at everybody who passed!

The poor attempt of General MAHONE to run an express only appears the more ridiculous when his mess of lieutenants attempt to defend it. They only make a mess of it.

An express is one of the greatest benefits enjoyed by man. An imitation of an express one of the greatest annoyances. Richmond is now one of the severest sufferers from the *imitation*. May a generous supernatural guardian protect every other community from a similar curse.

RICHMOND, VA.

Messrs. Editors: Let us have light. What are the facts about Mahone's Express? Can you tell us? Does he from caprice, or what? decline to make an arrangement with Adams Express Company, and thus accommodate a large business public? Surely it must be detrimental to the interests of his own road—which, by the way, is one of the finest in the land—to divert from it, or to encumber on it, so large an express business. Or is he making a bold and single-handed fight against a powerful and overbearing monopolist? In other words, does Adams Express Company offer *fair terms* to Mahone, which he capriciously and maliciously declines, or is he merely resisting unreasonable demands? As this is, Mahone deserves execration, or approval and support. Many are with us in the dark. Enlighten us.

We cannot enlighten three stars any more than we can the seven on this matter. All we know is that the Express company does express business over all the roads in Virginia save the Atlantic, Mississippi and Ohio, and with that it has no intercourse, to the very great injury of this city, which is equal in dignity to all the principal towns in the State combined.

The Adams Express does business with JOHN ROBINSON, GARRETT, BARBOUR, REUBEN RAGLAND, WICKHAM, and BUFORD, and does not do business with MAHONE. Now this fact stands in Virginia *six* to *one* against MAHONE: pretty heavy testimony.

We repeat, we know nothing about the facts other than these. We are not the partisan of the Adams Express any more than we are of the Atlantic, Mississippi and Ohio. We represent the people of Richmond, who are injured more than they are themselves aware of. Each business man is a sufferer; yet each man does not know that every other man is subjected to the same inconvenience that he suffers from. When we say Richmond is injured to the amount of hundreds of thousands of dollars per annum for the want of express on the Atlantic, Mississippi and Ohio we say what we believe to be true, without having the facts to prove it.

The question is, Shall the people of Richmond continue to suffer while the war goes on between the president of only one of the most important of Virginia railways and this Express company?

To tell us simply that the President is right, and therefore we must suffer, gives no relief to our trade, which does not know the thing called sentiment. Suppose the passion was compatible with commerce; would it not more likely go with the six railroad presidents than with the one—the more especially as its interests are helped by the practice of the six and seriously injured by that of the one? Oh, no; it is impossible to look for sentiment in this matter. We must be governed by something more solid, and the trade of this city must not be left to suffer from a prolonged war between one out of seven of our railroads and the Express company. If possible, a remedy must be found for our present grievance.

Give Us That!

A sort of apologist for General MAHONE, under the signature of "Cheap Freight," says:

"Give us a *fast freight express* from New York to Washington, Richmond, Petersburg, Weldon, and Wilmington, at reasonable rates, and let Adams Express Company compete with it as they have to do on their Western routes to St. Louis, Chicago, and other principal cities, and it will result in saving as much to the retail merchants, *and more*, than General Mahone can save to the wholesale merchants over his route."

Yes, yes; give us that. It is exactly what we want. This, "Cheap Freight" meets with the warm approbation of the Richmond *Whig*. Are we to understand that that paper supports this line? If so, we unite heart and soul with it. This line is what Richmond wants above almost everything else. It has no connection with the Mahone Express discussion that we can see; but it is not second to it in importance. Let the Richmond *Whig* sustain that line—the fast express freight line through Richmond—and it will do a great thing for our people.

As well as we remember it, STERNE says his Uncle TOBY did not love Widow WADMAN, and all that Widow WADMAN had to do was to go on loving Uncle TOBY or let it alone. The Widow WADMAN would do neither the one nor the other.

We were reminded of this by reading our report of what took place at the Hampton Colored Academy. It is stated that Dr. RUFFNER said he made up his mind some time since not to love General HOWARD, the negrophilist; thereupon General HOWARD crossed the room and shook the Doctor by the hand. But the Doctor did not say he had changed his mind.

Why did not Mr. C. Y. THOMAS interfere? Was he out of Washington; or does he intend as a Virginian to give that countenance and encouragement to "carpet-baggers" which neither Mr. AMBLER SMITH nor Mr. SENER could give? That is the question. We hope Mr. THOMAS will answer it. That this State in a time of profound peace should be disturbed by such persons as PLATTE and STOWELL with their representations that Federal troops are necessary to preserve order, and protect public officers and public property is out of the question. The Virginian who gives them countenance and support is unworthy of any trust whatever from his fellow-citizens.

WHAT IS AN EXPRESS?—A common carrier who takes anything from anybody and delivers it to anybody else at his home anywhere in the country—we may add, with the due allowance for impossibilities, anywhere in the world. Is this a description applicable to General Mahone's Express? No. He can deliver nothing *off his line*. He cannot go beyond his line. His machine, whatever it be, is no express at all—notwithstanding he boasts of certain horses and wagons and jackasses in Norfolk and Petersburg and Lynchburg, which we do not in any manner question. It is an abortion. Will some of our correspondents tell us about this stud of horses and this line of wagons? We desire to do them entire justice.

TERRITORIAL REPRESENTATION.—A bill has been reported by the Committee on Territories which defines the qualifications of delegates from Territories. Among other things it declares that no person guilty of bigamy or polygamy shall be allowed to represent a Territory. Congress takes a great deal of trouble on itself upon this subject. The Constitution makes Congress the judge of the qualifications of its members, and there the question may be left.

The Mahone express cannot risk more than a hundred dollars at a time! Is the company unable to lose more than that? And does it distrust its express agents so much that it cannot entrust a larger amount under one envelop to their custody? See the letter of our correspondent.

Our country correspondence on the bogus express is quite lively. Virginia is the most forbearing and indulgent State in the world. The infirmity is one to which we ourselves confess. But this outrage is past human endurance. It must be reformed. If there is any truth in the logic of events General MAHONE must change his policy or he must himself be changed.

The irony of one of our correspondents, who writes about the bogus express, is exquisite. He begs the people of Virginia to be patient, and assures them that General MAHONE will make all right as soon as he learns how! Read him. He is rich.

We would bet ten to one that the editor of the Petersburg *News* never sent a package from Lynchburg to Richmond by Mahone's express, but always by the Adams, over the Orange and Alexandria and Chesapeake and Ohio lines.—*Richmond Dispatch.*

We would bet so, too. But what is the reason? Why, simply because Mahone's line does not run to Richmond, and the Danville, *Dispatch*, Adams line will not let him run there.—*Petersburg News.*

That's just what we want him to do—run to Richmond, or let the Adams Company run over his line.

But notice, ye people of Richmond. The home organ of MAHONE confesses that MAHONE'S line does not run to Richmond. Our merchants and other business men know this fact but too well. MAHONE'S line begins and ends with the Atlantic, Mississippi and Ohio railroad. And surely the *News* editor will not blame Richmond people for following the example he set them before he left Lynchburg.

If the *Dispatch* or any citizen of Richmond wants to express anything to Norfolk or Bristol all they have to do is to place it in the hands of the Mahone Express Company at any point, and it will be delivered at its destination as safely and as promptly as by any other company.—*Petersburg News.*

Glad to hear it. We'll run up to Burkeville and get the line to take a package to Farmville C. O. D. for us.

The Richmond press, especially the *Whig* and *Dispatch*, have been discussing for a week past the relative merits of what is known as "Mahone's Express" and Adams Express. The former is championed by the *Whig*, and without entering into the merits of the question at issue we are inclined to the opinion that our able contemporary of the *Dispatch* is maintaining his points right well in advocating better express facilities in the delivery of goods than have been heretofore vouchsafed to the shipper over the consolidated line.—*Charlottesville Chronicle.*

[Such is the opinion of all men not in some way under MAHONE'S influence.]

KESSNICH'S band gave us a very bright and active waltz yesterday. It was ahead of Mahone's express.

The bodies of six persons were taken from the water around New York city on Sunday.

Four persons were fatally beaten in New York on Saturday night. Cause, whiskey

THE BOGUS EXPRESS.

What Business Men say of the Mahone Express.

The following letter is worth a thousand theories. It agrees with what the Richmond merchants say on the same subject:

CHARLOTTESVILLE, VA., June 13, 1874.

Editors of the Dispatch,—You have been kind enough to publish our communication from us stating the inconveniences we in common with so many others suffer by reason of General Mahone's express policy. We have read with very great satisfaction your strictures on his policy, and on our part beg to express our thanks for your earnest defence of the people's interests.

In your issue of the 12th we notice editorials on this subject taken from the Petersburg *News* and Bristol *News*. It so happens that by same day's mail that brings us your paper we have an order to send a package to Ford's depôt, Southside Railroad, by express, the writer using the significant language: "*Send care F. H. Robertson & Sons, Petersburg, who will forward.*"

Another from Mr. William G. Stratton, Bristol, Tenn., who directs goods shipped by *freight, as they will reach him sooner than by express.*

And a third from a merchant at Forrest depôt asking us to send "C. O. D."

The first and second, by reason of locality, seem to furnish healthy food for the digestive organs of Petersburg and Bristol papers.

As between the "Adams Company" and General Mahone the business public—who have been so inconvenienced and outraged—can have but one opinion. On the one hand we find *the people* asking for a return to the former facilities afforded by the Adams Company. On the other, a few newspapers who in their earnest devotion to General Mahone's policy and interests, and opposition to the plain and outspoken wishes of the business community, subject themselves to the suspicion that their arguments are supported by a pecuniary consideration.

The fact so forcibly advanced by yourself, that the "Adams Company" has been able to make terms with every other road in the State and United States, seems to have but little weight with the manager of our consolidated *Virginia* road and its organs, who are so ardent in their defence of Virginia and Virginians.

CHARLOTTESVILLE WOOLEN MILLS.

The One-Cent Express.

[For the Dispatch.]

Possess your soul in patience, dear *Dispatch*, and give the General a chance to make good his theory. If the task is herculean, let us always remember it is Hercules who essays it, and where a great principle is involved we can well afford, like Miss Julia Mills, to wait, and wait.

We have no patience with the irate old gentleman who would still complain whenever the apprentice got hold of him; and that, too, in spite of the boss barber's soothing assurances: "Sorry for you, sir; mighty sorry. He'll give you an easy shave after a while. But you see, sir, the boy's *got to learn!*" Now, pray let us avoid such a testy, ill-natured, unphilosophical course. We have the promise of a scheme that shall confer on us benefits, such as are now enjoyed by the remainder of civilized mankind, just as soon as one railroad president can induce all the rest to subvert a time-honored practice in order to pave the way for an untried theory.

It is true we shall have to forego the benefits of an express system until that great change can be wrought. This, of course, will take time. A generation, perhaps; possibly a century. But let us never forget that there is a great principle involved, and that principles are eternal. We don't recollect exactly what the principle is, but we know there *is* one, because the General's friends said so. And it is so sweet, you know, to suffer in a cause that seems so hopeless. We pay a trifle more money, and lose a little more time, and wander down to the depôt, and learn to exercise patience, and hope, and forbearance, and meekness, and charity, and long-suffering, and all the weary catalogue of Christian virtues; but then we have the ecstatic joy which arises from a consciousness of having done sacrifice to principle.

Principle. Yes! That is the chosen watchword. Who so base as not to offer up sordid interest at such a shrine? nay, who so base as not to sacrifice *both* principle and interest rather than allow the bloated foreigner within our borders to do twenty-five cents worth of work for a quarter of a dollar?

Besides, this southern country is the only spot on earth where the new experiment can be fairly tried. All other communities are so completely governed by a sordid regard to their miserable pecuniary interests that a scheme like Mahone's could not withstand the popular clamor for a single day.

Let the South, then, submit with a becoming grace to the manipulations of the novice, and if she don't get an "easy shave" when the tyro has become a master it will be because effect has forgotten how to follow cause.

One word more: General Mahone has done the Adams Company an immense service by teaching the sordid classes what it is to be cut off from express facilities. Let justice be done. The company, of course, cannot shock our theorist's sensibilities by a tender of gross lucre. Let, then, some new honor or dignity be devised. Endow, for instance, a chair of speculative mediæval economics, and instal him perpetual professor of super-sublimated utopianism.

WAU-ZEE.

The One-Cent Express.

SALEM, ROANOKE COUNTY, VA., June 12, 1874.

Editors of the Dispatch:

As you have been for some time engaged in a sharp controversy with the humbug known as "The Consolidated Local Railway Express," run alone on General Mahone's consolidated line, I have obtained from the cashier of the National Bank at this place permission to use a letter just received. It speaks for itself, and is only one of the many instances of the great drawbacks this express is to all business:

"NINTH NATIONAL BANK, NEW YORK, June 10, 1874.

"*G. B. Board, Esq., Cashier:*

"Dear Sir: We to-day presented to the Virginia and Tennessee Local Express (C. E. Evans, agent, 303 Broadway,) a package of your mutilated currency amounting to five hundred dollars, which we requested them to forward to you. They refused to receive it, and stated that they would take nothing over one hundred dollars. We hold the package for further instructions from you.

"Yours respectfully,
"H. H. NAZRO, Cashier."

Now, if a great express company will not carry over one hundred dollars from New York to Salem I think it ought to be hereafter known as the One-Cent Express. Every time we have to transact any business through the express we are subject to some annoyance. Keep the matter stirred, and some good must result. B.

BURKEVILLE, VA., June 12th, 1874.

To General William Mahone:

Dear Sir,—We live immediately on the line of your express and ought to be the ones to support the company, but we see daily so much trouble in getting packages from any city off of your line that we can but say that the *Dispatch* has justly placed the blame upon you. When we also see that persons on all other lines of express have no trouble at all concerning their express, General, if the cause of this trouble is not in the management of your express, please explain to us through the *Dispatch* (as that is the *only* paper which seems willing to come to our aid in our trouble), why we have so much trouble in getting express packages from cities off of your line.

MANY PERSONS.

Messrs. Editors,—You are on the Atlantic, Mississippi and Ohio railroad about not receiving Adams' express. You do not at all understand it. General Mahone is protecting people from imposition by that monopoly. A case in point: Some few years ago I ordered some grass seed from a point on his road. The party shipped it, and told me to be patient, as they had no express facilities on the route. It reached me about two weeks too late, and the effect was not only that I was protected against Adams' express, but I was protected entirely out of that much of my grass crop by General Mahone. And who, let me ask, would not rather pay General Mahone's freight charges on the seed, and make no crop, than to pay the charges to a foreign corporation and make a crop? "Virginia for Virginians" you know! HAY SEED.

MARRIAGES.

Married, at Ebenezer church, June 10th, by Rev. Richard Wells, EDWARD THOMPSON to Miss LOUISA, daughter of Alexander Long; all of this city. *

DEATHS.

Died, on the 15th of June, MAGGIE, infant child of August and Mary Weimer, aged eleven months.

Her funeral will take place at the residence of her father, Spring Park, THIS (Tuesday) EVENING at 4 o'clock. Friends and acquaintances invited to attend. *

Died, yesterday evening, about 5 o'clock, EGNATZ BURGING, son of Christian Burging, aged sixteen months.

Like the fairest rose of summer,
Our little boy bloomed and died;
Oh, how lone this world without him,
For he was our joy and our pride.
Yes, we loved him—loved him dearly,
And could never scarce control
That bright wave of his pure affection,
Which oft o'er us would roll.

The funeral will take place THIS EVENING at 5 o'clock from his parents' residence, No. 607 Pink alley, near Second Market. Friends and acquaintances are respectfully invited to attend. *

Died, at his residence, on Church Hill, on the 14th instant, at five minutes past 11 o'clock P. M., ROBERT P. BROWN, in the fifty-third year of his age, after lingering for some time with a spinal affection.

He was the superintendent of the Sabbath school and clerk of the First Colored Baptist church since the war, and a useful and pious member of the church: was also P. N. F. of the James Needham Lodge, 1468, G. U. O. O. F. He leaves a devoted wife, three daughters, mother, sisters, and a brother, with many friends and relatives to mourn their irretrievable loss.

Farewell, farewell, O. Robert, dear,
You have gone to heaven and left us here;
And none you have left will ever know
The sorrow, anguish, grief and woe
Of your sad wife and children three,
For none seem to them like thee.
Dear mother, brother, and sisters too,
May come to cheer our hearts anew,
But none can ever dry the tear
That's shed for you, O, Robert, dear.

His funeral will take place from the First Colored Baptist church THIS AFTERNOON at 3 o'clock. The friends of the family, brother, and brother-in-law are respectfully invited to attend. *

SPECIAL NOTICES.

☞ OUR OPENINGS for this week will be

UNUSUALLY ATTRACTIVE.

We ask attention to

UNPRECEDENTED BARGAINS

in

LADIES' DRESS FABRICS

as well as in many other goods.

BREEDEN & FOX,
je 16-5t 401 Broad street.

☞ GOODS FOR THE COMMENCEMENT EXERCISES:

WHITE TARLETAN, VICTORIA and BISHOP LAWN, ORGANDY and SWISS MUSLIN, PLAIN and FANCY SASH RIBBONS, at astonishingly low prices;

GROS GRAIN and WATERED RIBBONS at extraordinary bargains;

GLOVES and STOCKINGS in great variety;

FANS, FAN-CHAINS, and ORNAMENTS.

LEVY BROTHERS.

COLGATE'S LAVENDER WATER reduced to 70c. per bottle. je 13

☞ ANOTHER LOT OF WHITE AND RED CHECK MATTING;

OILCLOTHS, RUGS, DOOR-MATS;

NOTTINGHAM LACES for curtains;

WINDOW-SHADES and FIXTURES, at

LEVY BROTHERS',
1017 and 1019 Main street,
Richmond, Va.

INITIAL NOTE-PAPER at 15, 20, and 25c. a box. je 13

☞ SWISS MUSLIN RUFFLES, WITH Valenciennes edge, at 10c. apiece or $1 per dozen, worth 25c. each;

RUFFS and RUFFLES in great variety at very great bargains;

SNOWDROP TRIMMING at 50c. a piece, worth $1;

CROCHET EDGING at 15c. for a piece of twelve yards, worth 5c. per yard;

REAL THREAD BOBBIN EDGE at 50c. for a piece of eighteen yards, worth 6¼c. per yard;

A large stock of BELTS of the latest styles, at

LEVY BROTHERS'.

We will close our store at 7 o'clock P. M. So oblige us by making your purchases before that time. je 13

☞ THE BEST PRINTED PERCALES reduced to 20c. per yard;

LANCASTER PRINTED CAMBRICS reduced to 12½c. per yard;

FAST-COLORED LAWNS reduced to 12½c. per yard;

BLACK-GROUND GRENADINE, with colored silk stripes, at 12½ and 16⅔c. worth 25 and 30c. per yard;

STRIPED and PLAIN MIXED WASH-POPLINS at 16⅔c. per yard worth 25c.;

BLACK ALPACAS from 25c. up to the finest manufactured;

BLACK SILKS in all qualities very cheap at

LEVY BROTHERS'.

We close our store every evening at 7 o'clock. Take due notice thereof and govern yourselves accordingly. je 13

☞ PILLOW AND SHEET SHAMS at $2.75, $4.50, $5, $5.50, and $9.50 per set.

Also, STAMPED PILLOW and SHEET SHAMS, at LEVY BROTHERS'.

COLGATE'S LAVENDER WATER reduced to 70c. per bottle. je 13

☞ LINEN AFGHANS (or Carriage-Dusters) can now be had at

LEVY BROTHERS'.

COLGATE'S VIOLET WATER reduced to 85c. per bottle. je 13

☞ BLUE, BROWN, GREEN and DRAB VEIL BAREGE for veils at 25c. per yard worth 40c.;

BLUE SILK HERNANI for veils at 50c. per yard worth $1;

BLACK CREPE VEILS, from the smallest to the extra large size;

BALBRIGGAN HOSE and SOCKS in all qualities;

Summer UNDER-GARMENTS for men, women, and children, at LEVY BROTHERS'.

Our store will be closed at 7. We open at 6 o'clock A. M. je 13

☞ GILT AND SILVERED SCARF RINGS reduced to 10c. apiece. These are identically the articles which were sold a short time ago at 75c.

Also, bargains in JET and RUBBER JEWELRY at

LEVY BROTHERS'.

A large stock of FANS very cheap. je 13

☞ COLORED IRON GRENADINES, all pure wool, at 50c. per yard worth 75c.;

BLACK IRON GRENADINES in all qualities in striped and plain;

BLACK and FANCY-STRIPED SILKS at 75, 85c., $1, all very cheap;

JAPANESE POPLINS at 16⅔, 20, 25, and 30c., worth 25, 30, and 50c.;

TUCKED CAMBRIC in all widths;

STRIPED MUSLIN at 25c. per yard worth 35c per yard.

CHECKED MUSLIN at 30c. per yard worth 50c.

LEVY BROTHERS.

COLGATE'S VIOLET WATER reduced to 85c. per bottle. je 13

☞ MALTHOPTONIQUE.

We have just received another and full supply of BURTON'S ENGLISH EXTRACT of MALT and HOPS, which has been so favorably prescribed by our best physicians as a tonic in general debility, wakefulness, nervousness, &c.

MEADE & BAKER,
Dispensing Pharmacists,
ap 11 919 Main street.

OFFICE RICHMOND RAILWAY COMPANY, June 16th, 1874.

AT A MEETING OF THE BOARD OF DIRECTORS OF THIS COMPANY held June 11th, 1874, the following preamble and resolutions were adopted:

Whereas the operations of this company under the present tariff of charges have demonstrated the impossibility of continuing its business at present rates, therefore be it

Resolved, That after to-day the tariff of charges for travelling on the cars of this company shall be:

For packages, of three tickets.....25 cents.
" " eight " .....60 "

Single fares as heretofore, 10 cents.

The above tariff will go into effect on TUESDAY, June 16th, 1874.

P. T. YEATMAN,
je 16-2t Superintendent.

SUMMER RESORTS.

SURF BATHING,
FISHING,
SNIPE SHOOTING.

COBB'S HOTEL,
COBB'S ISLAND, VIRGINIA.

This well-known summer resort is now open for the reception of visitors.

TERMS:

Per day.....$ 3 00
Per week.....18 00
Per month of four weeks.....60 00

Route: From Norfolk, by steamer "N. P. Banks," Mondays, Wednesdays, and Fridays at 6 A. M. Through tickets to the Island sold on board of the steamer.

For further information address

COBB BROTHERS & CO.,
je 12-1m Cobb's Island, Va.

VUE DE L'EAU HOTEL,

HAMPTON ROADS,

OPPOSITE FORTRESS MONROE.

JAMES LITTLE, PROPRIETOR.

This delightful summer seaside resort is open for the reception of visitors.

Mr. W. P. COSSARTE, one of the best caterers in the country, and who has managed some of the most fashionable hotels, both North and South, will superintend and dispense all the luxuries the season affords.

A fine BAND OF MUSIC, conducted by Professor LOUIS VOELKER, late director of the Richmond Theatre, has been engaged for the season.

Attached to the Hotel are a Bowling Alley, Bar, Shooting-Gallery, and Telegraph Office.

je 10-1m

SWEET SPRINGS,

MONROE COUNTY, W. VA.

This delightful summer resort will be open for the reception of guests

ON THE 15TH OF JUNE.

Charges: $3 per day; $75 per month; for two or more months at the rate of $60 per month of thirty days. Children under ten and colored servants half-rates.

For elegance of appointments and comfortable accommodations this establishment is unsurpassed. Telegraph office in the hotel. Excursion tickets, good for the season, at greatly reduced rates, to be had from Chesapeake and Ohio railroad.

Parties or families desirous of taking rooms for the season, or for further information, will please address A. B. MILLER,
my 30-1m Superintendent.

THE HEALING SPRINGS,

on the line of the Chesapeake and Ohio railroad,)

BATH COUNTY, VA.,

B. M. QUARLES, MANAGER,

will be open for the reception of visitors on the

1ST OF JUNE NEXT,

with accommodations for three hundred persons.

These Springs, situated in the beautiful Warm Spring Valley, are accessible from Covington, on the Chesapeake and Ohio railroad, over a fine turnpike road fifteen miles, with easy grades, and passing in full view of the celebrated Falling Springs and the magnificent scenery on Jackson's river.

The air is pure, dry, and bracing, and fogs, so common in mountainous regions, are here almost unknown.

The bathing is delightful and exhilarating. Pure freestone water from the mountains is conveyed by pipes through the buildings and grounds for all purposes.

Music by Kessnich's Band, and ample facilities for amusement and recreation provided.

Telegraph and post-office in the hotel.

Board, $3 per day, $17.50 per week, and $60 per month. Children under ten years and colored servants half price.

M. D. HOUSTON, M. D., resident physician.

Descriptive pamphlets to be had of Messrs. Purcell, Ladd & Co., or of the manager at the Springs.

B. M. QUARLES,
my 19-2taw4w Manager.

SUMMER BOARDING.

BOARD for a few families can be had in a pleasant location on reasonable terms.

Rooms pleasant and airy. Address

MRS. L. A. BOONE,
je 13-3t University of Virginia.

BOARD AT SHADY SPRING FARM, seven miles from Richmond. Trains run to and from the city favorable for business men wishing to be with their families. Abundance of fruit and comforts of the country. Stabling and pasturage for horses, if desired; shelter for equipage, &c. Address L. D. HOWARD,
Drury's Bluff, or
je 9-1w* No. 30 Ninth street, Richmond, Va.

GIFT CONCERTS.

$5,000,000 ENDOWMENT SCHEME!

FIFTH AND LAST CONCERT

IN AID OF THE

PUBLIC LIBRARY OF KENTUCKY.

JULY 31, 1874.

In announcing the fifth and last of the series of Gift Concerts given for the benefit of the Public Library of Kentucky the Trustees and Manager refer with pride and pleasure to the four which have been already given: The first, December 16, 1871; the second, December 2, 1872; the third, July 8, 1873; and the fourth, March 31st, 1874.

Under their charter, granted by a special act of the Kentucky Legislature, March 16, 1871, the Trustees are authorized to give

ONE MORE, AND ONLY ONE MORE GIFT CONCERT.

With the money arising from this FIFTH AND LAST CONCERT the Library, Museum, and other departments are to be enlarged and endowed with a fixed and certain annual income. Such an endowment fund is desired as will secure beyond peradventure not only the maintenance of this magnificent establishment, but its constant growth.

THE FIFTH GIFT CONCERT

for the purposes mentioned, and which is positively and unequivocally announced as THE LAST WHICH WILL EVER BE GIVEN UNDER THIS CHARTER AND BY THE PRESENT MANAGEMENT, will come off in the Public Library Hall, at Louisville, Ky., on

FRIDAY, JULY 31, 1874.

At this final Concert everything will be upon a scale corresponding with its increased importance. The music will be rendered by an orchestra consisting of one hundred performers, selected for their fame in different lands; and the unprecedented sum of

$2,500,000,

divided into twenty thousand gifts, will be distributed among the ticket-holders.

LIST OF GIFTS.

ONE GRAND CASH GIFT.....	$	250,000
ONE GRAND CASH GIFT.....		100,000
ONE GRAND CASH GIFT.....		75,000
ONE GRAND CASH GIFT.....		50,000
ONE GRAND CASH GIFT.....		25,000
5 CASH GIFTS, $20,000 each..		100,000
10 CASH GIFTS, 14,000 each..		140,000
15 CASH GIFTS, 10,000 each..		150,000
20 CASH GIFTS, 5,000 each..		100,000
25 CASH GIFTS, 4,000 each..		100,000
30 CASH GIFTS, 3,000 each..		90,000
50 CASH GIFTS, 2,000 each..		100,000
100 CASH GIFTS, 1,000 each..		100,000
240 CASH GIFTS, 500 each..		120,000
500 CASH GIFTS, 100 each..		50,000
19,000 CASH GIFTS, 50 each..		950,000
Grand total, 20,000 gifts, all cash.....		$2,500,000

PRICE OF TICKETS.

Whole Tickets.....	$	50 00
Halves.....		25 00
Tenth, or each Coupon.....		5 00
11 Whole Tickets for.....		500 00
22½ Tickets for.....		1,000 00

Tickets are now ready for sale, and orders accompanied by cash will be promptly filled.

Liberal commissions will be allowed to satisfactory agents.

Circulars containing full particulars furnished on application.

THOMAS E. BRAMLETTE,
Agent and Manager,
Public Library Building,
my 19-dTu&Th&wtJy31 Louisville, Ky.

DRUGS AND MEDICINES.

DISINFECTANTS.—Chloride of Lime, Carbolic Acid, Carbolic Powder, Phenol Sodique, Permanganate of Potash, and Copperas. For sale by BODEKER BROTHERS,
je 16 Druggists.

OILS FOR MACHINERY.—Lard Oil, Sperm Oil, Whale Oil, and Virginia Lubricating Oil. For sale by

je 16 BODEKER BROTHERS, Druggists.

PERCY'S VITALIZED PHOSPHATES;

WINCHESTER'S HYPOPHOSPHATES OF LIME and SODA;

BURTON'S MALT and HOPS, for sale by

J. BLAIR, Druggist,
my 19 825 Broad street.

READY-SPREAD MUSTARD PLASTERS—Prompt to act, cleanly, and economical. No family should be without a box. For sale at

MEADE & BAKER'S Drug Store,
my 12 919 Main street.

PRIME GOLDEN SYRUP, Porto Rico and New Orleans Molasses, at W. G. DANDRIDGE & CO.'S, 827 Broad street. mh 24

SUMMER RESORTS.

EJ. L. BURKE. S. BURKE, JR.

BURKE BROTHERS' HOTEL.

We invite families desirous of a pleasant summer resort, and easy of access from all directions, to our Hotel. Our rooms are large and cool, the hotel being in a beautiful grove. We shall spare no pains to make our boarders comfortable.

TERMS:

Per week.....$10 00
Per month.....30 00

Refer to Charles J. Sinton, George S. Palmer, Robert P. Richardson. fe 16-1m

MONTGOMERY WHITE

SULPHUR SPRINGS,

This FAMOUS WATERING-PLACE was opened for the reception of visitors on the 1st of June. The buildings have been refitted and furnished in the most elegant modern style, and there is every appliance for the comfort, convenience, and amusement