THE STARVATION PERIOD.

Straits to which the Confederate Soldiery were Reduced Toward the Close of the War.

The Last Winter of the Army of Northern Virginia.

Stirring Incidents Graphically Described of the Sever Hardships in the Field.

Spoiled Christmas Boxes and a Dreary New Year's Day.

Written for The Republican by Thomas J. Murray' late lieutenant commanding Company E, 1st Light Battery Regulars, U. S. A.

The true history of the army of Northern Virginia will perhaps never be written. The reports of commanding and subordinate generals tell of the direction of march, the strategic objects, the numbers engaged, and the number of killed and wounded, but they do not relate the longings and fears, the camp life, and the daily routine of the great mass who make up an army, and who figure alone after a grand battle as "killed, wounded, and captured." Their is no special notice of those as deserving of reward and promotion, and though every man has proved himself a hero in the stoutly contested fight, the bulletin of battles makes them but heroes in the mass, without individual distinction. If but one soldier in each regiment in our late grand passage at arms had kept a faithful diary of what passed under his observation, and these diaries should be submitted to a competent writer for digestion and revision, a history of the late civil war would be the result such as never before was written. I propose here to give my recollections of the winter of 1864-5 in Lee's army, especially with a view to the hardships endured by the rank and file. And surely there is nothing in the suffering of Valley Forge that can surpass in intensity of interest, or reality of privation, the plain, blunt facts I have to tell.

In the winter of 1864-5 Lee's army, after having valiantly sustained the crushing blows dealt by the army of the Potomac at the Wilderness, Spotsylvania, and Cold Harbor, lay sullenly watchful behind the fortifications of Richmond and Petersburg.

The beginning of the end had come, the muscles of the strong giant were becoming flacid, the long continued strain upon this brave army was beginning to tell upon its strength, and all this was patent to not only the commanding officers, but to the privates in the ranks. It is a matter of history with what determined valor and desperate resolution the siege of Richmond and Petersburg was sustained, yet it would be with difficulty realized by an outsider how great was the suffering and privation among the remnant of Lee's veterans from the beginning of the siege to the final overthrow at Appomattox. For over a year prior to the investment of Petersburg the troops had been insufficiently supplied both as to food and clothing, and the only thing of which there was an abundance was ammunition, and this last fact was the key to the prolongation of the hopeless contest. After Gen. Grant cut the Weldon road near Petersburg, the only railroad lines that could be depended on for obtaining army supplies were the Danville and Southside lines, and the irons on these were so badly worn, and the rolling stock was so utterly dilapidated, that scarcely enough could be brought of meal and meat from the fertile fields of the Carolinas and of Georgia to keep the army alive from day to day. Indeed, if a bridge broke down or a locomotive was disabled on these roads officers and men of the army were at once put upon short commons and compelled to be satisfied with a meager dole of cornmeal and sorghum for a couple of days at a time, for meat of no kind was kept in store; and even those who were fortunate enough to be able to command abundance of money were unable to procure the food which nature craved.

The usual ration issued at this time to men and officers consisted of one pound of corn meal (cobs and corn ground up together), a quarter of a pound of bacon, or three-quarters of a pound of fresh beef. Occasionally a small quantity of beans or rice was issued, and when meat failed (which happened very often) a pint of sorghum was substituted. I might say here that the commissioned officers had this advantage over the men in the ranks, that they were permitted to buy a ration at cost to the government as well as draw a ration free of cost. But even then the full amount of food drawn would not give a square meal to a hearty man.

Large numbers of the troops were without blankets, overcoats, and shoes, and those doing duty in the trenches were compelled to shift clothing about to keep from freezing, those going off duty lending their blankets to the relief, while they in turn managed to shiver the bleak nights away before the bivouac fires. Think of the condition of these men, when, too, they were in hourly expectation of assault and conflict. In fact, during that terrible winter, Lee's army was constantly freezing and hungry, and is it to be wondered at, when, in addition to bodily discomfort of the most excruciating character, news of continued reverses in other parts of the confederacy depressed their spirits, the troops deserted in crowds? The army of Northern Virginia was in the main an intelligent body of men. They could well weigh in the balance the chances of the success of the cause. They were veterans, and were by events neither unduly elated nor depressed. They saw plainly in that last winter that passed over them as an organized army that there was not a glimmer even of hope for the success of the cause for which they had battled so oft and so bravely, and the only alternative seemed to be surrender to the enemy or a retreat to the mountains, there to wage a desperate and hopeless guerilla warfare. And yet, hoping against hope, freezing, starving, and suffering, the majority of that gallant band clung to the "blue-spangled saltire" with an undying devotion that is pathetic to recall even at this day.

What has been written above is necessary to explain what follows.

Some three weeks before New Year's day 1865 the Richmond newspapers proposed that every one in the confederacy who was able to do so should forward to Richmond clothing or food to be distributed to the army in order that a portion of the men at least might once feel warm, and have a good, square, comfortable meal. Committees were appointed to take charge of the matter, and depots were established for the reception of the vast amount of supplies which would be necessary to satisfy the ferocious appetites of 40,000 starving soldiers. Alas! these depots and committees were but of little avail. The people would no doubt have sent all that they could spare from home necessities, but lack of transportation was the difficulty. Tons upon tons of the good things of life, packed up upon the platforms of railway depots in the extreme southern states rotted and spoiled because there was no transportation for them to the men who were holding at bay in Virginia the legions of the north. If there had not been a grave undercurrent—a tragic element in the matter—it would have been absolutely ludicrous to witness the glow of satisfaction which pervaded the army when the intelligence that a feast was in store for them arrived, and that preparations therefor were actively in progress. Nothing else was talked of, and it was fervently prayed that Gen. Grant would keep his men quiet, at least, until the banquet to be spread was disposed of.

Two or three days after Christmas huge boxes, labeled "New Year's gift," began to arrive at Petersburg on the trains, and expectation ran high. To watch the countenances of the men at the depots was an absolute corroboration of the saying that "the belly rules the mind." The buildings (tobacco factories erstwhile) where the provisions were stored were watched by eager crowds, who licked their chops in anticipation of the good things to come. New Year's day dawned bright, clear, and cold, and the commissaries, with their wagons, were early agog to procure the quota of provisions for their regiments. But even previous to this time, it had leaked out that there was not one-fourth enough of provisions to go round. So that there was some what of excitement, as for a lottery. The commissaries wore confident faces, each one endeavoring to do his level best in obtaining all he could for his own corps. The committeemen at the depots, however, wore anything but cheerful faces, for the last box had arrived and on computation it was ascertained that there were not provisions enough on hand to feed one-twentieth of the army. Here was a serious dilemma. The troops were deserting rapidly, their hopes of a feast had been excited, and it was of the utmost importance that their morale should not be further lowered by disappointment.

As the best that could be done under the circumstances it was at length determined that a proportionate amount be sent to each regiment, and that the men be allowed to dispose of the amount of provision as they might see fit, either by lottery or otherwise. When the commissaries returned with their quotas a disappointment almost too deep for expression brooded over the camps, and it was only by the arguments and strenuous exertions of the officers that serious consequences were averted. To give an idea of the quantity of provisions distributed, one battalion of 350 men, which obtained its full share, were furnished with three turkeys, two hams, two bushels of potatoes and turnips, and about a dozen heads of cabbage—not enough, by the way, to afford a square meal to a single company. The only way to distribute the amount received was by raffle, and even conceding the selfishness of hunger, the fortunate company could scarcely enjoy their good luck when they remembered the hungry eyes of their comrades in the battalion fixed upon them.

To such a pass had the people of Virginia been brought, that they could not muster sufficient provisions to afford one meal to those who represented them on the battle field. There is one telling episode connected herewith that the war historians have either not got hold of or have entirely ignored.

[On New Year's night, 1865, an armed body of about 500 men, among whom were commissioned officers in disguise, left their posts on the advanced lines of works, and, marching into Petersburg, overpowered the guard at the government mills, which were within 300 hundred yards of Gen. Lee's headquarters, and proceeded to help themselves to the grain and flour stored there for an emergency. The mutineers had cut off the barrels of their rifles so as to make blunderbusses of them, and hiding them under their coats had been able by twos and threes to pass the rear line and rendezvous at the mills, which were situated in Blandford, a suburb of Petersburg, as above stated. Fortunately before matters had proceeded to any great length, the commandant of prisons, Capt. Chas. A. Davidson (now dead also), was notified, and he marched with a strong detachment of the provost guard (the Irish battalion) to the scene of action. Davidson was a judicious and determined officer, and after leading his men to the door of the mills he held a parley with the mutineers. For a long time they were deaf to all remonstrances, urging that they were starving and might just as well die by bullet and bayonet as by starvation. But Davidson in an eloquent and feeling harangue succeeded in gaining an ascendancy over the greater portion of the mob, and seizing the proper moment he made a dash with a portion of his command, and after a brief struggle, in which a dozen or more on both sides were injured, succeeded in arresting the ringleaders (two of them commissioned officers) and dispersing the remainder.

Gen. Lee was well aware to what extremities these men were reduced to induce them to act thus mutinously, and the matter was hushed up as soon as possible, and not one of the parties engaged in the raid suffered any punishment, with the exception of the ringleaders, who were imprisoned for a short time until the affair blew over. These troops who acted thus were not conscripts, but veterans—men who had stood up stoutly in many a battle—and it may well be seen that nothing but extreme privation could have so far made them ignore their discipline and their duty to their country.

Such was the last New Year's day that shone upon the army of northern Virginia as an organized body.

It is to the credit of the army of northern Virginia, that, despite their protracted sufferings, of which this New Year's incident affords a passing picture, and the losses of battle, out of an army of 50,000 men, Gen. Lee was able to muster 25,000 (armed and unarmed) at the surrender at Appomattox. This fact speaks volumes for the patience, tenacity, and endurance of the American people, and is a subject of proper pride to any citizen no matter on which side he fought, or what may be his convictions upon the questions at issue in the contest.

ON THE RIVER.

A Cup for the Potomac Regatta from Baltimore—Boating Notes.

Messrs. James D. Mason & Co., of Baltimore, have presented for the Potomac river regatta a beautiful and massive silver cup as one of the trophies of the regatta. This cup will be as handsome as any of the others, and will be the third one already presented for this occasion, and the committe are very sanguine that they will secure the fourth. They have not yet determined in which race this cup will be put up, but will decide in a few days.

Wheeler, Ryan, Baker, and Fraser made a fast four from the Potomacs last evening. It is pretty well settled that they will constitute the senior four.

The Analostans have a gig crew in training which it is the intention of the club to enter in the race for the four-oared gigs.

On Monday evening next Kennedy, the Potomac's trainer, will announce his various crews, and will take personal charge of them, with their quarters at the Morgan house.

It is to be regretted that the Potomacs have not a four-oared gig, as they have so many superfluous oarsmen at this time in thorough training from whom a four could be selected which would do credit to the club in the gig race.

All of the clubs were well represented by their racing crews last evening.

THE NATIONAL RIFLES.

Business Transacted at Their Regular Monthly Meeting Last Night.

The Rifles held their regular monthly meeting last evening, seventy members answering to their names at roll call. The recruiting committee reported favorably on the applications of seven gentlemen for active membership in the command, and they were duly elected. The following gentlemen were on their application elected honorary members: Henry K. Willard, William Diety, John B. Brady, Charles S. Douglass, Robert E. Boyd, James G. Smith, Roderick F. Danforth, Dennis D. King, and Louis Schmidt, also Mr. George E. Buckley, of Philadelphia. A special committee of five was created to be known as the committee on amusements and entertainments for the coming season. Lieut. George W. Evans was unanimously elected chairman of the committee, and was granted the power to select the other members of the committee. The company unanimously declined, with courteous thanks, the invitation to participate in the Oriole celebration in Baltimore Sept. 11, and the secretary was so instructed to notify the chairman of the Oriole committee. The invitation from the Baltimore and Ohio railway for free transportation of the command and its band to and from Baltimore on the above occasion was likewise declined with thanks.

Bitten by a Dog.

A large and vicious dog attacked Mr. Grant Parish, of the *Post*, while standing in front of the Congressional hotel, corner of New Jersey avenue and B streets southeast, last evening and bit him severely on the nose and face. Mr. Parish repaired to the office of Dr. Beall, and had his wounds, which were quite painful, attended to.

WHO has not seen the fair, fresh young girl transformed in a few months into the pale, haggard, dispirited woman? The sparkling eyes are dimmed, and the ringing laugh heard no more. Too often the causes are disorders of the system which Dr. Pierce's "Favorite Prescription" would remedy in a short time. Remember that the "Favorite Prescription" will unfailingly cure all "female weaknesses," and restore health and beauty. By all druggists. Send three stamps for Dr. Pierce's treatise on Diseases on Women (96 pages). Address World's Medical Association, Buffalo, N. Y.

IN THE ARCTIC SEAS.

Work of the Signal Service in the Polar Regions.

Report of Lieut. Powell—Observations Made and Grand Sights Witnessed.

"Work of the signal service in the Arctic regions" is the title of the combined reports of Lieut. Joseph S. Powell, Mr. W. M. Beebe, and Lieut. P. Henry Ray, just issued by the chief signal officer of the army. Lieut. Powell's report is very comprehensive and complete, and contains longitudinal comparisons, and other interesting astronomical and meteorological statistics. The expedition under command of Lieut. Powell sailed from San Francisco June 24, 1882, on the chartered schooner Leo for the relief of the Point Barrow, Alaska, party. Head winds and gales were encountered during the passage across the Pacific, and the Shumagin islands were not sighted until July 14. Then after encountering dense fogs and heavy gales during which the vessel was imperiled, she finally made for St. Michael's, a station of the Alaska Fur company, for the purpose of securing the services of a cook, the original cook having been taken seriously ill during the voyage. St. Michael's was reached July 26, and after much persuasion a native named Kan-u-ark was shipped as cabin boy. The difficulty in shipping a native was due to the fact that the news of the loss of the Jeannette had reached the people and they were loth to venture abroad in the white man's ships.

The report says: "The savage man all the world over is prone to superstitious fears, and it is not at all to be wondered at that the simple native of these shores should be considerably impressed when he sees the mighty 'Oomiaks' of the white man go away in the gloom of the mysterious north and return no more. A jealous spirit seems to the poor native to reign over these gloomy solitudes, who will not permit the secrets of his realm to be explored with impunity, and when the mighty 'Tungah' seizes upon the large vessels of the white man, and dashes them to pieces in his anger, terror thrills through the poor savage, and he refuses to venture within the reach of the baleful power of the icy north, so potent for evil."

St. Michaels, as its name implies, is not a colony. The only whites there are the agent for the Alaska Fur company, his wife, one assistant, and the United States weather observer. As the vessel sailed into the harbor she was greeted with a salute by mountain howitzers. Upon reaching Behring sea the vessel encountered a heavy gale, with weather so thick as to prevent further progress. On the morning of the fourth day, while making for Plover bay, a steamer was sighted, which proved to be the revenue cutter Corwin, which came alongside and towed the Leo up the bay. After several days, buffeting the elements, the harbor of Port Clarence was finally made, and "not a moment too soon," says the report, "for the gale increased in fury, and had we still been exposed to it off a lee shore the Leo would have ended her voyage then and there and all on board gone to the bottom."

The wind was estimated as blowing seventy miles an hour, and the sea ran so high that had the ship struck she would have been dashed to pieces in a few minutes. After remaining at that anchorage for three days the expedition sailed on its way to Point Barrow, passing through Behring strait on the morning of July 14, and crossing the Arctic circle the same day. Cape Lisburne, the northwestern point of America, was sighted on the fourteenth, and on the twenty-first the vessel came to anchor off the supply station at Ooglasmie. The supplies were unloaded and the crew visited the station.

The magnetic instruments in use there are the unifilar (declinometer), dip circle, and bifilar. All the buildings about the station are substantial, and the dwelling house is very comfortable. No sickness occurred among the station men during the winter, which is due probably to the stringent rules enforced by Lieut. Ray, in charge, relative to exercise. The winter had been long and severe, and hourly meteorological observations were begun Oct. 17, and hourly magnetic on Dec. 1. The magnetic work was especially trying during the very cold weather, for delicate instruments had to be manipulated and read in temperatures sometimes as low as 45° below zero. At such times it was almost impossible to touch brass or other metals with the ungloved hand. From Dec. 1, 1881, to Aug. 1, 1882, over 90,000 readings of the magnetic instruments alone were recorded, and a similar amount of meteorological work done.

The station is located on Cape Smith, a low ridge fifteen feet above the water level. The native village of Oogisamie, containing about 30 "igloos" and 150 inhabitants, is situated a half mile to the southwest. Point Barrow is ten miles to the northeast. The only vegetation is patches of sickly green moss, lichens and other cryptogamous growths, and a few simple flowers. During eight months in the year the earth is frozen, and during the remaining four months it thaws to a depth of one foot from the surface, and below that depth remains permanently frozen probably 150 to 200 feet. The length of days and nights vary from seventy-two days to as many minutes. The temperature in summer rarely reaches 60°, and then at any time a snow storm may occur. The lowest temperature experienced was 60° below zero.

A three day gale occurred in January, during which the wind reached a velocity of 104 miles an hour. Sand and coarse gravel were carried along in clouds, and wood and iron looked as if it had been subjected to a strong scouring process, being worn and polished. Exposed glass was ground so as to be almost opaque, and the ice at sea, which previously seemed as immovable as the land, was broken up into fragments.

"The song of this icy sea," says Lieut. Powell's report, "is a very peculiar one. It is not loud, yet it can be heard to a great distance; it is neither a surge nor a swash, but a kind of slow, crashing, groaning shrieking, sound, in which sharp, silvery tinkles mingle with the low, thunderous undertone of a rushing tempest. It impresses one with the idea of nearness and distance at the same time. When this confused fantasia is heard from afar through the stillness of this Arctic zone, the effect is strangely weird and solemn—as if it were the distant hum of an active, living world breaking across the boundaries of silence, solitude, and death."

The sun set on Nov. 16 and did not rise again until Jan. 22, remaining below the horizon for seventy-two days. On May 16 the sun ceased to set, and from that day until July 29 there was continual day. Auroral displays were numerous and bright. On such occasions the sky became "a gorgeous canopy of flames, all splendor, color, and motion. Silvery rays, with golden bases, and fringed with gold or emerald green, danced and whirled around the zenith, and broad curtains of light flung across the sky in every form of graceful curve and convolution, shook rainbow tints from every fold, and the beholder became bewildered and lost in dazzling brilliancy."

Lieut. Ray, in making a trip southward in March, discovered a large river flowing in a northeasterly direction and emptying into Dease inlet, which was named Meade river, after Gen. Meade. The Esquimaux, who inhabit that part of the country, are called Innuits, from the native word "innuine," meaning "men of people." Then follows an interesting sketch of their peculiarities and habits.

On Sunday anchor was weighed and the homeward voyage began. Reaching St. Lawrence bay many historical reminiscences of the burning of the United States steamer Rodgers, of the Jeannette relief expedition, were observed. The natives came on board clothed in some of the apparel left them by the officers and crew of that ill-fated vessel. Several had recommendations from the Rodgers party, and in compliance with requests made therein each one was supplied with tobacco, bread, and molasses. After a voyage of hardships San Francisco was reached Oct. 2.

The reports of Lieut. Ray, of the work at Point Barrow, and of Mr. Beebe, of the relief expedition to Lady Franklin bay, are both complete and interesting, and indicate that the government work in the Arctics is progressing favorably.

INTERVIEW WITH A SNAKE.

An Interesting Bit of Information About the New Specimen of the Dart Species at the National Museum.

After a dusty tramp through the hot sun a reporter of THE REPUBLICAN yesterday entered the national museum, and accosting an attendant at the door inquired for news.

"There's nothing new here," was the answer, "unless you can get an interview with the 'Acontias Meleagris.'"

"The what?" exclaimed the reporter, gasping for breath.

"The dart snake. The little chap is among the late arrivals, and may have something of interest to say of his travels. Come over and I will introduce you."

Following, the reporter was soon halted at a table where his snakeship was coiled around a small stake in a glass jar, and the introduction took place.

"I come from South Africa," he said, unlosing his short, brown scaled body from the stake, "and out there our race is closely allied to the lizard family. I was asleep when they captured me, and know very little of my journey, as they gave me something that made me stupid and drowsy, and I suppose I slept all the way here."

"They drugged you probably," the reporter suggested.

"Perhaps so," was the sad response. "I have heard of such things. Oh, dear, I wish I was home again. I shall die here."

"Why do you think so?"

"Because I need exercise, company, sun, and air."

"Did you leave a family behind?"

"Yes, a wife and three children. I heard that the men tried to capture them also, but they got away."

"How did you live when at home?"

"In the trees mostly. We used to coil around a limb and watch for small animals below and dart down and secure them for food when hungry. We never did so unless hungry, and never sought fight unless disturbed by some aggravating cause. The race is not very extensive, but we can take care of ourselves. But excuse me now, I must take a nap," and tucking his head under his coil again he retired to the land of dreams. The snake is very small and sickly, and is not expected to live very long.

BUY the Longfellow Cigars. Sold by all dealers.

SHIPPING NEWS.

Arrival and Departure of Vessels at the River Front.

The following new arrivals at the wharves are reported by Harbormaster Sutton: Barge Exchange, Smith, 112 tons coal, Johnson Bros.; barge Maggie B. Fox, 112 tons coal, Potomac Steamboat company; schooner Virginia Dare, Delaney, 191 tons coal, Clarke & Given, schooner Nellie Star, Soule, 1,100,000 laths; Johnson & Wimsatt; schooner Iona, Curley, 120 tons coal, Wm. H. Baum; schooner Tillman, Harper, 80,000 feet lumber, T. W. Smith; schooner Ann Turner, Marshall, 100,000 feet lumber, city dealers; schooner Sarah Jane, Simms, 150 bushels oysters, market.

AT GEORGETOWN.

Arrived: Schooners Harbison, Hickman, ——, light.

Sailed: Schooners William R. Huston, Chadwick, for Boston; Charles N. Simmons, Babbatt, for Providence; William H. Jordan, Thrasher, for Boston; William O. Snow, Kelly, for Boston; E. H. Cornell, Wylie, for Boston.

CANAL MATTERS.

Twenty-five boats arrived yesterday and the following left here: Kirby and Hubert, Richard Bender, Three Brothers, Exchange, G. A. Pearre, William Webster, A. Sherman, Dr. Knott, R. P. Mason, Elberon, Thomas Fannon, Harry Freeland, C. W. Osborn, Lucy and Willie, Rainbow, Park Agnew, G., C. R. White, Hollander, Sarah Kroom, M. Kersey, Kitty, James B. Thomas, E. M. Gincvan, Thomas H. Gibbs, Hunter Lee, James A. Garfield, A. J. Clarke, Juniata, Eva, R. H. Jones, A. M. White, W. Doerner, Iowa, and L. W. Guinand.

A NARROW ESCAPE.

An Eminent Lawyer Avoids Being Talked to Death by a Loquacious Barber.

Judge Shellabarger, of the law firm of Shellabarger & Wilson, narrowly escaped death yesterday afternoon about 3 o'clock. He had been down town on business, and, being anxious to get shaved before returning to his office, dropped into a popular barber shop, a new place to himself, however, and directed the only tonsorial artist present to "scrape him clean." The venerable judge, being a stranger, and his manner so imposing, the barber, generally a most talkative fellow, performed his duties and collected his fee in silence. When the lawyer disappeared through the door a visitor, who had happened in meanwhile, said to the barber:

"Old man, do you know who that last customer is?"

"No, indeed," the knight of the razor and strap answered, "but he must be a big 'un, as he gave me a quarter. Who was he?"

"Why Shellabarger, the lawyer."

"The man who figured in the star route trials?"

"The same," answered the visitor.

"Well, good heavens, I have missed a chance," responded the barber sinking into a chair, "if I had have known that I'd a learned all about the past, present, and future of the star routes before the lather dryed on that man's face."

EVERYBODY praises St. Jacobs Oil, from youth to age, as the great pain cure.

EAST WASHINGTON.

Eureka council, Sons of Jonadab, held a well attended meeting at Washington hall last night. An excellent good of the order programme was rendered by members of the council. This council will celebrate its third anniversary by giving a complimentary entertainment in their council chamber on Thursday evening next.

Mr. Charles Morgan won last evening the large handsome case of birds which has been displayed in the window of Mr. William Wagner's store for some time.

A fine specimen of the plant called the pine apple lily (Bilbergea splenden) was on exhibition in Dooley's drug store last night. The flower is a beautiful light red, and grows from the center of the plant.

While engaged in digging a trench on H street, near Eleventh, yesterday afternoon, Mr. Harry Herrold struck his left foot with a pickax, making a very painful wound.

The Band of Hope, of East Washington, composed of children between the ages of 5 and 14 years, under the supervision of Mrs. Dr. Rogers, held a largely attended and very interesting meeting at the Seamen's retreat last evening. A number of beautiful temperance songs were sung by the little ones. A large number of new members were admitted. This organization has about 100 members.

A number of persons complain that a crowd of young colored men congregate at the crossings corner Fourth street and Pensylvania avenue every night.

Mr. H. O. Emmons, secretary of the Seaman's retreat, has offered on behalf of that institution a handsome parlor organ to be voted for at 10 cents a vote. The votes will be counted on the evening of Oct 5, when the organ will be awarded to the winner.

There are several large piles of broken stone lying in the middle of the roadway on South Carolina avenue southeast, between Fifth and Sixth streets, without lanterns to indicate their presence. This is criminal neglect because on such gloomy nights as are prevailing now a serious accident may result to man or beast.

THE Ohio Republican association will hold a special meeting Saturday evening, Sept. 8, at 7:30 o'clock, at Grand Army hall, corner Seventh and L streets northwest.

Transportation to all points in Ohio will be furnished all members in good standing, and their families, at the rate of one-half fare for round trip tickets, good for thirty days.

Ohioans wishing to avail themselves of this privilege must file their applications for membership, accompanied by $1 initiation fee, on or before Sept. 25, 1883.

Respectfully, WILLIAM LAWRENCE, President.

By H. C. MEGREW, Secretary.

THE GROWLERS.

A Decidedly Enjoyable Entertainment by This Society Last Night.

A tin sign, bearing the legend, "The Growlers meet here to-night," hung in the lower street entrance of the hall of the "Growler's lodge No. 2," corner of Ninth and D streets, last night about 9:30 o'clock, and a reporter of THE NATIONAL REPUBLICAN, following the many gentlemen who entered the building, climbed two pairs of stairs, and was ushered into an ante room, where a large party was collected waiting for the business meeting of the lodge to close. The doors were thrown open at 9:45 o'clock and the outsiders were admitted. The newly initiated members, three in number, were found hanging over a clothes line to dry in the room alloted to newly admitted aspirants. After the party, which included visitors from the Order of Elks, National Rifles, Washington Light Infantry, and Apollo Glee club, were all seated in the lodge room proper, the social session was called to order by Chairman Jenks, who officiated gracefully. Then followed two hours of undisturbed fun. The opening ode, "As Long as the Mill Goes Round," sung standing, was followed by a song in Mr. J. S. Thompson's happiest style. Prof. Alexander Simmons gave a clever recitation and was encored. During his speaking the growlers' band, headed by Dr. Parsons with a drum, entered, creating no little amusement. Guitar solos, with clever songs, were given by Mr. W. T. Harding, and lovely piano solos by Henry Boner. There was instrumental music also by Messrs. Rogerson, De Witte, and Heinline, and other features equally as interesting. The session closed about midnight, the chairman having only one occasion to request the audience not to walk on the ceiling as they passed out.

The statement that the collision of herdic No. 1 and Lansburg Bros.' delivery wagon on Wednesday was caused by careless driving on the part of the herdic driver is said by several gentlemen who witnessed the collision to be erroneous, and that the carelessness of the delivery wagon driver, who came around the corner with his reins slacked, was the cause.

PSALMS!

[REVISED.]

Hear this all ye people, and give ear all ye invalids of the world: Hop Bitters will make you well and to rejoice.

2. It shall cure all the people and put sickness and suffering under foot.

3. Be thou not afraid when your family is sick, or you have Bright's disease or Liver Complaint, for Hop Bitters will cure you.

4. Both low and high, rich and poor, know the value of Hop Bitters for bilious, nervous, and rheumatic complaints.

5. Cleanse me with Hop Bitters and I shall have robust and blooming health.

6. Add disease upon disease and let the worst come, I am safe if I use Hop Bitters.

7. For all my life have I been plagued with sickness and sores, and not until a year ago was I cured by Hop Bitters.

8. He that keepeth his bones from aching from rheumatism and neuralgia, with Hop Bitters, doeth wisely.

9. Though thou hast sores, pimples, freckles, salt rheum, erysipelas, blood poisoning, yet Hop bitters will remove them all.

10. What woman is there, feeble and sick from female complaints, who desireth not health, and useth Hop Bitters and is made well.

11. Let not neglect to use Hop Bitters bring on serious kidney and liver complaints.

12. Keep thy tongue from being furred, thy blood pure, and thy stomach from indigestion by using Hop Bitters.

13. All my pains and aches and disease go like chaff before the wind when I use Hop Bitters.

14. Mark the man who was nearly dead and given up by the doctors, after using Hop Bitters and becometh well.

15. Cease from worrying about nervousness, general debility, and urinary trouble, for Hop Bitters will restore you.

IF EATING WERE A FELONY

IT COULD NOT BE MORE TERRIBLY PUNISHED THAN BY THE TORTURES OF INDIGESTION. WHY ENDURE THEM? EVERY DYSPEPTIC KNOWS, OR OUGHT TO KNOW, THAT TARRANT'S SELTZER APERIENT IS A SPECIFIC FOR THE COMPLAINT. WHY THEN SUFFER? IT IS SHEER FOLLY. SOLD BY ALL DRUGGISTS.

SAMARITAN NERVINE — NEVER FAILS. — THE GREAT NERVE CONQUEROR

A SPECIFIC FOR Epilepsy, *Spasms*, Convulsions, *Falling Sickness*, St. Vitus Dance, *Alcoholism*, Opium Eating, *Syphillis*, Scrofula, *Kings Evil*, Ugly Blood Diseases, *Dyspepsia*, Nervousness, *Sick Headache*, Rheumatism, *Nervous Weakness*, Brain Worry, *Blood Sores*, Billiousness, *Costiveness*, Nervous Prostration, *Kidney Troubles and Irregularities*. $1.50.

Sample Testimonials.

"Samaritan Nervine is doing wonders." Dr. J. O. McLemoin, Alexander City, Ala.

"I feel it my duty to recommend it." Dr. D. F. Laughlin, Clyde, Kansas.

"It cured where physicians failed." Rev. J. A. Edie, Beaver, Pa.

☞ Correspondence freely answered. ☜ The Dr. S. A. Richmond Med. Co., St. Joseph, Mo. For testimonials and circulars send stamp. (7) At Druggists. C. N. Crittenton, Agent, N. Y.

Hotels, &c.

THE EBBITT:

WASHINGTON, D. C.

ARMY AND NAVY HEADQUARTERS.

FOUR IRON FIRE-ESCAPES.

Terms: $3 and $4 Per Day.

THE LEXINGTON,

New York avenue and Fifteenth street.

Permanent, Transient, and Table Boarders accommodated. M. J. COLLEY.

THE ST. MARC, (EUROPEAN PLAN) 7th st. and Penna. ave., Washington, D. C. H. C. BOWERS, Late of the Arlington and Fort Wm. Henry Hotels.

ST. JAMES HOTEL,

(ON THE EUROPEAN PLAN), Corner Sixth street and Pennsylvania avenue.

Summer Resorts.

VIRGINIA BEACH!!! ON THE ATLANTIC OCEAN, SIX MILES SOUTH OF CAPE HENRY. FINEST SURF BATHING on the COAST. TWELVE MILES FROM NORFOLK.

☞ Steamer from Norfolk twice a day. Steamers "George Leary" and "Excelsior" from Seventh street wharf daily at 5:30 p. m. Connect with steamer for the Beach. aug-tf

CLYDE'S NEW EXPRESS STEAM PACKET LINE —FOR— PHILADELPHIA, WASHINGTON, AND ALEXANDRIA.

APPOINTED SAILING DAYS

From PHILADELPHIA every Saturday 12m

From WASHINGTON every Monday ..... p.m

Through and prompt connection with New York, Boston, Fall River, and all points North. Through Bills Lading given. Freight received and delivered daily until 5 p. m. W. P. CLYDE & CO., General Agents, Philadelphia.

J. H. JOHNSON & Co., Agents, 12th and 13th sts. Wharves S. W. 12th Pa. N. W., Washington, D. C.

Travelers' Guide.

BALTIMORE AND OHIO RAILROAD

THE MODEL FAST AND THE ONLY LINE BETWEEN THE EAST AND THE WEST via WASHINGTON.

DOUBLE TRACK. JANNEY COUPLER. STEEL RAILS.

Schedule to take effect SUNDAY, MAY 13, 1883.

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

For Chicago, Cincinnati, Louisville, and St. Louis, daily, at 3:30 a. m., 10:15 a. m., 10:10 p. m., with through coaches and Palace Sleeping Cars to above points without change; 10:15 a. m. daily to Chicago, except Saturday.

For Pittsburg, at 3:30 a. m. and 3:40 p. m., daily; 3:40 p. m. to Pittsburg, Cleveland, and Detroit with Sleeping Cars to Cleveland.

For Toledo and Detroit, via Monroeville, 10:15 a. m. daily, with sleepers for Toledo.

Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 3:3 p. m. and 3:40 p. m. daily, with Parlor and Sleeping Cars attached.

For Baltimore on week days, 5, 6:30, 6:45, 7, 7:20, 8:00, 9, and 10:05 a. m., 12:10, 2:20, 2:25, 3, 3:30, 4:33, 4:40, 5:20, 7, 8:00, 9:40, 11:30 p. m.

For Baltimore on Sundays, 6:20, 7:45, 9, 10:05 a. m., 1:25, 2:50, 3, 4:40, 5:20, 7, 8:00, 9:40 p. m.

For Annapolis, 6:40 a. m., 12:10 and 4:40 on Sundays, 9 a. m., 4:40 p. m.

For way stations between Washington and Baltimore, 6:30, 9 a. m., 12:10 p. m., 3:30, 4:40, 7, and 11:30 p. m.

For stations on Metropolitan Branch, 7:45 daily except Sunday, 8:00 a. m., 4:45 and 5:40 p. m. daily; for Stanford, 8:00 a. m. daily, except Sundays; for Hagerstown and Frederick, 8:00 a. m., 10:15, 4:45 p. m. daily except Sunday.

For Hagerstown 10:15 a. m. daily, except Sunday; 8:45 p. m. daily.

Trains arrive from the West daily, 6:20, 7:35 a. m., 2:25, 8, 8:25 p. m.

From New York and Philadelphia, 2:55, 8:30 a. m. daily, 3:10 p. m. daily, except Sunday.

From Annapolis, 8:20 a. m., 1:50, 6:37 p. m.; Sundays, 10:10 a. m., 6:37 p. m.

From Staunton, 2:15 p. m. daily, except Sunday.

From Frederick and intermediate points, 8:25 a. m., 10 a. m., 2:15, 4:40 p. m. and 5:00 p. m. daily, except Sunday; 10 a. m., 8 p. m. daily from Point of Rocks.

Trains leave Baltimore for Washington at 2, 4:15, 6:40, 7:15, 7:35, 9, 9:10, and 10:50 a. m., 12:15, 2:50, 4, 4:40, 5, 6:25, 7:20, 9, and 11:30 p. m. On Sundays, 2, 4:40, 7:15, 7:50, 8, and 9:10 a. m., 1:20, 4:40, 5, 6:25, 7:20, and 9 p. m.

All trains from Washington stop at Relay Station, except 4:20 p. m.

For further information apply at the Baltimore and Ohio Ticket Offices: Washington station, 619 and 621 Pennsylvania avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received as any point in the city.

W. M. CLEMENTS, M. of T., Baltimore, and E. K. LORD, G. P. A.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST, AND SOUTHWEST. DOUBLE TRACK, SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENT. IN EFFECT JUNE 4, 1883.

TRAINS LEAVE WASHINGTON, from Station, corner of Sixth and B streets, as follows:

For Pittsburg and the West, Chicago Limited Express of Palace Sleeping Cars, at 3:30 a. m. daily; Fast Line, 9:30 a. m. daily, with Sleeping Cars from Harrisburg to Cincinnati. Western Express, 7:30 p. m. daily, with Palace Cars to Pittsburg and Cincinnati. Also connects, except Saturdays, for Chicago, via Columbus and C., St. L. & P. R. R. with Sleeping Car Pittsburg to Chicago. Mail Express, 3:50 p. m. daily for Pittsburg and the West, with Palace Sleeping Car Washington to Chicago.

BALTIMORE AND POTOMAC RAILROAD.

For Erie, Canandaigua, Rochester, Buffalo, Niagara, 3:50 p. m. daily, except Saturday, with Palace Cars Washington to Canandaigua, and Harrisburg to Buffalo.

For Williamsport, Lock Haven, and Elmira, at 9:10 a. m. daily, except Sunday.

For New York and the East, 3:00 a. m., 10:40 a. m., 1:40, 4:20, 9:35, and 10:20 p. m. On Sunday, 4:20, 9:35, and 10:20 p. m. Limited Express of Pullman Parlor Cars, 9:30 a. m. daily, except Sunday.

For Boston without change, 1:30 p. m. every week-day. On Sunday, 4:20 p. m.

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, 3:00 a. m., 10:10 a. m., 1:40, 4:20, 9:35, and 10:20 p. m. On Sunday, 4:20, 9:35, and 10:20 p. m. Limited Express, 9:30 a. m. daily, except Sunday.

For Baltimore, 6:40, 8:00, 9:30, 9:50, 10:40 a. m., and 1: