AMUSEMENTS.

FORD'S.—CORNER GROCERY.

THE PARLOR THEATER OF THE NATIONAL CAPITAL.
Cool in the Hottest Weather—52 Windows Opening on Broad Avenues. Elegant beyond any past experience in Washington. A charming drawing room, placed for refined amusements. The press unanimous. Public opinion unqualified in its praise.
TO-NIGHT AT 8,
The Very Humorous Dramatic Picture of "THE BRIGHT BOY OF A FAMILY" and "THE CHARMING GIRL OF A HOME."
Crowded who contagious fun and provocative with its delicious nonsense of continuous laughter. The Irish Comedian,
MR. DANIEL SULLY,
And a BRILLIANT COMEDY COMPANY.
Matinees Wednesday and Saturday.

Next Week, the First Drama of the Season, entitled NEW YORK.

THEATRE COMIQUE SUMMER GARDEN
Commencing Monday, August 25.
EDITH BELLVILLE'S
"BABES IN THE WOOD" COMBINATION.
Every Babe the Embodiment of Beauty!
Every Babe Enjoys the Best of Health!
Matinees Tuesdays, Thursdays, and Saturdays.

BILLIARDS. BILLIARDS.
ART BILLIARD PALACE,
413 and 415 NINTH ST.
News of all Sporting Events—Base Ball, Racing, &c., both in this country and Europe, received daily. M. A. SUANLON, Proprietor.

THE "ELITE."
BILLIARDS, POOL, AND SAMPLE ROOMS,
237 Pa. Av. N. W.
Batchelor Bros.' Key East Havana Cigars.
C. W. HOLL, Proprietor.

EXCURSIONS.

EVENING EXCURSIO
—OF—
THE NATIONAL RIFLES' CADETS,
—TO—
MARSHALL HALL
ON TUESDAY, AUGUST 26.
Steamer W. W. Corcoran leaves her wharf at 6:30 sharp. Returning, reaches Washington at 12. au25-2t

GRAND EXCURSION TO
PEN MAR AND HIGH ROCK,
Via Baltimore and Ohio to Hagerstown, thence via Western Maryland Railroad to Pen Mar.
NO CHANGE OF CARS.
DELIGHTFUL SCENERY.

THURSDAY, AUGUST 28.
Round trip, $1.75. Children between 5 and 12 years, 90 cents.
Prof. Zeigler's Band and Orchestra.
Dinner at Pen Mar, 50 cents.
Shooting Galleries. Flying Horses.
Swings and Dancing.
Leave Washington 8 a. m.; arrive at Pen Mar 11:30 a. m. Returning, leave Pen Mar 4:55 p. m.; arrive in Washington 8:30 p. m. au25-3t

STEAMER W. W. CORCORAN.
SUMMER ARRANGEMENT.
This fine steamer will make daily trips (Sundays excepted) to all points on the Potomac as far as Glymont. Boat will leave at 10 a. m. and arrive at 6:30 p. m. Fare, round trip, 25 cents, to all points except Mount Vernon, which is $1.
SATURDAY AFTERNOON trips down the Potomac. Boat leaves at 6 p. m. and arrives at 9:30 p. m. Fare, 25 cents.
SUNDAY AFTERNOON trips will be made as usual, boat leaving at 4 p. m. and returning at 8 p. m. Boat will go as far as Indian Head. Fare, 50 cents. je28-tf

LOWER CEDAR POINT.
WASHINGTON'S CONEY ISLAND.
The safe, swift, and magnificent steamer Armenia, will leave her wharf, foot of Seventh street, daily except Saturday, at 9 a. m; returning at 9 p. m. Commencing TUESDAY, JULY 1. Fare, 50 cents round trip; children, 25 cents.
Armenia stops at Alexandria on Mondays and Fridays only.
For further information inquire at the St. Marc Hotel. H. C. BOWERS, Manager.
SPECIAL NOTICE.—During the early part of September the Armenia can be chartered at reasonable prices. On and after September 1 Oysters will be served at the Point in all styles. je26-2m

MOUNT VERNON!
MOUNT VERNON!
MOUNT VERNON!
STEAMER W. W. CORCORAN,
Leaves 7th St. Wharf daily (except Sunday) for MOUNT VERNON
At 10 o'clock a. m.; returning, reaches Washington about 3:30 p. m.

STEAMBOAT LINES.

TO NORFOLK, FORTRESS MONROE AND THE SOUTH.
POTOMAC STEAMBOAT COMPANY'S
POPULAR STEAMER, GEORGE LEARY,
Leaves Seventh street wharf on Mondays and Wednesdays at 5:30, and Saturdays at 6 p. m., stopping at Piney Point and Cornfield Harbor, going and returning.
SATURDAY NIGHT STEAMER RETURNS MONDAY MORNING.
Exclusive connection with Boston and Providence steamers. Connect also with New York and Richmond steamers, Norfolk and Western, Seaboard and Roanoke, Ocean View, and Virginia Beach Railroads.
Passage and rooms can be secured at Baltimore and Ohio ticket office, at 14th st. and Pa. ave., St. Marc Hotel, Polkinhorn's, next to City Post-office, office of Knox's Express, 6th st. and Pa. ave., and at Company's Office, 7th st. wharf.
KNOX'S EXPRESS will call for and check baggage from hotels and private residences.
Freight received daily until 5 p. m.
WM. P. WELCH, General Agent.

MERCHANTS AND MINERS TRANSPORTATION COMPANY, for Boston, Mass., via Norfolk. The A1 Iron Steamers ALLEGHANY, Capt. William Lewis, and BERKSHIRE, Capt. F. M. Howes; D. K. MILLER, Capt. Solomon Howes. From Baltimore every MONDAY and THURSDAY at 3 p. m. From Boston every WEDNESDAY and SATURDAY at 3 p. m.
Fare, including meals and stateroom berth, $14. Round trip, $25.
FOR SAVANNAH DIRECT, the A1 Iron steamers JOHNS HOPKINS, Capt. J. S. March, Jr., WILLIAM CHANE, Capt. J. C. Taylor; WILLIAM LAWRENCE, Capt. T. A. Hooper, EVERY FIVE DAYS.
Fare, including meals and stateroom berth, $15. Accommodations unsurpassed. Second class passage and children at reduced rates. Through tickets to all points in Georgia, Florida, and Alabama. For freight or passage apply to A. L. HUGGINS, Agent, foot Long Dock, Baltimore.
E. SAMPSON: Agent, 53 Central wharf, Boston.
JAMES B. WEST & CO., Agents, Savannah.

LOOK AT LOW FARES.
FORTRESS MONROE AND NORFOLK.
FIRST-CLASS FARE, $1.
ROUND TRIP, $1.50.
The elegant steamers LAKE and MOSELEY leave Sixth street wharf, Washington, Monday, Wednesday, and Friday at 5:30 and Saturday at 6 p. m., returning Monday morning; connecting at Norfolk with Virginia Beach, Ocean View, and all Railroad and Steamship Lines. Stop every Saturday at Chesle shore, adjoining Colonial Beach. Fare, 50 cents.
Passage and rooms secured at R. & O. Ticket Office, 14th and Pa. ave.; O. T. Thompson, 902 Pa. ave.; J. S. Free, 713 Market Space; St. James Hotel, and General Office, Sixth street wharf. Telephone call 731-3.
POTOMAC RIVER LANDINGS—Steamer J. W. THOMPSON (newly fitted and furnished throughout), Monday, Wednesday, and Friday at 7 a. m. Fare, 25 cents.
Steamer Thompson for charter cheap Tuesday, Thursday, and Saturday nights.
ALFRED WOOD, Secretary.
GEO. R. PHILLIPS, Superintendent.

CLYDE'S NEW EXPRESS STEAM PACKET LINE
FOR
PHILADELPHIA WASHINGTON AND ALEXANDRIA.
APPOINTED SAILING DAYS:
From PHILADELPHIA Every Saturday, 12 m.
From WASHINGTON Every Monday, 2 p. m.
Through and prompt connection with New York, Boston, Fall River, and all points North. Through Bills of Lading given. Freight received and delivered daily until 6 p. m.
W. P. CLYDE & CO.,
General Agents, Philadelphia.
J. H. JOHNSON & CO., Agents,
12th and 13th st. Wharves S. W., 1202 F St. N. W., Washington, D. C.

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OF SOUTH CAROLINA,
COUNSELOR AT LAW,
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Special attention given to Claims Against the Government and to Business in the Supreme Court of the United States; also to Cases before the Federal and Supreme Courts of South Carolina.

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ATTORNEY AT LAW.
Room No. 8, front room, above main entrance Warner Building, 910 F street northwest.

CHARLES CALVERT LANCASTER,
ATTORNEY AND SOLICITOR,
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Practice in the Supreme Court of the United States, in the Courts of the District of Columbia, and the Executive Departments. Special attention to Claims and Collections.

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THE EBBITT,
WASHINGTON, D. C.
ARMY AND NAVY HEADQUARTERS.
FOUR IRON FIRE-ESCAPES.
TERMS: $3 AND $4 PER DAY.

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(ON THE EUROPEAN PLAN),
Corner Sixth Street and Pennsylvania Avenue.

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TRAVELERS' GUIDE.

BALTIMORE AND OHIO RAILROAD.
THE MODEL FAST LINE AND THE ONLY LINE BETWEEN THE EAST AND THE WEST VIA WASHINGTON.
DOUBLE TRACK! JANNEY COUPLER! STEEL RAILS.
SCHEDULE IN EFFECT SUNDAY, JUNE 15, 1884, UNTIL FURTHER NOTICE.
Leave Washington from Station, corner of NEW JERSEY AVENUE AND C STREET—
For Chicago, Cincinnati, Louisville, and St. Louis daily at 3:05 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 8:30 a. m. and 8:40 p. m. daily. 8:40 p. m. to Pittsburg, Cleveland, and Detroit, with Sleeping Cars to Pittsburg.
For Toledo and Detroit, via Monroeville, 10:15 a. m. daily, with Sleeper for Toledo, via Wheeling and Lake Erie R. R.
Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 3, 9:40, and 10:10 p. m. daily, with Parlor and Sleeping Cars attached.
For Baltimore on week days, 5, 6:30, 6:40, 8, 8:10, 9, and 10:05 a. m., 12:10, 2:20, 2:35, 3, 3:30, 4:30 (45-minute train), 4:40, 5:30, 6:50, 7, 8:20, 9:40, and 10:10 p. m.
For Baltimore on Sundays, 6:30, 8, 8:20, a. m., 1:25, 2:35, 3, 4:40, 5:30, 6:50, 7, 8:20, 9:40, and 10:10 p. m.
For points on the Shenandoah Valley Railroad 10:15 a. m. daily.
For Annapolis, 6:40 a. m., and 12:10 and 4:40 p. m., on Sunday, 8:20 a. m., 4:40 p. m.
For way stations between Washington and Baltimore, 5, 6:40, 9 a. m., 12:10 p. m., 3:30, 4:40, 7 and 10:10 p. m. On Sundays, 8:20 a. m., and 1:25, 4:40, and 7 p. m. For stations on Metropolitan Branch, 7:40 a. m., and 5:35 p. m. daily, except Sunday, 4:45 p. m. daily, for principal stations on Metropolitan Branch, 8:30 a. m. daily for Lexington, Staunton, and Valley Branch, 8:30 a. m. daily, except Sunday, 8:40 p. m. daily; for Frederick, 8:30 a. m., 10:15 a. m., 4:45 p. m. daily, except Sunday.
For Hagerstown 10:15 a. m. and 5:35 p. m. daily, except Sunday.
Trains arrive from the West daily, 6:20, 7:50 a. m., 2:25, 6:40, 9:25 p. m.
From New York and Philadelphia, 2:55, 8:30 a. m. daily, 8:20 p. m. daily, except Sunday.
From Annapolis 8:20 a. m. and 1:50 and 6:37 p. m.; Sunday, 9:53 a. m., 6:37 p. m.
From Lexington 6:20 a. m. daily and 2:15 p. m. daily except Sunday.
From Frederick and intermediate points 8:25 a. m., 2:15 p. m., and 8:12 p. m. daily, except Sunday, 8:12 p. m. daily from Point of Rocks.
Trains leave Baltimore for Washington at 5, 6:40, 6:50, 7:15, 7:30, 9, 9:10, and 10:30 a. m., 12:15, 2:50, 4, 4:30, 5, 6:25, 7:30, 9, and 10:15 p. m.; on Sundays, 7, 6:40, 7:15, 7:30, 8:20, 9 a. m., 1:30, 5, 6:25, 7:30, and 9 p. m.
All trains from Washington stop at Relay Station, except 4:30 p. m.
For further information apply at the Baltimore and Ohio Ticket Office, Washington Station, 619 and 1351 Pennsylvania avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received at any point in the city.
W. M. CLEMENTS, C. K. LORD,
M. of T., Baltimore. G. P. A.

CHESAPEAKE AND OHIO RAILWAY.
(Leave B. & P. Depot, Sixth and B Streets).
9:10 A. M.—For all way stations and Virginia Springs, Lexington, Ky., Louisville, Cincinnati, Columbus, and St. Louis. Daily except Sunday, 11:50 A. M.—For Williamsburg, Va. Newport News, Old Point Comfort, and Norfolk. Daily except Sunday.
5:10 P. M.—For Louisville, Cincinnati, St. Louis, and Chicago, connecting for all points West, Northwest, and Southwest. Fast Express (daily) does not stop for local business, except the Virginia Springs; through Pullman service to Louisville and Cincinnati.
10:40 P. M.—For all way stations and Virginia Springs and Columbus, Ohio. Daily except Sunday.
For tickets and information apply at C. & O. railway office, 513 Pennsylvania avenue, Union National Hotel, Virginia Midland Railway Office, 601 Pennsylvania avenue, and B. & P. Station.
H. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager. FRANK TRIGG, N. E. Passenger Agent.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTHWEST, AND SOUTHWEST. DOUBLE TRACK. SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENTS.
IN EFFECT AUGUST 3, 1884.
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 9:40 a. m. daily; Fast Line, 9:40 a. m. daily to Cincinnati and St. Louis, with Sleeping Cars from Harrisburg to Cincinnati, and Hotel Car to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. Western Express 7:40 p. m. daily, with Palace Cars to Pittsburg. Also connects daily for Chicago, with Sleeping Car Pittsburg to Chicago. Mail Express, 10:00 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, 10 p. m. daily, except Saturday, with Palace Cars Washington to Rochester and Washington to Buffalo. Train leaving Washington on Saturday night will not run beyond Rochester.
10:40 P. M.—Southern Mail and Express, daily, to all points South and Southwest, via Danville and Charlotte. Daily, except Sunday, with C. & O. Ry. Pullman Sleeping Cars from Washington, via Danville, Charlotte, and Atlanta, to New Orleans; also from Washington, via Charlotte and Columbia to Augusta. Pullman Sleeping Car from Washington to White Sulphur Springs.
Manassas Division train leaves Washington at 7:40 a. m. and 5:10 p. m. daily, except Sunday. Warrenton trains leave Washington at 9:10 a. m. and 5:10 p. m. daily.
For tickets and all information inquire at Company's Office, 601 Pennsylvania avenue.
N. MAUDANIEL, Agent.
M. SLAUGHTER, Gen. Pass. Agent. SOL. HAAS, Traffic Manager.

TO SARATOGA, LAKE GEORGE AND CATSKILL MOUNTAINS.
ONLY ALL-RAIL and PARLOR CAR LINE.
Trains on New York, West Shore, and Buffalo Railway; by west shore of picturesque Hudson River, leave Jersey City Station of Pennsylvania Railroad as follows:
SARATOGA SPECIAL, 9:05 A. M.—Arrive Saratoga 2:35 p. m., Caldwell, Lake George 4:25 p. m., Montreal 11 p. m. Elegant Pullman Buffet Cars to Saratoga, thence to Montreal.
CATSKILL MOUNTAIN SPECIAL, 9:30 A. M.—Arrive Hotel Kaaterskill 2:30 p. m., Grand Hotel 2:37 p. m. Parlor Cars.
DAY EXPRESS, 10:40 A. M.—Arrive Albany 3 p. m., Sharon Springs 5 p. m., Cooperstown 6 p. m., Utica 5:50 p. m., Syracuse 7:15 p. m., Rochester 10:40 p. m., Buffalo 12:15 a. m., Niagara Falls 12:58 a. m. Parlor Cars to Albany, Sharon Springs, and Niagara Falls.
SARATOGA AND CATSKILL MOUNTAIN EXPRESS, 11:40 A. M.—Arrive Hotel Kaaterskill 5:15 p. m., Grand Hotel 5:05 p. m., Saratoga 6:25 p. m. Lake George 8 p. m. Parlor Cars Jersey City to Saratoga and Lake George.
SARATOGA AND CATSKILL MOUNTAIN LIMITED, 3:45 P. M.—Arrive Hotel Kaaterskill 9:10 p. m., Grand Hotel 8:45 p. m., Saratoga 8:30 p. m., Lake George 10:40 p. m., Montreal 8:25 a. m., with Parlor Cars to Catskill Mountains, to Saratoga. Buffet Parlor Car leaves Washington on Pennsylvania R. R. train 8:15 a. m. for Saratoga; sleepers thence to Montreal. The New York Limited leaves Washington at 9:40 a. m., connecting with Saratoga and Catskill Mountain Limited at Jersey City.
Ask for single or round trip tickets by West Shore Route and avoid forty st. and long transfer through New York city. Apply to city or depot agent of Pennsylvania R. R. for complete time tables, tickets, and parlor car chairs. Parlor car chairs from Jersey City station reserved in advance upon application to agent Pullman Car Company. Pennsylvania R. R. Station, Jersey City, N. J.
HENRY MONETT, General Passenger Agent, je27-tf 24 State Street, New York.

KEYES & CO.,
WILLARD'S HOTEL STABLES,
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BROKERS,
No. 630 F STREET NORTHWEST,
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Investment Securities, Stocks, and Bonds Bought and Sold in large or small lots for cash, or carried on margin.
Constant New York Quotations.

H. D. COOKE & CO.,
BANKERS,
1429 F STREET,
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District of Columbia 6 per cent. bonds.
District of Columbia Water 7 per cent. bonds.
Norfolk City 5 per cent. bonds.
Rio Grande and Pecos Railway first mortgage 6 per cent. bonds—an excellent and safe investment.
Washington Gas Light Stocks.
National Metropolitan Railway and Telephone Stock dealt in.
INFORMATION CHEERFULLY FURNISHED.

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ROOM 31, CORCORAN BUILDING, FIFTEENTH STREET ENTRANCE,
DEAL IN
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SPECIAL WIRES TO BOARD OF TRADE.
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Branch Office—15 South street, Baltimore.

LOTTERIES.

ORIGINAL LITTLE HAVANA
(GOULD & CO.'S),
DECIDED BY
ROYAL HAVANA LOTTERY.
ORDINARY CLASS, NO. 1163,
SEPTEMBER 16, 1884.
NUMBER FOR NUMBER PRIZE FOR PRIZE!
With 220 Additional Prizes.
22,000 TICKETS AND 863 PRIZES.
SCHEDULE.

1 Capital Prize		$9,000
1 " "		2,500
1 " "		1,000
3 Prizes, $400 each		1,200
3 " 100 "		600
20 " 50 "		1,000
591 " 10 "		5,910
9 Approximations to first prize, $50 each		450
9 Approximations to second prize, $25 each		225
2 Approximations to third prize, $25 each		50
643 Prizes as above, being the full number in the Royal Havana Lottery		
220 Additional prizes of $5 each to the 220 tickets having as ending numbers the two terminal units of the number drawing the capital prize of $9,000		1,100
863 Prizes, amounting in United States gold to		$23,035

TICKETS, $2. HALVES, $1.
AGENTS EVERYWHERE.
ALL PRIZES PAID ON PRESENTATION.
CAUTION: See that the name
GOULD & CO.
is on your ticket. None others are ORIGINAL or RELIABLE.
For tickets, &c., address or apply to
SHIPSEY COMPANY,
1212 Broadway, New York City; or
P. HUFF, Lock Box 165, or O. BALLARD, Lock Box 276, Alexandria, Va. uha

This is the Only Chartered Lottery of any State.
LOUISIANA STATE LOTTERY COMPANY.
Incorporated in 1868 for twenty-five years by the Legislature for educational and charitable purposes—with a capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.
By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted Dec. 2, A. D. 1879.
A SPLENDID OPPORTUNITY TO WIN A FORTUNE
Its Grand Single Number Drawing will take place monthly. IT NEVER SCALES OR POSTPONES. Look at the following Distribution:
GRAND MONTHLY DRAWING, CLASS I, AT NEW ORLEANS,
TUESDAY, SEPTEMBER 9, 1884,
Under the supervision and management of
GEN. G. T. BEAUREGARD, of Louisiana, and
GEN. JUBAL A. EARLY, of Virginia.
CAPITAL PRIZE, $75,000.
100,000 Tickets at Five Dollars Each.
Fractions in Fifths in proportion.
LIST OF PRIZES.

1 Capital Prize	$75,000
1 Capital Prize	25,000
1 Capital Prize	10,000
2 Prizes of $6,000	12,000
2 Prizes of 5,000	10,000
10 Prizes of 1,000	10,000
20 Prizes of 500	10,000
100 Prizes of 200	20,000
100 Prizes of 100	10,000
500 Prizes of 50	25,000
1000 Prizes of 25	25,000
APPROXIMATION PRIZES.	
9 Approximation Prizes, $750	6,750
9 Approximation Prizes, 500	4,500
9 Approximation Prizes, 250	2,250
1967 Prizes, amounting to	$265,500

CERTIFICATE.
We do hereby certify that we supervise the arrangements for all the monthly and semi-annual drawings of the Louisiana State Lottery Company, and in person manage and control the drawing ourselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties. We authorize the company to use this certificate, with facsimile of our signatures attached, in its advertisements.
G. T. Beauregard
J. A. Early
Application for rates to clubs should be made only to the office of the company in New Orleans.
For further information write clearly, giving full address.
IMPORTANT.
Remit by POSTAL NOTE, American Express Order, New York Exchange, or Draft on New Orleans. Letters with Currency invariably by Express. We pay express charges on all sums of $5 or upward addressed
M. A. DAUPHIN, New Orleans, La.
Address registered letters and make money-orders payable to
New Orleans National Bank, New Orleans, La.

THE TRADES.

WARD & CUNNINGHAM,
PLUMBERS, GAS AND STEAM FITTERS,
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ROOFING, GUTTERING, AND SPOUTING.
Special attention given to Furnaces, Latrobes, Stoves, Ranges, and Grates.

JAMES RAGAN,
PLUMBER, GAS, AND STEAM FITTER, AND DEALER IN PLUMBING AND GAS FITTING MATERIALS.
931 E street Northwest, near corner of 10th.
Quarter of a century experience. Personal attention given to all work. Remodeling Defective Plumbing in old houses a specialty. Modern Appliances in Plumbing. All work guaranteed. Estimates cheerfully furnished. Jobbing promptly attended to.

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W. H. WHEATLEY & SON,
STEAM DYEING AND SCOURING,
No. 1068 Jefferson Street, Georgetown, D. C.
Goods called for and delivered free of charge to any place in the city. Postal cards responded to promptly. jy1-3m

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FURNACES, RANGES, AND STOVES
REFRIGERATORS AND WATER COOLERS
OIL AND VAPOR STOVES!

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SAWYER, WALLACE & CO., New York Correspondent.
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Orders by telephone promptly attended to.

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Private Stock Telegraph Wires to New York, Boston, Philadelphia, Baltimore, and Richmond.

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THE NATIONAL INVESTMENT AND DEVELOPMENT COMPANY
OFFER A
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(Which is free from speculation),
THAT WILL EARN 2½ PER CENT. PER MONTH ON THE AMOUNT INVESTED.
Stocks Non-Assessable and Redeemable.
A Limited Number of Shares Are Offered at Par.
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COMPANY'S OFFICE,
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au19-tu,h,s-tf

$11,950
IN CASH
GIVEN AWAY
To the SMOKERS of Blackwell's Genuine Bull Durham Smoking Tobacco.
The genuine has picture of BULL on every package.
For particulars see our next announcement.

PROPOSALS.

PROPOSALS FOR POSTOFFICE ENVELOPES.
POSTOFFICE DEPARTMENT,
WASHINGTON, D. C., Aug. 22, 1884.
Sealed proposals will be received at this Department until MONDAY, THE 15TH DAY OF SEPTEMBER, 1884, at 12 o'clock m., for furnishing Postoffice Envelopes, in such quantities and at such times as they may be ordered, during the remainder of the fiscal year ending June 30, 1885, the following classes, viz:
Nos. 1 to 4. For Official Letters and Returns.
No. 5. For returning dead letters.
No. 6. For registered packages.
No. 7. Tag envelopes for registered packages.
No. 8. For International money order advices.
Blank forms of bids, with samples and full specifications, will be furnished upon application to the Third Assistant Postmaster General, Washington, D. C. W. L. GRESHAM,
au26-tuths3w Postmaster General.

PROPOSALS FOR SUPPLIES.
UNITED STATES NAVY PAY OFFICE,
WASHINGTON, D. C., Aug. 25, 1884.
Sealed Proposals (in triplicate from regular dealers or manufacturers only,) indorsed "Proposals Card R," will be received at this office until noon, 10TH SEPTEMBER, 1884, for articles required, as follows, to be delivered at the Navy Yard, Washington, D. C., within thirty days from date of award, free of any expense to the government, and subject to the usual inspection and conditions, viz:
BUREAU CONSTRUCTION AND REPAIRS,
Requisition No. 10—Pine Lumber; 25, 26, 31, 54, 55, 56, 57. Paints, Oil, Varnish, &c.; 29, Alcohol; 30, Carboline Oil, &c.; 32, Glass; 34, Curled Hair, &c.; 35 Stationery; 42, 44, 46, Coal; 43, Milling Machine; 47, Iron Pipe, &c.; 48, Steel; 49, Tin; 50, 51, 52, 53, General Hardware; 58, Brushes; 59, Crucibles; 60, Pig Iron, Brooms, Cleaning, &c.; 61, Belting and Packing; 67 Pig Iron.
To be awarded by Requisitions, excepting the Pig Iron in No. 60, which will be classed with No. 67.
Schedules and blank forms for bids to be had at this office, and all necessary information at Navy Yard. Responsible security required on bids for faithful performance, the sufficiency of the guarantors to be certified to before a Notary, or other public officer.
The right is reserved to reject any or all bids.
THOMAS H. LOOKER,
Pay Director U. S. N., Navy Pay Agent.
au26-tu,s,2w

NEW PUBLICATIONS, &c.

BLANK BOOKS.
LARGE STOCK
—AT—
R. MORRISON'S
805 and 807 D Street Northwest.

NEW BOOKS.
Lal. By Ham mond.
Memoir and Correspondence of Eliza B. Gurney. By Richard E. Mott.
Art Recreations: A Guide to Decorative Art. By Marion Kemble.
The Fairmails of Tipton. Johnson.
A Country Doctor. S. O. Jewett.
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THE MARKETS.

The Opening Excited, With a Decided Pressure to Sell—A Subsequent Advance in Prices and a Firm Closing—Gossip of the Street.

NEW YORK, Aug. 25.—The stock market today opened excited and with a decided pressure to sell. In the first hour of business here was a decline of ½ to 3 per cent., the latter in Union Pacific, which broke to 88¾. Reports of a trunk line war were again used to depress the market. In the afternoon it became evident that there were buying orders in the room, and later on it transpired that the leading bulls being satisfied with the reaction of Saturday and this morning were once more buyers. Many operators who have held off on account of the recent rapid rise in prices were also purchasers to-day. This resulted in an advance of ½ to 2½ per cent. The market closed firm. Compared with Saturday's closing prices are ¼ to 1½ per cent. lower, except for Missouri Pacific, Reading, and Western Union, which are ½ to ½ per cent. lower. Railway bonds were weak in the early dealings, but closed firmer.

George Deckeston has been hammering St. Paul. The largest sellers of Union Pacific have been Prince and Whitley, H. Durand, Wm. H. S. Wilson & Bros., and the buyers were Johnes and A. H. Baldwin.

The Bloodgood people say Western Union and Union Pacific are great purchase, the latter for company. They think the market was put up too fast last week and they opposed this policy.

The eastern railroads look for a lively war this week. It is certain that either to-day or to-morrow, an open war on passenger rates in the seaboard will begin and the one of the most determined ever fought.

R. Weinych, a large sugar dealer and refiner, has become embarrassed, with liabilities of $1,000,000,000. The failure is attributed to over production of beet root sugar.

The report that the decline in Union Pacific was due to the calling in of loans by the banks is denied.

A large operator is reported to have made a private settlement with Gould to cover his shorts. This, however, was denied also, but is generally believed by those well informed. It is understood that upon this settlement inside parties marketed considerable stock, and the decline was aided by the room traders, and a further drop may be looked for, as the policy of the bull leaders is to induce an increase of the short interest, which has been largely eliminated during the recent rise.

Commissioner Fink is reported as saying that the cutting of passenger rates may possibly continue until next month, by which time the roads will find out that rate cutting does not pay. Meanwhile the pool of freight rates will be continued.

A Saratoga special says the sentiment there is bearish. At Long Branch yesterday a majority of the stock traders and the street speculators generally were talking decidedly bearish on the market, and everybody had, or claimed to have, a large lot to sell Union Pacific short. Some of the bears went so far as to state that Gould had passed the word to Cammack and Woerishoffer that he was through with his deal in the market for the present, but people who are on intimate friendly terms with Gould say they heard him remark after the board closed Saturday, that there had been no cause for the break in prices. There was no bad news from any quarter, the reaction had been healthy, and he predicted that the general market would close higher again this afternoon. He further said he thought the brokers should not complain over the reaction because they made new business and larger commissions.

Schepp offered a few hundred shares of Union Pacific in the street after the closing of the board Saturday afternoon ⅛ below the closing quotations.

The bulls on the Grangers and on Union Pacific declare that the Trunk Line differences should have no depressing effect on the properties west of Chicago.

It is stated that Commissioner Fink will be requested to-day or to-morrow to call a conference of Trunk line people to harmonize existing differences, and the meeting will be held at Saratoga or Niagara Falls. Victor Newcomb, James Seligman, and Harvey Kennedy said yesterday that they believed the general market would be higher before the week was out than they were last week.

Henry N. Smith denied that he had made any private settlement with Mr. Gould in Union Pacific, and declared that his entire interest on the short side lately had been only 2,000 shares altogether.

Woerlsoffer remained at Long Branch on Saturday, and his friends say he was in high glee over the break in Union Pacific and the weakness in the Vanderbilt. He offered to bet that New York Central would sell at 50 next year.

The east-bound trunk line tonnage last week increased 15,000 tons. Total shipment, 94,000 tons.

Victor Newcomb has been buying Manhattan new consolidated, and the point is given that this stock will be put to 80 before Saturday.

Quotations of Monday's Stock Sales.

The following have been furnished by Bateman & Co., bankers, 141 F street, being the most active stocks in the New York exchange:

	Open'g.	High.	Low.	Clos'g.	Sales.
N. Y. Central	104⅝	.....	103⅝	.....	.....
Michigan Central	67½	.....	67	.....	.....
Lake Shore	82⅝	83½	82½	83⅛	19,100
Canada Southern	56⅝	.....	56	.....	.....
C. & N. W.	103¼	103⅝	101⅝	102¼	1,900
C., St. P., M. & O.	35½	.....	.....	35½	.....
C., St. P., M. & O. prf.	97⅝	.....	.....	97	.....
C., R. I. & P.	85⅝	86	84½	85⅝	32,700
Chicago, Burl'n & Q.	121⅝	.....	.....	.....	.....
Pacific Mail	50⅝	50⅝	49⅝	.....	4,700
Western Union	69⅝	67⅝	65⅝	67⅝	27,800
Missouri Pacific	92⅝	92⅝	91⅝	.....	.....
Texas Pacific	14⅝	14½	14	14⅛	.....
Delaware & Hudson	99½	99½	99	99	300
Central Pacific	41½	41½	40⅝	41⅛	.....
Erie	31⅝	31⅝	31⅝	27⅝	.....
L. & N.	34	34⅝	33⅝	33⅝	.....
Union Pacific	51⅝	51⅝	48½	50⅝	95,200
Central of N. J.	61½	62⅝	61½	62	200
W., St. L. & P.	.....	.....	.....	.....	.....
W., St. L. & P., pref.	15⅝	15½	15⅝	15½	.....
Del., Lack. & West.	112⅝	112⅝	111	.....	23,600
Phil's and Reading	27⅝	28	27½	27⅝	.....
Northern Pacific	26	26	26	.....	2,900
North'n Pacific pref.	51⅝	51⅝	50⅝	.....	.....
Oregon Trans	15	16½	15	15	.....
West Shore	42½	.....	.....	.....	.....
Rock Island	114½	.....	.....	.....	400

Cotton Market.

	Op'g.	High.	Low.	Clo'g.