AMUSEMENTS.

NATIONAL THEATER.

Messrs. RAPLEY & KINSLEY take pleasure in announcing the engagement for the week beginning

MONDAY, OCT. 20,

SATURDAY MATINEE ONLY,

Of the Illustrious Artiste,

JANAUSCHEK,

In Her Brilliant Success,

MY LIFE.

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AIMEE—First Time in English Comedy.

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In preparation Mr. Sothern's Laughable, Nonsensical Comedy, "CRUSHED; Oh, WHOSE ARE THEY?"

MATINEES WEDNESDAY and SATURDAY.

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TREMENDOUS SHOW THIS WEEK!

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Every Afternoon and Night.

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COMMENCING MONDAY, OCT. 20, 1884.

Matinees Tuesdays, Thursdays, and Saturdays.

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LAUGHTER-CONTAGIOUS "DUDE,"

And an Immense Variety Olio.

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GAMBETTA,

The Hero of the Third French Republic.

LINCOLN HALL,

TUESDAY EVENING, OCTOBER 21.

oc19-2t

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TUESDAY, OCTOBER 21.

WEDNESDAY, OCTOBER 22.

THURSDAY, OCTOBER 23.

FRIDAY, OCTOBER 24.

FIVE RACES EACH DAY!

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Leave Washington at 9:25 a. m. and 4:25 p. m. and Alexandria at 9:35 a. m. and 4:34 p. m. Pass Leesburg, going westward, at 12:13 p. m. and 7:12 p. m., and arrive at Round Hill at 1:05 a. m. and 8:04 p. m.

Leave Round Hill at 1:45 a. m. and 1:55 p. m. Pass Leesburg, going eastward, at 5:38 a. m. and 2:48 p. m., and arrive at Alexandria at 8:15 a. m. and 5:26 p. m. and at Washington at 8:25 a. m. and 5:35 p. m.

SUNDAY TRAIN leaves Round Hill at 4:45 a. m. Arrives at Alexandria at 8:15 and Washington at 8:25. Leave Washington at 9:05 p. m., Alexandria at 9:10 p. m. Pass Leesburg, going eastward, 5:38 a. m., westward, 10:40 p. m.

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CHESAPEAKE AND OHIO RAILWAY.

(Leave B. & P. Depot, Sixth and B streets).

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11:05 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. Pacific Express (daily); does not stop for local business. Through Pullman service to Louisville and Cincinnati.

For tickets and information apply at C. & O. railway office, 513 Pennsylvania avenue, under National Hotel; Virginia Midland railway office, 601 Pennsylvania avenue, and at B. & P. station.

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THE VIRGINIA MIDLAND RAILWAY, THE SHORT LINE TO THE SOUTH, SOUTHWEST AND WEST.

Schedule in effect October 12, 1884.

6:10 A. M.—New Orleans Mail, daily, making close connections to all points south and southwest. Daily, except Sunday, with G. & O. Ry. Pullman Sleeping Buffet Cars from New York and Washington to Atlanta. Pullman Sleeping Cars from Washington and Atlanta to New Orleans.

5:10 P. M.—Louisville Fast Line, daily, via Charlottesville, to Cincinnati, Louisville, and all Western Points. Pullman Sleeping Cars from Washington to Louisville.

10:40 P. M.—Southern Mail and Express, daily, to all points south and southwest, via Danville and Charlotte. Pullman Sleeping Cars from Washington, via Danville, Charlotte, and Atlanta, to New Orleans; also from Washington, via Charlotte and Columbia, to Augusta.

Manassas Division Train leaves Washington at 7 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. Trains leave from B. & P. station.

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IN EFFECT OCTOBER 12, 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, 10:00 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 Renovo.

For Williamsport, Lock Haven and Elmira, at 9:40 a. m. daily, except Sunday.

For New York and the East, 7:15 and 8:30 a. m., 11:00 a. m., 2:00, 4:00, 10:00, and 11:15 p. m. On Sunday, 4:00, 6:00, 10:00 and 11:15 p. m., Limited Express of Pullman Parlor Cars, 9:40 a. m. daily except Sunday.

For Boston without change, 2:00 p. m. every week day. On Sunday, 4:00 p. m.

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

For Philadelphia, 7:15 a. m., 8:30, and 11:00 a. m., 2:00, 4:00, 6:00, 10:00, and 11:15 p. m. On Sunday, 4:00, 6:00, 10:00, and 11:15 p. m. Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:35, 7:15, 8:30, 9:40, 11:00 a. m., 12:05, 2:00, 4:00, 4:25, 4:40, 6:00, 7:40, 10:00, and 11:15 p. m. On Sunday, 9:40, 11:00 a. m., 4:00, 6:00, 7:40, 10:00, and 11:15 p. m.

For Pope's Creek Line, 6:35 a. m. and 4:40 p. m. daily, except Sunday.

For Annapolis, 6:35 a. m., 12:05, and 4:40 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6:30, 7:00, 9:25, 11:05, and 11:35 a. m., 2:05, 4:25, 5:00, 6:25, 8:05, and 11:30 p. m. On Sunday at 6:30, 9:25, 11:05 a. m., 8:05 p. m.

For Richmond and the South, 6:30 and 11:05 a. m. daily, and 5:00 p. m. daily, except Sunday.

Trains leave Alexandria for Washington 6:05, 6:30, 7:00, 10:10 a. m.; 1:00, 3:05, 3:23, 5:10, 7:00, and 10:40 p. m., and 12:10 midnight (except Monday). On Sunday at 8 and 10:10 a. m.; 7:05 and 10:40 p. m. and 12:10 night.

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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. and 10:10 p. m. for 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 3:10 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 Annapolis on Sundays, 6:30, 8, 8:20, a. m., 1:25, 4:05, 5, 5:40, 5:50, 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 L. Junction, Staunton, and Valley Branch, 8:30 a. m. daily, except Sunday; 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 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 3, 4:40, 6:30, 7:15, 7:30, 9, 9:10, and 10:30 a. m., 12:15, 2:00, 4, 4:30, 5, 6:25, 7:30, 9, and 10:15 p. m.; on Sundays, 7, 4:40, 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.

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

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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 fac-simile of our signatures attached, in its advertisements.

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THE OLD NORTH STATE.

Dr. York's Splendid Canvass—An Excellent Prospect of Carrying the State for Blaine and Logan.

FAYETTEVILLE, N. C., Oct. 20.—The flourish of the political shillalah in North Carolina is everywhere apparent from Currituck to Cherokee. Naturally the indications of popular interest in the issues and candidates involved in this year's campaign are daily becoming more manifest. Political clubs are becoming more active and zealous, public speeches are more numerous and well attended, while political documents of every complexion are showered upon us with an unsparing hand.

Doubtless it is already known to THE REPUBLICAN readers that the gubernatorial candidates are Dr. Tyre York and Gen. A. M. Scales on the republican and democratic tickets, respectively. Dr. York was elected to the last congress as a liberal republican from a district which theretofore had always gone democratic. As relates to the personality of the two candidates Dr. York is pre-eminently the stronger man. His election to congress from a democratic district is a splendid certificate of home standing. At home he was frequently called from the hoe or the plow to prescribe for the afflicted, but he seldom if ever charged anything for his professional services as a physician. This has given him a support in his own and surrounding counties which cannot easily be alienated from him. In congress he was singularly faithful to the promises he had made to his constituency. He did not expend all his energies in rhetorical platitudes and eleventh-hour gush. He was a tremendous worker. Possessed of large executive capacity, he was unflagging in his effort to promote measures of broad nationality, or effect legislation of especial concern to his constituency. On the stump he has been a source of proverbial annoyance to his competitor. He adds to abundant natural resources a very elastic temperament. No amount of jeering seems to depress or dispossess him—no amount of applause to unduly elate him. In this respect, like Frederick, unlike him, his methods have all been just and honorable. Carlyle thought Frederick a hero because "he managed not to be a liar and a charlatan as the rest of his century was." This particular lack of coincidence on the part of Dr. York with his former party—not with his century—reasonably accounts for his change of political front. Even the most extreme regulation republicans are willing to support Dr. York because he managed not to be a liar and a charlatan as the rest of his party was. Dr. York has entirely repudiated the principles, policies, and methods of the democratic party, and stands upon the republican platform confident in the strength of its every constituent plank. He makes no pretensions to "college culcnaw," yet as a speaker he is ready, able, and fearless. His strength is in his comprehensive and thorough grasp of the subject in hand. On the opposite side the delivery of Gen. Scales has always been painful. Recently he met with an accident which makes it necessary for him to sit while speaking. Add to this democratic inconsistency, fraud, and corruption, what man is eloquent enough to palliate democratic inconsistency on the tariff, the internal revenue, and education? How can he answer the unanimous voice of four millions of enslaved blacks, upon whom the rights to freedom were conferred by the representative spirit and labor of the republican party? What music can he hope to return for the clanking chains and blood-stained manacles of those sent down to sustain the infamous laws and customs of this odious system? What can he say of systematic bourbon outrage upon the ballot-box, upon humanity—the organized Danville and Coplah mobs? These questions suggest more for which no adequate reparation or apology can ever be offered.

Besides all this North Carolina is naturally a republican state. During the war there was a strong loyal element in the state, and to-day there are not less than 50,000 white republican voters. This element of the republican party is largely confined to the western portion of the state. In the east will be found the bulk of the colored republican vote, the second district alone having a colored majority of 19,000 aside from the white republican vote. Further than this the relations between the races are unquestionably more amicable than in any other southern state. So that in the last state election the democratic nominee for congressman-at-large, R. T. Bennett, was declared elected over Oliver H. Dockery by only 443 majority.

The tobacco and mining interests in the west and the agricultural interest in the east, prominent among which is the infant industry of peanuts, together with the large manufacturing establishments scattered here and there throughout the states, demand protection. Some of the most prominent democrats are confessedly persuasive in their faith. Mr. J. S. Carr, the head of the Blackwell Smoking Tobacco Manufacturing company, is decidedly out of accord with his party platform and a number of the democratic leaders because of the protective tendencies manifested at Chicago. When the success of republican principles can be assured in North Carolina it is not necessary to go into the dialectics of Aristotle to show that large numbers of the wealthiest and most influential members of the democratic party will forsake the bourbon empiricists and adventurers and join in with those who are pledged to support American industry and labor. E. L. T.

MEXICAN POSTAGE.

Some Provisions of the Special Postal Convention Executed Yesterday.

The special postal convention between this country and Mexico, the execution of which has been pending for some time past, was signed yesterday by Postmaster General Hatton, on the part of the United States