TRAVELERS' GUIDE.

WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

WINTER ARRANGEMENT.
TWO TRAINS DAILY (EXCEPT SUNDAY) BETWEEN ALEXANDRIA AND ROUND HILL.

Leave Washington at 9:25 a. m. and 4:25 p. m. and Alexandria at 9:33 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 p. m. and 8:04 p. m.

Leave Round Hill at 4:45 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 5:25 p. m. and at Washington at 8:25 a. m. and 5:35 p. m.

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

S. M. BROPHY, Superintendent.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST, AND SOUTHWEST. DOUBLE TRACK. SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENT.

ON AND AFTER NOV. 2, 1884.

TRAINS LEAVE WASHINGTON from station, corner of Sixth and B sts., 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 Parlor 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 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.

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

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

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

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

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

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

For Annapolis, 10:40 a. m., 12:05 and 4:40 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAILWAY AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6, 7, 9:25, 11:01, and 11:35 a. m., 2:05, 4:26, 4:35, 6, 8:05, and 11:35 p. m. On Sunday at 6, 9:25, 11:01 a. m., 8:05 p. m.

For Richmond and the South, 6 and 11:01 a. m. daily, and 4:35 p. m. daily, except Sunday.

Through Tickets to Alexandria and Washington: 6:05, 8, 10, 10:10 a. m., 1, 3:05, 3:23, 5:10, 7:05, 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.

Tickets and information at the office, northeast corner of 13th st. and Pennsylvania ave., and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

JAS. E. PUGH, General Manager.
J. R. WOOD, General Passenger Agent.

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, NOV. 2, 1884, UNTIL FURTHER NOTICE.

Leave Washington from station corner NEW JERSEY AVENUE AND C STREET—

For Chicago 9:00 a. m. and 10:10 p. m. daily, and 1:05 p. m. daily, except Saturday. The 9:00 a. m. is a fast Limited Express to Chicago and Pittsburg. No extra fare is charged on this train.

For Cincinnati, Louisville, and St. Louis daily at 1:05 p. m. and 10:10 p. m., with Through Coaches and Palace Sleeping Cars to above points, without change.

For Pittsburg at 9:00 a. m., with Parlor Car, 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, 1:05 p. m. daily, except Saturday, with Sleeper for Toledo, via Wheeling and Lake Erie Railroad.

For Baltimore on week days, 5, 6:30, 6:40, 7:30, 8:30, and 10 a. m., 12:10, 2:10, 2:40, 3:30, 4:30, (45-minute train), 4:40, 5:00, 6:30, 7:20, 7:40, and 10:00 p. m.

For Baltimore on Sundays, 6:30, 7:30, 8:20, and 10:00 a. m., 1:25, 2:40, 4:40, 5:30, 6:30, 7:20, 7:40, and 10:00 p. m.

For points on the Shenandoah Valley Railroad, 1:05 p. m. daily.

For Annapolis, 6:40 a. m. and 12:10 and 4:40 p. m. on Sunday, 8:20 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 8:30 a. m., 12:10 p. m., 3:30, 4:40, 6:30, and 10:00 p. m. On Sundays, 8:20 a. m. and 1:25, 4:40, 6:30, and 10:00 p. m. For stations on Metropolitan Branch, 7:25 a. m. and 5:30 p. m. daily, except Sunday, 4:45 p. m. daily, except Sunday, for principal stations on Metropolitan Branch, 9:05 a. m. daily, except Sunday, for Lexington, Staunton, and Valley Branch, 9:05 a. m. daily, except Sunday, for Frederick, 9:05 a. m. and 4:45 p. m. daily, except Sunday.

For Hagerstown, 9:05 a. m. daily, except Sunday, and 5:30 p. m. daily.

Trains arrive from the West daily, 6:20, 7:20 a. m., 2:30, 7:50 p. m.

From Annapolis 8:20 a. m. and 1:50 and 6:37 p. m., Sunday, 9:45 a. m., 6:37 p. m.

From Lexington, 2:05 p. m. daily, except Sunday.

From Frederick and intermediate points, 8:25 a. m., 2:05 p. m. and 7:10 p. m. daily, except Sunday.

Trains leave Baltimore for Washington at 4:40, 6:30, 7:20, 8, 9, and 10:30 a. m., 12, 12:15, 3, 4, 4:20, 5, 6:30, 7:30, 9, and 9:30 p. m.; on Sundays, 4:40, 8, and 8:40, 12 a. m., 1:30, 4:30, 5, 6:30, 7:30, 9, and 9:30 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. C. K. LORD, G. P. A.

W. M. CLEMENTS, M. of T., Baltimore.

CHESAPEAKE AND OHIO RAILWAY.

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

9:10 A. M.—For all way stations, Lexington, Ky., Louisville, Cincinnati, Columbus, and St. Louis. Daily except Sunday.

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. Fast Express (only) 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 B. & P. station.

M. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager. FRANK TRIGG, N. E. Passenger Agent.

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

Schedule in effect October 12, 1884.

9:10 A. M.—New Orleans Mail, daily, making close connections to all points south and southwest. Daily, except Sunday, with C. & O. Ry. Pullman Sleeping Buffett 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. 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.

N. MACDANIEL, Agent.
M. SLAUGHTER, General Passenger Agent. SOL. HAAS, Traffic Manager.

MEDICAL.

BBB L OO OO DDD
B B L O O O O D D
BBB L O O O O D D
B B L O O O O D D
BBB LLL OO OO DDD

An interesting treatise on Blood and Skin Diseases will be mailed free to any one who will send their address to the Swift Specific Co., Drawer 3, Atlanta, Ga.

VANDERBILT'S MILLIONS!

Could not buy for me what Swift's Specific has done for me. I cured my scrofula in its worst form, after I had suffered with it fifteen long years, and had tried all the remedies, only to break down my health and make me almost helpless. MRS. ELIZABETH BAKER.
Acworth, Ga., July 15, 1884.

INOCULATED POISON!

Some eight years ago I became the victim of a fearful Blood Poison, communicated by a nurse to my infant, and literally tortured in the breast and suffered for six long years. The Mercury and Potash treatment seemed to drive the poison further into my system, only to break out in worse form on other portions of my body. Three months ago I began taking Swift's Specific, and it has cured me sound and well. It is the greatest blessing which has come to mankind in years. MRS. T. W. LEE.
Greenville, Ala., Sept. 4, 1884.

WEAK AND UNDEVELOPED PARTS OF THE HUMAN BODY ENLARGED, DEVELOPED AND STRENGTHENED, &c. Is an interesting advertisement long run in paper. In reply to inquiries we will say that there is no evidence of humbug about this. On the contrary, the advertisers are very highly indorsed. Interested persons may get sealed circulars, giving all particulars, by addressing EARL MEDICAL CO., Buffalo, N. Y.—*Toledo Morning Bee.*

NERVOUS DEBILITY, QUICK, PERMANENT cure. Free. CIVIALE AGENCY, 160 Fulton st., New York.

VIGOR FOR MEN, QUICK, SURE, SAFE. Book free. CIVIALE AGENCY, 160 Fulton st., New York.

VARICOCELE, PAINLESS CURE. BOOK free. CIVIALE AGENCY, 160 Fulton st., New York.

THE WEEKLY REPUBLICAN IS ISSUED EVERY FRIDAY MORNING, and contains all the news of the week. Subscription price, $1.25 per year; single copies, ready for mailing, 5 cents.

STEAMBOAT LINES.

LOW FARES.

FORTRESS MONROE AND NORFOLK.
FARE, $1.25. ROUND TRIP, $2.
Steamer LADY OF THE LAKE, Monday, Wednesday, and Friday at 5:00.
Passage and rooms secured at General Office, Sixth street wharf. Telephone call, 705.
POTOMAC RIVER LANDINGS—Steamer J. W. THOMPSON, Monday, Wednesday, and Friday at 7 a. m.
ALFRED WOODS, Secretary.
GEO. R. PHILLIPS, superintendent.

TO NORFOLK, FORTRESS MONROE, AND THE SOUTH.

POTOMAC STEAMBOAT COMPANY'S POPULAR STEAMER GEORGE LEARY, Leaves Seventh street wharf on Tuesday, Thursday, and Saturday at 5:00 p. m. Returning, leaves Norfolk on Monday, Wednesday, and Friday at same hour, stopping at Piney Point and Cornfield Harbor, going and returning.

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, 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.

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.

MERCHANTS AND MINERS TRANSPORTATION COMPANY, for Boston, Mass., via Norfolk. The A1 Iron Steamers ALLEGHANY, Capt. William A. Ballentine, BERKSHIRE, Capt. P. M. Hewes, D. S. MILLER, Capt. Solomon Hewes. 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, and WILLIAM CRANE, Capt. J. C. Taylor, WILLIAM LAWRENCE, Capt. C. A. Hooper, EVERY FIVE DAYS.

Fare, including meals and stateroom berth, $15. Accommodations unsurpassed. Second class passage and return ticket 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!

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 4 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.

LOTTERIES.

ORIGINAL LITTLE HAVANA.
(GOULD & CO.'S)
DECIDED BY
ROYAL HAVANA LOTTERY.
ORDINARY CLASS, NO. 1172.
NOVEMBER 21, 1884.
NUMBER FOR NUMBER PRIZE FOR PRIZE:
With 180 Additional Prizes.
NEW PLAN.
18,000 TICKETS AND 715 PRIZES.

SCHEDULE.

1 Capital Prize		$8,000
1 " "		2,000
1 " "		1,000
2 Prizes, $500 each		400
10 " 100 "		1,000
502 " 10 "		5,020
9 Approximations to first prize, $25 each		225
9 Approximations to second prize, $25 each		225
535 Prizes as above, being the full number in the Royal Havana, and 180 Additional prizes of $5 each to the 180 tickets having as ending number the two terminal units of the number drawing the capital prize of $8,000		900
715 Prizes, amounting in gold, to		$18,770

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 AGENTS EVERYWHERE.

L SSS L
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L S S L
LLLL SSS LLLL

This is the Only Chartered Lottery of Any State.

LOUISIANA STATE LOTTERY COMPANY.

Incorporated in 1868 for 25 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:

EXTRAORDINARY SEMI-ANNUAL DRAWING, CLASS M.

At New Orleans, Tuesday, Dec. 16, 1884, under the supervision and management of Gen. G. T. Beauregard, of Louisiana, and Gen. Jubal A. Early, of Virginia.

CAPITAL PRIZE, $150,000.

Notice.—Tickets are Ten Dollars only. Halves, $5. Fifths, $2. Tenths, $1.

LIST OF PRIZES:

1 Capital Prize of $150,000		$150,000
1 Grand Prize of	50,000	50,000
1 Grand Prize of	20,000	20,000
2 Large Prizes of	10,000	20,000
4 Large Prizes of	5,000	20,000
20 Prizes of	1,000	20,000
50 do	500	25,000
100 do	300	30,000
200 do	200	40,000
600 do	100	60,000
1000 do	50	50,000
APPROXIMATION PRIZES.		
100 Approximation Prizes	$200	20,000
100 do	100	10,000
100 do	75	8,500
2270 Prizes, amounting to		$522,500

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 the simile 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.

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Remit by Postal Note, Express Money 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 upwards, addressed M. A. DAUPHIN, New Orleans, La.

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ARMY AND NAVY HEADQUARTERS.
FOUR IRON FIRE-ESCAPES.
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Three thousand five hundred of them; the troops engaged; full history of the largest battles and what corps participated; number of killed and wounded, &c., with names of general officers killed or wounded.

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Alone worth the price of the book, showing the commencement of the war and events to its close.

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Gentlemen, please call, inspect, and leave your orders at the Leading Tailoring Establishment of Washington.
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H. & H. W. CATHERWOOD
Sole Proprietors, PHILADELPHIA.

ROAST PIG.

Hungry Hopes of the Canoe Club Unfulfilled at Barbecue Bay.

The elegant black-coated gentlemen who carry the contribution boxes had just passed up the aisles to deposit their returns, and the 8 ver-voiced tenor had just lowered his eyes from a steady contemplation of the frescoed ceiling, where they had been fixed for the past ten minutes, while he had been sweetly admonishing the congregation to give alms of their goods and never turn their faces from any poverty-stricken wretches, when two well-dressed young men slipped out of the back pew in one of our most fashionable churches last Sunday and boarded the first car for Georgetown. Arriving there, they turned what Billy Rice calls their "footsteps" toward the river and stopped at the door of a well-known boat house. Inside they found half a dozen other young men, each of whom had evidently cut short his story under the "droppings of the sanctuary" that morning in a similar manner to themselves. Some were still clad in the customary suit of solemn black, while others had doffed their Sunday best in the locker room up stairs, and wore instead apparel of more varied, if not more attractive, hue. Only one thing had they all in common, and that was an earnest, expectant, yea, hungry look, that betokened volumes for the coming repast, for these young men had torn themselves from church to partake of a succulent dish that had been promised them some two or three miles up the river at 2 o'clock that day, and had prepared themselves in the usual way by fasting and going to church.

Quietly embarking in a number of small boats they wended their way up stream through the arches of the poor old Aqueduct bridge that has cost almost as much for legislation as it did for building; past Georgetown college, with its magnificent pile; past the seductive beer boat that on any other day might have lured them to its side, up beyond the famed Three sisters that nobody knows anything of interest about, and the Hell and Chickens group of still less renown, until a curling column of light blue smoke on the Virginia side indicated the place they long had sought. It was a pretty sight that greeted their eyes. A picturesque marquee, with a sanguinary looking little red flag floating from its top, stood in the midst of a small clearing on the river side. A few yards distant was the fire from which the curling smoke had been seen, and clustered about it three or four men busily engaged in evident preparations for the coming meal, while anchored in the river were several graceful boats, with sails set and colors flying.

But the sight which most interested them after they had landed was that of a young porker about thirty inches long stretched on the ground with the customary cob in his mouth, and a panful of a savory mixture alongside with which he was to be filled. With appropriate ceremony his body was soon committed to the flames, or more strictly speaking, the ashes, and detailing two of their number to keep the fire going and watch each other the company dispersed to while away the time until the welcome sound of the festival march, skillfully executed with a pine knot on the bottom of a frying pan by the head cook, should summon them to the groaning board (literally one board across two logs.)

Three hours of waiting ensued, but the day was heavenly, the river, the air, and the woods, all at their best for the time of year, and when the welcome sound came pealing on the air, all hands were in fine spirits and appetites. As a little preliminary to the main course the cook brought forth some soup, which was partaken of in silence. Most of the party explained the matter of so much of their soup remaining untasted by saying that they were carrying out the admonition conveyed in the cabalistic letters R. S. V. P., found at the bottom of their invitations, i. e., reserve sufficient vacuum for pork. But it was noticeable that when the cook proposed some of his celebrated unadulterated corn bread as the next course, that the enthusiasm of the party was not as marked as it had been earlier on. However, the corn bread was yanked out of the fire, the cover removed, and a black crisp mass revealed to the eyes of the expectant guests. The corn bread was a premature ruin.

"St. Crispin!" yelled the cook. "The fire's too hot! The pig! Pull out the pig quick, or he'll be burned to a cinder."

Willing hands soon scattered the fire, and the pig was lifted to the carving table (the board aforesaid). Every man of the company is now willing to take his oath that roast pig is the most delightfullest smelling thing he ever smelled. But as for eating, an underdone pig is about the worst.

Everybody was helped, but nobody would eat. Then the cook took a large slice, and, retiring behind a big tree, soon returned with an empty plate, declaring it was excellent. He easily obtained a second installment, and was about to retire to the same spot, when his little dog came around the tree with the dirt off the first piece. But, when he had shaken it to his full satisfaction, he wouldn't eat it.

Then somebody suggested roasting the dog, and another suggested that roasting the cook would be more appropriate, and as that seemed the sense of the company he might have fallen a victim to the indignation of his deluded victims had he not in his extremity volunteered an explanation. "The true way to roast pig," said he, is to burn a house with a pig inside. That's the long established Chinese mode, and you know what cooks the Chinese are. Find me any sort of a house and I'll roast this pig yet, fit for old Confucius himself.

As they had come for roast pig, and not for roast cook, the company accepted his proposition, and while they were scouring the woods for a house the sly cook got out his frying pan and, slicing the pig, proceeded to fry him in regular Delmonico style. The savory smell soon brought the company back again, and while they regaled themselves on fried pig they forgave the cook, rewarded the dog, and passed a vote of thanks to themselves and a resolution of confidence in the—fire. Then they embarked and drifted slowly down the river. Exercise after such a meal was not to be thought of, and when they resumed their Sunday habiliments each of them took his prayer book, and, in that portion which ask divine protection against the numerous ills of this life, wrote between the words "plague" and "pestilence"—*roast pig!*

Stolen by the Seamstress.

Mrs. Catherine E. Windham, of No. 509 C street, has reported that fifteen yards of satin and other goods valued at $27 were stolen from her room on Saturday. Detective Cox yesterday arrested Jane Grimes, a white seamstress, for the larceny of the goods.

Deeds Filed for Record Yesterday.

N. J. ave., west side, bet. 1st and G sts. n. w., lot 25, E. T. Farrar's sub. of sq. 567, Catharine Connor to John Connor, $1,000.

R. I. ave., north side, bet. Conn. ave. and 17th st. n. w., part lot 49, Lathrop's sub. of sq. 159, Robert C. Fox to Isabel H. Card, $6,000.

R. I. ave., south side, bet. Vt. ave. and 14th st. n. w., lot A, Hellmuller's sub. of sq. 242, John F. Olmstead to Amanda T. Belknap, $7,140.

17th st., west side, bet. Biggs and V sts. n. w., lot 160, Boughton and Moore's sub. of sq. 150, Susan J. Pitcher to William H. Bruce, $2,600.

C st., south side, bet. 14th and 15th sts. n. w., lot 8; 14th st., west side, bet. C st. and Canal st. n. w., lot 12 and part lot 11 and 6, sq. 259, David A. Windsor to David L. Morrison, $31,812.

1st st., east side, bet. I and K sts. n. w., part lot 5, sq. 715, Joseph Leichboehler, trustee, to Magdalena Nesslein, $5.

N st., north side, bet. 4th and 5th sts. n. w., part lot 10, sq. 512, Leopold Neumeyer, trustee, to Catharine Freeman, $1,015.

H st. north side, bet. North Capitol st. and 1st n. w., lot. 18,