TRAVELERS' GUIDE.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST, AND SOUTHWEST. DOUBLE TRACK. SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENT.
IN EFFECT 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 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 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 except at Jersey City will book at 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, 4:23, 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, 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, 7, 8:25, 11:01, and 11:35 a. m., 2:05, 4:26, 4:45, 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 4:45 p. m. daily, except Sunday.
Trains leave Alexandria for 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 15th st. and Pennsylvania ave., and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.
CHAS. E. PUGH, General Manager.
J. R. WOOD, General 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 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 Charlottsville, 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.
SOL. HASS, Traffic Manager.
M. SLAUGHTER, General Passenger Agent.

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 a. 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 5:29 p. m. and at Washington at 8:25 a. m. and 5:39 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 8:00 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.

BALTIMOREAND 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 10:5 p. m. daily, except Saturday. The 9:00 p. 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, 7:20, 8:30, and 10 a. m., 12:10, 2:10, 2:40, 3:30, 4:30, (45-minute train), 4:40, 5:30, 6:30, 7:20, 7:40, and 10:00 p. m.
For Baltimore on Sundays, 6:30, 7:20, 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 local points on the Shenandoah Valley Railroad as far as Riverton, 1:05 p. m. daily, except Sunday.
For points on the Shenandoah Valley Railroad and points south, 8:40 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., 2:40, 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. daily, except Sunday, and 3:30 p. m. daily, 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, 9:00 p. 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, 9:43 a. m. and 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, 9:, and 10:30 a. m., 12, 12:15, 3, 4, 4:30, 5, 6:30, 7:30, 9, and 9:30 p. m.; on Sundays, 4:40, 8, and 8:10, 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. 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. 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.
H. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager. FRANK TRIGG, N. E. Passenger Agent.

STEAMBOAT LINES.

NORFOLK AND FORTRESS MONROE.—The popular steamer GEORGE LEARY leaves Seventh street wharf on MONDAYS, WEDNESDAYS, and FRIDAYS at 5 p. m., stopping at Piney Point and Cornfield, going and returning. Connects in Norfolk with all railroad and steamboat lines. Secure rooms and tickets at B. & O. office, Fourteenth and Pennsylvania avenue, at Mace Hotel, and Kneer Express, 925 Pennsylvania avenue, who will also check baggage from hotels and private residences. For further information inquire at company's office, Seventh street wharf. Telephone call, 745—3.
WILLIAM P. WELCH, General Agent.

MERCHANTS AND MINERS TRANSPORTATION COMPANY, for Boston, Mass., via Norfolk. The A1 Iron Steamers ALLEGHANY, Capt. William A. Hallett, BERKSHIRE, Capt. F. M. Howes, B. 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, and 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.

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.
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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.

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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.
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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 $850,000 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
500 do	100	65,000
1000 do	50	50,000
APPROXIMATION PRIZES.		
100 Approximation Prizes, $200		20,000
100 do do	100	10,000
100 do do	70	8,500
2279 Prizes, amounting to		$422,500

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 fac 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.
Address Registered Letters and make Post-office Money Orders payable to NEW ORLEANS NATIONAL BANK, New Orleans, La.

ORIGINAL LITTLE HAVANA.
(GOULD & CO.'S)
DECIDED BY
ROYAL HAVANA LOTTERY.
EXTRAORDINARY CLASS 1174.
DECEMBER 20, 1884.
12,000 TICKETS. 678 PRIZES.
Capital prize, $12,500.
SCHEDULE.

1 Capital prize		$12,500
1 do		3,000
1 do		1,000
1 do		500
4 Prizes, $250 each		1,000
8 do	100 do	800
536 do	20 do	10,720
2 Approximations, $200 each, to the $12,500 prize		400
2 Approximations, $100 each, to the $3,000 prize		200
2 Approximations, $50 each, to the $1,000 prize		100
558 Prizes as above, being the full number in the Royal Havana, and		
120 Additional prizes of $10 each to the 120 tickets having as ending numbers the two terminal units of the number drawing the capital prize of $12,500		1,200
678 Prizes, amounting in gold to		$31,420

Wholes, $5. Halves, $2.50. Two-fifths, $2. One-fifth, $1.
ORIGINAL LITTLE HAVANA.
(GOULD & CO.)
THE "ROYAL HAVANA" IN MINIATURE
FAIR! SQUARE! RELIABLE! WORTHY OF CONFIDENCE!
SOME CREDENTIALS.
In drawing Class 1,160, June 28, 1884, Ticket No. 19,294, Capital Prize, was held by John G. Graff, Tobacco Leaf Publishing Co., 105 Maiden Lane, New York city. Paid by check on Brooklyn Bank.
In drawing Class 1,162, July 24, 1884, Ticket No. 2,024, Capital Prize, was held by Severo Armis, cigar manufacturer, Key West, Fla. Paid by wire through Importers and Traders' National Bank, New York, and Bank of Key West, Fla.
In drawing Class 1,167, Sept. 30, 1884, Ticke No. 21,418, Capital Prize, sold by Lindauer, 184 Mercer street, New York city. Not authorized to use name and address of holder. Paid by check on Brooklyn Bank.
Ticket No. 6,807, Second Capital Prize, sold by agent at Brownsville, Texas. Paid one-half by Fernando Tarnava and one-half by G. Follaine, Matamoras, Mexico. Collected through Bloomberg & Raphael, 54 Worth street, and Woodward & Stillman, New York Post building, New York city.
Ticket No. 2,219, Third Capital Prize, held one-half by S. A. Davidson, 340 Eighth street, South Brooklyn, N. Y., and one-half by L. Hopkins, 319 California street, San Francisco, Cal. One-half was paid in cash and the other through Drexel, Morgan & Co., Bankers, New York city.
All prizes paid on presentation of tickets without deductions.
The only thing of this character in which manipulation is impossible. The ticket holder needs no supervisor, as the Royal Havana Official List decides every ticket, and agents are authorized to use the original list in cashing prizes.
AGENTS EVERYWHERE.
ALL PRIZES PAID ON PRESENTATION.
CAUTION: See that the name GOULD & CO. is on your ticket. None others are ORIGINAL or RELIABLE.
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PURE AND INVIGORATING
Those who may wish to purchase, either as a delicious beverage or for medicinal purposes, an Unadulterated Whiskey, are invited to make a trial of the celebrated brand
UPPERTEN WHISKEY.
This Whiskey, upon an analytical examination, has proved to be FREE from Fusil Oil, and indeed of any of the modern ingredients which are used to give a fictitious age and flavor to this popular drink.
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John H. Magruder,	J. C. Ergood & Co.
S. R. Waters,	

WASHINGTON, D. C.
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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, 0 cents.

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JOHANN HOFF'S MALT EXTRACT
Is the BEST HEALTH BEVERAGE, Tonic, and Nutritive known. The Genuine contains ONE-THIRD MORE to the bottle than the imitation, and is SUPERIOR in quality.
"I have used Johann Hoff's Genuine Malt Extract during the last five years in my medical practice, and have found it an palatable food and tonic in convalescence, in cases of dyspepsia, for the weak and debilitated, especially nursing mothers, weakly children, long and great fatigue."
W. O. STILLMAN, "A. M., M. D., Philada."
"I have brought suit against Messrs. Tarrant & Co. for bottling and selling another preparation upon the reputation of my Genuine Malt Extract, for which I have received 58 medals from exhibitions, medical societies, &c. Beware of imitations. None genuine without signature of 'Johann Hoff' and 'Moritz Eisner' on the neck of every bottle."
"JOHANN HOFF,
"Berlin, Germany."
EISNER & MENDELSON, Sole Agents for the United States, 308 and 310 Race St., Philadelphia, Pa.

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In cases of dyspepsia, debility, rheumatism, fever and ague, kidney complaint, inactivity of the kidneys and bladder, constipation, and other organic maladies, Hostetter's Stomach Bitters is a tried remedy, to which the medical brotherhood have lent their professional sanction, and which as a tonic, alterative, and household specific for disorders of the stomach, liver, and bowels has an unbiased and popularity. For sale by Druggists and Dealers, to whom apply for Hostetter's Almanac for 1885.

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An excellent appetizing tonic of exquisite flavor, now used over the whole world. Cures dyspepsia, diarrhœa, fever and ague, and all disorders of the digestive organs. A few drops impart a delicious flavor to a glass of champagne and to all summer drinks. Try it, and beware of counterfeits. Ask your grocer or druggist for the genuine article, manufactured by DR. J. G. B. SIEGERT & SONS.
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REMEDY FREE.—A victim of youthful imprudence causing Premature Decay, Nervous Debility, Lost Manhood, &c., having tried in vain every known remedy, has discovered a simple means of self-cure, which he will send FREE to his fellow-sufferers. Address, J. H. REEVES, 43 Chatham St., New York.
VIGOR FOR MEN. QUICK, SURE, SAFE. Book free. CIVIALE AGENCY, 100 Fulton st., New York.
NERVOUS DEBILITY. QUICK, PERMANENT cure. Free book. CIVIALE AGENCY, 100 Fulton st., New York.

SENATE AND HOUSE.

Dakota in the Former and Interstate Commerce in the Latter.

After the senate had dispatched some routine work yesterday Mr. Van Wyck offered a resolution reciting that, as the new Spanish treaty had, through the action of the king of Spain, become public property before its presentation to the senate, the discussion of said treaty should be in open session; also, directing the committee on rules to report an amendment or additional rule requiring that treaties which concern matters of revenue shall be considered in open session. On objection of Mr. Wilson, the matter went over one day.

Mr. Blair's resolution, directing the committee on naval affairs to examine Capt. Ericsson's inventions, was agreed to.

Consideration of the Oregon Central land forfeiture bill was then resumed.

An amendment, offered by Mr. Dolph, looking to the protection of actual settlers on the lands forfeited, was adopted.

An amendment, offered by Mr. Plumb, was agreed to by a vote of 33 to 11, repealing the act of March 3, 1875, which allowed settlers on railroad lands subsequently forfeited to locate to an amount equal to the original entry without additional cost.

Mr. Sherman, in supporting this amendment, said he would also favor in this bill a repeal of the pre-emption laws.

Some debate followed between Messrs. Morgan, Slater, Dolph, Blair, and Van Wyck regarding incumbrances placed on the grant by the railroad company and how the proposed forfeiture would affect the parties concerned beside the railroad and the United States. That the bill might be pinched in a shape that would protect the rights of such parties, Mr. Morgan moved its recommittal to the committee on public lands. Before a vote was had on the motion the bill, at 2 o'clock, had to yield to the unfinished business of Wednesday, being the bill providing for the admission of Dakota as a state in the union.

Mr. Harrison took the floor to reply to Mr. Vest's objections. He inquired of Mr. Vest what number of people a territory should contain in order to entitle it, in his (Mr. Vest's) opinion, to admission in the union.

Mr. Vest replied that while not attempting to prescribe any rule, he would say that the spirit of the constitution required at least a ratio of population sufficient to entitle it to a member of the house of representatives. But even if it had that ratio of population, it would not follow that it was entitled to admission. There were many other circumstances to be taken into account, and each particular case would have to be judged of by its particular circumstances.

Mr. Harrison said that Senator Bogy, of Missouri, Senator Cockrell, and other democratic senators, had formerly favored the admission of Dakota, and he appealed to "that noble band of democrats who voted for its admission in 1876 to stand by it now."

Mr. Cockrell replied that he had voted for a proposition to divide the territory, but not on its admission. He was opposed on principle to the admission of these three territories with immense areas and small populations.

Mr. Harrison inquired if Mr. Cockrell would be satisfied with a population sufficient to entitle the territory to a member of congress.

Mr. Cockrell replied: "No, not if it had four times as much."

Mr. Harrison declared this a frank statement. It would mean that 600,000 people might be without representation. That was one method of disfranchising men. He expressed the wish that a vote on the bill might be reached next Monday, but Mr. Butler thought this too early, and declined to consent to an arrangement fixing a vote for that day.

The interstate commerce bill of Mr. Cullom, which was the special order for yesterday, had no opportunity of being considered.

At 3:45 the senate went into executive session, and when (at 4 o'clock) the doors were reopened the senate adjourned until Monday next.

Roosters of gorgeous plumage perched proudly on the desks of several democratic members of the house yesterday morning.

Mr. Hancock, of Texas, reported the invalid pension appropriation bill, and it was referred to the committee of the whole.

An objection by Mr. Brumm headed off an attempt by Mr. Mills to have passed the senate bill for a public building at Waco, Tex., and then the interstate commerce bill again came to the front.

Mr. Glascock, of California, favored the general features of the Reagan substitute, but objected to the provision prohibiting a greater charge for a short than a long haul. The substitute was also favored by Mr. Dunn, of Arkansas, and Mr. McAdoo, of New Jersey, while Messrs. Woodward, of Wisconsin, and Hepburn, of Pennsylvania, spoke up for the committee bill.

Mr. Wood, of Indiana, opposed as farcical the commission feature of the bill, and warmly favored the substitute.

Pending further discussion, a general understanding was arrived at that general debate shall close the next day the subject is taken up, and that then a vote shall be taken as between the substitute and the committee bill. Whatever measure shall be successful will then be open to amendment and debate under the five-minute rule.

Mr. Reagan has slightly modified his motion to substitute his proposition for the entire bill of the committee, and has offered it as a substitute only for the remedial features of that bill. If he is successful in having it adopted he will then move to strike out the remainder of the bill which has reference to the appointment of a commission.

Mr. O'Neill, of Pennsylvania, gave notice that at the proper time he would move to recommit the whole subject.

Mr. Hiscock, of New York, introduced a concurrent resolution for the appointment of a joint committee, to consist of five members of the house elected to the next congress and of three senators, to investigate the capacity of the canal, of the state of New York. Referred to the committee on commerce.

On motion of Mr. Warner, of Ohio, a resolution was adopted calling on the secretary of the interior for information relative to the fees of claim agents in pension cases.

On motion of Mr. Weaver, of Nebraska, a senate bill was passed authorizing the First National bank of Omaha to increase its capital stock.

Mr. Willis, of Kentucky, offered a resolution calling on the secretary of war to inform the house whether the money appropriated by act of July 5, 1884, for Hell Gate, New York, has been diverted from the purposes therein set forth. Referred.

The house then, at 4:20 adjourned until today.

Nominations.

The President sent the following nominations to the senate yesterday:

Thomas A. Cummings, of Montana, to be collector of customs for the district of Montana and Idaho, in the territories of Montana and Idaho.

John M. Morton, of California, to be surveyor of customs for the port of San Francisco, Cal.

A. A. Heald, of Wisconsin, to be receiver of public moneys at Saint Croix Falls, Wis.

Confirmations.

The senate in executive session yesterday confirmed the following nominations:

To be consuls—W. A. Brown, of Indiana, at San Juan Del Norte; Hewitt T. Riley, of New Jersey, at Athens; George T. Underhill, of Ciudad Bolivar, at that place; James M. Wilson, of Missouri, at Milan; Fulton Paul, of New York, at Bucharest; Charles R. Einstein, of New York, at Stuttgart; J. M. Duke, of San Salvador, at that place; T. Stevenson Farmer, of Massachusetts, at Three Rivers, Canada; G. W. Griffin, of Kentucky, at Sydney.

To be Indian agents—I. W. Patrick, of Oswego, Kan., at Pottowatomie and Great Nehama agency; J. F. Kinney, of Nebraska, at Yankton agency; W. M. Clark, of Denver, Southern Ute agency, and C. H. Ford, of Colorado, at San Carlos agency, Arizona.

To be receivers of public moneys—Neal Gillman, of New York, at Bismarck, Dak., and L. U. Anker, of Minnesota, at Crookston, Minn.

Luther Harrison, of Pennsylvania, to be assistant commissioner of the general land office.

H. T. Crowell, of Minnesota, to be sixth auditor of the treasury.

E. A. Clifford, of Illinois, to be deputy sixth auditor of the treasury.

W. G. Ross, of Pennsylvania, to be second lieutenant revenue marine service.

J. H. Cozzins, of Rhode Island (reappointed), to be collector of customs at Newport, R. I.

A. H. Abell, of New York, to be collector of customs at Dunkirk, N. Y.

Thomas Adams, of Pennsylvania, to be consul general at Panama.

G. B. Anderson, of New York, to be Indian inspector.

L. C. Thompson, of Florida, to be collector of internal revenue, district of Florida.

L. V. Stanwood, of Minnesota, to be register of land office at Taylor's Falls, Minn.

A number of postmasters were also confirmed.

DECORATION OF DINNER TABLES.—The ladies vie with each other in trying to make the table artistically elegant. Chinese lanterns, Japanese umbrellas, velvet tablecloths, and subdued green and pink napkins are nice in their way. But decorate our table with a fifteen-pound turkey or a roast rib-roast of beef with trimmings, and then let us have a good appetite to enjoy it. If your appetite is slack and your digestion poor you need Brown's Iron Bitters, the best tonic in the world. Mrs. J. Dunham, of Muscatine, Iowa, was troubled with weakness and loss of appetite. Brown's Iron Bitters cured her.

Deeds Filed for Record Yesterday.

14th st., west side, bet. Mass. ave. and N st. n. w., pt. of lot 62. Thos. B. Bryan's sub. of sq. 212, the National Metropolitan bank to Henry Orth, $7,150.

D st., south side, bet. 9th and 10th sts. s. w., the west half of lot 24, sq. 387, the heirs of Augustus Simmons, deceased, to James O. Vermillion, "in trust, $1.

K st., north side, bet. N. Cap. st. and 1st st. n. e., lot 182, Saunders and Arm's sub. of sq. 674, Lorin M. Saunders to Mary S. Martin, $333.90.

COUNTY.

Lanier Heights, lot 28, E. L. Dunn's sub., Elizabeth Lanier Dunn to William C. Lewis, $675.

GEORGETOWN.

Holmead's addition, the west 23 ft. of lot 82, Edgar Murphy to Reuben W. Johnson, $1,600.

THE President's coat pocket protruded so much at the recent Florida fishing that some one asked the reason why. "Its only a bottle of Dr. Bull's Cough Syrup," the handsome gentleman explained: "I never travel a mile without it."

THE MARKETS.

A Bearish Tendency at Opening and the Bulls Give Way, but Rally, and the Closing Tone is the Firmest of the Day.

NEW YORK, Dec. 11.—There was a feverish opening with declines of from ¼ to ½. St. Paul and Lackawanna were the most active. The bears tried to break the general list by large sales of Delaware, Lackawanna and Western, and the struggle was a most desperate one. The bulls slowly gave way till the stock touched 109¾, when they rallied in force, and the raiders withdrew. The sales of Delaware, Lackawanna and Western were 58,000, St. Paul 26,175, New York Central 23,000, Lake Shore 19,500, Union Pacific 20,000, and Northwestern 16,150. On total sales of 198,000 till noon to-day and the results, losses of ¾ for Delaware, Lackawanna and Western, and ¼ on other stocks from the opening. It was a very hot morning's work, and at one time the bears clawed the bulls most savagely.

During the afternoon little was done till about 1:30, suddenly the bears ran at Delaware, Lackawanna and Western and sold a couple of thousand shares at declines of ⅞, but the bulls were ready and the rally ceased as suddenly as it began. Lackawanna was the pivot of the market, the other stocks closely following its changes.

After the 2:15 deliveries considerable Delaware, Lackawanna and Western was bought in under the rule for non-delivery, and there was good covering of shorts, the trading grew active, and the final dealings were at about the best figures of the day, except for Delaware, Lackawanna and Western, which lost fractionally from the opening. The tone closing was the firmest of the day.

Indications are that ralds are over, and unless bad news from negotiations pending in coal combination, the market should advance to-morrow, as there is still a heavy short interest, and signs of a squeeze in several oversold stocks.

Bonds continue neglected, with trivial changes: sterling, weak, 481½ to 5; money, 1½ to 1, closing 1½.

Total sales to-day were 281,700.

Quotations of Thursday's Stock Sales.

The following have been furnished by Bateman & Co., bankers, 1411 F street, being the most active stocks in the New York exchange:

	Open'g.	Bigst.	Lowe.	Clos.	Sales.
New York Central	88	88¾	87¾	88¾	.....
Michigan Central	86¾	86¾	86¾	86¾	100
Lake Shore	64¾	64¾	63¾	64¼	25,100
Canada Southern	51	.....	.....	51	.....
Chicago & N. W.	84¾	85¾	84¾	85¾	25,400
C. M. & St. P.	25¾	26	25¾	25¾	100
C. M. & O. pref	86¾	86¾	86	86¾	.....
C., M. & St. P	75	75¾	74¾	75¾	59,350
Pitts. & Ft. W.	129¾	129¾	129¾	129¾	100
Pacific Mail	33¾	33¾