TRAVELERS' GUIDE.

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

IN EFFECT FEB. 2, 1885.

TRAINS LEAVE WASHINGTON from station corner of 6th 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, 10:00 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.

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 street, 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, 6:45, 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, 7:15 a. m. and 4:40 p. m. daily, except Sunday.

For Annapolis, 8:35 a. m., 12:05 and 4:25 p. m. daily, except Sunday. On Sunday, 4 p. m.

ALEXANDRIA AND FREDERICSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6, 7, 9:25, 11:01, and 11:35 a. m., 2:05, 4:20, 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, 6, 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 street and Pennsylvania avenue, 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. WOODY, 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 12:33 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 5:20 p. m. and at Washington at 8:25 a. m. and 5:30 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 4:05 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.

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 (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.

M. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager. 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 9:10 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. HAAS, Traffic Manager.
M. SLAUGHTER, General Passenger Agent.

BALTIMORE AND OHIO RAILROAD.

SCHEDULE IN EFFECT SUNDAY, DEC. 21, 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. The 9:00 a. m. is a fast Limited Express to Pittsburg and Chicago, arriving in Pittsburg at 6:50 p. m., Chicago next morning at 9. No extra fare is charged on this train for fast time.

For Cincinnati, Louisville, and St. Louis daily at 12:0 p. m. and 10:10 p. m., with Through Coaches and Palace Sleeping Cars to above points. Without change, 12:00 p. m. train is the Limited Train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7:30, St. Louis 6:40 p. m. No extra fare is charged on this train for fast time.

For Pittsburg at 9:00 a. m., with Parlor Car, and 8:40 p. m. daily to Pittsburg, Cleveland, and Detroit, with Sleeping Cars to Pittsburg.

For Baltimore on week days, 5, 6:10, 6:40, 7:30, 8:30, and 10 a. m., 12:10, 1:20, 3:15, (45-minute train), 4:05, 4:40, 5:40, 7:10, 7:15, 8:25, and 10:30 p. m.

For Baltimore on Sundays, 6:10, 7:30, 8:35, and 10:00 a. m., 1:25, 1:30, 4:40, 5:40, 7:10, 7:15, 8:25, and 10:30 p. m.

For points on the Monumental Valley Railroad, and points south, 8:40 p. m. daily.

For Annapolis, 6:40 a. m. and 12:10 and 4:30 p. m. on Sunday, 8:5 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 6, 9:00, 8:30 a. m., 12:10 p. m., 3:30, 4:40, 7:25, and 10:30 p. m. On Sundays, 8:35 a. m. and 1:30, 4:40, 7:25, and 10:30 p. m.

For Frederick and intermediate points, 8:30 a. m. and 4:40 p. m. daily, except Sunday.

Trains leave Baltimore for Washington at 5:10, 6:30, 7:20, 8, 9, and 10:30 a. m., 12:15, 1:30, 3, 4, 4:20, 5, 6:30, 7:30, 9, and 11:30 p. m. on Sundays, 6:30, 8, and 9:00 a. m., 1:30, 1:35, 4:20, 5, 6:30, 7:30, 9, and 10:30 p. m.

All trains from Washington stop at Relay Station except 7:25 a. m., 12:15, and 7:0 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.

G. K. LORD, G. P. A.
B. DUNHAM, General Manager, Baltimore.

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. and O. Office, Fourteenth and Pennsylvania avenue, St. Marc Hotel, and Rice's Express, 606 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. J. S. 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. Marsh, and WILLIAM CRANE, Capt. J. G. Taylor; WILLIAM LAWRENCE, Capt. F. 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.

J. SAMPSON, Agent, 53 Central wharf, Boston.

JAMES R. 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, 12 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, Washington.
12th and 13th St. Wharves S. W., 1202 F St. N. W., Washington, D. C.

LOW FARES.

FORTRESS MONROE AND NORFOLK.

FARE, 75 cents. ROUND TRIP, $1.25.

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.

Freight steamers KNIGHT and GIBSON leave Pier 41, East River, New York, every Saturday, 4 p. m. Washington, Wednesday.

ALFRED WOOD, Secretary.
GEO. B. PHILLIPS, Superintendent.

THE WEEKLY REPUBLICAN IS ISSUED EVERY THURSDAY MORNING, and contains all the news of the week. Subscription price $1 per year; single copies, ready for mailing, 5 cents.

LOTTERIES.

L $5 L L $5 L L $5 L LLL $25 LLL

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, of 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 C.

At New Orleans, Tuesday, March 10, 1885, 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 do do		25,000
1 do do		10,000
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

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 similes 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, 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.

ORDINARY CLASS No. 1879.

FEBRUARY 12, 1885.

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 do	2,000
1 do	1,000
2 Prizes, $200 each	400
1 " 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 numbers 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.

MEDICAL.

S8S8 CCU RRR OO FFF U UL A / S8S8 C U R R O O F U U L AA / S8S8 C RRR O O FF U U L AA / S8S8 C U R R O O F U U L AAA / S8S8 CCU R R OO F UU LLLL A

A girl in my employ has been cured of constitutional scrofula by the use of Swift's Specific. J. O. McDANIEL, Allatoona, Ga.

[This gentleman is father of the governor of Georgia.]

Vanderbilt's millions could not buy from me what Swift's Specific has done for me. It cured me of scrofula of fifteen years' standing. MRS. ELIZABETH BAKER, Acworth, Ga.

TETTER.—After suffering with tetter for eleven years, and having all sorts of treatment, I was relieved entirely by Swift's Specific. L. H. LEE, Dawson, Ga.

SNATCHED FROM THE GRAVE.—I was brought to death's door by a combination of eczema and erysipelas, from which I had suffered for three years. Was treated by several physicians, with iodide potassium, which seemed to feed the disease. I have been cured sound and well by the use of Swift's Specific. MRS. SARAH E TURNER, Humboldt, Tenn.

MEN ONLY.—A NEW, QUICK, PERMANENT, absolutely certain cure for lost or failing manhood. Benefits within a day; cures usually within a month. No quackery; simple, scientific, full explanation, proofs, testimonials, and indispensable proofs mailed under seal, free. Address THE ERIE MEDICAL CO., Buffalo, N. Y.

NERVOUS DEBILITY: QUICK, PERMANENT cure. Book free. CIVIALE AGENCY, 160 Fulton street, New York.

VARICOCELE: PAINLESS CURE. BOOK FREE. CIVIALE AGENCY, 160 Fultonst., New York.

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

LADIES.—JUST PUBLISHED, "TREATise on Self-Development of the Female Bust and Form." Colored anatomical plate, full explanation, medical opinions, &c. Mailed sealed for 20 cents. Address P. O. DRAWER 179, Buffalo, N. Y.

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

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.

FOR SALE BY

Browning & Middleton, Barbour & Hamilton, J. B. Bryan & Bro., C. C. Bryan, R. L. Wheeler, Thomas A. Rover, N. T. Metzger & Bro., Beall & Baker, John H. Magruder, J. C. Ermentrout & Co., S. R. Waters, W. H. H. Cassell, WASHINGTON, D. C.

H. & H. W. CATHERWOOD, Sole Proprietors, PHILADELPHIA.

WARD & CUNNINGHAM, PLUMBERS, GAS AND STEAM FITTERS, 412 ELEVENTH STREET N. W. ROOFING, GUTTERING, and SPOUTING. Special attention given to Furnaces, Latrobes, Stoves, Ranges, and Grates.

THE WEEKLY REPUBLICAN IS ISSUED EVERY THURSDAY MORNING, and contains all the news of the week. Subscription price $1 per year; single copies, ready for mailing, 5 cents.

SALVATION OIL

A Sprained Ankle Cured.

From a recent fall on the ice I severely sprained my ankle, which caused me dreadful pain and left me unable to walk. I gave Salvation Oil a trial, and can say that it thoroughly and completely rid me of all pain and discomfort at once. I heartily recommend it. WILLIAM RUFFIN, No. 196 S. Fremont st., Baltimore, Md.

OIL

A Workman Cured.

I suffer terribly with chapped hands, and they have lately been a perfect sight: the blood oozed out from between the cracks, and the pain I suffered was intense. I hardly felt able to work. A friend had me try "Salvation Oil," and after two applications my hands were benefited, and after a few more rubbings (in all I did not use a bottle) I find my hands all right. I think Salvation Oil a great remedy, and recommend it to all workmen. THOMAS HUDDINS, 10 Hartford Avenue, Baltimore, Md.

THE BEST

"What Mechanics Need."

Being a Machinist by trade I am exposed to all kinds of weather. During this winter my hands chapped terribly, rendering it painful for me to work. I got a bottle of Salvation Oil, and five applications put me all right. Mechanics exposed to outside work can't afford to be without it. WILLIAM H. CULP, 229 George Street, Baltimore, Md.

LINIMENT

Relieved of Headache and Neuralgia.

I've suffered for years with neuralgia and headache, and have tried almost every known remedy and many prominent physicians, but failed to get relief. I was persuaded by a friend to try "Salvation Oil," which I did; found it a great relief after a few applications. I cheerfully recommend it to all who likewise suffer. G. H. MCGEE, Auctioneer, General Wayne Stables, Baltimore and Paca Sts., Baltimore, Md.

KILLS

Neuralgia Immediately Cured.

I have suffered for the past two weeks with "neuralgia" of the face, and procured immediate relief by using Salvation Oil. MRS. WM. C. BALD, 433 N. Carey St., Baltimore, Md.

ALL PAIN

"Instantly Relieved."

While skating a few nights ago I sprained my right arm so severely that it was impossible to work. The following morning I procured a bottle of Salvation Oil, and had pleasure in stating that its first application instantly relieved and eventually cured the injured arm. ARTHUR W. ROBSON, 257 Baltimore St., Baltimore, Md.

PRICE

An Invaluable Remedy.

I have found Salvation Oil an invaluable remedy for chapped hands, and shall always recommend it. J. E. ESTEP, Painter, 51 Robert Street, Baltimore, Md.

25 CENTS

All certificates and indorsements setting forth the unequaled virtues of the celebrated Salvation Oil are positively genuine, and we are authorized to publish the same. A. G. MEYER & CO., Baltimore, Md., U. S. A.

THOUSANDS OF CASES

SICK

Headache are permanently cured every year (as the hundreds of testimonials in my possession will testify) by the use of

DR. LESLIE'S

Special Prescription. This remedy stands today without a rival, and with scarcely a competitor in the world. Thousands of physicians throughout the country have acknowledged their inability to cure it, and are now prescribing Dr. Leslie's Special Prescription for all cases of Sick

HEADACHE

in either its nervous, bilious, or congestive form, arising from obstruction, congestion, or torpidity of the liver. When I say that Dr. Leslie's

SPECIAL

Prescription will cure the most obstinate cases of Sick Headache I mean just what I say, and that is that it not merely relieves, but

POSITIVELY

cures, no matter how long the case may have been standing.

I have testimonials from persons who have been afflicted for 20 years, being cured in but two or three days at a time every two weeks, that have been permanently cured by two bottles of Dr. Leslie's Special

PRESCRIPTION

so that they have not had an attack for over five years.

If you are troubled with Sick Headache and wish to be

CURED

be sure and give this remedy a trial. Price, $1.

S. B. ARCHER, Saratoga Springs, N. Y.

For sale by all Druggists.

ANGOSTURA

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. J. W. WUPPERMAN, Sole Agent, 51 Broadway, New York.

HOSTETTER'S CELEBRATED

STOMACH BITTERS

By the use of Hostetter's Stomach Bitters the impaired appetite of the convalescent is satisfied, bowels are supplied by a healthier tone, and so the mind is enabled to dismiss the body sufferings for a little while. Appetite is restored and the nervous system refreshed with much needed slumber through the use of this medicine, which is also beneficial to persons of a rheumatic tendency, and as an estimable preventive of fever and ague. For sale by all Druggists and Dealers generally.

THE COMMISSIONERS.

Current Transactions at the Various District Offices.

In a long communication to the District commissioners the superintendent of the fire-alarm telegraph system defends it from the charges made by Chief Engineer Cronin, and explains the delays in transmitting alarms, and points out the imperfections in the air-line system.

The commissioners have ordered that checks upon the United States treasury in favor of the commissioners of the District of Columbia for interest due on bonds held by them in trust, or otherwise, may be indorsed by the president or acting president of the board in favor of the person or persons to whom such interest is due, and such indorsements heretofore made are hereby authorized.

The commissioners have discovered that the act of 1871, which regulates the fares for vehicles in the District provides that light one-horse vehicles, such as Bretts, Hansom cabs, cabriolets, and the like shall be allowed to charge only 25 cents for one passenger to any point within the corporate limits of Washington and Georgetown, and 50 cents to points outside of these limits. The hack inspector has been notified to this effect.

The commissioners have returned to the senate committee the petition from citizens asking legislation in relation to the sale of canned goods in the District, and concerning the quality of such goods sold here. The commissioners think that the law forbidding the sale of poisonous food or drink is adequate.

The general manager of the Chesapeake and Potomac Telephone Company has written a letter to the local manager calling attention to the importance of avoiding contact with District fire alarm wires.

"He jests at scars, who never felt a wound," and a man may stand with his hands in his pockets and laugh at a poor, worn rheumatic, but if he is a gentleman he'll step into the nearest apothecary shop and buy him a bottle of Salvation Oil at the small expense of only 25 cents.

Deaths of Prominent Persons.

LOUISVILLE, KY., Feb. 15.—Robert M. Argo died in Girard county, Kentucky, a few days since, aged 60. He was a stepson of Gen. Thomas Kennedy, one of the most remarkable of Kentucky's pioneers. Gen. Kennedy's plantation was the place from which Lewis Clark, a slave, fled forty-five years ago and escaped to Canada. Clark was the original of George Harris in Harriet Beecher Stowe's "Uncle Tom's Cabin." Argo knew all the actors in the drama. While a youth he was rendered entirely deaf and dumb by an attack of scarlet fever. Years ago he devoted himself to the study and keeping of bees, and became one of the most celebrated bee culturists in the union. He contributed many valuable articles to bee keepers' journals.

CHICAGO, Feb. 15.—William Rouse, jr., a well-known young actor, died at Rockford suddenly of heart disease.

PRINCETON, N. J., Feb. 15.—Charles Hubbard, New Jersey's famous hunter, trapper, and guide, died here Friday from hasty consumption, aged 45 years. He was a favorite with Princeton College students.

Stringent Rules Regulating Admission of Visitors to Parliament.

LONDON, Feb. 15.—The recent dynamite explosion in the house of commons having demonstrated the fact that under the existing rules governing the admission of strangers to the galleries and lobbies of the houses of parliament it would be an easy matter for dynamiters to convey explosives into the buildings during a session of parliament and cause the death of many of its members, the government has decided to adopt more stringent rules regulating the admission of visitors. Members of parliament in future will not be allowed to introduce strangers into the galleries and lobbies. The speaker of the house of commons will alone have the right of granting tickets of admission to visitors, and he will only issue tickets to members for their friends after having received a week's notice, so that in the mean time the antecedents of the proposed visitor can be inquired into. Turnstiles will be erected at the entrances to the galleries and lobbies, and experienced detectives will be posted at each of the turnstiles to carefully scrutinize strangers as they pass.

Congressional Aid to Save the Credit of the United States.

CEDAR RAPIDS, IA., Feb. 15.—Commissioner Fairall, of Iowa, who is just returned from New Orleans to confer with the executive committee of the Iowa commission, when questioned about the matter of the additional loan asked of congress for the Exposition, said he favored such congressional aid, provided congress appointed a special committee to disburse it. Mr. Fairall said he intended no reflection upon the New Orleans board of management in their favoring an advisory committee to it, but that the magnitude and national character of the Exposition, and the great financial interests the government and states had now acquired in it, demanded more than a local supervision of the finances.

The Iowa commission indorsed the views of the commissioner, and will ask its representatives in congress to favor such action in accordance therewith as will save the credit of the United States and make the financial part as great a success as is the exhibit part of the Exposition.

Breach of Promise Suit.

PROVIDENCE, R. I., Feb. 15.—Bessie Taylor, a 19-year old Nova Scotian, has attached the property of Lowell B. Shuman, of this city, in a breach of promise suit for $1,000 damages. Both are members of the Broadway Baptist Church, where they met last April, soon becoming engaged to be married. Last week she received a lawyer's letter, saying she must give up Shuman's company, as he was engaged to marry Mabel Pierce. He denied the assertion, went with her to select a tenement, and proposed, as she claims, that she cause him to be taken from Miss Pierce's house by the sheriff and brought to her residence to be married. The usual license was obtained, and she was preparing last Tuesday to be married when she received a letter from him stating that he had married Miss Pierce. The case excites considerable interest in the western part of the city and in Olneyville.

Badly Frozen.

SAG HARBOR, N. Y., Feb. 15.—James and Robert Sims and Martin McNerny, who had been chopping wood on Shelter Island, left the island in a small boat about 4 p. m. Tuesday for this village. The boat was caught in an ice floe and prevented from reaching the main land, drifting about until 3 p. m. the following day, when the men were seen from the mainland and rescued. James Sims, whose legs and feet are so badly frozen that they will probably have to be amputated, says that for several hours previous to the rescue he was obliged to keep pounding his brother and McNerny in order to prevent their going to sleep and freezing to death. There was a high wind and the mercury was below zero. Robert Sims and McNerny were resuscitated with difficulty after being brought ashore.

Merchants Indicted for Perjury.

NEW YORK, Feb. 15.—Judge Ingraham, in the superior court has rendered a decision holding that the assignment of F. Mayer and Company is null and void. The firm which did a large wholesale clothing business in White street was composed of Ferdinand and Benjamin Mayer, father and son. The firm failed in Sept., 1883, for over $2,000,000, and their actual assets were about $1,000,000. Both members of the firm have since been indicted for perjury and are now out on bail. The assignment is set aside on the ground of the assignors having made fictitious preferences.

DURKEE'S Salad Dressing and Cold Meat Sauce. The universal favorite both in the United States and Great Britain. Wholesome, delicious, economical, and nutritious. Saves anxiety, waste, and trouble.

THE WOULD-BE CABINET.

List of the Gentlemen Thus Far Mentioned as Likely to Constitute Mr. Cleveland's Council.

Two weeks from next Wednesday the new administration will begin, and it is probable that on that day the public will be informed what gentlemen shall have been selected by Mr. Cleveland to constitute his cabinet. Below is presented a list of persons mentioned for cabinet places. The object is to present a full list, so that the reader may "pay his money and take his choice." Here they are in the order of rank, so far as is known. [At some future day THE REPUBLICAN may see fit to advertise, gratuitously, the "kitchen-cabinet."]

Secretary of state—T. F. Bayard, Delaware; A. G. Thurman, Ohio; G. H. Pendleton, Ohio (otherwise, a foreign mission); John T. Morgan, Alabama; Roscoe Conkling, New York; L. Q. C. Lamar, Alabama.

Secretary of the treasury—T. F. Bayard, Delaware; S. J. Randall, Pennsylvania; W. S. Holman, Indiana; W. R. Morrison, Illinois; Abram Hewitt, New York; George Hoadly, Ohio; R. P. Flower, New York; Dan Manning, New York; A. G. Thurman, Ohio; W. C. Whitney, New York.

Secretary of war—George B. McClellan, New Jersey; W. S. Hancock, Pennsylvania; Wade Hampton, South Carolina; Joseph E. McDonald, Indiana; W. S. Rosecrans, California; Hy W. Slocum, New York.

Secretary of the navy—George B. McClellan, New Jersey; W. C. Whitthorne, Tennessee; J. R. McPherson, New Jersey; J. P. Stockton, New Jersey; Leopold Morse, Massachusetts; C. W. Jones, Florida; M. C. Butler, South Carolina; S. S. Cox, New York; Frank Jones, New Hampshire.

Postmaster general—Benj. F. Jonas, Louisiana; J. S. Barbour, Virginia; H. D. Money, Mississippi; Dan Manning, New York; A. P. Gorman, Maryland; J. H. Reagan, Texas; A. H. Lawton, Georgia; S. L. Miller, Kansas; J. R. McLean, Ohio.

Secretary of the interior—W. F. Vilas, Wisconsin; J. E. McDonald, Indiana; B. F. Jonas, Louisiana; A. G. Thurman, Ohio; W. S. Holman, Indiana; L. G. Harris, Tennessee; W. M. Springer, Illinois; R. W. Townshend, Illinois; Dan Manning, New York; O. M. Barnes, Michigan; J. R. Doolittle, Wisconsin. (While in Washington a few days ago Mr. Doolittle stated to a friend, who inquired about his prospects for a place in the cabinet, that he does not want nor would he accept a place in the cabinet, because he is too old to properly attend to such active business as that of a cabinet officer. As a matter of fact, however, says our informant, Mr. Doolittle's friends will urge his appointment to the Russian mission, a position which he would fill creditably and with satisfaction, and at that post he could complete the "labor of love" on which he is now engaged—that is, certain literary work of a public nature.)

Attorney general—A. H. Garland, Arkansas; A. G. Thurman, Ohio; George Hoadley, Ohio; J. E. McDonald, Indiana; Lyman Trumbull, Illinois; James O. Broadhead, Missouri; J. R. Tucker, Virginia; W. C. Whitney, New York; R. T. Merrick, Maryland.

Place not specified—D. W. Voorhees, Indiana; J. G. Carlisle, Kentucky; William Dorsheimer, New York; E. J. Ellis, Louisiana; O. A. Lochran, Georgia; W. A. Wallace, Pennsylvania; John Hancock, Texas; W. W. Eaton, Connecticut; W. H. Barnum, Connecticut; A. G. Curtin, Pennsylvania; R. Q. Mills, Texas; —— Waller, ex-governor, Connecticut; H. G. Davis, West Virginia; J. B. Gordon, Georgia; A. M. Bliss, New York; J. W. Denver, Ohio; Chas. S. Blair, Kansas; J. H. Blount, Georgia; J. Q. Adams, Massachusetts; Josiah G. Abbott, Massachusetts.

The Free Bridge Question.

EDITOR NATIONAL REPUBLICAN: The patient, long suffering people of this District have great reason to complain that the lessees of the Alexandria aqueduct have received such encouragement in their efforts to delay the settlement of the free bridge question.

For years this matter has been before congress, and notwithstanding all other approaches to this city have been released from toll charges, and the necessities of the case have been urgent and most palpably brought to the attention of Congress, still no remedy has been afforded, and the lessees still collect tolls from passers over their rickety bridge.

The puerile effort made during vacation to rush the government into acceptance of a deed from the lessees has miserably failed, and the department of justice has at last given a quietus to further efforts in this direction by showing that the grantors in that deed do not own and consequently cannot convey the property proposed to be sold, and that in point of fact their bridge has really no legal approach to the north side of the river.

The attempt to bolster up this fatal defect by a wholesale appropriation of the property and franchises of the Chesapeake and Ohio canal did not pass the scrutiny of the law officers of the government, and we know not what plan the ingenuity of the lessees will next suggest for extrication from their dilemma.

We fear that this session has thus been wasted, and that another long period of burden is to be submitted to by those whose location requires the use of this approach to this capital city.

The senate at the first session of the present congress passed a bill known as the "Riddleberger bill," which provides for a bridge at "the Three Sisters," the provisions of which are acceptable to all parties in interest. That bill now sleeps, we fear, the sleep that knows no waking in the house District committee of which Hon. J. L. Harbour is chairman, and whose conduct in this matter has been much discussed, both in public and in private, since he understands all the wants of his own people in the premises.

He should, we think, know by this time that any further dallying with the question involves delay in the relief which his constituents need, and if his objection to the Three Sisters' bill is in the name of its author, we would suggest that as chairman of an important committee he cannot afford to sacrifice public interests in order that a political adversary may not receive due credit for good work well done in behalf of the public.

It is futile to urge that a deed from the Chesapeake and Ohio Canal Company will cure all defects.

A cursory examination of its charter will show that it cannot sell or convey any land or other property used by it, and even if such sale or conveyance could be made, all its property in this District is heavily encumbered by mortgages to the state of Maryland, securing that creditor the repayment of millions of dollars long since due.

These mortgages are of record in this District.

It can further be shown that the board of public works of Maryland, voting a majority of stock, controls the operations of the Chesapeake & Ohio canal, and that, although it is a private work, any measure looking to the disposition of that state's interest in the same, which as stockholder or otherwise must be passed by one legislature of that state and secure the approval of the next succeeding legislature before such measure can be carried out.

We all know that the sessions of the Maryland legislature are biennial, and can therefore see nothing but further delay and continuance of tolls in such an arrangement.

We, therefore, beg that the Riddleberger bill will be reported to the house and put upon its passage. M.

WASHINGTON CITY, D. C., Feb. 14, 1885.

Concert of the Wagner Society.

The first concert of the Richard Wagner society took place on Saturday evening at the Universalist church, and was quite largely attended. In the programme of eight numbers, three were from Wagner, viz: The "Praeludium," arranged for violin by Wilhelmj, and played by Mr.