TRAVELERS' GUIDE.

WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

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

Leave Washington at 6:20 a. m. and 4:25 p. m. and Alexandria at 6:33 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 6:15 a. m. and 5:25 p. m. and at Washington at 6:25 a. m. and 5:35 p. m.

SUNDAY TRAIN leaves Round Hill at 4:45 a. m. Arrives at Alexandria at 8:15 and Washington at 8:25. Leave Washington at 5:05 p. m., Alexandria at 5:10 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.

H. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager. FRANK THIGO, 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 Buffet Cars from New York and Washington to Atlanta. Pullman Sleeping Cars from Washington and Atlanta to New Orleans.

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

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

Manassas Division Train leaves Washington at 4:10 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 Offices, 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 2:30 p. m. and 10:10 p. m., with Through Coaches and Palace Sleeping Cars to above points, without change. 2:30 p. m. train is a fast Limited Train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7:30, St. Louis 6:30 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, 8:20, and 10 a. m., 12:10, 1:25, 3:15, (45-minute train), 3:40, 4:30, 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, 9:25, and 10:30 p. m.

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 4:30 p. m. on Sunday, 8:35 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 6, 6:40, 8:30 a. m., 12:10 p. m., 3:40, 4:40, 7:15, and 10:30 p. m. On Sundays, 8:35 a. m. and 4:40, 7:15, and 10:30 p. m. For stations on Metropolitan Branch, 7:25 a. m. daily, except Sunday, and 4:00 p. m. daily; 4:40 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 4:40 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, 6:00, 7:20 a. m., 1:15, 7:00 p. m.

From Annapolis 8:30 a. m. and 1:50 and 5:25 p. m.; Sunday, 10:30 a. m., 6:35 p. m.

From Lexington, 5:30 p. m. daily, except Sunday.

From Frederick and intermediate points, 8:25 a. m. and 8:15 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 10:30 p. m. on Sundays, 6:30, 8, and 9:00 a. m., 1:30, 4:20, 5, 6:30, 7:30, 9, and 10:30 p. m.

All trains from Washington stop at Relay Station except 1:25, 3:15, and 7:10 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.

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

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, 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, 6:35 a. m., 12:05 and 4:25 p. m. daily, except Sunday. On Sunday, 4 p. m.

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, 5:45, 6, 8:05, and 11:44 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 4:40 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 8:10 a. m. 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 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. WOOD, General 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 Fort 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, or at Marc Hotel, and Adams Express, 605 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. W. Lewis; D. S. 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. C. Taylor; WILLIAM LAWRENCE, Capt. T. A. Hooper. EVERY FIVE DAYS.

Fare, including meals and stateroom berth, $15. Accommodations unsurpassed. Second cabin 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, 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, 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 5:30.

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, Wednesdays.

ALFRED WOOD, Secretary.
GEO. R. 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.

ORIGINAL LITTLE HAVANA.

GOULD & CO'S.

DECIDED BY ROYAL HAVANA LOTTERY.

ORDINARY CLASS No. 1182.

MARCH 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
11 " 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.

L 8888 L
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LLLL 8888 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:

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	25,000
1 do	10,000
2 Prizes of $6,000	12,000
5 do 2,000	10,000
10 do 1,000	10,000
20 do 500	10,000
100 do 200	20,000
200 do 100	20,000
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
1907 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 fac 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 insured 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.

MEDICAL.

HEALTH!

Swift's Specific cured me of rheumatism three months ago, after my physicians had exhausted their remedies without giving relief.

C. P. GOODYEAR, Atty at Law, Brunswick, Ga.

I have been afflicted with rheumatism nearly forty years, and a few bottles of Swift's Specific cured me. H. A. Godwin to the suffering.

J. B. WALLER, Thomson, Ga.

I have been entirely relieved of severe rheumatism in my right arm by the use of Swift's Specific, and passed through last winter without a relapse.

SIDNEY BERBERIT, Ex. So. Cultivator, Atlanta, Ga.

Twenty Years.—I had been a sufferer from rheumatism twenty years; was reduced to a skeleton; could hardly get about, even on crutches. Swift's Specific has cured me sound and well. MRS. EZRA MERRITON, Macon, Ga.

Swift's Specific has relieved me of rheumatism which at one time threatened to stop my ministerial work. REV. W. A. KIRK, Cross Plains, Ala.

Swift's Specific is entirely vegetable. Treatise on Blood and Skin Diseases mailed free.

THE SWIFT SPECIFIC CO., Atlanta, Ga.

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, many references, and indisputable 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 Best and Form." Colored anatomical plate, full explanation, medical opinions, &c. Mailed sealed for 20 cents.

Address P. O. DRAWER 170, 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

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.

FOR SALE BY

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

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

Manhood Restored

REMEDY FREE.—A victim of youthful indiscretion 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.

SALVATION OIL

Gladly Recommends It.

I contracted some weeks ago a severe cold, with pain in my side and shoulder. I gave your Salvation Oil a trial, and it relieved me at once. I have also used it for headache with good effect, and gladly recommend it.

CHAS. S. GILBERT, 318 Hollins street, Baltimore, Md.

OIL

Headache Cured.

Having suffered for years with severe headaches, and having tried almost every thing that was recommended to me without receiving any benefit, my attention was called to Salvation Oil, which gave me great relief after but one application. I say to all likewise afflicted, only try it. I cheerfully recommend it.

JAS. F. LEDMAN, Dealer in Horses, 520 W. Fayette street, Baltimore, Md.

CURES

Salvation Oil, the greatest cure on earth for pain, has no equal. Persons suffering from rheumatism, neuralgia, or from cuts, bruises, sprains, &c., should not be without it. Cures are effected in an incredibly short time. Price, only 25 cents a bottle. For sale by all druggists.

ALL PAIN

What a Our Driver Says.

I've been afflicted with the rheumatism since the cold weather set in, and was unable to get relief at all, although I tried many remedies. I used Salvation Oil, and after applying it for three days I found I could use my arms as well as ever, whereas before I could not raise my hand as high as my head; therefore I most heartily recommend it for any one having rheumatism. JOHN GAINES, Car Driver, Pimlico and Pikesville R. R., Pikesville, Md.

IT NEVER

Salvation Oil, the greatest cure on earth for pain. It affords instant relief and speedy cure to all sufferers from sciatica, lumbago, headache, sore throat, pain in the back, side, and limbs, cuts, bruises, &c. Price, 25c a bottle.

FAILS

It is a Sure Cure for Chapped Hands.

I have been troubled with chapped hands for some time, and have tried many remedies without getting relief, until I was persuaded by a friend to try Salvation Oil, which I did, and my hands after using it are entirely well. It is a sure cure for the above, and I gladly recommend it. WILLIAM CLARK, Manager of Pimlico and Pikesville Car Line, ☞ Manager of Citizens' Line Car Stables, East End, Baltimore, Md.

PRICE

"When headache joins neuralgia, then comes the tug of war." A wise general knows very well how to marshal his forces. His first, last, and best strategic is made with a bottle of Salvation Oil, and the doughty foe lies cringing in the dust.

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.

HAGAN'S

Magnolia Balm

is a secret aid to beauty. Many a lady owes her freshness to it, who would rather not tell, and *you can't* tell.

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 the J. G. B. SIEGERT & SONS.

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

WILBOR'S COMPOUND OF PURE COD LIVER OIL AND LIME.

TO CONSUMPTIVES.—Wilbor's Cod Liver Oil and Lime has now been before the public twenty years, and has steadily grown in favor and appreciation. This could not be the case unless the preparation was of high intrinsic value. The combination of the Phosphate of Lime with pure Cod-Liver Oil, as prepared by Dr. Wilbor, has produced a new phase in the treatment of Consumption and all diseases of the Lungs. It can be taken by the most delicate invalid without creating the disgusting nausea which is such an objection to the Cod-Liver Oil when taken without Lime. It is prescribed by the regular faculty. Sold by the proprietor, A. S. WILBOR, Chemist, Boston, and all druggists.

HOSTETTER'S CELEBRATED STOMACH BITTERS

By the use of Hostetter's Stomach Bitters the hazard and apparance of the countless and malignant forms of dyspepsia are completely baffled, and as the food is assimilated the body acquires substance. 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 an invaluable preventive of fever and ague. For sale by all Druggists and Dealers generally.

FINE DRESS SHIRTS TO ORDER.

FINISHED AND UNFINISHED SHIRTS constantly on hand.

A FULL LINE OF HOSIERY and NECKWEAR just received.

E. S. W. COLLARS AND CUFFS.

THOMPSON'S SHIRT FACTORY, CHAS. HYATT, PROPRIETOR. 816 F Street, Opposite Patent Office.

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 2:30 p. m.

IN SENATE AND HOUSE.

Pension Bills and a Bill for Settlement of Army Claims Passed, and a Proposed Sweeping Statute of Limitations Discussed by the Senate—River and Harbor Bill in the House.

In the senate yesterday Mr. Mitchell asked unanimous consent to take up pension bills on the calendar, under the five minute rule.

Mr. Ingalls thought it would be better to have an evening session for them.

Mr. Hoar would oppose anything like a shutting off of debate in the senate.

Mr. Hale said if the senator from Massachusetts (Mr. Hoar) wanted to spend all the time of the senate in talk rather than work, a large part of the business of the senate must be left undone.

Mr. Hoar said a private pension bill might involve a precedent of the greatest importance and he would not consent that a senator's remarks should be shut off in five minutes and with the right to him to be heard only once. In Mr. Hoar's judgment the remark of Mr. Hale could proceed from the very imperfect comprehension by that senator of the constitution of his country and the constitution of the senate. [Laughter, in which Mr. Hale joined.]

Mr. Mitchell moved to take up the first pension bill on the calendar.

This was agreed to—yeas 33, nays 22—and the bill was subsequently passed.

In the course of debate on the bill Mr. Jackson remarked that since December, 1884, the senate pensions committee had considered 800 pension cases that had been rejected by the pension office. Of those over 60 per cent. had been favorably reported by the committee.

Mr. Mitchell then moved to take up the next bill.

Mr. Sherman said the senate had better proceed regularly to-day with pension cases favorably reported.

Mr. Blair said there were some cases adversely reported that ought to be considered. He thought time would be saved by taking the cases as they came.

Considerable discussion arose as to the best method of taking up the bills.

Finally a motion prevailed to take up in their order all pension bills favorably reported, and there were accordingly proceeded with and a large number of such were disposed of.

The pension bills upon the calendar and favorably reported having been disposed of Mr. Cockrell called up the house bill, already reported by him from the committee on military affairs, to provide for the settlement of the claims of officers and enlisted men of the army for loss of private property destroyed in the military service of the United States. He said it was a bill to provide, by general law, a method of settlement for claims which are constantly coming before congress, and which are uniformly passed by congress. It would not, however, include any losses suffered in war. Neither would it cover such things as carpets, watches, &c., but only articles deemed useful, necessary, and reasonable for officers and soldiers to have when on duty.

On the suggestion of Mr. Sherman the time for presenting such claims was limited to two years.

As amended the bill was passed.

Mr. Cockrell then called up a house bill, heretofore reported favorably from the committee on claims, limiting to three years the time of presenting claims for bounty or back pay for services in the late war or previous wars, and limiting to six years the time for presenting all claims originating hereafter against the United States, except cases of pensions. The bill also provides that it shall not be construed to extend the power of the court of claims, nor to include claims now barred by the statute of limitations.

Mr. Blair thought the bill would exclude a large number of claims of colored soldiers.

Mr. Cockrell believed nearly all the claims of that class were already in, though not all adjusted.

Mr. Ingalls said the United States did not permit the statute of limitations to run against the government, and he thought an honest claim should not be limited in the manner prescribed by the bill.

Mr. Cockrell said the bill was no innovation on the present law, but a general law to apply to all cases.

Mr. Hawley said the United States government was the only civilized government in the world that did not permit itself to be sued; yet it insisted on suing its own citizens without regard to time. He cited the case of a citizen sued by the United States sixteen years after the closing of the accounts of an officer for whom he had been surety.

Mr. Blair said there were 200,000 colored ex-soldiers of the union, many of whom were by this bill given only three years to file their claims, while persons not soldiers were given six years.

Mr. Hoar thought three years enough for claims that had already been running twenty years.

Mr. Harrison thought ex-soldiers should be allowed six years.

Mr. Dolph, saying it was impossible to pass to-day a bill of so much importance, moved an executive session.

The motion was agreed to, and at 4:45 p. m. the senate, without action on the bill, went into executive session. An hour afterward the doors were reopened, and the senate adjourned.

Before adjournment a message from the house announced a disagreement with the senate on the agricultural appropriation bill. The senate, on motion of Mr. Hale, insisted on its amendments, and the chair appointed Messrs. Hale, Plumb, and Call a committee of conference on the disagreeing vote of the two houses.

Immediately after the reading of the journal the house proceeded to the consideration of business under the special rule.

On motion of Mr. George, of Oregon, a bill was passed for the allotment of lands in severalty to the Indians on the Umatilla Indian reservation.

The conflict between the appropriations and the river and harbor committees then took place, and, resulted in a victory for the latter committee, a motion made by Mr. Randall to proceed to the consideration of the deficiency bill being defeated by a vote of yeas 122, nays 139, and at 1 o'clock the house went into committee of the whole on the river and harbor bill, the pending question being the appeal from the decision of the chair ruling out the Hennepin canal clause on a point of order.

After a discussion by Mr. Henderson, Mr. Springer, and Mr. Stone in support of the appeal, and by Mr. Turner against it, the decision of the chair was sustained by a vote of 109 to 95, so the clause is eliminated from the bill.

Mr. Hepburn offered an amendment prohibiting the employment of civil engineers in the work on rivers and harbors, and providing for a detail of army officers to take their places. Lost—yeas 65, nays 110.

On motion of Mr. Hepburn an amendment was adopted granting jurisdiction to United States circuit courts to condemn any real estate or material needed in any improvement authorized by the bill.

On motion of Mr. Howell an amendment was adopted providing that the secretary of war may decline to expend any portion of the money appropriated by this bill if, in his judgment, the improvement for which such appropriation is made will not be a public benefit.

Mr. Holman offered an amendment restricting the appropriations for the improvement of the Mississippi river below Cairo to the completion of the works on the Plum Point and Lake Providence reaches.

A very unintelligible and noisy discussion, interrupted every few moments by points of order and parliamentary questions, arose and continued for half an hour. There were usually half a dozen members addressing the chair at the same time, and cries of "Vote, vote," testified to the impatience of the others.

In advocating the amendment Mr. Hepburn and Mr. Reed declared that the works on the Mississippi river were experimental and should be confined to the two reaches specified.

The amendment was adopted—131 to 54.

On motion of Mr. Hepburn, an amendment was adopted directing the secretary of war to withhold such a portion of the contract price as will pay all sums due for labor performed on any improvement until it is satisfactorily shown that all the laborers are fully paid.

On a point of order raised by Mr. Hiscock, the section creating a board, to be called the United States harbor board, was stricken from the bill.

On motion of Mr. Kean, the section authorizing the secretary of war to remove and rebuild bridges which may be an obstruction to navigation was stricken from the bill.

Mr. Holman offered an amendment providing that the money appropriated for the improvement of the Mississippi river shall be expended under the direction of the secretary of war and in accordance with the plans approved by him. After a short and very noisy discussion the amendment was adopted—138 to 57.

A similar amendment relating to the appropriations for Missouri river improvement was adopted on motion of Mr. Oatk, of Iowa.

Amid a great deal of confusion a number of amendments were adopted to the "survey" section of the bill, and it was not until 7:45 that the committee rose and reported the bill to the house. The previous question was ordered, and the house then adjourned.

Confirmations.

The senate in executive session yesterday confirmed the following nominations:

Adam G. Malloy, to be collector of customs at Galveston, Tex.

G. O. Swarkhauer, to be register of the land office at La Grande, Oreg.

Capt. Robert P. Hughes, 3d infantry, to be inspector general with rank of major.

Capt. Edward M. Heyl, of the 4th cavalry, to be inspector general with the rank of major.

Lieut. Col. Roger Jones, to be inspector general with rank of colonel.

Maj. Joseph C. Breckenridge, to be inspector general with rank of lieutenant colonel.

First Lieut. Dwight H. Kelton, to be captain.

Second Lieut. Frederick Wooley, to be first lieutenant.

Postmasters—J. Frank Dalton, at Salem, Mass.; F. E. Mead, at Mechanicsville, N. Y. Frank H. Button, at Corry, Pa.

Nominations.

The President sent to the senate the following nominations yesterday:

James Atkins, of Georgia, to be attorney of the United States for the northern district of Georgia.

To be Postmasters—Farrington L. Mead, at Mechanicsville, N. Y.; Robert Carson, at New Brunswick, N. J., and Oscar B. Knickerbocker, at Aurora, Ill.

THE COMMISSIONERS.

Current Transactions at the Various District Offices.

The commissioners yesterday sent to the President for his approval the bill appropriating funds for the district government. They state that they have examined it and urge its approval.

Building permits were issued yesterday to Henry Borges to make repairs at the corner of Third and K streets northwest to cost $300; J. McKenney to make repairs at 1007 Eleventh street southeast to cost $300; Michael Clarke to build two brick dwellings at Twenty-second and L streets to cost $3,000.

The commissioners have granted Edward O'Niel a liquor license.

The building inspector has notified John Ross that houses No. 3226 and 3228 T street; B. S. Hedrick that house No. 3321 M street, and B. H. Warner that house No. 1929 Sixteenth street are in dangerous conditions and must be removed in thirty days.

Sixteen permits were issued by the building inspector to persons to erect private stands in front of their residences and stores on the avenue from which to view the inaugural procession.

C. M. Matthews, of Georgetown, has asked that the time be regularly given them by having it struck on the bell of St. John's church at 7 a. m., 12 m., and at 6 o'clock p. m.

The commissioners yesterday sent a reply to senate resolution of June 24, 1884, asking for information in relation to the taxes collected from 1875 to 1884, and the receipts and disbursments on account of water rent. They say that the reason that they have not yet furnished the desired information is that they have not had clerical force enough to compile the information beside keeping up the regular work. They state that they will make a partial report on the matter before the end of the present session of congress.

Major Dye has recommended five persons for appointment as special policemen for duty from Feb. 20 to March 6.

There was yesterday submitted to the commissioners of the District of Columbia, for their approval, an amendment to house bill 8236, respecting the enforcement of taxes and lien certificates which do not represent value received by the property owner or services rendered by the district, so that the rights of such persons as are seeking relief in the courts of the district may not be prejudiced.

A COLORED man, in Henry county, Ga., got fifty-seven possums out of one hollow tree. He sold them all, and the first thing he purchased was a bottle of Dr. Bull's Cough Syrup, the only safe remedy for coughs and colds.

Thankful Women.

A delegation of wage-women from New York city and Philadelphia, headed by Mrs. Charlotte Smith, president of the Woman's National Industrial League, yesterday waited upon Senators Sherman and Miller, senator from New York, and presented them with the following preamble and resolutions unanimously passed by the league:

Whereas, a bill was recently introduced in the United States senate by Senator Blair, of New Hampshire, entitled "a bill to prohibit the importation and migration of foreigners and aliens under contract or agreement to perform labor in the United States, its territories, and the District of Columbia;"

Therefore be it resolved, That the wage-women of America, being close observers of public legislation in all that affects the interest of their fellow laborers, and taking a lively interest in all that concerns the legitimate labor elements of the country, view with pride and satisfaction this step on the part of the distinguished senator from New Hampshire to protect the American laborer from the encroachments of laborers from other lands, many of whom were sent to America because of their criminal or doubtful character, and whose daily recompense would bring starvation and distress to the firesides of the wage-workers of the land.

Resolved, That the thanks of this league and the wage-women of the United States are hereby gratefully tendered to the Hon. Warner Miller, senator from New York, for his able, logical and manly advocacy of the bill. That his conduct on this occasion was worthy of his high position in the senate, and reflects credit on the Empire state of the American republic, which he so ably and faithfully represents.

Funeral of Mrs. Lowell—Condolence, Wreaths, &c.

LONDON, Feb. 24.—The remains of Mrs. James Russell Lowell were interred in Kensal Green cemetery here yesterday. The funeral was strictly private, and started from the residence of Mr. Lowell at 11 o'clock this morning. Among those present were Secretary Hoppin, of the American legation; Mr. G. W. Smalley and lady, Lady Lilliston, W. Stevens, Hon. Waldgrave Leslie, and Henry James. Minister Lowell wept freely during the obsequies of his wife. The Prince of Wales sent the minister a message of condolence, and Premier Gladstone personally condoled with Mr. Lowell on Saturday. The casket was almost buried in wreaths received from friends, from members of the diplomatic corps, and from American residents in London.

A Blue Grass Racer Spirited Away.

ST. JOSEPH, MO., Feb. 24.—Mrs. Stanhope, owner of an extensive stock farm near Lexington, Ky., placed a race horse named "Go Fetch," valued at $10,000, in the hand of a jockey named Lowell, who, after the close of the last racing season, brought the horse here, where its identity was lost. About a month ago the jocky was due at Lexington, but failed to appear. A son of Mrs. Stanhope came here in search of the animal, but found it had been spir