

The Liberty Statue.

But ye that hither draw To desecrate my foe, Nor yet have held in awe The justice that makes free—

O, wonderful and bright, Immortal Freedom, hail! Front, in thy fiery might, The midnight and the gale;

THE STATUE OF LIBERTY.

Presented by France to America. TO BE UNVEILED TO-MORROW.

Since the Colossus of Rhodes there has been no statue comparable with it. As it now stands on its pedestal it rises from Bedloe's Island to the height of three hundred and six feet from the level of low tide, or within sixty feet of that of the great Cathedral of St. Paul's, London.

More Than a Penny's Worth.

The DAILY TIMES is the name of a new morning paper, to be sold at a penny, which made its appearance in Richmond last Friday, with Captain Page McCarty as editor.

NEW BALTIMORE, MICH., October 25.

For several months a well on John Lefebvre's farm, near this place, has been throwing out gas, and John Rose, a neighbor, undertook to utilize it.

LEBANON, Mo., Oct. 25.—Otto Hillig, a farmer living twelve miles from this city,

was shot and fatally wounded yesterday afternoon by Charles Molott, the 12-year-old son of a neighbor. Young Molott was throwing stones at Mr. Hillig's two little daughters, when their father approached and frightened him away.

PHILADELPHIA, October 25.—Yesterday afternoon the body of an unknown woman was found on the banks of the Delaware river, near Milford, N. J.

The head and face bore marks of heavy blows. James Collins, aged fifty-five, was arrested on suspicion of having murdered the woman. He was seen with her some days ago.

ATLANTA, Ga., October 25.—The Dahlonega Signal states that Judge James Brown, a brother of Senator Brown, has been indicted for having received as a present a keg of "blockade whiskey," so called because the law prohibits its being trafficked.

The Acting Secretary of the Treasury has notified the Collector of Customs at Sitka, Alaska, that the War Department has discontinued the practice of permitting the commanding officer of the Division of the Pacific to authorize importation of liquors into Alaska.

M. De Lesseps was asked what he thought of the Statue of Liberty, and replied: "It is, like the great people, American; it is grand, and it shows the growth of artistic sentiment in a new country; it is harmonious."

A. PIZZINI, JR. FRANK P. BURKE. PIZZINI'S NEW STORE, 109 East Broad.

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BUY THE DAILY TIMES. ONLY ONE CENT.

DEATH OF GEN. POLK.

AN ACCOUNT OF THE KILLING OF THE CONFEDERATE COMMANDER.

A Group of Officers Make a Reconnoissance—Two Shots Fired from a Federal Battery—The Fatal Result of the Second.

The third most painful incident upon the records of fatalities among general officers of the southern army during the rebellion was the death of Lieut. Gen. (Bishop) Leonidas Polk, who was killed by a three-inch round shot from a steel rifled cannon of Simonson's Fifth Indiana battery during the Atlanta campaign, on Little Kennesaw, between Atlanta and Kennesaw mountain, on the 14th of June, 1864.

Some years ago, while coming up the Mississippi from New Orleans to Memphis, I was introduced to Gen. Joseph E. Johnston by Gen. Sherman, who during one evening related graphically the incidents of Polk's death about as follows: Johnston, Polk and Hardee, and Jackson, of the cavalry, accompanied by a large number of staff officers, rode out upon this particular occasion in front of Bates' line, near Pine Point, to examine a position thought to be suitable for the Washington artillery.

Our gunners saw the richly caparisoned party and, while they were being observed, deliberately returned the observation, with full time for calculation and adjustment. As their movements and proximity had as yet provoked no demonstrative objection, the Confederates seemed to forget their exposed situation, and so, at Gen. Thomas' suggestion, our gunners let fly a shrieking, spherical case shell, which exploded directly over the heads of Gens. Johnston, Polk, Hardee and Jackson, all of whom went to grass unconsciously.

It is very plain to us that one of the Confederates had been slain, the commotion was so great for the number in action and there was such a galloping away of horsemen and confused running to and fro by those who still remained unmounted. And it is a curious fact that Polk's death was known in Washington before it was in Richmond, as our knowledge of the Confederate signals used during the Atlanta campaign was perfect, and we stood and saw the enemy's signal officers signal for an ambulance and for preparations to be made for the conveyance of the corpse to Atlanta, where services were held at noon the following day by the Rev. Dr. Quintard, and on the afternoon of the 15th the remains were taken to Augusta and from thence to Asheville, N. C., where Bishop Polk's family were then residing.—Cor. New York Times.

A Pretty Experiment. With so simple an article as a red cabbage a very old but pretty little chemical experiment may be made by the young people, with the result of amusing and astonishing those around them. The effects may be strikingly shown in this manner: Cut three leaves of the cabbage into small pieces, and, after placing them in a basin, pour a pint of boiling water over them, letting them stand an hour; then pour off the liquid into a decanter. It will be of a fine blue color. Then take three wineglasses—into one put six drops of strong vinegar; into another six drops of solution of soda; and let the liquid poured into the glass containing the acid will quickly change to a beautiful red; that poured with the soda will be a fine green, and that poured into the empty glass will remain unchanged.—Boston Budget.

Like Boys of Larger Growth. We never knew of but one person who could keep within moderate bounds when asked to give free expression to his desires. That was a boyish companion who, when asked what he would ask for if a fairy should grant him three wishes, pondered solemnly a moment and answered, "I would wish for a nice new pocketbook. Then I would wish for \$2 to put in it. Then," after a long pause, "I would wish for a fine Limerick fishhook." When he broke into a roar of laughter at this climax, he was dazed for a moment and then a wave of regret swept over his face and he exclaimed: "Oh, gosh, why did I not wish for two?"—Rochester Post-Express

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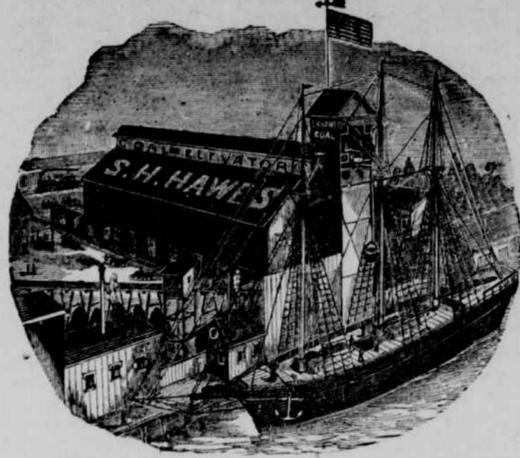
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RAILROADS.

NORFOLK AND WESTERN RAILROAD TIME TABLE IN EFFECT SEPTEMBER 18, 1886.

Table with columns: TIME, WESTWARD, Eastern Standard, DAILY, No. 1, No. 3. Lists train times for Norfolk, Suffolk, Petersburg, Lynchburg, etc.

*Daily except Sunday. Parlor and Sleeping Cars between Bristol and Norfolk on Trains Nos. 1 and 2.

CONNECTIONS. Leave Norfolk 9:50 am daily with through car to Richmond, and 5:30 pm daily. Arrive Richmond 1:30 pm daily and 9:20 pm daily, except Sunday.

Leave Richmond via R. & P. R. R. at 11:30 am daily, connecting with No. 3 west bound at Petersburg, for all points on line of N. & W. R. R.

Leave Richmond at 11:30 am daily, and 6:30 pm daily, except Sunday, with through car to Norfolk, arriving at Norfolk 3:10 pm daily, and 10:00 pm daily.

All inquiries as to rates, routes, etc., promptly answered. If you are going to travel, drop a letter or postal to Allen Hill, Travelling Passenger Agent, Roanoke, Va.

CHESAPEAKE AND OHIO ROUTE SCHEDULE TAKING EFFECT SEPTEMBER 13TH, 1886.

Table with columns: LEAVE RICHMOND, 8:45 pm, 11:25 am, 3:50 pm, 4:00 pm, 6:25 pm, 8:35 am, 11:15 am, 3:40 pm, 6:15 pm, 8:55 pm. Lists train times and destinations.

Depot: Seventeenth and Broad streets. Ticket-offices: 1,000 Main street and depot. H. W. FULLER, General Passenger Agent. WMS. C. WICKHAM, Second Vice-President.

RICHMOND, FREDERICKSBURG AND POTOMAC.

THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORE, PHILADELPHIA, NEW YORK, AND EASTERN AND WESTERN CITIES.

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RAILROADS.

ATLANTIC COAST LINE. RICHMOND AND PETERSBURG RAILROAD TIME-TABLE.

Commencing MONDAY, JUNE 21, 1886, trains on this road will run as follows:

Table with columns: TRAINS SOUTHWARD, No., Leave Richm'd., Arrive Peters'b'g., Accommodation, Through train, Accommodation, Fast Mail, Accommodation, Sunday accom.

TRAINS NORTHWARD.

Table with columns: No., Leave Peters'b'g., Arrive Richm'd., Fast Mail, Accommodation, Accommodation, Through train, Accommodation, Sunday accom.

*Daily. †Daily (except Sunday). STOPPING PLACES. Nos. 40 and 43 make no stops. Nos. 47 and 48 stop only on signal at Chester, Centuria, and Manchester.

PULLMAN CAR SERVICE. On train No. 40 sleeping-cars between Washington and Charleston. On train No. 43 sleeping-cars between Jacksonville and Washington.

THE ONLY ALL-RAIL ROUTE TO NORFOLK. LEAVE RICHMOND: 11:30 am Norfolk, 3:10 pm Norfolk, 6:30 pm Norfolk, 9:50 am Norfolk, 5:30 pm Norfolk.

These trains also make close connection to and from Farmville, Lynchburg, and southwestern points and way stations on the Norfolk and Western Railroad.

J. R. KENLY, Superintendent of Transportation. T. M. EMERSON, Gen'l Passenger Agent. SOL. HAAS, Traffic Manager.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

SCHEDULE COMMENCING NOVEMBER 15th, 1885.

Table with columns: (EASTERN STANDARD TIME.) 6:00 am, 11:07 am, 6:20 pm, 10:20 am, 2:30 pm, 9:08 pm, 6:00 am. Lists train times and destinations.

Ashland Trains. DAILY (EXCEPT SUNDAY). 4:00 pm Accommodation. Leaves Broad street Station; arrives Ashland 5:00 pm.

C. A. TAYLOR, General Ticket Agent. E. T. D. MYERS, General Superintendent.

THE DAILY TIMES, RICHMOND, VA.

A complete daily newspaper for One Cent.

RAILROADS.

PIEDMONT AIR-LINE.

RICHMOND AND DANVILLE SYSTEM.

SCHEDULE IN EFFECT JULY 4, 1886.

Table with columns: Train No., Leave Richmond, Train No., Arrive Richmond. 50, 52, 51, 53, 3:30 pm, 7:00 am.

Bon-Air Accommodation leaves Richmond 6 pm; arrives Richmond 8:41 am.

SLEEPING-CAR SERVICE. On trains 52 and 53 sleeping-cars are run between Richmond and Greensboro'. These cars are open at 9 pm for passengers.

CONNECTIONS.

Train No. 52 connects at Greensboro' for Raleigh, Goldsboro', and Morehead City, at Salisbury for Asheville and all points in Western North Carolina; at Charlotte with Charlotte, Columbia, and Augusta railroad for Columbia, Augusta, Aiken, Savannah, Charleston, and Florida; also with Carolina Central railroad for Wilmington, &c.

TRAINS ON YORK RIVER LINE.

Leave Richmond 12:45 pm, 4:45 pm, 8:35 pm, 10:15 am, 12:30 pm, 3:30 pm, 7:30 pm, 9:30 pm. Arrive Richmond 10:15 am, 1:30 pm, 4:30 pm, 7:30 pm, 9:30 pm, 11:30 pm.

*Daily. †Daily except Sunday. ‡Daily except Monday.

Depot and ticket office foot of Virginia street; up-town office, corner Tenth and Main streets. JAMES L. TAYLOR, General Passenger Agent. SOL. HAAS, Traffic Manager. E. B. THOMAS, General Manager.

RICHMOND AND ALLEGHANY RAILROAD.

SCHEDULE OF TRAINS IN EFFECT JUNE 13th, 1886.

TWO DAILY TRAINS EXCEPT SUNDAY BETWEEN RICHMOND AND LYNCHBURG.

Table with columns: Through Mail, No. 1, Accommodation, No. 3, Night Express, No. 2. Leave Richmond, 10:30 am, 3:20 pm, 7:00 pm. Arrive Lynchburg, 1:36 am, 7:38 pm, 11:50 pm.

SUNDAY ACCOMMODATION TRAIN LEAVES 8:00 A. M. ARRIVE RICHMOND. 5:10 pm MAIL daily (except Sunday). 9:55 am ACCOMMODATION daily (except Sunday).

At Richmond with associated railways and Richmond, Fredericksburg and Potomac railroad; at Lynchburg with Virginia Midland railroad; and Norfolk and Western railroad; at Clifton Forge with Chesapeake and Ohio railroad; at Lexington with Baltimore and Ohio railroad.

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