

Table with 2 columns: Subscription type (Daily, 6 months, 3 months) and Price.

Liberal commission to agents to solicit subscriptions.

ADVERTISING RATES.

Table with 2 columns: Ad type (1 inch, 2 inches, etc.) and Rate.

ENTERED AT THE POSTOFFICE AS SECOND-CLASS MATTER.

FRIDAY, - - - FEBRUARY 11.

There is a new train from New York to Jacksonville, Fla., which leaves New York at 9 a.m., Washington at 2 p.m., and reaches Jacksonville at 4 p.m. the next afternoon.

Why should a grand jury say they are afraid after taking an oath to investigate and act without fear. A grand jury is the grand court of inquest holding an authority from the people that may call to account anybody, high or low, official or citizen, who is in their judgment guilty of wrong.

The twin Senate bills for coast and naval ordnance have been referred by the House to a committee which is expected to pigeon-hole the entire question, while the House dallies with other measures until the closing days of the session, when the usual all-night work will rush through the necessary appropriations.

That is not a good idea by any means to attempt to take the appointment of treasurers out of the present local authorities and give it to the Governor.

The present Governor may be trusted implicitly to follow the path of strict duty, but there might be governors who would use such a chance for party purposes.

The House Committee on Civil Service Reform insists that reform is a fixed institution, and recommends that the salaries of the commissioners be increased. The committee also remarks that "parties should be based on principles and not on the cohesive power of plunder," which is a chestnut that has been cracked so often as to have lost its sweetness.

The point taken by our esteemed friend, the Whig, is that a competent authority must have asserted the unconstitutionality of a law before the treasurer could be liable for carrying out that act.

But please note that in the case of White vs. Greenhow the U. S. Supreme Court held that Greenhow was liable for acting under an unconstitutional law, although that law had not been declared unconstitutional when Greenhow acted under its provisions. Stick a pin there.

The negro West, charged with assaulting Mrs. Page in Washington, has been convicted, and it only remains for Judge MacArthur to pass sentence on him, which will doubtless be a long term in the penitentiary. It is well that Washington could deal so justly and promptly with a crime that had been wrapped up by crank philanthropists of a certain sort with a large amount of sickly sentimentality. It is also a healthy lesson against the official outrage of putting white women under the control of negroes in the departments.

In an editorial yesterday by an error of the type it appeared that in the Boston strike the employees had yielded several times before when it should have been that the employers had yielded several times before. The point is that the strikers expected an unreasonable demand to be granted because they had triumphed on former occasions.

The car company offered to submit the questions in dispute to the State Board of Arbitration, which was refused, and then the company employed new men. The result is that the strikers lose the support of public opinion and their work too.

The idea of confining the manufacture of guns for the coast defense to the genius of America—which, under the present circumstances, would take five years to make a gun equal to those of Krupp—is a preposterous piece of ideal "protection."

There is no plant in this country that could turn out a modern gun, and the sooner we conclude to buy them abroad, and quickly, the better for us. The patriotism that goes for home manufacture in this instance would prompt the Chinese to use the traditional matchlock still, and let a foreign foe cut every cue in the celestial land sooner than defend with a foreign weapon.

THE STRIKES.

As the closing chapter of the great strike in New York opens and displays in sad characters the consequences and the sufferings incident to the failure of the movement, the lesson read there is a burning one, for the workingmen, to teach the folly of acting from the dictates of that personal leadership that is so false to our free American ideas.

The loss to the longshoremen alone in wages is estimated at \$190,000—which the majority cannot recover in the line of their business, which has been occupied by new men.

As for the cost to the employers, it may be stated in general terms, that the employers can stand it; so the formula for the result represents a disaster to the workingmen that must be inevitably applied every time that this problem is demonstrated of substituting a central personal control for a popular interest; or, in other words, the immense suffering of the beaten strikers is the logical result of their obedience to leaders whose selfishness, vanity, and ignorance bear absolutely no relation at all to the real wants of the people whom they order to strike at one place that they may make a combination to enforce a demand at another.

We refer again to the text of a workman, "That a butcher could not possibly arrange the affairs of a shoemaker," and therein is the whole fallacy of the Knights of Labor in a nutshell.

Though Secretary Bayard has pressed the Canada fisheries difficulty upon the attention of the British Government for nearly a year, he has been put off with such quibbling as references to the fact that the subject was under consideration of the Canada courts—as if the Canada courts had really anything to do with interpreting treaties between the United States and England.

Minister Phelps has stated emphatically that this country declines to be drawn into any discussion with the Colonial courts on this question. Our position is that the treaty of 1818 dealt entirely with the inshore fisheries and their protection, and any legislation for enforcing its provisions must be reasonably adapted to the protection of those fisheries. We claim no right in them and have no desire to encroach upon them. But our vessels engaged in deep sea fishing are entitled to all the privileges of ordinary sea-going craft.

Under these circumstances the United States adopts the policy of retaliation on Canada until this country receives the proper respect from Great Britain.

The Attorney-General for Ireland construes Mr. Parnell's speech in Parliament as a threat of further outrages if the policy of coercion is persisted in, but Mr. Parnell's friends claim that he merely argued that Irishmen, though eccentric, were like all other men when driven to madness by wrong, and that the natural result of such a policy on any people would be the same as in Ireland.

England listens to the stories of Irish wrongs calmly and yawns over the tale, and it is only when some startling and horrible dynamite crime occurs that an active interest is manifested. If the Irish are guilty of crimes it is due primarily to the long oppression to which they have been subjected, and there seems now to be no middle course between the crushing-out policy, adopted by Cromwell, and the liberal policy, that would enlighten the people by gentleness and education. The Cromwell policy is utterly false to the spirit of this age.

So argues Mr. Parnell; and it is to be hoped that the ablest of the Irish leaders will make an impression.

SPECIAL AND PERSONAL.

Fair moon, to thee I sing, Pale parent of the Heaven, Let me to thee my gasp bring For time 'twixt six and eleven. But, say, sweet Cynthia, can thy "ring," Detokening rain at half-past seven, Be part of city fathers' bargaining—

To charge for what they don't give us, and make a job out of a dark night, which, like barnacled old humpbacks, they say ought to have been lighted from Heaven?

The Republican party's pet monstrosity is the colored Democrat.

"Grass Baron" is the latest term for a rich western land-owner and cattle-raiser.

The Herald says that the farmers in convention assembled in New York have left harrowing care at home, and are reaping a rich harvest of Gotham's hospitality.

"The papers are still discussing Henry George's land theory. We are waiting for Mr. George to acquire some land and apply his theory to it."—Philadelphia Enquirer.

The Savannah Times says that a drummer got so saturated with his business that when he returned to the home office from a long tour he asked his boss to take a drink before showing him his samples.

That's powerful few politicians that won't buy votes with pensions when Uncle Sam's paying the election expenses.

Buncombe is to patriotism what froth is to beer—of that ain't no beer, that ain't no froth.

That's one political problem I ain't never been able to solve yet, namely, to wit: Ef it costs a man \$10,000 to git a \$5,000 job, how does he git even?—Judge Waxem in the Critic

RAILROADS.

PIEDMONT AIR-LINE. RICHMOND AND DANVILLE SYSTEM.

Table with 4 columns: Train No., Leave Richmond, Arrive Richmond, and Schedule details.

On Trains 52 and 53 sleeping-cars are run between Richmond and Greensboro'. These cars are open at 9 p.m. for passengers. Sleeping-cars are also run on 52 and 53 between Danville and Montgomery, Danville and Aiken, Greensboro' and Raleigh; on trains Nos. 50 and 51 sleeping-cars are run between Danville and Atlanta, and Danville and New Orleans.

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

Train No. 52 has Pullman Buffet sleeping-car from Danville to Aiken, making close connection for Charleston, Savannah, and Jacksonville.

Trains Nos. 50 and 51 make close connection at Greensboro' for Raleigh and all points on North Carolina division. Pullman sleeper is run on these trains between Greensboro' and Raleigh.

TRAINS ON YORK-RIVER LINE. Leave Richmond 7:30 am. Arrive Richmond 7:30 pm. Leave 28th Street 7:10 am. Arrive 28th Street 7:20 pm. Freight.

Train leaving Richmond at 3:20 pm. connects at West Point every Monday, Tuesday, Thursday, and Saturday with boat, arriving at Baltimore 8 am.

Fare—Richmond to Baltimore only \$2, first-class; \$1.50 second-class. *Daily, *Daily except Sunday.

Depot and ticket office foot Virginia street, up-town office, corner Tenth and Main streets. JAMES L. TAYLOR, General Passenger Agent.

SOL. HAAS, Traffic Manager. J. B. THOMAS, General Manager. J. A. CHESAPEAKE AND OHIO ROUTE SCHEDULE IN EFFECT NOVEMBER 21ST, 1886.

LEAVE RICHMOND: 8:45 am For Newport News, Old Point Comfort and Norfolk, daily except Sunday.

11:10 am Through and Local Mail to all points West. Sleepers from Clifton Forge to Huntington, except Sunday.

3:10 pm For Newport News, Old Point and Norfolk, except Sunday.

4:00 pm Charlottesville accommodation, except Sunday.

6:25 pm For Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans. Fast Express, with through Pullmans Daily. Only route running Pullmans West from Richmond.

SUNDAY EXCURSION TO Newport News and Old Point at 8 am. Commencing on the 22d inst.

ARRIVE RICHMOND: 8:40 am Charlottesville accommodation.

11:05 am From Norfolk, Old Point, and Newport News, except Sunday.

3:05 pm From Local points and the west daily except Sunday.

6:10 pm From Newport News, Old Point, and New York News, daily except Sunday.

8:50 pm From Louisville and Cincinnati Fast Express daily. Sunday excursion train from Old Point and Newport News arrives in Richmond at 9:15 pm.

Depot: Seventeenth and Broad streets. Ticket-offices: 1000 Main street and depot.

H. W. FULLE, General Passenger Agent. WMS. C. WICKHAM, Second Vice-President.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule in effect NOVEMBER 25, 1886—eastern standard time.

7:00 am. leaves Byrd-street station daily; stops only at Ashland Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington for New York at 11:20 am.

11:07 am. leaves Byrd-street station daily, except Sunday. Leaves Washington for New York at 4:20 pm., also by limited at 3:50 pm.

6:20 pm. leaves Byrd-street station daily. Sleeper to New York.

10:29 am. arrives at Byrd-street station daily. Sleeper from New York.

2:38 pm. arrives at Byrd-street station daily; stops at Fredericksburg, Milford, and Ashland Junction. Sleeper to Washington. Arrives at Byrd-street station daily, except Sunday.

ASHLAND TRAINS. DAILY EXCEPT SUNDAYS. 4:00 pm. accommodation, leaves Broad-street station; arrives at Ashland at 5 p.m.

6:04 pm. leaves Elba; arrives at Ashland at 6:44 pm.

6:25 am. arrives at Elba; leaves Ashland at 5:24 am.

RAILROADS.

RICHMOND AND ALLEGHANY RAILROAD. SCHEDULE OF TRAINS IN EFFECT NOVEMBER 23, 1886.

Table with 4 columns: Train No., Leave Richmond, Arrive Richmond, and Schedule details.

WEST BOUND. MAIL. ACCOM. EXPRESS. Le. Richmond. 7:35 pm. 13:15 pm. 16:40 pm. Ar. Scottsville. 11 pm. 7:28 pm. 11:27 pm.

Le. Lynchburg. 4:40 pm. 4:40 pm. 4:40 pm. Ar. Lynchburg. 5:50 pm. 6:00 pm. 6:55 pm.

Le. Lexington. 6:01 pm. 7:32 pm. 8:10 pm. Ar. Clifton Forge. 8:10 pm. 9:07 am.

EAST BOUND. MAIL. ACCOM. EXPRESS. Le. Clifton Forge. 7:00 am. 7:34 am. 9:07 am. Ar. Lexington. 8:10 am. 8:40 pm. 10:30 pm.

Le. Lynchburg. 10:30 am. 10:30 pm. 10:30 pm. Ar. Lynchburg. 1:05 pm. 5:20 am. 5:55 am.

Le. Scottsville. 1:41 pm. 5:48 am. 2:27 am. Ar. Richmond. 4:55 pm. 9:55 am. 7:45 am.

*Daily, *Daily except Sunday. Trains on Buckingham railroad branch leave Bremo Bluff for Avon daily, except Sunday, at 6:15 am and 6:17 pm. Returning, leave Avon daily, except Sunday, at 6:40 am and 6:55 pm.

Sleeping-cars attached to Trains Nos. 9 and 10 between Lynchburg and Richmond.

CONNECTIONS.—At Clifton Forge with C. & O. R. Y. for the South, West, and Northwest. At Lynchburg with N. & W. R. Y. for all points South, Southeast, and West. At R. Y. for all points North and South. At Richmond with Associated Railways for all points in the South, and L. E. & P. R. R. for all points North and East. For further information apply to J. R. MACMURDO, G. P. & T. Agent, Richmond, Va.

ATLANTIC COAST LINE. RICHMOND AND PETERSBURG RAILROAD TIME TABLE. Commencing MONDAY, December 26, 1886, trains on this road will run as follows:

TRAINS SOUTHWARD. Leave Richmond. Arrive Petersburg. 31—7:50 am. 7:55 am. Accommodation. 32—10:49 am. 11:38 am. Through train. 33—12:15 pm. 1:20 pm. Accommodation. 34—2:48 pm. 3:25 pm. Fast Mail. 35—7:50 pm. 7:20 pm. Accommodation. 36—9:25 pm. 10:25 pm. Through train.

TRAINS NORTHWARD. No. Petersburg. Arrive Richmond. 62—6:05 am. 6:49 am. Fast mail. 63—8:25 am. 9:20 am. Accommodation. 64—9:50 am. 10:45 am. Through train. 65—12:30 pm. 1:20 pm. Accommodation. 66—5:43 pm. 6:00 pm. Through train. 67—8:20 pm. 9:25 pm. Accommodation.

*Daily, *Daily except Sunday. STopping Places. Nos. 37 and 62 make no stops. Nos. 15, 23, 66 and 78 stop only on signal. Manassas, Centerville and Chester. Nos. 31, 32, 33, 34, 35 and 36 will stop at all stations for passengers.

PULLMAN CAR SERVICE. On trains Nos. 27, 28, and 29 sleeping-cars between Washington and Jacksonville. On Trains Nos. 27 and 62 sleeping-cars between Washington and Charleston. On Train No. 62 sleeping-car between Tampa, Fla., and Washington (via Jacksonville). On Train No. 78 sleeping-car between Jacksonville and New York. On Trains Nos. 23 and 78 sleeping-cars between New York and Aiken, S. C. (via Charleston). On Train No. 23 sleeping-car between New York and Tampa, Fla. (via Jacksonville).

THE ONLY ALL-RAIL LINE TO NORFOLK. LEAVE RICHMOND. ARRIVE NORFOLK. 11:25 am. Norfolk, 4:10 pm. Richmond, 9:50 am. Norfolk, 10:00 pm. Norfolk, 9:50 am. Norfolk, 1:20 pm. Norfolk, 5:30 pm. Norfolk, 9:20 pm. These trains make close connection to and from Farnville, Lynchburg, and southwestern points, and all stations on the Norfolk and Western railroad.

J. R. KENLY, Superintendent of Transportation. T. M. EMERSON, General Passenger Agent. SOL. HAAS, Traffic Manager. de 25

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY. NEW PASSENGER AND FREIGHT LINE BETWEEN NEW YORK, PHILADELPHIA, AND RICHMOND.

Schedule in Effect November 1. Going North, leaves Richmond, Company's wharf, Rockets, at 9 a.m., on Tuesdays, Thursdays, and Saturdays. Passengers can take the train at 7 p.m.; arrive in Philadelphia at 5:20 a.m. arrive in New York at 8 a.m.

Leave New York via Pennsylvania railroad every Sunday. Passengers can take the Philadelphia sleeper at Philadelphia (Broad-street station) at 10 p.m., coming South, and are allowed to remain in the sleeper on arrival at Philadelphia until 7 a.m., without being disturbed.

PULLMAN PALACE-CARS run between New York and Philadelphia and Cape Charles. Passengers can take the Philadelphia sleeper at Philadelphia (Broad-street station) at 10 p.m., coming South, and are allowed to remain in the sleeper on arrival at Philadelphia until 7 a.m., without being disturbed.

LOW PASSENGER RATES. To New York (limited two days), \$ 8 50 To New York (unlimited), " 10 00 To Philadelphia (limited two days), " 6 30 To Philadelphia (unlimited), " 7 80 Second-class, New York (limited to two days), " 6 50 Baggage checked through. Close connection made at New York with boat and rail lines for Boston and all points East.

FREIGHT RATES AS LOW AS VIA OTHER LINES. Special low freight contracts will be made upon application. Shippers desiring to take advantage of these cheap rates between New York, Philadelphia, and Richmond will be careful to direct goods to be sent by the New York, Philadelphia, and Norfolk railroad, Cape Charles route, and shipped from New York from Pennsylvania railroad, New Pier 27, from Philadelphia from Dock-street station, and Richmond from Company's wharf, Rockets.

For further information apply to F. S. BAKER, Agent, Richmond. H. W. DUNNE, Superintendent. R. B. COOKE, General Passenger and Freight Agent, Richmond, Va., and Norfolk, Va. 269

NORFOLK AND WESTERN RAILROAD. SCHEDULE IN EFFECT JANUARY 12, 1887.

TWO DAILY TRAINS TO NORFOLK. TWO DAILY TRAINS TO LYNCHBURG. LEAVE RICHMOND. 11:25 a.m. Daily, via Richmond and Petersburg railroad. Arrive at Petersburg 12:15 p.m.; leave Petersburg 12:30 p.m. daily; arrive at Norfolk 3:10 p.m.

11:25 a.m. Daily, via Richmond and Petersburg railroad. Arrive at Petersburg 12:15 p.m. No. 1 leaves Petersburg 12:40 p.m. for Farnville, Lynchburg, Roanoke, Bristol, Knoxville, and all points south and west.

6:30 p.m. Daily, except Sunday, via Richmond and Petersburg railroad. Arrive at Petersburg 7:15 p.m.; leave Petersburg 7:30 p.m. daily, arriving Norfolk 10 p.m. Through car Richmond to Norfolk.

6:30 p.m. Daily, except Sunday, via Richmond and Petersburg railroad. Arrive at Petersburg 7:15 p.m., connecting with Train No. 1 leaving Petersburg at 8:25 p.m. for Farnville, Lynchburg, Roanoke, Bristol, Knoxville, Chattanooga, and all points south and west.

PULLMAN SLEEPING-CAR ACCOMMODATIONS. No. 1—Sleeping-car from Petersburg to Bristol without change. No. 3—Roanoke to Atlanta, Macon, and New Orleans. Full change.

Tickets, baggage-checks, and all information can be obtained at Richmond and Petersburg railroad depot and at A. W. Garber's, 100 Main street. General Passenger and Ticket Agent. CHARLES G. EDDY, Vice-President. General office, Roanoke, Va. 4ja 22

FURNITURE.

THE LARGEST AND MOST COMPLETE ESTABLISHMENT IN THE CITY.

WILLIAM DAFFRON.

1546 & 1438 MAIN, AND 22 GOVERNOR ST., WHOLESALE AND RETAIL.

FINE LINE OF Chamber and Parlor Suits, Chairs, &c. Walnut, from \$48 to 300.

Parlor Suits, from \$30 to 200.

Cottage Suits, from \$22 to 50.

All Parlor Work made on the Premises.

Mattresses, Pillows, and Bedding of Every Description Constantly on Hand.

Factory, Nos. 16, 18 and 20 N. Fifteenth St.

ORDERS BY MAIL PROMPTLY ATTENDED TO. Telephone 385.

PRESTON BELVIN, MANUFACTURER OF FURNITURE.

In all of the Fashionable Woods.

You will please examine my stock before purchasing.

Warerooms, No. 18 Governor Street.

HABLISTON & BROTHER, 905 MAIN STREET.

Furniture in Mahogany, Oak and Cherry.

ELEGANT DESIGNS, - - - LOW PRICES.

SHIRTS.

We offer an excellent Linen-Bosom Shirt at 35c., and a still better Shirt at 38c. An excellent Shirt, made of London cotton, fine Irish linen, and reinforced front, at 50c. A shirt made of the genuine New York Mills cotton, No. 1000 linen, reinforced, double-stitched fronts, all seams double-filled, three-ply collar-band, and warranted to fit—price 98c., or \$2 per dozen equal to the \$1 Shirts sold elsewhere. A shirt made of genuine Wamsutta cotton, three-ply bosom made of 2100 linen collar-band and wrist-bands, all seams double-filled, warranted to fit—price 75c., each or \$5.50 per dozen. It is a better shirt than can be found elsewhere at \$1. We will sell the celebrated Diamond Shirt at 85c., or \$9.50 per dozen.

HASSOCKS AND OTTOMANS.—Brussels-Carpet Hassocks at 45c. Brussels-Carpet Ottomans at 75c. BABY-CARRIAGES.—An immense stock of Baby-Carriages—the largest assortment in the city. Our prices are so low that you cannot afford to buy them elsewhere.

DRESS-GOODS.—We are now receiving our stock of Spring and Summer Dress-Goods. We show the largest assortment ever brought to this city. Over 100 styles of Crinkles, Gingham, and Satines; elegant Silk, Velvets, Cashmere, Tricots, &c. Laces and Embroideries. This is the season to buy your Hamburg and Laces, and you can supply your wants at our store to your satisfaction. Carpets.—Further reductions in the prices of Carpets. It will pay you to buy them now. Rugs.—Our great sale of Rugs will be continued for only two weeks longer, so don't put off buying until it is too late. LEVY & DAVIS.

CARRIAGE BUILDERS.

GEORGE A. AINSLIE & SONS, (Nos. 8, 10, and 12, Tenth St.) Beautiful, durable, and life-like sets of ARTIFICIAL TEETH as low as \$5.00. Teeth extracted without pain for 50 cents. All kinds of DENTURE \$1.00. Old sets made new. Entire satisfaction guaranteed. TERMS CASH. 2ja 23m

RICHMOND DENTAL PLACE. No. 12 NORTH NINTH STREET.

Beautiful, durable, and life-like sets of ARTIFICIAL TEETH as low as \$5.00. Teeth extracted without pain for 50 cents. All kinds of DENTURE \$1.00. Old sets made new. Entire satisfaction guaranteed. TERMS CASH. 2ja 23m

Drs. GEO. B. & CHAS. L. STEEL, DENTISTS. 723 Main street, Richmond, Va. no 7-Su, W&F6m

DAVID WILSON, No. 12 South Tenth street. HOUSE, SIGN, & ORNAMENTAL PAINTER. 3rd-6m

WILLIAM P. MARROW, CARPENTER AND BUILDER. No. 15 North Seventh street. Special attention given to jobbing and repairs.

THE STAR. A Newspaper supporting the Principles of a Democratic Administration. Published in the City of New York. WILLIAM DORSHEIMER, EDITOR. Daily, Weekly, and Sunday Editions. THE WEEKLY STAR, An Eight-page Newspaper, issued every Wednesday. A clean, pure, bright and interesting FAMILY PAPER. It contains the latest news, down to the hour of going to press. Agricultural, Market, Fashion, Household, Financial and Commercial, Political, Poetical, Humorous and Editorial Departments, all under the direction of trained Journalists of the highest ability. Its columns will be found crowded with good things from beginning to end. Original stories by distinguished American and foreign writers of fiction. TERMS OF THE WEEKLY STAR TO SUBSCRIBERS. Free of Postage in the United States and Canada, outside the limits of New York City. ONE DOLLAR FOR ONE YEAR. Clubs of 10 or more at a discount, with an additional copy to each member of Club. \$10.00 FOR THREE MONTHS, on trial, 25 cents. Special terms and extraordinary inducements to agents and canvassers. Send for Circulars.

TALBOTT & SONS, RICHMOND, VA. ENGINES, BOILERS, SAW, CORN, AND WHEAT-MILLS, TOBACCO FACTORY MACHINERY, TURBINE WATER WHEELS, &c., &c. (3 Feb-1y)

C. LUMSDEN & SON, WATCHMAKERS AND JEWELLERS, 823 Main street, Richmond, Va. Fine Watches, Jewelry, Diamonds, Sterling Silverware, Silver-Plated-Ware, Spectacles and Eye-glasses, Clocks, &c. Special attention to Repairing. ja 5-su tu ly

W. S. WOOD & SON, 1542 MAIN STREET. STOVES, TINWARE, &c. PLUMBING, REPAIRING, AND GAS-FITTING. 3ja20-ly

DANCING SCHOOLS. GERMANIA HALL. Classes Thursday nights at 8 p.m. for Gents and Ladies. Class Friday afternoon at 4 p.m. for Misses and Masters. 1 ja25-ly

DANCING ACADEMY. H. P. LAUBE, SAENGER HALL, Every Saturday 8:30 P. M., FOR GENTLEMEN. ja 7-2m

JOSEPH W. BILEY, Successor to Mrs. J. C. DRYER & Co. FURNISHING UNDERTAKERS, CORNER THIRD AND MARSHALL STREETS, RICHMOND, VA. Everything FIRST-CLASS in this line and at reasonable rates. Telegraph and country orders promptly filled. Telephone No. 2. 4 ja28-lyd&w

JOHN E. DOHERTY, 822 EAST MAIN STREET. Always on hand, AS FINE A STOCK OF GOODS as can be found at any Merchant Tailoring establishment in the country, and will be made and trimmed in the best manner. Thirty years' experience as a leading cutter ought to guarantee entire satisfaction, and will be sold at a very moderate profit. jan16-ly

THE DAILY STAR. This Daily Star contains all the news of the day in an attractive form. Its special correspondence from London, Paris, Berlin, Vienna and Dublin is commensurate feature. An account of the latest news and other news centers in almost correspondence, specially obtained by The Star furnish the latest news by telegraph. Its literary features are unsurpassed. The Financial and Market Reviews are unusually full and complete.

Free of Postage in the United States and Canada, outside the limits of New York City. Every Day for one year (including Sunday), \$10.00 Daily, without Sunday, one year, \$7.00 Every Day, six months, \$4.00 Daily, without Sunday, six months, \$3.00 Sunday, without Sunday, one year, \$1.00 Address, THE STAR, Broadway and Park Place, New York

THE DAILY STAR. TERMS OF THE DAILY STAR TO SUBSCRIBERS. Free of Postage in the United States and Canada, outside the limits of New York City. Every Day for one year (including Sunday), \$10.00 Daily, without Sunday, one year, \$7.00 Every Day, six months, \$4.00 Daily, without Sunday, six months, \$3.00 Sunday, without Sunday, one year, \$1.00 Address, THE STAR, Broadway and Park Place, New York

THE DAILY STAR. This Daily Star contains all the news of the day in an attractive form. Its special correspondence from London, Paris, Berlin, Vienna and Dublin is commensurate feature. An account of the latest news and other news centers in almost correspondence, specially obtained by The Star furnish the latest news by telegraph. Its literary features are unsurpassed. The Financial and Market Reviews are unusually full and complete.

Free of Postage in the United States and Canada, outside the limits