

[From Our Regular Correspondent.]

OUR WASHINGTON LETTER.

WASHINGTON, D. C., Aug. 16.

In view of the repeated denial on the subject the friends of Lieut. Kinslingbury here were much shocked this afternoon on learning that when his coffin was opened at Rochester it was found that there was no flesh on his bones. It is not well understood why there has been so much concealment in this matter. Commander Schley and Admiral Nichols first denied that Henry had been shot. The official report of Lieut. Greeley showed that they did not know what they were talking about. It turns out that there were only two people who knew about the shooting of Henry from Lieut. Greeley, Secretary Chandler and Gen. Hazen. Gen. Hazen wanted to tell Sec'y Lincoln about it, but was unable to see him, and he feared to send him a telegram on the subject. Being in ignorance in the matter, Sec'y Lincoln and Gen. Hancock now find themselves in the awkward and unmilitary position of having attended the funeral of a soldier who been executed by order of a court-martial, a thing that is in violation of all military etiquette. Lieut. Greeley desired that the shooting of Henry should not be made public and Sec'y Chandler and Gen. Hazen would have obliged him in this direction had it not been necessary, in view of the fact having leaked out through other sources, to publish the official report of the occurrence. It is now thought it would have been better if all the facts, terrible as they were, had been given out in the first instance instead of endeavoring to conceal them.

"There are two subjects" said a friend of mine, who is a patent lawyer, "that has absorbed more brain tissue from the heads of inventive geniuses than would be necessary to outweigh all the gold that has been, in consequence, put into their pockets. The first of these is the coupling of railroad cars. Over two-hundred patents a year are issued for these hitching devices. Why so comparatively unimportant a matter should receive so much attention on the part of invention is more than I can explain. The other great lives of patented inventions is more sensibly though possibly not much more productive of rewards for genius, for it relates to aids for comfortable sleeping. Go to any industrial fair and you will see numerous novelties in bedsteads, all intended to conduce to the luxury of slumber. The variety of these

exhibits, however, is very small compared with the patented articles that get so far from the hands of the inventors as to reach the market.

The new pension office building is progressing slowly and when completed will be one of the largest structures in the country. It is built of brick, with terra cotta trimmings containing representation of military life. While the pension office is often regarded as hostile to the interests of the soldier, the committee on pensions of both the Senate and House of Representatives have been exceedingly friendly. Senator Mitchell, chairman of the Senate committee, has been known to strongly recommend a pension, as being just and proper, which has been disallowed by the pension officials. So also in the House committee, Mr. Patton, of Penn., a democrat, has been heard to say, that he would sooner see the Government suffer, than feel that a deserving soldier should go unrewarded. It is a rare exception that Congress does not grant a pension when recommended by the committees.

A number of bank presidents throughout the country have written to the Postmaster-General asking him to exclude "Thompson's Bank-note and Commercial Reporter" from the mails. In referring to these letters to-day, Assistant-Attorney-General Freeman said, "The Bank-note and Commercial Reporter" is a black-mailing sheet published at New York. The plan is to send the paper to all leading banks, and after a time a bill for \$5 is sent to the bank. Upon the refusal of the bank to pay the bill, a letter is sent threatening to attack its credit unless the bill is paid.

AUGUST.

—Rev. Sam Jones, of Georgia, has been preaching in Corinth, Miss., for a week. There has never been known in the history of the city such a revival. He preaches three times each day in the courthouse—no church in the city will begin to hold the people. At each service the courthouse is packed with people. There has been to date near one hundred conversions, among them the speaker of the house of representatives, of Mississippi, and the whole town is moved. There are in attendance each day people from fifty to two hundred miles.—Hartwell Sun.

—A Baltimore swell went to a fancy dress ball as a donkey, and his friends say it is the first time he ever failed to make an ass of himself.

—Although your doctor may say you owe your life to him, he will not take it in settlement of his bill.

Marble and Granite

MONUMENTS,

TOMB STONES, &c.

A. CLARK,

Greenville, S. C.

May 23 ly

BOWEN'S MILLS!

HAVING been recently overhauled, are now in first rate order. Persons coming from a distance will get their grinding done at night. They will find a house to stay in and stalls for their horses. Give us a trial.

All persons wishing their GINS filed by the **O'NEIL SAW FILING MACHINE**, can have it done at Esley, by Mr. Marion Day, or if you will notify me at Briggs Postoffice, S. C., I will send a man to your Gin and do the work. It is better than all other Machines. Try it and be convinced. July 25 th R. E. BOWEN.

BLACKSMITHING

In all its branches, done by

JAMES ROSEMOND.

Esley, S. C.

Give him a call and satisfaction will be given, both as to work and charges.

RICHMOND & DANVILLE RAILROAD.

PASSENGER DEPARTMENT.

On after Aug. 3d, 1884, Passenger Train service on the A. & C. Air-Line Division will be as follows:

NORTHWARD.

	Express, No. 51 Daily.	Mail, No. 53 Daily.
Leave Atlanta.....A	4 40 p m	8 40 a m
Ar. Gainesville.....	6 57 p m	10 35 a m
" Lula.....	7 25 p m	11 01 a m
" Rab. Gap June B.....	8 12 p m	11 30 a m
" Toccoa.....C	8 54 p m	12 04 p m
" Seneca City.....D	9 59 p m	1 00 p m
" Central.....	10 32 p m	1 52 p m
" Liberty.....	10 53 p m	2 13 p m
" Esley's.....	11 10 p m	2 27 p m
" Greenville.....E	11 42 p m	2 47 p m
" Spartanburg.....F	1 01 a m	3 56 p m
" Gastonia.....G	3 20 a m	5 54 p m
" Charlotte.....H	4 10 a m	6 40 p m

SOUTHWARD.

	Express, No. 50 Daily.	Mail, No. 52 Daily.
Leave Charlotte.....	1 45 a m	1 00 p m
Ar. Gastonia.....	2 30 a m	1 45 p m
" Spartanburg.....	4 28 a m	3 45 p m
" Greenville.....	5 43 a m	4 55 p m
" Esley's.....	6 17 a m	5 26 p m
" Liberty.....	6 34 a m	5 42 p m
" Central.....	6 55 a m	6 00 p m
" Seneca City.....	7 32 a m	6 37 p m
" Toccoa.....	8 40 a m	7 35 p m
" Rab. Gap June.....	9 34 a m	8 30 p m
" Lula.....	10 09 a m	8 59 p m
" Gainesville.....	10 36 a m	9 25 p m
" Atlanta.....	1 00 p m	11 30 p m

Accommodation Train, (Air-Line Belle) GOING NORTH.

Leave Atlanta..... 6 15 p m
Arrive Gainesville..... 8 25 p m

Accommodation Train, (Air-Line Belle) GOING SOUTH.

L've Gainesville..... 7 00 a m
Arrive Atlanta..... 9 20 a m

No. 18—Local Freight, Going South.

Leave Charlotte..... 6 00 a m
Arrive Gaffney's..... 10 50 a m

Arrive Spartanburg..... 12 53 p m
Arrive Greenville..... 4 15 p m

Arrive at Esleys..... 6 03 p m
Arrive at Liberty..... 6 45 p m

Arrive Central..... 7 30 p m
No. 17.—Local Freight, Going North.

Arrive at Liberty.....	5 15 a m
Arrive at Esleys.....	5 50 a m
Arrive Greenville.....	7 03 a m
Arrive Spartanburg.....	10 20 a m
Arrive Gaffney's.....	1 03 p m
Arrive Charlotte.....	6 15 p m

All freight trains on this road carry passengers. All passenger trains run through to Danville & Richmond without change connecting at Danville with Va. Midland, to all Eastern cities, and at Atlanta with all lines diverging. No. 50 leaves Richmond at 1 30 p. m. and No. 51 arrives there at 3 50 p. m. 52 leaves Richmond 1 28 a. m. 53 arrives there 7 00 a. m. The local freights stop at above stations 20 to 30 minutes.

BUFFET SLEEPING CARS WITHOUT CHANGE.

On trains Nos. 50 and 51, New York and Atlanta, via Washington and Danville, and also Goldsboro and Warm Springs.

On trains Nos. 52 and 53, Richmond and Danville, Washington and Augusta, Washington and New Orleans. Returning, on No. 52—sleeper Greensboro to Richmond.

Through Tickets on sale at Charlotte, Greenville, Seneca, Spartanburg and Gainesville to all points South, Southwest, North and East.

A, with N E R R to and from Athens.
B, with N E R R to and from Tallulah Falls.

C, with E. L. Air-Line, to and from Elberton and Bowersville.

D, with Blue Ridge R R to and from Walhalla, &c.

E, with C and G R R to and from Newberry, Alston and Columbia.

F, with A and S and S U and C R R to and from Hendersonville, Alston &c.

G, with Chester and Lenoir R R to and from Chester, Yorkville and Dallas.

H, with N C Division and C C and A R R to and from Greensboro, Raleigh, &c.

EDWIN BERKLEY, Supt.
M. SLAUGHTER, Gen. Pass. Agt.

A. L. RIVES, 2d V P & Gen. Man'r.

South Carolina Railway Company.

Commencing Sunday, May 11, 1884, at 4 p. m. Passenger Trains will run as follows until further notice, "Eastern time."

TO AND FROM CHARLESTON.

EAST (DAILY.)

Depart Columbia at 7 50 a m 5 25 p m
Due Charleston at 12 20 a m 9 55 "

WEST (DAILY.)

Depart Charleston 8 18 a m 4 30 p m
Due at Columbia at 12 38 " 9 22 "

TO AND FROM CAMDEN.

East (Daily except Sunday.)

Depart Columbia at 7 50 a m 5 25 p m
Due at Camden at 2 25 p m 8 25 "

West (Daily except Sunday.)

Depart Camden at 9 00 a m 4 00 p m
Due at Columbia 12 38 " 9 22 "

TO AND FROM AUGUSTA.

East (Daily.)

Depart Columbia at 7 50 a m 5 25 p m
Due at Augusta at 1 20 p m 8 10 a m

West (Daily.)

Depart Augusta at 7 15 a m
Due at Columbia at 12 38 p m

CONNECTIONS

made at Columbia with Columbia and Greenville Railroad by train arriving at 12 38 p. m. and departing at 5 50 p. m. At Columbia Junction with Charlotte, Columbia and Augusta Railroad, by same train to and from all points on both roads.

At Charleston with Steamers to New York on Saturday; and on Tuesday and Saturday with Steamer for Jacksonville and points on St. John's River; also, with Charleston and Savannah Railroad to and from Savannah and all points in Florida.

At Augusta with Georgia and Central Railroads to and from all points West and South. At Blackville to and from points on Barnwell Railroad. Through tickets can be purchased to all points South and West by applying to D. McQUEEN, Agent, Columbia, S. C. JOHN B. PECK, General Manager.