

REMINISCENCE.

General Grant in a Railroad Car. From the Roxbury (Mass.) Journal, March 6.

Soon after General Grant was assigned to the command of the armies of the United States, and fortunately assigned himself to the Army of the Potomac. I had occasion to visit Washington on some military business. My errand having been accomplished, I had called to the place—depot it was not—where the train started for our camps, near the Rappahannock, and every car, with one exception, was not only full, but overflowing.

Among the surging mass still outside, and struggling to get in, I noticed a warlike and disagreeable-looking Virginia lady, giving unmistakable evidence that her purpose was to go on that train. She tried to get on the platform, and then another, in vain. Indeed, her look, manner, and dress were not such as to win consideration for her in any ordinary crowd.

The train was to start in less than a minute, and the prospect that she, myself, and a few others were to be left behind was becoming painfully brilliant. Just then a staff officer of the regulars, looking and unassuming as the car, and standing on the platform, said to the woman and about twenty anxious officers: "This is a special car for General Grant, but you are invited to come in and be seated." I stepped upon the platform, quickly followed by the woman.

As we entered he turned towards us, and as it seemed to me, showed a little surprise, if not annoyance, at our appearance. In truth, it was rather a novel and unusual sight to see on any of those military trains running from Washington in the direction of Richmond. Without a moment's delay, however, Grant turned to the lady at his right, raised his finger out and thus sacrificed two of the ladies on the altar of politeness. Remember that this was his special car, that smoking was allowed on that and every other military road.

Grant was particularly inquiring of all the ladies, and had a little word for a good cigar, yet in this little incident the gentleman spontaneously breaks out in the conqueror. There may be men with more measured steps and studied manners, and superficial impressions, but none was ever better and more accurately attuned to the delicacies of social life than that of General Grant.

Our friend, as I may now call her, took her seat near the front of the car, and the General was seated in the middle of the car, both "faced to the rear." The way stations were exceedingly numerous, and as the train hauled up at each, the General was noticed swinging himself around directly but cautiously in his seat, to see if he was being followed. But no; there she was every time. It was hard on the General and hard on us. Our pockets were as full of cigars as his and where is the smoker who does not appreciate a Spanish blast of comfort amid the jars and dangers of a trip by rail?

The General's politeness was inexorable; ours were forced by his example. At last the army came to an end. The fifth station was reached, and as Grant turned again the woman went out. He had a match in one hand and a fresh cigar in the other. The slam of the door and the crackle of his lucifer were simultaneous, one the complement of the other, and both an invitation to join him in whittling—our cigars.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK. Sailing Tuesdays, Thursdays, and Saturdays.

REDUCTION OF RATES. Sailing Tuesdays, Thursdays, and Saturdays. On and after 1st of March freight by this line will be taken at 12 cents per 100 pounds, 6 cents per foot, or 1 cent per cubic foot, ship's option. Advance charges as usual. Freight received at all times on covered wharf.

FOR LIVERPOOL AND QUEENSTOWN. The Steamship PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE.

FOR LIVERPOOL AND QUEENSTOWN. The Steamship PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE.

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATLANTIC COMPANY'S LINE OF STEAMSHIPS TO NEW YORK AND HAVRE, CALLING AT BREAST.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT LINE TO THE SOUTH. Sailing every Saturday.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON. Sailing every Saturday at noon from the first wharf above Market Street.

WEST CHESTER AND PHILADELPHIA RAILROAD. WINTER ARRANGEMENTS. Sailing every Monday, October 8, 1898. Trains will leave as follows:

RAILROAD LINES. PHILADELPHIA AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT LINE TO THE SOUTH. Sailing every Saturday.

RAILROAD LINES.

1898—FOR NEW YORK—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES.

FROM WASHINGTON TO PHILADELPHIA. Leave Philadelphia at 8:30 A. M., 12:30 P. M., 4:30 P. M., and 8:30 P. M.

FROM PHILADELPHIA TO WASHINGTON. Leave Philadelphia at 7:30 A. M., 11:30 A. M., 3:30 P. M., and 7:30 P. M.

FOR LIVERPOOL AND QUEENSTOWN. The Steamship PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE.

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATLANTIC COMPANY'S LINE OF STEAMSHIPS TO NEW YORK AND HAVRE, CALLING AT BREAST.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT LINE TO THE SOUTH. Sailing every Saturday.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON. Sailing every Saturday at noon from the first wharf above Market Street.

WEST CHESTER AND PHILADELPHIA RAILROAD. WINTER ARRANGEMENTS. Sailing every Monday, October 8, 1898. Trains will leave as follows:

RAILROAD LINES. PHILADELPHIA AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT LINE TO THE SOUTH. Sailing every Saturday.

RAILROAD LINES.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

READING RAILROAD—GREAT THUNK LINE. PHILADELPHIA TO TRENTON, INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL VALLEY, GUMBELLAND, AND WILMINGTON VALLEYS.

PROPOSALS.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

PROPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OF CHIEF COMMISSIONARY OF SUBSISTENCE.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

M. THOMAS & SONS, NOS. 139 AND 141 S. 6TH STREET. NOTICE—The Sale of Horses, Carriages, Harness, etc., at Seven and a Half Vine Street, belonging to the estate of G. Weidon, is postponed until further notice.

REMINISCENCE.

Queen Emma. A correspondent of the San Francisco Bulletin writes from Honolulu concerning Queen Emma, who was visited to the United States will be remembered.

REMINISCENCE.

Queen Emma. A correspondent of the San Francisco Bulletin writes from Honolulu concerning Queen Emma, who was visited to the United States will be remembered.

REMINISCENCE.

Queen Emma. A correspondent of the San Francisco Bulletin writes from Honolulu concerning Queen Emma, who was visited to the United States will be remembered.

REMINISCENCE.

Queen Emma. A correspondent of the San Francisco Bulletin writes from Honolulu concerning Queen Emma, who was visited to the United States will be remembered.

REMINISCENCE.

Queen Emma. A correspondent of the San Francisco Bulletin writes from Honolulu concerning Queen Emma, who was visited to the United States will be remembered.