THE DAILY CRITIC

CITY SPECIALS.

Rudden's New Fall Goods.

John Rudden, the pioneer installment man, centrally located at 930 and 932 Seventh street northwest, has just returned from the eastern markets with an immense supply of all kinds of housekeeping goods, carpets, stoves, rugs, etc. You can furnish your house from cellar to garret, at this store, with cash prices, on the installment plan.

W. H. Houghton & Co.'s Immense Reductions.

Go and examine their lovely Parlor Suites, Six pieces for $60. Higher in Cherry or solid Oak. Half price for all unseasonable goods. Such patterns of Carpets that cannot be duplicated, at prices which will surprise you. Ask to be shown those Solid Oak Bedroom Suites, 3 pieces, for $18. Also their $21, 3 pieces, of Solid Oak Bedroom Suites. These Suites are all Bargains and will, no doubt, please the most fastidious purchaser. All orders for Wall papering for the next two weeks at 25 per cent. discount, at W. H. Houghton & Co.'s, 1218-1220 F street northwest.

The National Safe Deposit Company, Cor. 15th St. and N. Y. Avenue.

Storage for Silverware, Jewelry, Laces, Fine Goods and valuables of all kinds. Charges moderate. Safe deposit boxes for rent at the very lowest rates.

NO IMMEDIATE DANGER FEARED.

The Break in the Big Office Building Being Repaired.

An apparent break in the Twelfth-street wall of the new seven story building now being constructed at the southwest corner of Twelfth and F streets was discovered yesterday. The police had ropes placed around the building and every precaution taken in case the building should collapse. Inspector Entwisle was notified, and after a thorough inspection the workmen were ordered to "shove up" the Twelfth-street wall, and in a short time all immediate danger was removed. Inspector Entwisle said that the accident was one likely to occur to any new building, and was not the result of negligence.

Mr. W. Bruce Gray, the architect, was seen at the building this morning. The fracture, he said, was accidental and was not due to faulty planning or construction. There is no danger of a collapse at all and by to morrow evening the building will be the same as before the accident. Mr. Gray repeated the building inspector's remark that it was an accident liable to happen to any new building and added that it has frequently happened, but publicity has not always been given to the fact.

A COLLISION NEAR LONG BRIDGE.

No Damage Resulted Other Than Breaking Up Two Engines.

There was a collision last night between a switch engine and a Virginia Midland train at the corner of Thirteen-and-a-half street and Virginia avenue. Engineer Ritter was backing a caboose down the track, and when near the Long Bridge the two trains came together. Neither of them were running at a very high rate of speed.

The caboose was considerably demolished and the engine of the Midland train disabled. A delay of an hour was caused and in the meantime the passengers were transferred to the Baltimore and Potomac depot in carriages. The engineer of the switch engine is blamed for the accident, as he had no right to the track at the time.

WITH A TOY PISTOL.

A Boy Injures Himself Severely by His Foolishness.

Yesterday afternoon Fred Mahoney, a boy, was dangerously injured by the explosion of a toy pistol. In company with a few companions he was shooting reed birds at the terminus of D street southwest. Mahoney very foolishly attempted to pound a cartridge into the breech of the pistol while holding the barrel directly toward him. The cartridge was discharged, and the ball entered his abdomen.

Officer Stenhouse of the Fourth Precinct took the boy to Dr. Cook's office, where the ball was probed for, but without effect. Later the boy was sent to his home, 416 Fourteenth street. His condition is considered serious.

The Driver Was Asleep.

Casler B. Washington, colored, the driver of one of Lewis' cement wagons, was in the Police Court this morning charged with careless driving. While he was asleep upon his seat on North Capitol street yesterday afternoon he collided with and somewhat demolished a phaeton in which was seated Mrs. George N. Holland and her two nieces, the Misses Meyers. The ladies were very seriously injured, but Mrs. Holland sustained a severe nervous shock. Washington run into the vehicle from the rear and Judge Mills said the accident was inexcusable. He fined the man $10.

The Royal Blue Line

is not simply a single train of handsomely-finished passenger coaches. All the trains in service via B. & O. R. R. between Washington, Baltimore, Philadelphia and New York consist of the magnificent new equipment, embracing all the devices and appliances approved by car-builders that contribute to the safety and comfort of travelers. No extra fare is charged on any of these trains. Passengers occupying Pullman parlor or sleeping car accommodations will be charged the customary rate for same.

Had Insane Delusions.

Patrick Duffy was before Judge Mills this morning on a charge of vagrancy. Officer Wall had his attention called to the man's condition, and arrested him. This morning Duffy told how he had jumped out of a third-story window in order to get away from policemen who wanted to murder him. Judge Mills was convinced that the man's mind was affected, and committed him for examination.

Low Rates to Deer Park and Oakland.

During the present season the B. & O. R. R. Co. will sell excursion tickets from Washington to Deer Park, Mountain Lake Park and Oakland for the Friday night and all Saturday trains each week at rate of $5 for the round trip. The tickets will be valid for return passage until Monday following day of sale.

Tickets to Berkeley Springs and return will be sold under similar conditions to $3.70 for the round trip.

Perhaps They Wanted to Ride.

"Tom" Hurley and his crowd last night attempted to gain control of the merry-go-round on the corner of North Capitol and M streets. They assaulted Manager Layman and Special Officer Cole, who was on duty there. The police promptly responded to a whistle call, but most of the gang had made their escape. Hurley was arrested and locked up at the Fifth-street Station.

His Scarf Pin Stolen.

Mr. Robert W. Bortney was on his way home about 10:30 o'clock last night, and just after leaving the car at Fourteenth street discovered that his cameo scarf pin set with diamonds had been plucked. He reported the matter at Police Headquarters to-day.

An Interesting Trip.

Every Thursday to Island Park and Harper's Ferry. No confusion of transfering. Every ticket entitles the holder to a reserved seat. Round-trip $1. Train leaves B. & O. Station each Thursday until September 4, at 10 a. m. Secure seats in advance at 619 and 1351 Pennsylvania avenue. No extra charge.

SPORTING GOSSIP

THE BIG GAME AT CAPITOL PARK THIS AFTERNOON.

A ROUSING RECEPTION TO KINSLOW.

Columbia Boys Celebrating Monday's Victory---The October Meeting---Many Entries for It---The Baseball Championship.

To-day the Chicago and Brooklyn Brotherhood clubs will play at Capitol Park at 4:15 o'clock. There should be a large crowd present, as this will be the first game played here in some time, and, again, to endeavor to have Ward locate his club here. Tom Kinslow will get a rousing reception. A number of his friends will present him with a gold medal, and there will be flowers galore for everybody. Yesterday the two clubs played an eleven-inning game, the Brooklyns winning. The nines for to-day's games are:

CHICAGO.	POSITION.	BROOKLYN.
Boyle	Catcher	Kinslow
King	Pitcher	Murphy
Comiskey	First base	Orr
Pfeffer	Second base	Bauer
Williamson	Third base	Joyce
Bastian	Shortstop	Ward
O'Neil	Left field	Seery
Ryan	Centre field	Andrews
Duffy	Right field	Van Haltren

The Columbia boys came back from Staten Island yesterday, and brought with them the $1,000 challenge cup which they won on Monday. It is suitably inscribed with the names of the winners since it was first offered in 1887, and the Columbias will have an inscription of their victory placed upon it in a few days. It was filled with choice flowers last night, decorated with the club colors, and was much admired during the evening. The club will retain it for a year, and, of course, will have to row again for it on next Labor day. As is usual in trophies of this kind, no club can become the absolute possessor of it, unless it should win it each year indefinitely, an event altogether improbable. The cup has been contested for four times, and on two occasions Washington oarsmen have proven winners. The Potomacs won it in 1887, and the Columbias this year.

Speaking of the victory yesterday, one of the crew said: "It was the easiest thing I ever saw. Why, we didn't have to work hard enough to get up a perspiration, and it was simply child's play. The fast time? Yes, it was tolerably fast, but we went over the course on Sunday in 4:30—ten seconds less. All of us knew we had the race at our mercy, and rowed accordingly. It was only when within 200 yards of the finish that we made any effort to spurt. Then our coxswain said, 'Lift her, boys!' and that shell fairly flew out of the water."

Now that the boating event of the season is over, the boys are turning their attention to the games to be given at Analostan Island next month, by the Analostan Athletic Union, and active training has commenced. The Columbia Club will be unusually well represented in the different events, and hope to carry off a majority of the prizes. All the big athletic clubs of the country will be represented, the New York clubs especially having signified their intention of sending down a heavy contingent.

On Saturday the Columbia Athletic baseball team will meet the New Jersey Athletic team at Bergen Point in the first game for the Eastern championship of the Amateur Athletic Union. Two games will be played, the second one in this city, and should a third be necessary it will be played on neutral ground, probably Cape May. The Jersey team is an extraordinarily strong one. It has only lost one game this season and if the Columbia team can defeat it it will be a big feather in its cap. The winner of the series will meet the Detroit Athletic Club for the championship of the United States.

Lecture on the Greely Relief Expedition

Mr. John Kenney, a member of the Greely relief expedition, related his experience in the Arctic regions to a large audience at the Eastern Presbyterian Church last night. His lecture covered the entire trip, and contained a graphic description of the voyage to Smith's Sound, the shipwreck and the dangers and hardships which ensued. He severely criticized Captain Pike and the crew of the English ship Proteus, and denounced them as cowardly scoundrels. Mr. Kenney also gave a detailed account of the sufferings of Lieutenant Greely and his party, and concluded with the remark: "When I look back and think what poor Greely and his men underwent I have nothing to say."

What Protection Is.

From the Lafayette Journal.

What is called a protective tariff is a system by means of which part of the earnings of the many is taken from them and bestowed upon the few. Its purpose and effect are to enable the favored few to get possession of the earnings of the many. It is a form of slavery. He who takes the earnings of others without rendering an equivalent is a master. Those whose earnings are taken are slaves. The appropriation by masters of the earnings of the blacks was essence of negro slavery in this country. It is the essence of slavery everywhere—this appropriation by some men of the earnings of other men. To trust the revision of the tariff to its friends is to trust the abolition of slavery to its friends.

Gave It a Fair Trial.

From the Buffalo Courier.

At the Gospel tent meeting on Niagara street a member had just ceased speaking about a cure of asthma effected by prayer, when a lank individual arose and asked for the privilege of the floor.

"If you have any experience you may speak, brother," said the presiding officer.

"I have had experience. My father was sick with the asthma for fifteen years, and he was finally brought to pray for his recovery." [Intense interest manifested among hearers]. "He prayed fifty years, and" [emphatically] "he died of the asthma."

Hysterical laughter among urchins on rear seats and consternation among the leaders.

Teaching English in Germany.

From the Chicago Light.

Prof. Goldburgman—Herr Kannstnicht, you will the declensions give in the sentence: "I have a gold mine."

Herr Kannstnicht—I have a gold mine; thou hast a gold mine; he has a gold mie; we, you, they have a gold cuse, yeans or theirs, as the case may be.

Prof. Goldburgman—You right are; up head proceed. Should I what a time pleasant have, if all Herr Kannstnicht like were!

A MINIATURE MESSAGE.

A Stamp With Its Back Inscribed Makes a Long Journey.

From the Pittsburg Times.

Graham C. Richards, a well-known Scotch-Irishman, prominent during the late Congress of his race, was, a few days ago, the recipient of one of the oldest epistles that probably ever passed through the United States mails. Mr. Richards lives on Watson street, near Tunnel, and is a clerk by vocation. During the Scotch-Irish Congress he made many friends from localities far distant, and among these was Malcolm H. McKenzie of Louisville, Ky.

These two gentlemen had many agreeable conversations, and in the course of one of these Mr. McKenzie offered to bet his Pittsburg friend that a common postage stamp, properly directed, and without any envelope appended, could be sent through the mails to its destination. Mr. Richards accepted the bet, and as no more was said on the subject he forgot the whole transaction.

On Thursday morning, however, the morning postman left with many grins what he called a "letter" for Mr. Richards. The "letter" was nothing more than a 2-cent postage stamp. On the gummed side was written in tiny characters the address "Graham C. Richards, Watson street, Pittsburg, Pa." Below came the message: "All well. The bet is mine. McKenzie."

This extraordinary communication was hard to decipher, as some ruthless official had stamped a post-mark clear over the message.

A more extended letter was subsequently received by Mr. Richards from the enterprising Louisvillian telling him to devote the money pending on the bet to the interests of the Scotch-Irish Association.

To Number Houses in the Country.

From the Courier-Journal.

A plan of numbering houses in the country has just gone into operation in Contra Costa County, California. Every road in the county has a name, and each mile is divided into ten blocks. To each block there are two numbers, one for each side, and the houses are given the same number as the block. Should there be more than one house in a block they are distinguished by letters, as 10 A, 10 B, 10 C, etc. As there are ten blocks to the mile, No. 100 denotes a house ten miles from the point of starting, and so of any other number.

Regarding a Sparrow's Fall.

From the New York Sun.

In Grand street the other day several people cried out in terror at seeing a ragged, bare-headed girl of 6 almost under the feet of a coal-cart horse. A man seized her by the arm and swung her to the walk, and as he looked down upon her he said:

"Why, child, you might have been killed!"

"Yes, but I had to save him, you see," she replied, holding out her hand and exhibiting a sparrow which had somehow received an injury and fallen to the street.

So Keep the Delaware Clean

From the New York Sun.

The chemist on board the United States commission steamer Fish Hawk has given it as his opinion that the light run of shad on the Connecticut River during the past season may be more properly attributed to the pollution of the water of that stream with acids from the manufactories on its banks than to the large pound nets on the Sound at its mouth. As has been stated by Mr. Henshell of Ohio, this has not so much an effect upon the fish as upon the minute organisms upon which it feeds. No fish food, no fish.

At the Hotel.

From Puck.

Miss Kilgore (of Georgia)—I want a nice room, with plenty of light and a good view.

Hotel Clerk—There is a very comfortable suite on the second floor, with a Southern exposure.

Miss Kilgore—No; I shouldn't care for that; Paps is going to run for Congress very soon. I don't see why men always bring politics into their business.

Not a Communist.

From the Detroit News.

Dick Bassett is a Robinson Crusoe who lives on an acre island in Grand Traverse Bay. He lives in a log cabin, is a fisher, a bachelor, a veteran, well posted, poor, votes, pays no taxes, is rot on earth according to the maps, is jolly, witty, happy, honest and his only title to the island is the fact that he is in possession and it is not down on the charts.

Sick Headache

IS a complaint from which many suffer and few are entirely free. Its cause is indigestion and a sluggish liver, the cure for which is readily found in the use of **Ayer's Pills.**

"I have found that for sick headache, caused by a disordered condition of the stomach, Ayer's Pills are the most reliable remedy."—Samuel C. Bradburn, Worthington, Mass.

"After the use of Ayer's Pills for many years, in my practice and family, I am justified in saying that they are an excellent cathartic and liver medicine—sustaining all the claims made for them."—W. A. Westfall, M. D., V. P. Austin & N. W. Railway Co., Burnet, Texas.

"Ayer's Pills are the best medicine known to me for regulating the bowels, and for all diseases caused by a disordered stomach and liver. I suffered for over three years from headache, indigestion, and constipation. I had no appetite, and was weak and nervous most of the time. By using three boxes of Ayer's Pills, and at the same time dieting myself, I was completely cured."—Philip Lockwood, Topeka, Kansas.

"I was troubled for years with indigestion, constipation, and headache. A few boxes of Ayer's Pills, used in small daily doses, restored me to health. They are prompt and effective."—W. H. Strout, Meadville, Pa.

Ayer's Pills,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists and Dealers in Medicine.

ELY'S CREAM BALM when applied into the nostrils, will be absorbed, effectually cleansing the head of catarrhal virus, causing healthy secretion. It allays inflammation, protects the membrane of the nasal passages from additional colds, completely heals the sores and restores sense of taste and smell. TRY THE CURE. A particle is applied into each nostril and is agreeable. Price, 50 cents, at Druggists; by mail, registered, 60 cents. ELY BROTHERS, 56 Warren St., New York.

CATARRH — THE CURE FOR CATARRH COLD IN HEAD HAY FEVER — ELY'S CREAM BALM — 50c — HAY-FEVER

Royal Blue Line

BETWEEN

NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON

—VIA—

BALTIMORE AND OHIO RAILROAD.

The entire equipment is brand new and consists of the finest Baggage Cars, Coaches, Parlor and Sleeping Cars ever built by the Pullman Company. The Trains are Vestibuled from end to end and protected by Pullman's improved

Anti-Telescoping Device.

All the Cars in All the Trains

Heated by Steam and Lighted by Pintsch Gas

Under Devices Controlled by the Safety Car Heating and Lighting Company of New York.

NO EXTRA FARE.

Passengers occupying Parlor Car Seats or Sleeping Car Berths will pay the ordinary charges for same.

This is the Only Line Running Trains from Washington in

5 Hours to New York

Ticket Offices, 619 and 1351 Pennsylvania avenue, and Depot corner New Jersey avenue and C street. au30,2w

James B. Lambie,

HARDWARE,

1415 New York Avenue,

WASHINGTON, D. C.

LIEBIG Company's EXTRACT OF BEEF. For improved and economic cookery. Use it for Soups, Sauces, Made Dishes (Game, Fish, etc.), Aspic or Meat Jelly. Keeps perfectly in all climates for any length of time, and is cheaper and of finer flavor than any other stock. One pound equal to forty pounds of lean beef of the value of about $7.50. Genuine only with Justus von Liebig's signature as shown. J. v. Liebig

A NEW DEPARTURE.

Southwest Corner Ninth and E Streets Northwest

Can Be Found One of the Largest Stocks of

HATS, Furnishing Goods AND CLOTHING

Ever shown to the public of Washington. Low Prices will prevail at all times. Our motto will be Quick Sales and Small Profits. Do not fail to visit our store for Bargains, as we can sell HATS, FURNISHING GOODS and CLOTHING at 25 PER CENT. LESS than any other house in this District, as we manufacture all our own goods. To be convinced give us a call.

H. FRIEDLANDER,

S. W. COR. 9TH AND E STS. N. W. se2,4m

KNABE

Grand, Upright and Square

PIANO-FORTES.

Special attention of purchasers is invited to our "NEW ARTISTIC STYLES," Finished in Designs of "HIGHEST DECORATIVE ART." —PIANOS FOR RENT—

Second-hand Pianos at All Prices.

WM. KNABE & CO.,

817 Market Space.

TRADE E&W MARK — THE LATEST MINGO COLLAR

Best in the World — CERES — Minnesota Patent

USE CERES, STERLING, MINNEOLA, GOLDEN HILL —FLOUR— And you will always have beautiful Bread, Rolls and Biscuits. Wholesale Depot, corner First street and Indiana avenue.

WM. M. GALT & CO.

THE NATIONAL

Safe Deposit Co.

OF WASHINGTON.

Chartered by Special Act of Congress, JANUARY 23, 1867.

CAPITAL - - - - $200,000

FOR THE SAFE KEEPING OF VALUABLES, UNDER GUARANTEE, AND THE RENTING OF SAFES, IN ITS BURGLAR AND FIRE-PROOF VAULTS, Contained in its FIRE-PROOF BUILDING, N. E. Cor. 15th Street and New York Ave.

OPPOSITE U. S. TREASURY. OFFICE HOURS, 9 A. M. TO 4 P. M.

Cheapest Fuel in the Market.

Great Reduction in the Price of

COKE.

In order to reduce our large stock we will deliver until further notice best quality COKE for domestic purposes at the following LOW prices:

25 bushels, uncrushed, $1.75
25 bushels, crushed, $2.25.
40 bushels, uncrushed, $2.50
40 bushels, crushed, $3.30.

BE QUICK AND GET THE BENEFIT OF THE REDUCTION.

JOHNSON BROS.,

Exclusive Agents Washington Gaslight Co.'s Coke.

Also the Most Extensive Dealers in All Kinds of Family Fuel.

OFFICES:
1206 F st n w.
1515 Seventh st n w.
1112 Ninth st n w.
Thirty-second and P sts n w.
First and N sts n w.
Twelfth and Water sts s w.
1249 M st n w.
Third and E sts n w.
1741 Pa ave n w.
3041 K st n w. au4,1m

HOTELS AND RESTAURANTS.

NEW YORK BUFFET,

495 TENTH STREET N. W.

Best and Purest Liquors in the city. Imported Cheers.

JAMES H. COSTELLO, Proprietor. fm27-3m

THE EBBITT, WASHINGTON, D. C. Army and Navy Headquarters. Four Iron Fire Escapes. TERMS—$3 and $4 Per Day.

THE NORMANDIE, Corner 15th and I sts. n. w., Opposite McPherson Square. H. M. CAKE, Proprietor.

WILLARD'S HOTEL, WASHINGTON, D. C. O. G. STAFFORD, Late of Thousand Isl. House, Proprietor.

ST. JAMES' HOTEL, EUROPEAN PLAN, SIXTH STREET AND PA. AVE. L. WOODBURY, Proprietor.

JOHN P. AGNEW & CO

Wholesale and Retail Dealers in

Anthracite and George's Creek Coal,

OFFICE: 1421 Pa. ave. (Corcoran Building). YARD: Cor. 11 st. and Del. ave.

TELEPHONE: Office, 559-3; Yard, 976.

A LUMBER YARD

FOR SALE.

SPRAGUE SQUARE HAS BEEN SOLD.

We used the ground for the Storage of Our Surplus Stock of Lumber.

THE LUMBER MUST GO!

Come Up and Get Our Present

LOW-CUT FIGURES

WE WILL SACRIFICE.

The owner has extended our time a short while. Our customers reap the benefit. The Lumber must not be moved, but SOLD OFF THE GROUND.

A SPLENDID CHANCE FOR BUILDERS.

LIBBEY, BITTINGER & MILLER,

Sixth Street and New York Ave. N. W.

GAS STOVES,

GAS HOT PLATES AND BOILERS.

GAS BOILERS, $1.15 and $1.50.

MAKE TEA OR COFFEE IN 10 OR 15 MINUTES.

GAS COOKING STOVES to cook for eight to thirty people. Just the stove for summer use, as the instant the cooking is done you can extinguish the fire.

FOR SALE BY THE

WASHINGTON GASLIGHT COMPANY,

413 Tenth Street Northwest.

BUY YOUR TRUNKS AND HARNESS

—AT—

KNEESSI'S,

425 Seventh St. N. W., next to Odd-Fellows' Hall.

GREAT FALLS ICE COMPANY,

OFFICE

924 Pennsylvania Ave.

Wholesale and Retail Dealers in

KENNEBEC ICE.

Our Wagons go to All Parts of the City, Including Mount Pleasant.

CALLS—305, 372 and 561.

Look Out for the White Wagons!

RAILROADS.

The Great Pennsylvania Route

To the North, West and Southwest.

Double Track. Splendid Scenery. Steel Rails. Magnificent Equipment.

In effect May 11th, 1890.

Trains leave Washington, from station, corner of Sixth and B streets, as follows:

For Pittsburg and the West, Chicago Limited Express of Pullman Vestibule Cars at 10.50 a m daily; Fast Line, 10.50 a m daily to Chicago, Columbus and St. Louis, with Sleeping Cars from Harrisburg to Indianapolis, Pittsburg to Columbus; Altoona to Chicago, St. Louis, Chicago and Cincinnati Express, 3.30 p m daily. Parlor Car Washington to Harrisburg, and Sleeping Cars Harrisburg to St. Louis, Chicago and Cincinnati, and Dining Car Harrisburg to St. Louis, Chicago and Cincinnati. Western Express, at 7.40 p m daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers for Louisville and Memphis. Pullman Dining Car Pittsburg to Richmond and Chicago. Pacific Express, 10.00 p m daily, for Pittsburg and the West, with through Sleeper to Pittsburg and Pittsburg to Chicago.

BALTIMORE AND POTOMAC RAILROAD.

For Rane, Canandaigua, Rochester and Niagara Falls daily, except Sunday, 8.10 a m. For Ex., Canandaigua and Rochester daily; for Buffalo and Niagara daily, except Saturday, 10.00 p m, with Sleeping Car Washington to Rochester.

For Williamsport, Lock Haven and Elmira, at 10.50 a m daily, except Sunday.

For Williamsport, daily, 3.30 p m.

For Philadelphia, New York and the East, 7.20, 9.00, 11.40 and 11.40 a m, 2.10, 3.15, 4.30, 5.40, 10.00 and 11.30 p m. On Sunday, 9.00, 11.40 a m, 2.10, 3.15, 4.30, 10.00 and 11.30 p m. Limited Express of Pullman Parlor Cars 9.40 a m daily, except Sunday.

For New York only, Limited Express with Dining Car, 5.00 p m daily.

For Philadelphia only, Fast Express 8.10 a m week-days and 4 p m daily. Express Sunday only, 5.40 p m.

For Boston without change, 3.15 p m every day.

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 Atlantic City, 11.40 a m week-days, 11.30 p m daily.

For Baltimore, 6.35, 7.20, 8.10, 9.00, 9.40, 10.00, 10.50, 11.00 and 11.40 a m, 12.05, 2.10, 3.15, 3.50, 4.00, 4.20, 4.30, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.30 p m. On Sunday, 9.00, 9.05, 10.50, 11.00 a m, 2.10, 3.15, 3.50, 4.00, 4.20, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.30 p m.

For Pope's Creek Line, 7.20 a m and 4.30 p m daily, except Sunday.

For Annapolis, 7.20 and 9.00 a m, 12.05 and 4.00 p m daily, except Sunday. Sundays, 9.00 a m and 4.30 p m.

WASHINGTON SOUTHERN RAILWAY

In effect May 11th, 1890.

For Alexandria, 4.30, 6.35, 7.45, 8.40, 9.45, 10.57 a m, 12.04 noon, 2.05, 3.30, 4.25, 4.55, 6.01, 8.02, 10.05 and 11.39 p m. On Sunday at 4.30, 7.45, 9.45, 10.57 a m, 2.30, 6.01, 8.02 and 10.05 p m.

Accommodation for Quantico, 7.45 a m and 4.55 p m week-days. 7.45 a m Sundays.

For Richmond and the South, 4.30 and 10.57 a m daily. Accommodation 4.55 p m week-days.

Trains leave Alexandria for Washington, 6.05, 7.15, 8.05, 9.10, 10.15, 11.07 a m; 1.20, 3.00, 3.50, 5.10, 6.05, 7.05, 9.20, 10.37 and 11.08 p m. On Sunday at 9.10 and 11.07 a m; 2.00, 5.15, 7.05, 7.39, 9.20 and 10.37 p m.

Tickets and information at the office, northeast corner of Thirteenth 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, Genl. Pass. Agent.

Baltimore and Ohio Railroad.

Schedule in effect June 26, 1890.

Leave Washington from station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited express daily 11.30 a m, express 9.30 p m.

For Cincinnati, St. Louis and Indianapolis express daily 3.30 and 11.30 p m.

For Pittsburg and Cleveland, express daily 9.00 a m and 3.40 p m.

For Lexington and points in the Shenandoah Valley, 11.30 a m.

For Winchester and way stations, *5.30 p m.

For Luray, *3.30 and *8.40 p m.

For Baltimore, week days, 4.05, 5.00, 6.35, 7.00, 7.30, 8.00 (45-minutes), 8.30, 9.30, (11.00, 12.00 45-minutes) a m, 12.10, 2.15 (2.50 45-minutes), (3.15, 45-minutes), 3.25, 4.30, 4.30, 4.32 (4.50, 45-minutes) 5.30 6.00, 6.15, 6.20, 7.10, 7.30, 8.35, 9.10, 10.30 and 11.30 p. m. Sundays, 4.05, 7.30, 7.40, 8.35, 9.30 a m, (12.00, 45 minutes) 1.00, 2.15, (2.50, 45-minutes) 3.25, 4.30, 4.32, (4.50, 45 minutes) 6.00, 6.15, 6.20, 7.30, 8.10, 10.3 - 11.30 p m.

For Way stations between Washington and Baltimore, 5.00, 6.35, 8.30 a m., 12.10, 3.25, 4.32, 6.20, 11.30 p m. Sundays, 8.30 a m., 1.00, 3.25, 4.32, 6.20, 11.30 p m.

Trains leave Baltimore for Washington, week days, 5.45, 6.20, 6.40, 7.15, 7.20, 8.00, 8.30, 8.35, 9.30 and 10.20, 10.35 a m.; 12.00, 12.10, 2.10, 2.35, 2.50, 4.00, 4.15, 5.00, 6.00, 6.20, 7.10, 7.40, 8.22, 8.50, 9.05, 10.10, 10.30 and 11.00 p m. Sundays, 6.30, 7.15, 8.00, 8.35, 9.30, 10.00, 10.35 a m., 12.03, 1.05, 2.10, 2.30, 4.15, 5.00, 6.20, 7.00, 7.30, 8.20, 8.30, 10.10, 10.30 and 11.00 p m.

For Annapolis, 6.35 and 8.30 a m., 12.10 and 4.30 p m. Sundays, 8.30 a m., 4.32 p m. Leave Annapolis 6.35, 8.37 a m., 12.05, 3.5 p m. Sundays, 8.30 a m., 3.55 p m.

For stations on the Metropolitan Branch *6.35, *8.30 a m., *1.15 p m. For principal stations only, *10.40 a m., *4.30 and *5.3 p m.

For Rockville and Way Stations, *4.35 p m.

For Gaithersburg and intermediate points *9.00, *10.00, *11.00 a m., *1.00, *3.00, *.35, *5.45, *10.00, *11.00 p m.

For Boyd's and intermediate stations, 9 p m.

Church train leaves Washington on Sundays at 1.15 p m., stopping at all stations on Metropolitan Branch.

For Frederick, 6.50, $8.30, $9.30 *11.30 a m., *1.15, *3.30, *4.30 p m.

For Hagerstown, *10.40 a m. and *3.30 p m.

Trains arrive from Chicago daily 11.45 a m and 4.10 p m; from Cincinnati and St. Louis daily 4.10 a m and 2.40 p m; from Pittsburg 7.10 a m, 3.30 p m daily.

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For New York, Trenton, Newark, N. J., and Elizabeth, N. J., *4.05, *9.00, *10.00, *12.00 a m, *2.50, *4.50 and *10.30 p m. Buffet Parlor Cars on all day trains. Sleeping Car on the 10.30 p m, open at 9.00 p m.

For Philadelphia, *4.05, *8.00, *10.00, *12.00 noon, *1.50, *4.50, *8.15 and *10.30 p m.

For Newark, Del., Wilmington and Chester, *4.05, *8.00 a m, *12.00 noon, *2.50, *4.50, *8.15 and *10.30 p m.

For intermediate points between Baltimore and Philadelphia, *5.00 and *7.30 a m, *2.50, *4.50 p m.

Trains leave New York for Washington, *3.00, *11.30 a m, *2.00, *3.36, *5.00 p m and *12.15 night.

Trains leave Philadelphia for Washington, *3.24, *8.11, *9.15, *11.35 a m, 1.40, *4.31, *5.55, *7.32 p m.

For Boston, *2.50 p m. with Pullman Buffet Sleeping Car running through to Boston without change, via Poughkeepsie Bridge, landing passengers in B. & M. station at Boston.

For Atlantic City, 4.05 and 10.30 a m, 12.00 noon, Sundays, 4.05 a m, 12.00 noon and 11.30 p m.

FOR BAY RIDGE.

Week days, 9.15 a m, 1.00, 4.00 p m. Sundays, 9.15 a m., 1.00, 5.15 p m.

Leave Bay Ridge, week days, 6.30, 8.30 a m. Sundays, 8.00, 4.30 p m.

*Except Sunday. †Daily. §Sunday only. Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 and 1351 Pa. ave. and at depot.

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