THE EVENING POST.

MINISTER WEST DISMISSED.

Secretary Bayard Informs Lord Sackville That He is Not Wanted Here.

By direction of the President the Secretary of State has informed Lord Sackville, that for cause heretofore made known to her Majesty's government, his continuation in his present official position in the United States is no longer acceptable to this Government and would consequently be detrimental to the relations between the two countries.

The grounds of this action on the part of the United States are stated in a report of the Secretary of State to the President, dated the 29th inst., which is as follows:

Department of State,
Washington, Oct. 29, 1888.

To the President:

The undersigned has the honor to submit for your consideration the following statement, with a view to receive your direction thereon:

On the 4th of September last a letter purporting to be written by one Charles F. Murchison, dated at Pomona, Cal., was sent from that place to the British Minister at this capital, in which the writer solicited an expression of his views in regard to certain unsettled diplomatic questions between the United States and Great Britain, stating, at the same time, that such an expression was sought by him for the purpose of determining his vote at the approaching Presidential election. He stated that he was a naturalized citizen of the United States, of English birth, but that he still considered England the motherland, and that this fact led him to seek advice from the British representative in this country. He further stated that the information he sought was not for himself alone, but to enable him to give certain assurances to many other persons in the same situation as himself, for the purpose of influencing and determining their political action as citizens of the United States of English birth, but who still regarded their original obligations of allegiance as paramount. The letter also contained gross reflections upon the conduct of this Government, in respect to questions now in controversy and unsettled between the United States and Great Britain, and both directly and indirectly imputed insincerity in such conduct.

To this letter the British Minister at once replied from Beverly, Mass., under date of the 13th of September last. In this reply he stated that "any political party which openly favored the mother country at the present moment would lose popularity, and that the party in power is fully aware of that fact;" and that in respect to the "questions with Canada which have been unfortunately reopened since the rejection of the (fisheries) treaty by the Republican majority in the Senate, and by the President's message to which you allude," "all allowances must therefore be made for the political situation as regards the Presidential election." The Minister thus gave his assent and sanction to the aspersions and imputations above referred to.

Thus under his correspondent's assurance of secrecy, in which the Minister concurred by marking his answer "private," he undertook to advise a citizen of the United States how to exercise the franchise of suffrage in an election close at hand for the Presidency and Vice Presidency of the United States, and through him, as the latter suggested, to influence the votes of many others.

Upon this correspondence being made public the Minister received the representatives of the public press, and in the frequent interviews with them, intended for publication, added to the impugnments which he had already made of the good faith of this Government in its public action and international dealings. Although ample time and opportunity have been afforded him for the disavowal, modification or correction of his statements, to some of which his attention was called personally by the undersigned, yet no such disavowal or modification has been made by him through the channels in which his statements first found publicity.

The question is thus presented whether it is compatible with the dignity, security and independent sovereignty of the United States to permit the representative of a foreign Government in this country not only to receive and answer without disapproval, and confirm by his repetition, aspersions upon its political action, but also to interfere in its domestic affairs by advising persons, formerly his countrymen, as to their political course as citizens of the United States.

As between this country and Great Britain there can be no controversy as to the complete severance of the ties of original allegiance by naturalization. Disputes on this point were finally put at rest by the treaty of naturalization concluded between the two countries on May 13, 1870. Therefore, it will not be contended, nor was such contention ever admitted by us, that citizens of the United States, of British origin, are subject to any claim of the country of their original allegiance.

The undersigned also has the honor to call attention to the provisions of section 5335 of the Revised Statutes of the United States, by which severe penalties are visited upon the citizen of the United States who, without the authority or permission of this Government, "commences or carries on any verbal or written correspondence or intercourse with any foreign government or any officer or agent thereof," either with an intent to influence the action of such government or its agents in relation to any disputes or controversies with the United States, or with an intent "to defeat the measures of the Government of the United States." Those penalties are made equally applicable to every citizen of the United States, not duly authorized, who "counsels, advises or assists in any correspondence" with similar unlawful intent.

The undersigned respectfully advises that the attention of the Attorney General of the United States be directed to the enactments, in order that an investigation may be made with a view to ascertain whether they have not been violated in the present case by the correspondent of the British Minister.

By your direction the attention of the British Government has in a spirit of comity been called to the conduct of its Minister, as above described, but without result. It therefore becomes necessary for this Government to consider whether, as the guardian of its own self-respect and of the integrity of its institutions, it will permit further intercourse to be held through the present British Minister at this capital. It is to be observed that precedents are not wanting as to the question under consideration. It is a settled rule, essential to the maintenance of international intercourse, that a diplomatic representative must be persona grata to the Government to which he is accredited. If, by his conduct, he renders himself persona non grata, an announcement of the fact may be made to his Government. In the present case all the requirements of comity have been fulfilled, the facts having been duly communicated to her Majesty's Government, with an expression of the opinion of this Government in regard thereto.

Respectfully submitted, T. F. BAYARD.

FORMER MINISTERS DISMISSED.

A Review of Cases Similar to the Present One.

The first foreign minister to this country to get into trouble, necessitating his retirement, was Charles Genet, who was the French Minister to the United States in 1793, says the Baltimore American. It was at a time when sympathy was entirely against England, and in favor of France. Genet commenced the most remarkable agitation on the Jacobin line; held meetings to incite the people to war, and even commenced to fit out privateers in America against England. President Washington suffered this sort of agitation to go on for some time before demanding his recall. It was finally done and Genet ceased to be French Minister.

The next unfortunate envoy was William Tell Poussin, who represented France at Washington during the administrations of Polk and Taylor. On two occasions he presented claims of French citizens, which being refused by our Government, he proceeded to animadvert quite savagely upon the ethics of American law. The first offense was pardoned, as he withdrew his note, but the second time he was given his passport.

The following letter was sent him by Secretary of State John M. Clayton:

"SIR—The President has devolved upon me the duty of announcing to you that the Government of the United States will hold no further intercourse with you as the Minister of France, and that the necessity which has impelled him to take this step at the present time has been made known to your Government. In communicating the President's determination in regard to yourself personally, I avail myself of the occasion to add that due attention will be cheerfully given to any communications from the Government of France, affecting the interests of our respective republics, which may reach this Department through any other channel.

The President has instructed me further to say that every proper facility for quitting the United States will be promptly given at any moment when you may be pleased to signify that it is your desire to return to France.

An Austrian envoy, who objected to Kossuth's reception when Daniel Webster was Secretary of State, and his English predecessor, who tried to enlist soldiers during the Crimean war, were similarly dismissed or recalled at the request of this government.

Mr. Catacazy was the Russian Minister under General Grant. He was a man experienced in diplomatic life, was easy and affable in manner, and entertained handsomely. It was found that Mr. Catacazy began interfering in questions not appropriately connected with the legation, and in these pending before Congress. In a New York paper in 1870 an article appeared on "Russia and America," which seemed to be inspired by the Russian Minister. Minister Catacazy was asked about it by Secretary Fish, but he indignantly denied any knowledge of it at all.

The Secretary of State then addressed a note to the editor of the paper, and found that Mr. Catacazy had inspired and revised the article. Upon the receipt of this information, Secretary Fish at once sent a dispatch to Minister Curtin at St. Petersburg, saying that the President could no longer hold any official or social intercourse with Mr. Catacazy, and asking that he be recalled. The Russian Government begged that the President would tolerate Catacazy until after the visit of the Grand Duke Alex's, and this request was acceded to, with the condition that the President would only receive Mr. Catacazy when he was in attendance upon the Duke. He was soon dismissed.

M'MILLAN WORSTED.

Duffy Proves that He is Much the Better Man.

The long-awaited prize fight between Paddy Duffy, of Boston, and Billy McMillan, who has been living in this city for some time, took place early this morning several miles down the river, and was won in the seventeenth round by Duffy on a foul. It had been intended to have the fight to-morrow night; then Friday night was selected. Finally last night was chosen. Ten dollars was the price fixed for the tickets, but so little enthusiasm was manifested by the sports that tickets were sold at the Seventh street wharf for five dollars. The steamer Cecil, with the friends of the contestants on board, left about 10 o'clock last night. Considerable bad feeling was caused by McMillan's determination to pass a number of his friends and his refusal to allow Duffy to do the same.

"I'll do him up for this," the latter remarked.

The fight was for $350, efforts to secure the $500 previously agreed upon having failed. Callahan, a Baltimore man, was selected as referee. Jack Kirwin seconded Duffy, and Pete Laily, McMillan's old opponent, held the sponge for the latter. After the fight the party returned to the city. Duffy was not much the worse, but McMillan was badly used up.

The round opened with clever sparring on both sides until Duffy landed a good blow on McMillan's cheek. McMillan received it solidly and countered with his right. Both then exchanged rapid though ineffectual blows, and the round terminated without either gaining an advantage.

Second Round—McMillan forced the fighting, but was stopped by a fierce upper-cut which drew first blood for Duffy. The blow maddened McMillan, and he rushed at Duffy with such fury that the latter for a moment lost his guard and was driven back against the ropes. Then they clinched and exchanged blows at short range until the referee parted them. Duffy's men claimed a foul but it was not allowed. The betting, however, went up to even money on McMillan, and his friends began to grow jubilant.

Third Round.—Both men began to show signs of punishment when they came up and Duffy had, for the time, lost his confident smile. McMillan attempted to force the fighting, but was stopped by a swinging left-hander. Then McMillan clinched with him, and despite the referee's cries of "break away," he forced him up against the ropes and threw him violently to the floor, falling on top of him. They were pulled apart; but again McMillan, unable to withstand Duffy's blows, took him in his arms, and, tripping him up, threw him to the floor as though desirous of crushing him. The crowd was in an uproar, and Duffy's seconds claimed a foul, but again it was denied them and Duffy returned to his corner looking somewhat frightened by the rough and tumble manner which McMillan had adopted.

Fourth Round—Both men now showed the effects of the blows that had been exchanged, and went at each other cautiously. A vicious upper cut on McMillan's mouth again aroused his ire, and he attempted to renew the rushing, but Duffy stopped him with an an upper-cut and a powerful swing with his right which dazed McMillan and left him almost at Duffy's mercy.

In the next round both men were sparring for wind, but Duffy managed to land several heavy blows on McMillan's face and side which sent him to his corner decidedly groggy. From then until the finish it was merely a question of endurance on the part of McMillan and Duffy's ability to knock him out, but this was a question which required a long time to settle. Round after round was fought, in which Duffy struck some terrific blows without receiving any in return, for McMillan's hands seemed to prove of but little protection to him. Still the latter fought on until his endurance excited even the admiration of his adversaries.

In the thirteenth round a heavy blow on the neck sent McMillan staggering to the side of the ring where he fell like a log. He rose again before the ten seconds had elapsed and fought on for four rounds more, but his fighting consisted merely of clinching with Duffy and butting at him with his head, and in the seventeenth round the fight was given Duffy on a foul of this description.

Equitable C. B. Association.

This association has just opened subscription books for the sixteenth issue of stock, payments on which can be made daily at the office. The Equitable, which has just closed its ninth year, has continued to increase and largely extend its business. Its reports show that the assets October 15, 1888, were $971,539.64, being an increase during the year of $159,647.36. The fifteenth issue, commenced in May last, was the largest that has been made by the Equitable, amounting to 3,220 shares. During the past year advances were made to the members to obtain homes and other property, amounting to $585,000, and for the same period the shareholders saved and paid on their stock at $2.50 per share $377,723.94. These figures, it is maintained, furnish the best proof of the advantages and benefits realized by the members. It shows what has been accomplished successfully. Mr. Thomas Somerville is president and John Joy Edson secretary. Equitable Building, 1003 F street.

The Good Templars' Fair.

The Good Templars at their meeting last night completed all the details for the opening of their fair to-morrow night at the National Rifles' Armory. Mrs. Cleveland has donated some handsome cut flowers, which will be conspicuously displayed at the flower booth. The object of the fair is to raise a tent similar to the Bud Eggleston tent, and the ultimate erection of a Good Templars' hall.

Vestibule Train to Chicago.

The only vestibuled train from Washington to Chicago and the West is run via B. and O. R. R., and leaves Washington daily at 10:55 a. m., arriving at Chicago next morning at 10:40. No extra fare is charged for vestibuled train service on the B. and O. For tickets and sleeping-car space call at B. and O. ticket offices, 619 and 1351 Pennsylvania avenue or at depot.

ONE SUPERINTENDENT PROPOSED.

The Result of the Investigation of the Brown-Cardoza Matter.

The Brown-Cardoza dispute came up before the School Board last night. The special committee appointed to investigate the charges brought by Mr. Cardoza against Mr. Brown reported as follows:

First. The evidence fails to substantiate any inefficiency or want of ability on the part of Mr. Brown in the performance of his duty as teacher in the branches assigned him.

Second. That there is nothing in the evidence tending in the remotest degree to reflect upon his moral character; but, on the contrary, his associate teachers, three of whom are ladies, who were summoned before the committee testify to his manly bearing and gentlemanly conduct in all his official relations and responsibilities as instructor in the school.

The committee also find in the investigation certain irregularities in the High School which should receive the attention of the proper standing committee, but are of the opinion that they are not empowered by the resolution under which this committee was appointed to make any recommendation looking to the transfer or removal of any teacher or teachers. They are convinced, however, that the best interests of the school require some definite action by the trustees, but think it a matter properly coming under the jurisdiction of the High and Normal School Committee, who, under a clearly defined rule of the board, have charge of the qualifications of teachers and all matters concerning the High and Normal Schools.

Finally, your committee beg leave to submit that, in their judgment, they have reached such conclusions as are warranted by the facts brought out in the evidence, a correct report of which was made by the secretary of the board and filed with this report.

LOUIS A. CORNISH,
JOHN W. FRANCIS,
J. W. M. GREGORY.

A lively discussion followed. It was agreed that the trouble was not merely between Brown and Cardoza, but a more serious one involving the question of the methods used in teaching the white and colored races. Dr. Francis finally said that he had made a supplemental report which he was urged to read.

Dr. Francis then rose and read the following:

There is another important fact that has been developed during the progress of the investigation which should receive the consideration of this board and to which I must call your attention. It has been shown that there is a large gap existing between the ways and methods regulating education in the two High Schools, and also the schedule of the first six divisions and that of the last two. I am of the opinion that all the schools of the eight divisions should be brought up not only to an equally good standard, but that every order, every rule, and every means by which such high standard is reached should be the same and come through the same guiding spirit, thereby impregnating the schools of the District of Columbia with a feeling of harmony in methods of education and school government which has never before been felt.

Without expressing an opinion as to the relative merits of the two present managements, I am convinced from the comparisons that have been suggested during the investigation that one head is highly desirable. I therefore recommend that a committee of inquiry for the purpose of considering the advisability of abolishing the office of one of the two superintendents and placing the public schools of the District of Columbia under the management of one superintendent and one assistant superintendent be appointed by the School Board.

A debate followed on the question of allowing Mr. Brown to resign in the interest of harmony. It was finally decided that both should be retained to the end of the school year. Dr. Francis' report was adopted.

OPENING NIGHT-SCHOOLS.

A resolution from the committee on manual training schools providing for opening the night schools in the Franklin, Henry, Jefferson, Wallach, Curtis, John F. Cook and other buildings if it be found that there is sufficient money, on the evening of November 12. Routine business was then transacted as follows:

Substitute teachers appointed: Maud Stilson and Sallie E. Burroughs, Seventh division; Amaleta Alexander, Mary E. G. Brown, Alexina Laws, Sarah Dickson, Sarah Dorsey, Bessie Francis, Mrs. Rosetta Lawson, Josie Lewis, Nettie Arnold, Marie Deitz, Madora Allen, Maggie Saunders, Mrs. Gussie Henderson, Hattie Contee and Josephine Ball.

The following promotions were made: First division—Josephine Burke, class 8 to class 9; N. E. L. McLean, class 12 to class 13.

Second division—H. W. Price, class 13 to class 14.

Sixth division—E. P. Kirk, class 4 to class 7; C. A. Heathman, class 5 to class 7; F. E. Ware, class 6 to class 7; J. B. Clark, class 7 to class 8.

Miss E. L. McCartney, a teacher of the First division, was reduced from class 9 to class 8 at her own request.

Miss Annie Wilson was granted a leave of absence from November 1 till July 1 on account of ill-health.

A request from B. Pickman for the use of a room in either the Analostan or Weightman Buildings for a free kindergarten was referred to the superintendent.

Alexandria and Fredericksburg Day at the Virginia Exposition.

November 1 has been fixed upon by the managers of the Virginia Exposition at Richmond as Alexandria and Fredericksburg Day, and in order to enable the residents of this section to visit the Exposition on this occasion at a nominal cost the Pennsylvania Railroad Company will sell excursion tickets from Washington at rate of $2.65, and from Alexandria at $2.50. These tickets will be good going only on the train which leaves Washington at 6:00 and Alexandria at 6:19 a. m., November 1, and will be good to return on any regular train until and including November 2. It is to be hoped that our citizens will avail themselves of this excellent opportunity to visit the Exposition, which is now in full blast and well worth the trip. A visitor to an exposition of this kind not only derives a great deal of pleasure therefrom, but also obtains a great deal of valuable information that will be useful to him in after life. Says one who has been there, "Go and see, you won't regret it."

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"I can recommend Ayer's Pills above all others, having long proved their value as a

Cathartic

for myself and family."—J. T. Hess, Leithsville, Pa.

"Ayer's Pills have been in use in my family upwards of twenty years, and have completely verified all that is claimed for them."—Thomas F. Adams, San Diego, Texas.

"I have used Ayer's Pills in my family for seven or eight years. Whenever I have an attack of headache, to which I am very subject, I take a dose of Ayer's Pills and am always promptly relieved. I find them equally beneficial in colds; and, in my family, they are used for bilious complaints and other disturbances with such good effect that we rarely, if ever, have to call a physician."—H. Vouilliemé, Hotel Vouilliemé, Saratoga Springs, N. Y.

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The post-mark of Fall,
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They're in trim for you. Yet, don't misunderstand us. We say, See them early. We're content to let our invitations bear fruit when you're ready to buy.

Such a showing of London-made and our own make of Overcoats will give you a better insight into the possibilities of elegance of Fall Overcoats than a myriad advertisements. The best comment you get by looking at them in your own hands. Unless faultless making and moderate prices have lost their attraction, we'll get your money in good time.

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Our stock of Wide Wale Diagonals is complete—Blacks, Blues, Browns and Grays. We make these in Cutaway Suits, flat braided, for $33.50. These are genuine English Worsteds. Correct styles and perfect fit guaranteed.

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Baby Carriages

Owing to the lateness of the season and being compelled to make room for our fall goods, now arriving, we have concluded to close out our line of Carriages at the following prices:

$18	Carriages,	Upholstered	in Plush,	$12
22	"	"	"	15
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$35, $40 and $45	Carriages,	a few each,	at	$25

Those who have seen our Carriages will appreciate the above figures. These are all the celebrated "Heywood" make, with Adjustable Parasols. Each Carriage warranted.

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EXAMINATIONS FOR ENTRANCE will take place on Monday, September 10.

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FOR CHICAGO and Northwest, **Vestibuled Limited** express daily 10.55 a m, express 9.15 p m.

FOR CINCINNATI and St. Louis, express daily 3.00 and 9.45 p m.

FOR PITTSBURG and Cleveland, **Vestibuled Limited express** daily 10.55 a m. and express 9.15 p m.

FOR LEXINGTON and Local Stations, †10.10 a m.

FOR PHILADELPHIA, Newark and Wilmington, 7.30 a m, 2 05 and 5.25 p m daily, express.

FOR INTERMEDIATE points between Baltimore and Philadelphia, 10.00 a m and †3.15 p m.

FOR SPRINGLY and intermediate points, $7.30 a m, †4.30 p m.

FOR BALTIMORE, 5.00, 6.33, 6.40, 7.20, 8.30, 9.45, 11.00 (45 minute train) a m., 12.10, 2.05, 3.15 (45 minute train) 3.30, 4.30, 4.35 5.25, 5.30, 6.45, 8.35 and 10.30 p. m. Sundays, 6.30, 7.30, 8.30, 9.45 a m, 1.15, 2.05, 3.30, 4.30, 4.35, 5.25, 6.45, 8.35 and 10.30 p m.

FOR ANNAPOLIS, 6.40 and 8.30 a m. 12.10 and 4.30 p m. On Sundays, 8.30 a m. 4.35 p m. Leave Annapolis, 6.40, 8.37 a m, 12.05, 3.50, 6.30 p. m. Sundays, 8.30 a m, 4.10 p m.

FOR WAY STATIONS between Washington and Baltimore, 5.00, 6.40, 8.30 a m, 12.10, 3.30, 4.35, 6.45 p m. On Sundays, 8.30 a m, 1.15, 3.30, 4.35, 6.45.

FOR STATIONS on the Metropolitan Branch, †6.35 a m, $1.15 p m for principal stations only, *10.10 a m, †4.35, †5.30 and †9.45 p m.

FOR GAITHERSBURG and intermediate points, †9.00 a m; †12.30, †4.40, *5.35, †11.30 p m.

FOR BOYD'S and intermediate stations, †7.00 a m, §10.00 p m.

CHURCH TRAIN leaves Washington on Sunday only at 1.15 p m, stopping at all stations on Metropolitan Branch.

FOR FREDERICK, †10.10 a m †3.00, †4.35, †5.30 p m. Sundays, 1.15 p m.

FOR HAGERSTOWN, †10.10 a m and †5.30 p m.

TRAINS ARRIVE from Chicago daily 7.30 a m and 5.15 p m; from Cincinnati and St. Louis daily, 6.20 a m and 1.55 p m; from Pittsburg daily, 7.20 a m, 3 15 p m.

FROM PHILADELPHIA, Chester and Wilmington, 2.50, 7.10 and 9.05 p m daily, and †10.45 a m.

FROM SPRINGLY and intermediate points north of Baltimore, 10.00 a m daily, and 12.15 a m, Sunday only.

TRAINS LEAVE Baltimore for Washington at 6.20, 6.30, 7.25, 9.00, 9.05, 10.00 (45 minute train), 11.00 (45 minute train) a m, 12.15, 2.00, 3.00, 4.10, 5.00, 6.00, 6.30, 8.15, 8.30 and 11.00 p m. On Sundays, 6.30, 9.00, 9.05, 10.00 a m, 1.15, 2.00, 4.10, 5.00, 6.30, 8.15, 8.30 and 11.00 p m.

†Except Sunday. *Daily. §Sunday only.

Baggage called for and checked at hotels and residences on orders left at ticket offices, 619 and 1351 Pa. ave.

W. M. CLEMENTS, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Agt.

The Great Pennsylvania Route

To the North, West and Southwest.

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

IN EFFECT AUGUST 5, 1888.

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

FOR PITTSBURG and the West, Chicago Limited Express of Pullman Vestibuled Cars at 9.30 a m daily; Fast Line, 9.50 a m daily to Cincinnati and St. Louis, with Sleeping Cars from Pittsburg to Cincinnati, and Harrisburg to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. 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. 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 ERIE, 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 9.50 a m daily, except Sunday.

FOR NEW YORK and the East, 7.20, 9.00, 11.00 and 11.40 a m, 2.00, 4 10, 10.00 and 11.30 p m. On Sunday, 9 00, 11.40 a m, 2 00, 4.10 10.00 and 11.30 p m. Limited Express of Pullman Parlor Cars, 9.40 a m, daily except Sunday, and 3.45 p m daily, with dining car.

FOR BOSTON, without change, 2.00 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 PHILADELPHIA, 6.20, 9.00, 11.00 and 11.30 a m, 2.00, 4.10, 6.00, 10.00 and 11.30 p m On Sunday 9 00, 11.40 a m, 2.00, 4.10, 6.00, 10.00 and 11.30 p m. Limited Express, all parlor cars, 9.40 a m week-days and 3.45 p m daily, with dining car.

FOR BALTIMORE, 6.35, 7.20, 9.00, 9.40, 9.50, 11.00 and 11.40 a m, 12.05, 2 00, 3.45, 4.10, 4 20, 4.40, 6.00, 7.40, 10.00 and 11.30 p m. On Sunday, 9.00, 9.05, 9.50, 11.40 a m, 2.00, 3.45, 4.10, 6.00, 7.40, 10.00 and 11.30 p m.

FOR POPE'S CREEK LINE, 7.20 a m and 4.40 p m daily, except Sunday.

FOR ANNAPOLIS, 7.20 and 9.00 a m, 12.05, 4.20 and 5.00 p m daily, except Sunday. Sundays, 9.00 a m, 4.10 p m.

ALEXANDRIA AND FREDERICKSBURG RAILWAY AND ALEXANDRIA AND WASHINGTON RAILROAD.

FOR ALEXANDRIA, 5.00, 6.35, 8.40, 9.45, 10.57 a m, 12.04 noon, 2.05, 4.25, 5.00, 5.55, 6.05, 8.05, 10.05 and 11.37 p m. On Sunday at 6.00, 9.45, 10.57 a m, 2.50, 5.55, 8.05 and 10.05 p m.

ACCOMMODATION for Quantico, 5.00 p m week days.

FOR RICHMOND and the South, 6.00, 10.57 a m daily and 6.05 p m daily, except Sunday.

TRAINS leave Alexandria for Washington, 6.05, 7.05, 8.00, 9.10, 10.15, 11.07 a m, 1.20, 3.00, 3.23, 5.10, 7.05, 9.32, 10.42 and 11.05 p m. On Sunday at 9.10 and 11.07 a m, 2.00, 5.10, 7.05, 9.32 and 0.42 p m.

Tickets and information at the office, northeast corner of 13th 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, Gen. Pass. Agent.

Piedmont Air Line

SCHEDULE IN EFFECT AUGUST 12, 1888.

8:30 A M—East Tennessee Mail, daily for Warrenton, Gordonsville, Charlottesville, Lynchburg, and stations between Alexandria and Lynchburg, Roanoake, Bristol, Knoxville, Rome, Calera, Montgomery and New Orleans. Pullman Sleeper Washington to New Orleans.

11:24 A M—Fast Mail Daily for Warrenton, Charlottesville, Gordonsville, stations Chesapeake and Ohio Route, Lynchburg, Rocky Mount, Danville and stations between Lynchburg and Danville, Greensboro', Raleigh, Charlotte, Columbia, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California. Pullman Sleeper New York to Montgomery, in connection with Pullman Sleepers Montgomery to New Orleans, and Mann Boudoir Sleepers for Birmingham, Vicksburg and Shreveport. Pullman Sleeper Danville to Columbia and Augusta. Solid trains Washington to Atlanta. Does not connect for C. and O. route points Sundays.

4.15 P M DAILY, except Sunday, for Manassas, Strasburg, Luray, and intermediate stations. Connects at Riverton for Luray, arriving 9.28 p. m.

5.30 P M. WESTERN EXPRESS daily for Warrenton, Gordonsville, Charlottesville, Louisville, Cincinnati, and summer resorts on and near line of Chesapeake and Ohio route. Pullman Sleepers and solid trains Washington to Louisville; also for Lynchburg, Bristol, Chattanooga, Memphis, Little Rock and all Southwestern points. Through Pullman Sleepers Washington to Memphis without change.

11 P M. SOUTHERN EXPRESS daily for Lynchburg, Danville, Raleigh, Asheville, Charlotte, Columbia, Aiken, Augusta, Atlanta, Montgomery, New Orleans, Texas and California. Pullman Vestibule Sleeper Washington to New Orleans via Atlanta and Montgomery. Pullman Sleeper Washington to Augusta, Ga., without change.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington 9.00 a m, daily except Sunday, and 4.45 p m, daily; arrive Round Hill 11.48 a m and 7.21 p m. Returning, leave Round Hill 5.50 a m, daily, and 1.20 p m, daily except Sunday, arriving Washington 8.30 a m and 3.55 p m.

THROUGH TRAINS from the South, via Charlotte, Danville and Lynchburg, arrive in Washington 7.00 a m and 7.35 p m; via East Tennessee, Bristol and Lynchburg at 11.13 a m and 9.40 p m; via Chesapeake and Ohio route and Charlottsville at 9.40 p m and 7.00 a m. Strasburg local at 9.47 a m.

TICKETS, sleeping-car reservation and information furnished, and baggage checked at office, 1300 Pennsylvania avenue, and at Passenger Station, Pennsylvania Railroad, Sixth and B streets.

JAMES L. TAYLOR, Gen. Pass. Agent.

Chesapeake and Ohio Route.

Schedule in effect SEPT. 16, 1888.

Trains leave Union Depot, Sixth and B streets.

10:57 a. m.—FOR NEWPORT NEWS, Old Point Comfort and Norfolk, daily except Sunday. Arrive in Norfolk 7 p. m.

11:24 a. m.—For stations on the Chesapeake and Ohio in Virginia, West Virginia and Kentucky, daily except Sunday. Sleeping cars Clifton Forge to Lexington, Ky.

5:30 p. m.—FAST WESTERN EXPRESS daily. Solid train, with Pullman Buffet Sleeping cars to Louisville; Pullman service to Cincinnati, St. Louis, Memphis and New Orleans.

Office, 513 Pennsylvania avenue.

H. W. FULLER, Gen. Pass. Agent.

DRUGS AND CHEMICALS.

BUFFALO Lithia Water.

—FOR—

Bright's Disease of the Kidneys, Diseases of the Nervous System, the Uric Acid Diathesis, Gout, Rheumatic Gout, Rheumatism, Renal Calculi and Stone in the Bladder, Diseases of Women, Dyspepsias, Etc., Etc.

W. S. THOMPSON,

703 Fifteenth St.,

AGENT FOR THE DISTRICT OF COLUMBIA.

UNPRECEDENTED ATTRACTION!

OVER A MILLION DISTRIBUTED.

La. S. L.

Louisiana State Lottery Co.

Incorporated by the Legislature in 1868, for Educational and Charitable purposes, and its franchise made a part of the present State Constitution, in 1879, by an overwhelming popular vote.

Its Grand Extraordinary Drawings take place semi-annually (June and December), and its Grand Single Number Drawings take place on each of the other ten months in the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

*"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-annual Drawings of the Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness and in good