MEDICAL.

ECZEMA!

For the benefit of suffering humanity, I deem it only my duty to give this unsolicited testimony in favor of Swift's Specific. My wife has been afflicted with Eczema from infancy. We tried every known remedy, but to no avail. She was also afflicted with a periodical nervous headache, sometimes followed by an intermittent fever, so that her life became a burden to her. Finally I determined to try Swift's Specific. She commenced seven weeks ago. After taking the first large bottle the disease seemed to increase; the burning, itching and inflammation became unbearable. She, however, persevered in the use of the medicine. After taking the second bottle the inflammation began to subside. After the third bottle the inflammation disappeared, and the sore spots dried up and turned white and scaly, and finally she brushed them off in an impalpable white powder resembling pure salt. She is now taking the sixth bottle; every appearance of the disease is gone, and the flesh is soft and white as a child's. Her headaches have disappeared and she enjoys the only good health she has known in 40 years. No wonder she deems every bottle of S. S. S. is worth a thousand times its weight in gold.

Any further information concerning her case will be cheerfully given by herself at her residence, 135 Mullett street, or by me.

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PILES. SWAYNE'S OINTMENT a pleasant, sure cure. PITCHING PILES. SYMPTOMS are Moisture, Itching, worse by scratching; seems as if pin-worms existed.

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TOPICS OF THE DAY.

INCIDENTS AND EVENTS, WITH CURRENT COMMENT THEREON.

An Undertaker on the Embalming Business—Actors' Superstitions—The Geological Survey—Fitzhugh Lee's War Record—General McClellan's Texas Bonanza.

Mr. Thomas Lynch, a leading St. Louis undertaker, said to a *Globe-Democrat* reporter the other day: "We don't believe in embalming. Packing in ice is the only way to keep a body intact. I never knew a successful case of embalming. Garfield's case was a failure. Lincoln's was a failure also. I was one of the undertakers at Lincoln's funeral and I know whereof I speak. When we opened the box that held the remains the face of Lincoln was as black as my hat." "How do you think it will result in Grant's case?" "I don't think they'll succeed in preserving the body to any extent as far as New York." "The Egyptians knew a thing or two, then?" "Well, as far as embalming goes, they didn't know a great deal more than we do. I contend that if embalmers are allowed to pursue the same method in vogue with the ancient Egyptians they could accomplish the same results." "What is to prevent them from doing so?" "The American people wouldn't stand it. The Egyptians used to strip their dead to a naked state and then disembowel it. In place of the bowels were put so much myrrh, spices and drugs. The blood was taken out of the veins and embalming fluid injected. Then the bodies were wrapped in muslin. The muslin was in strips of an inch or two wide, and was wound around every part of the body an inch thick. Thousands of yards of strips were used on one body. Well, that sort of thing would never be tolerated now. If there was no objection to turning over the body of a lady, for instance to the embalmers, there would be to the evisceration of it. And it is impossible to preserve a body in which the bowels are allowed to remain. "Then you have no hope of the success of experimentalists?" "I won't say that. It is impossible to prove that the thing cannot be done. It may be that in three or five years from now a fluid will have been concocted which will thoroughly arrest all decomposition and satisfactorily preserve a body for months. You know that the body of Pope Pius IX. was preserved for three months in a perfectly natural state. This science, like others, is improving constantly."

* * *

Speaking of the superstition of actors a New York correspondent says: It hardly seems possible that anything could stay the flood of Clara Morris' impassioned speech, and yet if she sees a nail on the stage she refuses to set foot on the boards until it has been removed. Fanny Davenport is superstitious about her make-up. She will use only one person's cosmetics. This favored person is the son of a woman who made up her face for her first appearance on the stage as a child. She once changed cosmetics, and the result was the failure of the "American Girl." Since that time no power on earth could influence her to use any cosmetics other than that handed down by the woman who made her up for her debut. If Ada Rehan sees a pin on the stage with the head toward her she regards it as a sign of ill-luck. The first night of "Love on Crutches" at Daly's she saw a pin on the stage lying with its head toward her. To this circumstance she has always attributed the fact that another actress in a subordinate part made a greater success than she did with the leading role. A pin with the point toward her she thinks a token of success. Agnes Booth never allows a wig to be dressed on her head. Mrs. Fernandez believes in plays with children's parts in them. John Stetson is so influenced by dreams that a dream will sometimes change his plans entirely. Gilmore considers it an omen of bad luck if, when he is walking with a friend, some one passes between them. He will retrace his steps for blocks after some one who has passed between him and a friend so as to pass that person again with his friend at his side.

* * *

It is not surprising to the people here," remarks the observant correspondent of a Western paper, "that a determined raid should be made on the geodetic survey, the division in the Treasury Department found to have been run carelessly in the matter of disbursements of appropriations for it. The whole affair is known to be reckless, and the wonder is that it was ever tolerated as long as it has been. The wholesale suspension of clerks there is nothing to what may be expected when Congress meets. Congressmen say it will be abolished; that it was an ornamental arrangement, and never did any good to any body except those employed in it. In the same line will come for the attention of Congress, Powell's Geological Survey. This has also been shown to be a junketing affair, and has never benefitted humanity by enlightenment or otherwise. A very few years ago it was created, the first appropriation being $5,000. It has grown to be an expense of over $500,000 within five or six years, and Powell's estimates to be made to Congress for the next fiscal year run up an expense of $750,000. Three-quarters of a million a year, and it yields no information that is in the slightest measure practicable. It will undoubtedly be abolished this winter."

* * *

Says a Henrietta, Texas, correspondent: In the spring of 1852 General McClellan, who was then a brevet captain, was ordered by Jefferson Davis, the Secretary of War, to accompany an expedition that was sent out to explore the Red River of the South, the waters of which above Cache Creek were unknown. From the Indians the War Department had learned that the river flowed beneath the sands of what is known as the Great American Desert. Captain R. B. Marcy led the expedition. On the morning of the 12th of May the party was encamped where the Wichita River flows into the Red. After cutting down the banks of this stream to allow the wagons to get down into it and make a ford, the expedition passed on up the Red River until they reached Cache Creek. During the day they found the surface of the ground covered in places with detached pieces of copper ore, which had been washed out of a gully. Specimens of his ore were saved, and afterwards analyzed in Washington. They were found to be very rich in metal. At Cache Creek, which flows through the southwestern portion of the Indian Territory, the expedition remained in camp until the morning of the 16th, and then proceeded fifteen miles upstream. More copper ore was found, which proved to be, on chemical analysis at Washington, a new species, and which averaged 54½ parts of copper to the 100. The Red River actually flowed through banks of almost solid copper ore at that place. After thirty years General McClellan has organized a company, patented 36,000 acres of land, and begun to work this rich deposit of ore. His representatives here say that the company can break even the present low price of copper by four cents, and yet have a bonanza richer than the Comstock.

* * *

Says the *Times-Star's* correspondent: "If Fitzhugh Lee proves as hard a fighter in politics as he was in war, he will make it extremely interesting in the coming campaign in Virginia. When he graduated at West Point in 1856 he stood at the head of his class in horsemanship, and was assigned to the Fifth Cavalry, then the most famous regiment in the service as Second Lieutenant. In May, 1859, he was shot through the lungs in an engagement with the Comanche Indians. At the breaking out of the war he resigned his commission and joined the Confederate army. His first service was at the battle of Manassas on the staff of General Ewell. He was soon elected Lieutenant-Colonel, then Colonel of the First Virginia Cavalry, and then Brigadier-General of the First Brigade, and finally Major-General, becoming one of the most brilliant cavalry commanders in the Confederate service. At the battle of Winchester three horses were shot under him, and he himself was badly wounded. In the spring of 1865 he was placed in entire command of the army of Northern Virginia. He was one of the three, who, with General R. E. Lee, composed the council of war which decided upon the surrender at Appomattox."

* * *

When the New York *Tribune* reporter asked Congressman Ben Le Fevre whom the Ohio Democrats would nominate for Governor he promptly answered, "Hoadly." "Will he accept?" was next asked. "Yes. I don't think he wanted to be renominated, but he will be obliged to accept the situation and acquiesce in the demands of the party." "Have you any idea of carrying Ohio?" "It is the most uncertain State in the country. Mr. Cleveland has great admiration for Mr. Hoadly and will give him anything he may ask in the way of Federal appointments. We ought to carry the State with the aid of the Administration, and I believe it can be done. The changing of fourth-class postmasters has come a little late, but it will be a help to some extent. It won't do to make any bets on Ohio Republicanism."

The Man Who Pulls a Little.

If you find a man who cannot pull a little bit, he always wants to row an outrigger and sliding seat when he takes his girl up the river. Last night such a young gentleman started out. He had a neat, sweet girl with him, and as he led her down the float she said: "Do you row well?" "Well, I should—O, certainly, certainly," he answered. "What a hero you are, Jack!" and the balance was lost in a whisper. Her hero was eyeing the boat with considerable awe, and she was half-way in before he jumped to assist her. Then he pulled up his collar, shook down his cuffs and carefully got in. Bob Cumberland was holding the outrigger to the float, and the young man asked his girl if she noticed how steady he was in a boat. She cast such a sweet glance at him that half the balcony oarsmen at the Columbia house tried to catch a piece of it." Jack carefully adjusted his oars and was pushed off. He "hemmed," and, attempting to take a short stroke, one oar went up and the other down. The second stroke he slipped his seat and his girl gave a slight scream. As they went out of hearing, he was assuring her it was always so, when the coal tar was in the river. Bob Cumberland stood watching them, and as he turned away he muttered, "What gol darned fools some men is."

Ordered to the Army School.

The detail of officers to report September 1 at the Fort Leavenworth Army School for instruction is as follows: First Lieutenants Loyd S. McCormick, Seventh Cavalry; William A. Shunk, Eighth Cavalry; F. Beers Taylor, Ninth Cavalry; Charles W. Mason, Fourth Infantry; and Harry Reade, Twenty-fifth Infantry; and Lieutenants William S. Scott, First Cavalry; Francis G. Irwin, jr., Second Cavalry; Daniel H. Boughton, Third Cavalry; Hugh J. McGrath, Fourth Cavalry; James V. S. Paddock, Fifth Cavalry; Richard B. Paddock, Sixth Cavalry; Percy E. Trippe, Tenth Cavalry; Frank O. Ferris, First Infantry; James M. Arrasmith, Second Infantry; Omar Bundy, Third Infantry; Edwin B. Weeks, Fifth Infantry; Benjamin W. Atkinson, Sixth Infantry; Abraham P. Buffington, Seventh Infantry; John Stafford, Eighth Infantry; Robert H. Anderson, jr., Ninth Infantry; J. Y. Mason Blunt, Tenth Infantry; Richard M. Blatchford, Eleventh Infantry; Daniel E. McCarthy, Twelfth Infantry; Jerome J. Weinberg, Thirteenth Infantry; Joseph P. O'Neil, Fourteenth Infantry; John Cotler, Fifteenth Infantry; William H. Johnston, jr., Sixteenth Infantry; Charles D. Clay, Seventeenth Infantry; Wm. J. Pardee, Eighteenth Infantry; Zebulon B. Vance, jr., Nineteenth Infantry; Benjamin Alvord, Twentieth Infantry; William Y. Stamper, Twenty-first Infantry; Tredwell W. Moore, Twenty-second Infantry; William A. Nichols, Twenty-third Infantry, and Charles N. Clinch, Twenty-fourth Infantry.

The Laughing Plant.

It is called the laughing plant because its seeds produce effects like those produced by laughing gas. The flowers are of a bright yellow, and the seed pods are soft and woolly, while the seeds resemble small black beans, and only two or three grow in a pod. The natives dry and pulverize them, and the powder, if taken in small doses, makes the soberest person behave like a circus clown or a madman, for he will dance, sing and laugh most boisterously and cut the most fantastic capers, and be in an uproariously ridiculous condition for about an hour. When the excitement ceases the exhausted exhibitor of these antics falls asleep, and when he awakes he has not the slightest remembrance of his frisky doings.—[Shanghai Empire.

AMUSEMENTS.

NEXT WEEK'S OPERAS.—The Beebe-Stone Opera Company will again appear at Albaugh's next week in "Patience" and "Merry War," and a highly enjoyable and successful series of performances may be expected. "Boccaccio" continues to draw crowded houses, and to provoke demonstrative applause.

THE MINSTRELS.—McNish, Slavin and Johnsons' Minstrels are announced for an engagement of Monday, Tuesday and Wednesday evenings at Ford's next week. A company embracing Frank McNish, Bob Slavin and so many well known singers, athletes and black cork artists of various kinds need no commendation to lovers of negro minstrelsy.

Monkeys on a Spree.

Says a writer in the *Popular Science Monthly:* As well as the apes in general our baboons were passionately fond of strong liquors, and had a peculiar propensity for merisa, a kind of beer made of the grains of durrah by the inhabitants of the Soudan. Brandy was not to their taste, but unfortunately they made an exception one day. After having swallowed copious quantities of merisa each one of the troop was offered a big glass of date brandy, which he drank. As a consequence, they became completely intoxicated, insolent, passionate, bestial, and grinned and gambolled in a fearful manner; in a word, they offered the hideous caricature of drunken men. The next day thirteen of the drunkards were suffering from the consequences of the spree, and looked sick unto death. All food gave them nausea; they turned away with disgust from merisa and even from wine, a favorite beverage in ordinary times; the only things they accepted were lemons, of which each one ate an average of twenty pieces, in this wretched state they comported themselves like men, and would, doubtless, have enjoyed a sour herring if it had been possible to secure this antidote in the country of the Mahdi. In the evening they felt better, and were all right the next morning. I hoped this hard lesson would teach my pupils the advantage of abstinence, but, alas! I was mistaken once more in my life. They drank and revelled all the same, and from that day drank brandy with predilection.

Railway Affairs.

PHILADELPHIA, PA. Aug. 6.—It was whispered on Third street late yesterday afternoon that the Pennsylvania Railroad had determined upon a closer alliance with the Buffalo, New York and Philadelphia Road. One of the leading officials of the Pennsylvania, in whose province the details of such an alliance would come, said: "The basis of the story is very simple. The Buffalo, New York and Philadelphia furnishes us with the most direct route to the city of Buffalo, and this constitutes our business connection. Lately the traffic which we have put on this line has greatly increased, with the prospect of a still greater growth from month to month, as the demand for coal improves. At present our shipments of fuel over the Buffalo Road are fully 30 per cent beyond those of this time last year. Naturally as our business with the city of Buffalo increases so will the traffic business of the Buffalo, New York and Philadelphia gain in additional tonage."

Vice-President King of the Baltimore & Ohio Railroad has just had a lengthy interview with leading officials of the Pennsylvania Railroad Company at the request of the latter. The proposition was made directly to the Baltimore & Ohio, that if they would stop their line at Philadelphia they would be given rates to New York that would be satisfactory to them. Vice President King said, in reply to this, that the extension of his line to Philadelphia was only a part of his plan, and that he intended to go to New York, under any circumstances, as that was his objective point.

Death from Bad Meat.

VALPARAISO, IND., Aug. 6.—Particulars of a serious epidemic raging at Porter station, this county have just been reported by a doctor of Chesterton. Two deaths occurred Monday night and two more were reported yesterday. Forty persons are now ill. The doctor gives it as his opinion tha the epidemic is caused by eating impure meats sold by a Chesterton butcher, and says he can trace the disease by following the tracks of the butcher's wagon.

MINOR NEWS NOTES.

—Cholera is gaining a foothold in Marseilles.

—The French Senate adopted the Madagascar credit of twelve million francs.

—The Irish Land Purchase bill was read a second time in the House of Commons.

—Charles Garlich of the New York Stock Exchange has suspended, and his brother is missing.

—The sale of the *Pall Mall Gazette* containing the scandal articles has been suppressed in Berlin.

—The Amalgamated Association of Iron and Steel Workers will probably amend its constitution so as to exclude nailers.

—In the matter of the "double-header" system of freight trains eight strikers were arrested at the Baltimore & Ohio road, Glenwood, and trouble is feared.

—A motion of censure on the Government in regard to the present Egyptian policy proposed in the House of Commons by Mr. Labouchere was rejected.

—Mr. Errington, M. P., unofficial British representative in Rome, indignantly denies that he attempted to influence the appointment to the Dublin archbishropic.

—The effort to establish a Texas railroad pool has failed because of the refusal of the Gulf, Colorado & Santa Fe road to make an agreement covering more than a year.

—The Postmaster-General of England stated in the House of Commons that the British Government had no intention of extending the contract for carrying the American mails to the North German Lloyds Steamship Company.

—A dispatch from Vienna to the London *Telegraph* says Austria has formally notified the United States Government that Mr. Kelley is not acceptable as American Minister to Austria, and has expressed the hope that he will be recalled and another appointment be made.

THE SEA SERPENT CAUGHT.

A Monster That Draws in His Head Like an Immense Turtle.

A special dispatch to the Philadelphia *Times* from Portland, Me., says: "The sea serpent has been captured—or, rather, the creature that has started all the sea serpent stories on the New England coast has just been towed into this harbor. Captain Cobb of the schooner Dreadnaught, which arrived this morning, says:

"'We were about five miles from Halfway Rock when we saw a break in the water ahead and one man sung out: 'There's a sea serpent.' I looked and there was something that did look like a big snake dead ahead. He made three or four seas and looked for all the world like a snake. We made sail, but could not overtake him. Then we lowered our boats and gave chase. It was a good five-mile job of it before the boats came up with him.'

"'Yes,' broke in another man, 'and all we could see was that big, snake-like head lifted out of the water, three or four seas ahead. We came up and struck at him with a harpoon. It took him right inside and would have fastened a right whale. But it did not make an impression on him. It turned the harpoon, but the critter kept right along. You might fire cannons at him all day and it wouldn't do a bit of good if you didn't hit his head.'

"'Then,' said Captain Cobb, 'we struck at him again and sent a boat alongside. He turned over on his back, making a great swell; then we struck him in the neck, and after making a big fight, he yielded and we towed him alongside the Dreadnaught. It was a pull.'

"'How much will he weigh, Captain?'

"'Well, from 1,200 upwards.'

"'What do you call him?'

"'I don't call him. He's got some kind of an armor that may be called his shell. His neck would draw in turtle-fashion; his head is a cross between a cat-fish and a snake and he's about as bad-looking as he can be. A doctor came on board the schooner this morning and he says he's a serpent. I've no doubt he's what they've been calling a sea serpent along the coast. If we hadn't captured him we'd have reported that we saw and chased a sea serpent. I've sailed all over the world and have seen all kinds of turtles, deep sea turtles among the rest, and if he's a turtle it must be a new breed, that's all.'

"Captain Cobb has brought the Dreadnaught up to the Custom-House wharf, and Dr. Thomas Hill is to be appealed to and asked to name the critter, as Captain Cobb says. In the meantime the snake or turtle, as the case may be, promises to get well of his wounds and manifests a strong desire to smash things."

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refrigerators, carpets and furniture sold on weekly or monthly payments at Smith's, 413 New Jersey avenue northwest.

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—Emperor William continues to improve in health. He will return to Berlin on the 13th instant.

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E. C. Burt's Fine Shoes for ladies a specialty.

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940 F STREET NORTHWEST.
Everything strictly first-class and on the most reasonable terms. (Camp Chairs to hire for all occasions.) my1-1yr

RAILROADS.

BALTIMORE & OHIO RAILROAD.

SCHEDULE IN EFFECT SUNDAY, MAY 1885, UNTIL FURTHER NOTICE.

Leave Washington from Station, corner New Jersey avenue and C street.

For Chicago, 10 a. m. and 10:10 p. m. daily. The 10 a. m. is a Fast Limited Express to Pittsburg and Chicago, arriving in Pittsburg at 7:30 p. m., Chicago next morning at 8:55. No extra fare is charged on this train for fast time.

For Cincinnati, Louisville and St. Louis daily at 3:30 p. m. and 10:10 p. m., with through coaches and Palace Sleeping cars to above points without change. 3:30 p. m. train is a fast limited train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7:45, St. Louis 6:30 p. m. No extra fare is charged on this train for fast time.

For Pittsburg at 10 a. m., with Parlor Car, and 9:10 p. m. daily to Pittsburg, Cleveland and Detroit, with sleeping cars to Pittsburg.

For Baltimore on week days—5, 6:10, 6:40, 7:30, 8:30 and 10:05 a. m., 12:10, 1:25, 3:15 (45-minute train), 3:30, 4:30, 4:40, 5:40, 6:40, 7, 8:25 and 11 p. m.

For Baltimore on Sundays—6:10, 7:30, 8:30 and 10:05 a. m., 1:25, 1:30, 3:30, 4:40, 5:40, 6:40, 7, 8:25 and 11 p. m.

For points on the Shenandoah Valley Railroad and points South, 9:25 a. m. and 9:10 p. m. daily. 9:25 a. m. train has Pullman Sleeper from Washington to New Orleans.

For Annapolis, 6:40 a. m. and 12:10 and 4:30 p. m.; on Sunday, 8:30 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 8:30 a. m., 12:10, 3:30, 4:40, 7 and 11 p. m. On Sundays, 8:30 a. m., 1:30, 3:30, 4:40, 7 and 11 p. m. For stations on Metropolitan Branch, 7:25 a. m. and 11:15 p. m. daily, except Sunday, and 5:30 p. m. daily; 4:40 p. m. daily, except Sunday, for principal stations on Metropolitan Branch; 8:40 a. m. daily on Sunday stops at all stations; for Lexington, Staunton and Valley Branch, 8:40 a. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday.

For local stations between Washington and Gaithersburg, 12:30 p. m. daily, except Sunday.

For Hagerstown and Winchester, 8:40 a. m. daily, except Sunday, and 5:30 p. m. daily to Hagerstown; daily, except Sunday, to Winchester.

Trains arrive from the West daily, 6, 7:20 a. m., 1:15, 6:30 p. m.

From Annapolis, 8:30 a. m. and 1:50 and 5:25 p. m.; Sunday, 10:35 a. m. and 6:35 p. m.

From Lexington, 5:30 p. m. daily, except Sunday.

From Frederick and intermediate points, 8:25 a. m. and 8:15 p. m. daily, except Sunday.

Trains leave Baltimore for Washington at 5:10, 6:30, 7:20, 9, 9:05 and 10:30 a. m., 12:15 2:30, 3, 4, 4:20, 5, 6:30, 8, 9 and 11 p. m. On Sundays, 6:30, 7:20, 9 and 9:05 a. m., 1:30, 2:30, 4:20, 5, 6:30, 8, 9 and 11 p. m.

All trains from Washington stop at Relay Station, except 1:25, 3:15 and 6:40 p. m.

For further information apply at the Baltimore & Ohio ticket office—Washington Station, 619 and 1351 Penna. ave., corner of 14th st., where orders will be taken for baggage to be checked and received at any point in the city.

C. K. LORD, G. P. A.
E. DUNHAM, Gen. Man., Baltimore.

THE GREAT
PENNSYLVANIA ROUTE.
TO THE NORTH, WEST AND SOUTHWEST.
DOUBLE TRACK. SPLENDID SCENERY
STEEL RAILS. MAGNIFICENT EQUIPMENT.
IN EFFECT JUNE 21, 1885.

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

For Pittsburg and the West, Chicago Limited Express of Palace Sleeping Cars at 9:50 a. m. daily; Fast Line, 9:50 a. m. daily to Cincinnati and St. Louis, with Sleeping Cars from Harrisburg to Cincinnati and Hotel Car to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. Chicago and Cincinnati Express at 7:10 p. m. daily, with Sleeping Cars Washington to Chicago and Harrisburg to Louisville; connecting at Harrisburg with Western Express with through sleepers for Cleveland and St. Louis. Pacific Express, 10 p. m. daily for Pittsburg and the West, with through sleeper Harrisburg to Chicago.

BALTIMORE & POTOMAC RAILROAD.

For Erie, Canandaigua, Rochester, Buffalo, Niagara, 10 p. m. daily, except Saturday, with Palace Cars Washington to Rochester.

For Williamsport, Lock Haven and Elmira, 9:50 a. m. daily, except Sunday.

For New York and the East, 7:15, 8:30 and 11 a. m., 2, 4, 10 p. m. and 12:15 night. On Sunday, 8:30 a. m., 2, 4, 6, 10 p. m. and 12:15 night. Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:35, 7:15, 8:30, 9:40, 9:50, 11 a. m., 12:05, 2, 4, 4:25, 4:40, 6, 7:10, 10 p. m. and 12:15 night. On Sunday, 8:30, 9:50, 11 a. m., 2, 4, 6, 7:10, 10 p. m. and 12:15 night.

For Pope's Creek Line, 7:15 a. m., and 4:40 p. m. daily, except Sunday.

For Annapolis, 6:35 a. m., 12:05 and 4:25 p. m. daily, except Sunday. On Sunday 4 p. m.

ALEXANDRIA & FREDERICKSBURG RAILWAY AND ALEXANDRIA & WASHINGTON RAILROAD.

For Alexandria, 6, 7, 9:25, 11:01 and 11:35 a. m., 2:05, 4:26, 4:15, 6:25, 8:05 and 11:37 p. m. On Sunday at 6, 9:25, 11:01 a. m., 8:05 p. m.

For Richmond and the South, 6 and 11:01 a. m. daily and 4:45 p. m. daily, except Sunday. Trains leave Alexandria for Washington 6:05, 8, 10, 10:10 a. m., 1, 3:05, 3:23, 5:10, 7:05 and 11:35 p. m. and 12:10 midnight, except Monday. On Sunday at 8 and 10:10 a. m., 7:05 and 11:35 p. m. and 12:10 night.

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, Gen. Passenger Agent.

CHESAPEAKE & OHIO RAILWAY
(LEAVE B. & P. DEPOT, SIXTH AND B STS.)

11:15 A. M.—For all way stations, Lexington, Ky., Louisville, Cincinnati, Columbus, St. Louis. Daily except Sunday. Through Parlor Car to White Sulphur Springs.

11 A. M.—For Newport News, Old Point Comfort and Norfolk. Daily except Sunday.

5:45 P. M.—For Louisville, Cincinnati, St. Louis and Chicago, connecting for all points West, Northwest and Southwest; fast express daily; does not stop for local business; through Pullman service to Louisville and Cincinnati.

For tickets and information apply at C. & O. Railway office, 513 Pennsylvania avenue, under National Hotel; Va. Midland Railway office, 601 Pennsylvania avenue, and B. & P. Station.

H. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager.
FRANK TRIGG, N. E. Passenger Agent.

WASHINGTON, OHIO & WESTERN R. R.

On and after JUNE 14, 1885, trains will leave from and arrive at 6th and B sts. Depot as follows:

Leave Washington 9 a. m. and 4:35 p. m., daily; arrive at Belmont Park 10:51 a. m. and 6:26 p. m.; Leesburg 11:01 a. m. and 6:36 p. m.; arrive at Round Hill at 11:43 a. m. and 7:18 p. m.

Returning, leave Round Hill 6:03 a. m. and 3:00