

THE GAZETTE.

SATURDAY EVENING, JULY 2, 1892.

FATAL ACCIDENTS.—Mr. "Al" Yates met with a severe accident Tuesday morning. He drove the horses, attached to a "harvester" through a gate, near the Valley Turnpike, into the road leading to Smith's Creek. Whilst hitching the traces, which he had unhitched, the horses took fright, and ran while Mr. Y. was leaning across the tongue of the harvester. He was carried to the site at the pike, where he was thrown down, the harvester passing over his stomach, inflicting severe internal injuries. The horses ran up the pike about a quarter of a mile where they were stopped by Mr. Arthur Shomo. Mr. Yates, who is about 20 years old and married a Miss Holsinger a year ago, was conveyed to his home 4 miles south of Woodstock, and has been suffering intense pain since the accident, and is in a critical condition.—Shenandoah Valley.

A sad accident occurred on Tuesday at one of the four saw mills that have been running in the Happ neighborhood. On that day Sidney A. Holsinger, whilst attempting to put a belt on a pulley (when the saw was running in the saw pit) that operated an elevator to a 56-inch saw, and had his left leg badly lacerated from the foot to 8 or 10 inches above the knee. After he was removed from the saw pit, his suffering was so great that he begged his father to cut his throat or knock him in the head. Drs. C. C. Henkel and A. S. Miller were sent for, and arrived in due time, but found the patient so weak from shock, and reaction not setting in, the limb was not amputated. They only removed the shreds of flesh, bone, &c., at the knee. He died in about six hours after the accident on the ground near the mill.

ADVERTISING DIRECTORY.

The following houses, whose advertisements appear in the GAZETTE, will be found reliable, and are commended to the attention of purchasers:

- AUCTIONEERS. J. T. Rafferty, 708-710 King street. BOOK AND STATIONERY. Robt. W. French, 417 and 419 King street. BOOT AND SHOES. Potomac Shoe Company, corner Fairfax and Prince streets. H. L. Simpson's Sons, agents for W. L. Douglas shoes. F. Hall & Son, 423 King street. John A. Marshall, 422 King street.

- BRICKS. Alexandria Brick Works, Hunting creek. BREWERS. Robert Porter Brewing Company, north St. Asaph street.

- CARRIAGES. Summers & Bro., 115 and 117 south Pitt street. COAL AND WOOD. J. R. Zimmerman, foot of Queen street. W. A. Smoot & Co., Smoot's wharf. Cakes and Confections. D. Harry Apple, 525 King street. George K. Hill & Co., 216-222 north Lee street. Henry Bregle, 531 King street.

- CHINAWARE. E. J. Miller & Son, 317 King street. FINANCIAL. First National Bank, S. W. cor. Lee and Prince streets. Citizens' National Bank, N. W. cor. Lee and Prince streets. Burke & Herbert, cor. King and Fairfax streets.

- FOUNDERS AND MACHINISTS. J. & H. Aitchison, 116 King street. W. S. Moore, south Union street. DRUGGISTS. Edgar Warfield, Jr., cor. King and Pitt sts. E. S. Leadbeater & Sons, 105-107 south Fairfax street. Warfield & Hall, corner Fairfax and Prince streets. W. F. Creighton & Co., corner King and Royal streets. Lunt & Allen, N. E. corner King and Washington streets. L. Stabler & Co., N. W. corner of King and Washington streets.

- DENTAL. U. S. Dental Association, 7th and D streets, Washington. DRY GOODS. Woodward & Lothrop, 10th, 11th, and F streets, Washington. Lansburgh & Bro., 420-426 7th street, Washington. J. E. Eckicht, corner King and Pitt streets. Isaac Eckicht, corner King and Royal streets. D. Bendheim, 316 King street. A. B. Slaymaker, 429 King street. J. R. Chapman, 424 King street.

- FERTILIZERS. Standard Phosphate Mining and Chemical Company. GROCERS & COMMISSION MERCHANTS. H. C. Wallace, 900 King street. W. A. Johnson & Co., corner Cameron and Royal streets. Carr & Swetnam, corner King and Washington streets. J. C. Milburn, north Royal street. W. A. Smoot & Co., Smoot's wharf. Charles King, 217-223 north Lee street. G. Wm. Ramsey, cor. of King and St. Asaph streets.

- HARDWARE. Jas. F. Carlin & Sons, 315 King street. HATTERS. R. W. Arnold, 406 and 408 King street. ICE. F. A. Reed & Co., Reed's wharf. J. W. Hammond, Market Space.

- INSURANCE. Philip B. Hoop, Agent, corner Prince street and Strand. INTERIOR ADORNMENTS. J. P. Clarke, 612 King street. E. Wm. Barden, 305 King street. LUMBER. Josiah H. D. Smoot & Son, 21 north Union street. MERCHANT TAILORS. Wm. Murray, 517 King street. PHOTOGRAPHY. D. H. Saramore, 321 King street. Phillips, Cole & Reed, 417-419 King street. SURVEYORS. H. C. Graves, 309 and 311 King street. D. J. Howell, National Union Building.

- SUMMER GOODS. REFRIGERATORS and WATER COOLERS, packed with pure charcoal, in a variety of styles, just received and for sale. You should see these goods, and get our prices before buying. We guarantee every refrigerator and water cooler we sell. E. J. MILLER & SON, 315 King street.

THE PREDICTION is that Flies and mosquitoes will be too numerous to mention this summer. Prepare for them by putting in your Screen Doors and Window Screens at once. Call and examine.

J. P. CARLIN & SONS, 315 King street.

JUST RECEIVED a lot of REMNANTS of PERSIAN CLOTHS, beautiful styles which we are selling at a very low figure. A. B. SLAYMAKER.

EXTRA QUALITY GREEN and BLACK TEAS for sale by J. C. MILBURN.

AUCTION SALES.

By O'Neal & Lunt, Auctioneers. COMMISSIONER'S SALE.

Pursuant to a decree of the Corporation Court of the city of Alexandria, in the chancery cause of the City Council of Alexandria, plaintiff, against the Virginia Iron and Ship Building Company, defendants, we will as commissioners appointed for the purpose, expose for sale to the highest bidder in front of the Royal street entrance of the Market Building at 12 o'clock noon on

WEDNESDAY, the 24 day of August, 1892,

all the real estate and leasehold interests possessed by the defendants, situate in the city of Alexandria, Virginia, and described as follows: To-wit: A LOT OF GROUND beginning on the east side of Union street thirty feet north of Wilkes street and running thence northwardly on Union street one hundred and forty-six feet three and one-half inches, and forty-six feet three and one-half inches more or less; to the line of the property formerly owned by Entwistle, now owned by Irving; thence eastwardly, and parallel to Wilkes street into the Potomac river, returning to the point of beginning, and running thence eastwardly with the line of the Potomac river one hundred and ninety feet; thence southwardly parallel to Union street thirty feet to Wilkes street; thence eastwardly on Wilkes street to Potomac river; thence northwardly with said river to the point of beginning.

Second. A LOT OF GROUND and WHARF with the buildings and improvements thereon bounded on the south by Wolfe street, on the west by Strand street, sometimes called the Potomac Strand, on the east by the river, and on the north by a line of ten feet from Strand street to the line of the Potomac river, giving a front on Strand street and the river of one hundred and seventy-six feet seven inches, more or less.

Third. A LOT OF GROUND situated at the intersection of Wolfe and Union streets, and running thence northwardly with Union street and binding thereon one hundred and seventy-eight feet to the center of the square, be the same more or less; thence eastwardly one hundred and seventy-seven feet more or less to the line of a lot owned by Josiah H. Davis; thence with said Davis's line eighty-six feet more or less to a ten feet alley; thence with said alley southwardly one hundred and thirty feet more or less to Wolfe street; thence westwardly with Wolfe street and binding thereon to the beginning.

Fourth. A LOT OF GROUND beginning on the east side of Union street on hundred and thirty feet north of the line of the Potomac river, and running thence south with Duke street, and running thence south with Union street twenty-five feet, to the same, more or less, to the center of the square formed by Duke and Wolfe street; thence east with the line parallel to that street one hundred and thirty feet to the lot of Robert T. Hoop; thence with the line north the length of the first line; thence with a straight line to the beginning, and all appurtenances whatsoever said to the lot of ground, buildings and improvements thereon, belonging or in anywise attaching.

Fifth. A LOT OF GROUND lying to the eastward of Union street between Duke and Wolfe streets, being part of a lot designated in the plan of the town of said Alexandria, No. 77. Beginning on the south line thereof one hundred and thirty-six feet one inch to the east of Union street, extending thence into the river, returning thence to the beginning, and extending northwardly parallel to Union street to the line of the lot belonging to the corporation of the city of Alexandria, to be thirty-seven feet four inches, be the same however, more or less; thence eastwardly parallel to the first line, and to Duke street into the river, with all rights and appurtenances to the same belonging.

Sixth. A LOT OF GROUND with a BRICK TENEMENT and improvements thereon, beginning on Wolfe street at its intersection with the east line of a ten-foot alley separating the lot from a lot conveyed by Sarah Kirk and William Keyser to Thomas Janney and Thomas Preston; thence with the line parallel to Wolfe street to the said ten-foot alley; thence with the said alley to the beginning.

Seventh. A LOT OF GROUND WITH IMPROVEMENTS thereon between Union and Strand streets, beginning on the east side of a certain alley running northwardly from Wolfe street; thence north on said alley nineteen feet; thence east parallel to Wolfe street the length of the front of the lot of Josiah H. Davis's lot; thence supposed to be twenty-six feet, be the same more or less; thence south parallel to said alley and Union street nineteen feet to the corner described as Josiah H. Davis's northeast corner; thence west with the line called Josiah H. Davis's line to the beginning.

EIGHTH. ONE OTHER LOT OF GROUND WITH THE BUILDINGS and improvements beginning on Wolfe street fifteen feet to the west of the dwelling house on the lot formerly occupied by William Patterson; thence northwardly parallel to Wolfe street one hundred and one foot, more or less, to the northeast corner of a lot conveyed to the said Josiah H. Davis by Sarah Kirk and William Keyser (and above described) by the aforesaid deed, dated the sixth day of March, A. D. 1828; thence northwardly parallel to Wolfe street to Strand street, supposed to be sixty-five feet, be the same more or less; thence south on Strand street one hundred and one foot, more or less, to Wolfe street; thence with Wolfe street west sixty-five feet, more or less, to the beginning.

Ninth. A lot of ground known as the "AG-NEW COAL WHARF AND FORAGE PROPERTY," bounded on the east side by the Potomac river, on the north by Wolfe street, on the west by Union street and on the south by the "Green property," formerly known as "Hunter's wharf," together with all ways, rights, privileges and easements thereto belonging or in anywise appertaining, and all buildings and structures thereon, and all the machinery, engines, tools and appurtenances thereto belonging to the said real estate being the same that was conveyed to John P. Agnew in three separate parcels.

Tenth. A LOT OF GROUND beginning at a point on Lee street (formerly Water street) seventy-six feet five inches from the intersection of Lee street with Gibbon street, and running north on Lee street one hundred feet; thence east three hundred feet to Union street; thence south with Union street one hundred feet; thence west three hundred feet to Lee street; and also that portion of said lot on the east side of Union street opposite to the portion of said lot above described, fronting on Union street one hundred feet and extending with that width into the Potomac river, together with all rights and privileges to the said lot or any part thereof belonging or in anywise attaching.

Eleventh. A LOT OF GROUND beginning at the northeast corner of Lee street (formerly Water street) and Gibbon street and running thence north on Lee street seventy-six feet five inches; thence east parallel to Gibbon street to the channel of the Potomac river; thence with the channel of said river to Gibbon street; thence in a straight line to the beginning, with all rights and privileges to the same belonging or in anywise appertaining.

Twelfth. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Thirteenth. THE LEASEHOLD INTEREST of the Virginia Iron and Shipbuilding Company in the following described property, known as the PIONEER MILLS, with the buildings thereon, and all the privileges and immunities and exemptions with which the same is now held, beginning at the intersection of the south side of Duke street with the east side of Potomac strand and running eastwardly with Duke street into the Potomac river; thence with the channel of the Potomac river; thence with the channel of said river to Gibbon street; thence in a straight line to the beginning, with all rights and privileges to the same belonging or in anywise appertaining.

FOURTEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

FIFTEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

SIXTEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

SEVENTEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

EIGHTEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

NINETEENTH. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twentieth. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-first. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-second. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-third. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-fourth. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-fifth. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-sixth. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

Twenty-seventh. A LOT OF GROUND beginning at the intersection of Union and Wilkes streets, and extending thence northward on Union street thirty feet to an alley eighteen feet wide leading from Union street into Strand street, and along the south line of said alley and parallel to Wilkes street, one hundred and ninety feet to Strand street, from that thirty feet wide, extending northward from Wilkes street parallel to Union street forty-eight feet; thence on the said Strand street thirty feet to Wilkes street; thence on Wilkes street one hundred and ninety feet to the beginning, with the right of way over the said street and alley as appurtenant thereto.

AUCTION SALES.

alleged to Duke street, into the first line, with the use of the strand in common with others entitled thereto, together with all the buildings, improvements and appurtenances of every kind erected thereon and attached thereto; subject to an annual rent of one thousand dollars for the use of the City Council of Alexandria for the unexpired term of that lease, which is about sixty years.

Terms of Sale.—One-third cash, and the balance in two equal credit installments, payable respectively at six and twelve months from day of sale; the credit installments to carry interest from day of sale at the rate of six per cent. per annum, the purchaser giving his notes with good personal security, and the title to be retained until the purchase money is fully paid.

The plan of the above described real estate can be seen at the real estate office of O'Neal & Lunt, Nos. 309 and 311 King street, Alexandria, Virginia.

SAM'L. G. BRENT, Commrs. GEO. A. MUSHING, of Sale. K. KEMPER.

I hereby certify that S. G. Brent, one of the commissioners of sale in the chancery cause of the City Council of Alexandria, vs. the Virginia Iron and Shipbuilding Company, has given bond as required by the decree of sale in this cause. (Signed) JOHN S. BEACH, Clerk. By J. T. CALLAHAN, D. C.

INSURANCE. (ABOUT THEM OUT—Fire! Fire!) (DANGER! DANGER!) ALEXANDRIA Safe Deposit Company.

An Absolute Safeguard Against Fire and Burglars. Boxes, small and large, suited for short and long terms. Reasonable rates. Vault open for inspection and for use of boxholders from 8 a. m. to 6 p. m. daily except Sunday.

Particulars call on S. W. C. King and Fairfax sts., Alex., Va. S. W. C. King, President. F. E. Corbett, Agents. Louis C. Barley, Vice President. A. A. Warfield, Secretary and Treasurer. Directors—S. G. Brent, C. C. Carlin, J. K. M. Norton, A. A. Warfield, L. C. Barry and F. E. Corbett. my24 1m

Liverpool & London & Globe Insurance Co. U. S. BRANCH, JAN. 1st, 1892.

ASSETS. \$7,862,847 26 LIABILITIES. 4,076,628 50 SURPLUS. \$2,886,220 75

Losses paid in United States in 44 years, \$52,740,048. This large sum in conjunction with the growth of the company's business, is evidence of the confidence of the public and the faithfulness with which its losses are adjusted and paid. my10 PHILIP B. HOOP, Agent.

MANASSAS BRANCH. EASTWARD. Daily, except Sunday. STATIONS. WESTWARD. Daily, except Sunday.

WARRENTON—Trains No. 9, 13, 14, 15 and 16 daily, to and from Warrenton. FRANKLIN DIVISION—Leave Rocky Mount Mondays, Wednesdays and Fridays 3:40 a. m., arrive Franklin Junction 6:30 a. m.; leave Rocky Mount Tuesdays, Thursdays and Saturdays 10:00 a. m., arrive Franklin Junction 1:15 p. m.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

RAILROADS.

RICHMOND AND DANVILLE R. R. VIRGINIA MIDLAND DIVISION.

Condensed Schedule, in effect June 19th, 1892, at 11:10 a. m.

Southbound. No. 13 Daily, except Sunday. No. 15 Daily, except Sunday. No. 17 Daily, except Sunday. No. 19 Daily, except Sunday.

Northbound. No. 14 Daily, except Sunday. No. 16 Daily, except Sunday. No. 18 Daily, except Sunday. No. 20 Daily, except Sunday.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.

On trains Nos. 9 and 10 Pullman Buffet Sleepers between New York and Atlanta, and Atlanta and New Orleans, and Atlanta and Memphis via Birmingham. On trains Nos. 11 and 12 Pullman Buffet Vestibule Sleepers between Washington and Charlotte; New York, and Washington to Knoxville via Salisbury, and Washington to Charlotte via New York and Atlanta.