THE TIMES.

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THE TIMES COMPANY, Richmond, Va.

WEDNESDAY, MARCH 26, 1890.

OMITTED FROM THE SCHEDULE.

A piece of news is going the rounds of the press that an English firm, having imported a lot of mummified Egyptian cats for fertilizing purposes, has now turned its attention to mummified crocodiles. Should this item come under the microscopic gaze of the Republican majority of the Ways and Means Committee they will be horrified, for mummified cats and crocodiles have been omitted in the schedule.

If a high protective tariff should be placed on anything, mummified cats and crocodiles should be so protected, that no one would ever think of importing the Egyptian product. The manufacture of fertilizers from these ancient remains is one of the most infantile industries of the United States; in fact, it is still in embryo. But as the tariff bill is being laboriously constructed to meet the demands of eons still unthought of such an important factor should not be overlooked. Just as soon as the idea has obtained lodgment here some shrewd capitalist will begin the preparation of mummified cats and alligators for fertilizers to be used by generations still unborn.

Every farmer is interested in this. He must have fertilizer, and when the mummified cat trust is formed he will be obliged to use that particular fertilizer, and will not be permitted to employ the bodies of his deceased feline pets for such purpose without having them put through the mummy process.

And then the laborers, too. They are to be benefited particularly. The infant industry thus nourished, will give them more employment, and the higher wages they will earn, in as much as they will be protected from the results of the sale of foreign mummy fertilizer at cheap prices because manufactured by the pauper labor of Europe, will enable them to pay the prices for meat, bread, and eggs, increased by the fact that the farmers are enjoying the benefits of the same protection.

Republicans seeking to divide the South could invent no better wedge than such an addition to the schedule. For the South has not only cats, but, as in the case o States where alligators abound.

Let us have mummified cats and crocodiles protected, and let the tariff be three hundred per cent, if necessary.

PRINCE BISMARCK.

One of the principal National blessings enjoyed by the American people consists in the fact that their only relation to the political affairs of Europe is that of spectators interested on this side or on that, merely by the force of idle sentiment. The constant upheavals in these political affairs, and the lessons conveyed by them, should furnish perennial reasons for congratulation to American citizens that they are far removed from influences so opposed to the peace and prosperity of society.

They may well regard with astonishment certain phases of the political character of Europe which are brought to light from time to time. What is to be thought of the political system of a nation in which such a man as Bismarck is relegated to obscurity at once, at the dictation of a single individual young enough to be his grandson, without experience and with undeveloped abilities? Here is a statesman who barely a fortnight ago was recognized to be the keystone in the European arch; a statesman who has probably never had a superior in the history of the world, and few equals; who dominated Germany, and overawed Russia, Austria, Italy and France; a man of almost titannic personal force, who, though old, was still in the full enjoyment of his intellectual vigor and physical strength, and yet at a word from a youngster, a mere accident of an accident, he withdraws into a sullen retirement from which he shall not again issue in all probability.

What is to be thought of a system of government under which such a flagrant violation of the law of nature that the greatest sons of men shall rule can occur? If the same system prevailed in England, Gladstone, who still leads his party at a ripe old age, would long ago have been relegated to his books by the displeasure of his sovereign. As it is, he looks alone to the suffrages of the English people. And so it is with the American statesmen. It is the people who are his final judges, as the fountain head of power. The people may be at times irrational, wilful, capricious and changeable, but under a government of the people and by the people and for the people, no king of men like Bismarck, whose powers were undiminished, and whose part on the stage of political life was not yet played out, could be ordered, as he has been, to descend from that throne which nature had ordained for him, and to retire into the privacy of ordinary citizenship.

NORTHERN CAPITAL IN THE SOUTH.

The most significant and hopeful feature in the enormous development of the vast resources of the South, now going on, is the extent to which Northern capital is interested in this development, and the active and direct part which business men from the North are taking in it. The Southern people have been somewhat disposed to resent the intimation that has been thrown out by several Northern orators that the new South is chiefly a product, not only of Northern capital, but also of Northern energy and enterprise. From a political standpoint, it would be well for the Southern people if this were precisely true, which it is far from being. If the supposition that the rising fabric of Southern material greatness is due to Northern shrewdness and Northern investments, will have a tendency to increase the flow of Northern capital towards the South, then let this supposition prevail without opposition or contradiction, for every dollar from the North that is invested in the Southern Sates is only another stone added to that vast economic wall which is being slowly raised on Mason and Dixon's line to obstruct the political inroads of the Radical Scots and Picts of the North.

Who can doubt but that the investments that have already been made in the South by Northern capitalists have created a sentiment among a large body of influential citizens in the Northern States, that deprecates and condemns the constant agitation by the Republican party of sectional questions that are calculated to alienate sympathy from the Southern people, and thus cast a blight upon the material prospects of the South? To the minds of such men, intent upon the success of their Southern enterprises and anxious to extend them, the Confederate Brigadier is too harmless a fossil to conjure up new terrors or to stimulate old antipathies. Their hostility to the Southern policy of the Republican party must grow as the profitableness of their Southern investments, and this hostility must necessarily extend to all who are interested in their affairs. In the course of a comparatively short time, the sentiment of opposition to political discrimination against the South on account of its injurious effect upon Southern prosperity must spread in the North to such a degree, that it will exercise a most important influence in governing the selections of the various Congressional constituencies, and thus finally shape more or less the whole course of National legislation with reference to the South.

Is it at all probable that the public sentiment of the Northern people would permit, even if they possessed the political preponderance, any improper interference in the political affairs of the Western States, or the pursuit of any general policy that was likely to injure the material prospects of those States? The enormous investments of Eastern capital in every part of the West would bring home at once the evils of such a policy which would be tantamount to its universal condemnation and instant cessation. And this would be precisely the case with respect to the South, if as large an amount of Northern capital were invested in the Southern as there is in the Western States. Such partisan and sectional measures as the Election bills now before Congress, would, under these circumstances, be unheard of or laughed to scorn or passed over in indifference if proposed.

It is, therefore, not only to the material interest of the Southern people, but also to their political interest to extend a hearty welcome to every Northern man who comes among them to employ his energy, his experience and his capital towards the development of Southern resources. As a fact, such men do receive the right hand of fraternal friendship. They are objects of the warmest kindness and good-will as they take their place in the ranks to serve a common cause and to share the same sympathies.

As the mighty army of the Southern workers thus swells in numbers and in wealth, the enemies of the South must decline in power until finally they shall be unable to harm her, or obstruct in the slightest degree her progress in all that will make her invincible. These enemies are now growing desperate, as is shown by the outrageous measures in Congress, for they already see that the sceptre created by sectional animosities is passing from their hands.

A WISE LAW DISREGARDED.

One of the ordinances of Richmond is violated daily. The law regulating the speed of driving in the city limits was framed to protect the lives and rights of walkers, who are in the majority. Complaints are made of infringements of the law, due to thoughtlessness in many instances, and to pig-headedness in others. When a man is holding the lines over a spirited team on Franklin or Grace street it is very easy, in his exhilaration, to forget that he may not drive more rapidly than six miles an hour, and it really is a difficult matter for him to calculate exactly. It is also easy for him to forget, as he swings sharply around a corner, that some aged or infirm person may be just then starting to cross the street, and cannot jump from beneath the horses' heads. The fact that one vehicle is slight and another is heavy often leads the driver of the latter to block the way of the former, and if he is obliged to turn to the right, to do so with a muttered insult. The ordinance should either be respected or repealed. Public sentiment would oppose a repeal. Public sentiment should compel the infliction of the penalty. It is a just and wise law, and an example made of two or three violators would be beneficial.

CREAM OF THE PRESS.

Current Topics Culled from the Leading Papers of the Country.

[Philadelphia Record.]

Now that the organs of protection have had time to catch their breath, since the promulgation of the revised tariff bill, they are trying their best to defend it, as in duty bound. The Press came up manfully to its appointed task yesterday in an apologetic and argumentative leader over a column in length. The burden of its song is that the McKinley bill is not like unto the Mills bill. There is no denying this position. The Mills bill was designed to reduce both direct and indirect taxation, so as to afford the largest measure of relief to the people. The McKinley bill is intended to reduce direct taxation (sugar and tobacco) to the extent deemed prudent to cut down the surplus, and at the same time to increase indirect taxation by the betterment of existing monopolies and the creation of new ones. The people are beginning to understand the matter perfectly. There is hardly a doubt that, if the question should be submitted to the voters of the Republican party in their present temper—whether they would adopt the Mills bill or the McKinley bill—they would decide in favor of the Democratic measure.

* * *

Republican Miserere.

[New York Herald.]

The Republicans in Washington are in so wretched a condition just now that if their President has a real regard for his party he will appoint a day of fasting and prayer for the relief of his copartners from their miseries. With the Ways and Means Committee flying from their committee-room and for two days secluding themselves in a secret and thoroughly secure chamber in the basement of the Capitol to avoid attacks upon their tariff bill; with Republican Senators and organs beseeching the party to "go slow" in expenditures; with New England threatening to bolt and Kansas protesting against ruin by tariff; with Mr. McKinley and Senator Allison facing each other as though each was eager for a grand inter-party single combat; with one-half the party abusing the President and the other half defying each other, the grand old party of great moral ideas is less happy than when, by now openly confessed trade in New York, it secured the Presidency.

* * *

Fighting Over Africa.

[New York Tribune.]

The exhibition of results, relics and implements of African exploration, which opened yesterday in London, and to which the rescuer of Emin Pasha has given his name, is certain to create a widespread interest. For Africa is pre-eminently the topic of the day. It is the all-absorbing and as yet unsolved problem of the geographers, of the naturalists and of the scientist in general. The heroism which it has developed in those adventurous explorers who have penetrated its darkest depths, and constituted the vanguard of civilization, has appealed to popular feeling and aroused enthusiastic admiration in all ranks of life. And the jealousies which have cropped up in connection with its partition, the conflicts on the subject of priority of possession, and the necessity of putting an end to the devastating horrors of the slave trade, have for several months past almost monopolized both the time and attention of the leading statesmen and diplomatists of the Old World.

* * *

To Blair a Cause.

[Boston Advertiser.]

"When, once in ten years or so, a new, sharp, short, and yet euphonious word arises, expressing in a monosyllable an action which has hitherto required several words, if not several sentences, for adequate expression, why, then, the future of the new word is as firmly established as the foundations of the everlasting hills. The verb 'to blair' will come to mean to produce a destructive, suicidal, or lethal affect, but it will have an advantage over other words in that it will stand in the public mind for a particular and peculiar way in which dire result are wrought. The expression 'to blair a cause' will mean to make it so obnoxious, to those who would naturally favor it, by mediocre, self-willed, everlasting, petulant, hobby-riding, nonobservant, and essentially vain and egotistical advocacy, as to make a good proposition seem a poor one, and bring certain defeat out of what might otherwise have proved an easy victory."

* * *

Shivers for a Senator.

[New York Star.]

The presentation of a new Educational bill by Senator Blair must make the cold shivers chase each other up and down the spinal column of Senator Hoar. Massachusetts' senior Senator some time ago declared that he would be unwilling to remain longer in public life if the Blair bill should pass, and probably the defeat of that measure lifted a great load from his mind in relieving him from the necessity of adhering to his resolution. It would be cruel indeed to put him upon the rack again. It is not likely, however, that in any event Hoar would keep his promise. During a political campaign in Massachusetts a few years ago he announced that he would move out of the State if General Butler was elected Governor. The vote for Butler was increas'd thereby, and he was elected; but Hoar did not move out.

* * *

We Must Have Rapid Transit.

[New York Herald.]

It is about time for our lawmakers in Albany to look over the rapid transit bills now resting in pigeonholes.

Let them read the review of last week's real-estate market, as printed elsewhere in this morning's issue. They will discover that all classes are eager to invest in real estate—even those who have heretofore been known as merely railroad speculators.

Yet, while property down town is rapidly increasing in value, the uptown districts are being neglected. In other words, values up town do not keep pace with values down town. The chief reason for this is the lack of rapid transit.

How much longer shall Brooklyn and its environs, New Jersey and its attractions be permitted to take from this busy metropolis the very bone and sinew of our population?

* * *

Greed Strangling Truth.

[Philadelphia Times.]

The whole atmosphere in Washington is so poisoned by the exhalations of greed in the desperate struggle of monopoly combines to increase taxes upon the people that the truth is systematically suppressed and often intelligent and honest aims are imposed upon. The combined forces of inordinate greed are heard everywhere in Washington; in the White House, in the Senate, in the House, in committees, in the lobbies, in the hotels, on the streets, while the people, those who must pay the taxes, are unheard in the National Capital.

* * *

More Quinine Needed.

[New York Times.]

It looks as if the Senate might possibly stop the ridiculous investigation into the leakage of executive sessions at the point it has reached. It is now several days since it has been heard from, and the majority would show its good sense in letting it die peacefully. If it is called up again, the trouble it has already given will be as nothing to that that will ensue. The Secretary of the Senate reports that last year he bought 8,200 grains of quinine for the Senators, but they will need a new and greater supply to overcome the chill of the day that they seriously undertake to punish newspaper men for publishing Senatorial secrets.

* * *

Drifting on the Reefs.

[Norfolk Virginian.]

If indications at the home of President Harrison count for anything, the present administration is surely going to pieces on the pension rock, as well as against that of tariff legislation. General Harrison has totally failed to satisfy the soldier element of Indiana since his inauguration, but recently the discontent has become more marked than ever in that State, and also throughout the country.

* * *

Private Property in Government.

[Kansas City Times.]

It is charged that Postmaster-General Wanamaker has been using postoffice inspectors as detectives in investigating the character of Republican candidates for postmasterships. This is a use for government officials that could have originated only under an administration which looks upon the government as the property of the men who are running it temporarily.

Let it be Cool.

[New York Sun.]

The Tariff bill may be reported to-morrow and may not. The Republicans are in no hurry, and a spring, and perhaps a long summer, of speeches, essays, and statistics about economics is in prospect. Let us hope for a cool summer.

The Stanley and African Exhibition.

The King of the Belgians has intimated through his Excellency Baron Solvyns his willingness to become one of the patrons of this exhibition. It is confidently expected that the King of the Belgians will send a selection from his unrivalled Congo collection. Captain Webb, of Newstead Abbey, Livingstone's old and staunch friend, has placed his rich collection at the disposal of the committee. This includes many Livingstone relics, such as the gold-laced consular cap, the inseparable companion of the old traveler during his last journeys. Captain Webb, moreover, will send many hunting trophies collected by himself when he was a mighty hunter in South Africa. Captain Wilkinson is sending some unique elephant assegais and other articles collected by him when in Matabeleland and Mashonaland thirty years ago, when he and his companions were nearly murdered because they were mistaken for Portuguese. Efforts are to be made to induce Lieutenant Stairs to bring his pigmy over from Zanzibar, where this little creature has for the present been left. Great caution would have to be used in moving the little man, who might very speedily succumb to our English climate. Life-size models of types of representative African peoples are being prepared, and will no doubt prove attractive. One of the most instructive exhibits will be the admirable historical series of maps which is being prepared under the superintendence of the well-known cartographer, Mr. E. G. Ravenstein. Altogether the readiness with which every one in any way interested in Africa, and every society that has its sphere in Africa, have come forward to lend a hand to this exhibition, proves that the idea was happy and opportune, and makes it certain that the exhibition will at least be a thoroughly representative one.

Honey Hunting.

The natives of Australia in bygone days were very fond of honey hunting. A correspondent of the Field quotes the experience of an Australian friend as to how the honey hunting expeditions were carried out. In the earlier part of this gentleman's stay in Australia, when you could see three thousand blacks where you could not find a hundred now, honey hunting was well known. "He has himself seen the blacks capture a little indigenous stingless bee, which was not bigger than a house-fly, stick a bit of down to it with resin from a tree, for the purpose of enabling them to keep it in sight, and then letting it go, they followed it to its home. To do this they had to be a party of six or eight, because they had to run as hard as they could go, and looking up, so as to keep their eyes on the bee, and not seeing things on the ground that kept bringing one or other of them down a cropper; and the spare runners had to take up the running and keep the bee in sight while the spilt ones recovered themselves. It was an amusing and exciting scene to witness. Having run the bee to tree, they did not cut the tree down, because that would have been too much for their small tomahawks, but they ordinarily made a hole in the trunk to get the honey out.

Pure Coffee.

Pure coffee at reasonable prices has become an exceedingly scarce article of produce, according to the public analyst of St. Luke's Vestry, London. This gentleman in his last report states that "coffee this year (1889) has proved to be the most generally adulterated article," and he adds that there is very little chance of any ordinary customer getting pure coffee from the London shops.

Experts examined the colossal limestone cliffs on the property of the Jacksonville Mining and Manufacturing Company, on the Anniston and Cincinnati railroad, in Etowah county, and pronounce it very valuable property—perhaps the most valuable line property in that part of Alabama.

The iron works at Sheffield, Ala., are turning out 700 tons a day, or 210,000 tons per annum. If it were all moved at once it would require a train of 10,500 cars, each carrying twenty tons. The nine barges, now there from Pittsburg can move it all in forty-two trips and at a saving in freights of five hundred and four thousand dollars on the output of each year—a big interest on more than fifty millions of money.

The National Summer Normal school for teachers and superintendents will honor Asheville, N. C., with its presence between the days of July 28th and August 9th. The institute holds a session of two weeks each in eight different cities, and this is the only city in the South which will be visited

THEY WILL BE MISSIONERS.

There Are Now Plenty of Men, but More Means Are Wanted.

The Religious Herald of this week says: Last week was a notable one at Richmond College. The young men received a visit from Messrs. Helmick, Jaderquist and Codding. The young brethren are from the Northwest, and are on the way to the Soudan to labor in missionary lines. Four other young men will join this trio in New York in a few weeks, and accompany them to the field. These seven call themselves "the pioneers." They do not undertake this work under the auspices of any board of missions, but rely wholly upon such unorganized sympathy and aid as in the providence of God may be given them. They expect later on to be joined by about forty young men from the Northwest. Before leaving for their chosen field they are spending some time in visiting the colleges and talking with the young men about the foreign work. This was the object of their visit to Richmond College last week, and the result was astonishing and gratifying. A somewhat similar visit was made in January by Rev. P. F. Price, who is now in China. At that time thirteen students declared their purpose to spend their lives on the foreign field. As a result of this visit, ten or twelve others were added to this number. So that now we have not less than twenty-five young men at the College who will, upon the completion of their studies, preach Christ to the nations that "sit in darkness." It must not be supposed that all of these are committed to the work in the Soudan, or to the special methods adopted by the young visiting brethren, but they are willing to go to the foreign field. This movement at the College is a part of the Student Volunteer Movement which began at Princeton College four years ago and received new impetus at the Northfield Summer School for Christian workers, held by Mr. Moody. The college students now at work, or pledged to the foreign work, number over five thousand! Hundreds of these have already gone. What an argument is here found for enlarged contributions to foreign missions. It is no longer a question of men; the brightest and best of our young men are offering themselves. Cannot those of us who remain furnish the means?

The Richmond College young men have organized themselves into a band, and they meet twice a month to study the various fields and to pray for God's blessing on the work. Surely this news ought to send a thrill of delight throughout the Baptist brotherhood of Virginia and the South.

MANCHESTER MATTERS.

Happenings of Interest Going On in Our Sister City.

Mr. J. B. Anderson, who was elected a member of the City School Board from the Third ward, at the last meeting of the Council, has declined to serve, and therefore will not qualify. The City Council will probably fill the vacancy at its next meeting.

The Hustings Court, Judge John A. Ingram presiding, was in session yesterday. The session was consumed in considering the delinquent tax list.

The Gentlemen's Riding Club, which was organized Monday night, elected the following officers: T. B. Cersley, president; George W. Holt, vice-president, and W. J. Carter, secretary. The club starts out with a membership of twenty-five, and their drive will be at the head of the avenue leading to Forest Hill Park.

A very knotty question which the board had to settle related to a road overseer in Bermuda district, Chesterfield. By a mistake of some sort, two road overseers had been appointed, where only one was required. The decision of the board Monday was that neither one of the two (Mr. Burgess and Mr. Eyler) was properly a road overseer, and so the appointment is yet to be made.

The Chesterfield Supervisors, at their meeting held Monday, decided that they were not prepared just now to give an appropriation to the Chesterfield Cavalry.

A new road to Bon-Air is being opened from Schutte's out towards Jahnke's farm. When completed, the distance between Manchester and Bon-Air will be one mile and a half less than the present route there via Granite.

The bills for brick paving on Hull street are now ready for payment.

Mayor A. C. Atkisson returned yesterday from Baltimore.

In the Courts.

[illegible] and Danville Railroad Company against Budd. Further argued by Charles V. Meredith, Esq., for defendant in error, and Judge Waller R. Staples for plaintiff in error, and submitted.

Barbour, receiver, against McCeady, &c. Argued by Charles M. Blackford, Esq., for appellant, and Major John W. Daniel for appellee, and submitted.

Circuit Court.—John N. Gordon against city of Richmond. Jury appeared in this case, and having partly heard the evidence, adjourned until to-day.

Police Court.—J. Jackson (colored), for soliciting passengers at the Richmond and Alleghany Railroad depot. Fined $2.

Rachel Coleman (colored), charged with assaulting and beating her mother. Fined $5.

Edward Jones (colored), charged with assaulting and beating Virginia Johnson. Fined $10.

PROPERTY TRANSFERS.

Chancery Court.—Channing M. Bolton to Henry Holzgrefe, 63 feet on south side Pulliam street near Adams, $1,000; Stephen Howard to Barbara H. Steele's trustee, 30 feet on north side Clay street near Hancock, $1,000; Edna A. Walker's trustee and others to George H. Poindexter, 25 feet on east side St. John's street between Baker and Charity, $[illegible].

Henrico County.—Ishan Brown to William Henry Brown, 60 feet on east side Thirty-second street between O and P, $[illegible]; T. A. Gilmer to J. H. Garber, [illegible] feet on south side Delaware street near Scott, $[illegible].

Hustings Court of Manchester.—Samuel D. Atkisson to W. S. Robin, [illegible] feet on north side Hull street, $[illegible]; W. V. Bradshaw to D. L. Toney, 21 feet on east side Fifteenth street, near Bainbridge, $[illegible]; J. D. Crump to J. W. Snellings, 50 feet on east side Twentieth street, between Hull and Bainbridge, $600; William A. Cammell to Bettie L. Howle, 30 feet on Twelfth street, near Decatur, $500; James B. Gibbs & Bro.'s trustee to William Ashby Jones, 47½ feet on Hull street, corner Fifteenth, $7,[illegible]; William F. Giddings to Freeman P. Ellington, 50 feet on Ninth street, between Semmes and Railroad, $1,500; L. R. Page, special commissioner, to Charles S. and George B. Stacy, 117 feet on east side Hull street, corner Third, $1,500; Samuel H. Pulliam to Amos T. McCormick, 30 feet on west side Fifteenth street, between Stockton and Decatur, $250; D. L. Toney to W. V. Bradshaw, 21 feet on east side Fifteenth street, near Bainbridge, $600.

The Buchanan Homicide.

As has been stated in THE TIMES before, sometime ago, a man named Iron was shot and killed at Buchanan Courthouse, by a man named Baisden. The killing is said to have been cold-blooded. Iron was a son-in-law of the clerk of the court, was shot down, and afterwards riddled with bullets, from weapons in the hands of several men. Governor McKinney was apprised of the fact, and placed himself in communication with the Commonwealth's-Attorney of the county of Buchanan, a county formed since the war, and remote from railroads. In time meagre accounts came of the shooting, but it seemed that no active efforts were set afoot to apprehend the guilty parties. Governor McKinney has offered a reward for the apprehension of Baisden, and is seriously considering the aspect of affairs in the county. It is stated that men armed with Winchester rifles are making threats that if any attempt to arrest Baisden is made, that it will be resisted by armed forces. Matters are in a complicated state out there, and it is evident that observance of law, in this case at least, is at a discount.

Chesapeake and Ohio Employes.

Mr. G. W. Stevens, general superintendent and acting manager of the Chesapeake and Ohio Railroad, issued yesterday a circular making the following changes in the employes of the road:

Mr. J. C. Loomis, superintendent of the Cincinnati division, having resigned to take effect April 1, 1890, Mr. H. Frazier is appointed superintendent of the Huntington and Cincinnati divisions, with office at Huntington.

The office of Superintendent of Maintenance of Way is abolished, and superintendents will assume full charge of this department on their respective divisions, reporting direct to the general superintendent.

Mr. J. McKee is appointed assistant superintendent of the Cincinnati division, in charge of transportation, with office at Cincinnati.

Mr. George S. Sipp is appointed car-service agent, in addition to his duties as car accountant, and will distribute empty cars between the different sub-divisions.

Usquebaugh.

This old-fashioned, strong, compound, spirituous cordial is still manufactured in some degree of perfection at Drogheda in Ireland. Brandy or whisky, extract of cinnamon, cloves and other spices, and the fermented product of raisins are its chief constituents. The kirschwasser of Switzerland and Germany and the maraschino of the Dalmatians are somewhat similar liquors.

AUCTION SALES—Future Days.

PUBLIC SALE OF THE "McGEHEE" GOLD MINE PROPERTY OF ABOUT 170 ACRES, LYING ON CONTRARY CREEK, IN THE MIDST OF THE MINERAL REGION OF LOUISA COUNTY.

As commissioner of the Circuit Court of Louisa in the suit of Baker, wife, &c. against Mansfield, &c., I shall, on the 29TH OF MARCH, 1890, offer for sale at Louisa Courthouse, the above described property. It lies in the heart of the mineral region, and is believed to be rich in gold and other minerals. Parties wishing to purchase, whether for actual operations or for speculation, would do well to examine this property and attend the sale. Mr. Robert M. Kent, living near the Courthouse, and Mr. John E. Jenkins, living near Tolersville, are well acquainted with, and will doubtless readily show the property to all desiring to examine it.

TERMS: One-third cash; residue in one and two years, with interest, and bonds and good security—or by paying more than one-third security may be dispensed with.

WILLIAM B. PETTIT, Commissioner. fe20-W4w

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REFERENCES: M. M. Martin, Esq., General Manager Rockbridge Co.; Hon. W. W. Henry, Richmond, Va.; Judge F. D. Irving, Farmville, Va. mh21-1m

FOR SALE.

FOR SALE.

Lots and Residences

Monthly Payments.

BEAUTIFUL RESIDENCE LOTS ONLY ONE AND A HALF MILES FROM CENTRE OF THE CITY. ON HIGH PLATEAU OVERLOOKING THE ENTIRE CITY.

[illegible] Queen Anne Houses. Monthly payments. No malaria. No shanties. No boom prices. Stop paying rent and own your own houses, on North avenue, near city limits. Apply to JAMES H. BARTON, on premises. au4-1y

AUCTION SALES—WILL SELL AT public auction, WEDNESDAY, MARCH 26TH, one car load fine BURBANK POTATOES, at Richmond and Alleghany depot, at 10 o'clock sharp, to be sold without limit or reserve. All dealers invited to attend. E. POWERS, Agent, 1212 Cary street. mh25-2t

WE ARE NOW RECEIVING NEW N. C. HERRINGS, CUT, GROSS AND ROE. mh25-1w DAVENPORT & MORRIS.

CANDIDATES FOR OFFICE.

I RESPECTFULLY ANNOUNCE MYSELF a candidate for re-election as HIGH CONSTABLE, subject to Democratic Primary, and solicit the support of my fellow-citizens. E. C. GARRISON. mh12-tap3

I RESPECTFULLY ANNOUNCE MYSELF a candidate for re-election as CITY COLLECTOR, subject to Democratic Primary, and solicit the support of my fellow-citizens. FRANK W. CUNNINGHAM. mh7tap3

FOR RE-ELECTION COMMON COUNCIL, M. J. MUSSEN, Jefferson ward, subject to Democratic primary. mh23-su,tu,we,th

I RESPECTFULLY ANNOUNCE MYSELF a candidate for re-election as CITY SERGEANT, subject to Democratic primary, and solicit the support of my fellow-citizens. ROBERT A. CARTER. mh9-tap3

FOR COMMISSIONER OF THE REVENUE.—I respectfully announce myself a candidate for re-election to the office of COMMISSIONER OF THE REVENUE, subject to Democratic primary. I take this opportunity to thank my constituents for the confidence reposed in me, and ask a continuance of their support. mh16-tap3 ROBERT B. MUNFORD.

TO MY FELLOW-CITIZENS OF Richmond.—I am a candidate for your suffrages for the office of COMMISSIONER OF THE REVENUE, at the Primary election April 3d. Born and raised in your city, for a third of a century I have cheerfully labored in the ranks of the Democratic party, contributing my time and substance to its cause. The loyalty and efficiency of my administration of your Postoffice under Mr. Cleveland are matters of public record, known to you all. If elected, I promise and guarantee a faithful execution of all the duties of the office. Respectfully, mh18-tap3 WM. H. CULLINGWORTH.

TO THE VOTERS OF JEFFERSON WARD.

As a representative of the people of Richmond, and as a representative from Jefferson Ward, Mr. George E. Bowden can point with just pride to his course in the Common Council. He has been active, faithful and prompt in his attention to every duty, and if he has ever erred, it has been with conscientious conviction that he was acting for the greatest good to the greatest number. He is a candidate for the Board of Aldermen from Jefferson Ward, and his people would do well to elect him. TAX PAYER.

LEGAL NOTICES.

VIRGINIA.—IN THE CIRCUIT COURT OF THE CITY OF RICHMOND, MARCH 25TH, 1890.

The Eppens, Smith & Wiemann Company, limited, a corporation created and doing business under the laws of the State of New York, which sues for the benefit and at the costs of F. P. Eppens, L. B. Smith and F. W. Wiemann, late partners trading and carrying on business under the firm name and style of Eppens, Smith & Wiemann......Plaintiffs,

against

W. R. D. Gascoyne, The Hersman Manufacturing Company, by W. R. D. Gascoyne, attorney, and W. J. Gascoyne......Defendants.

IN DEBT.

The object of this suit is to recover against the defendants the sum of $865.92, with legal interest thereon from the 7th day of April, 1889, until paid, and costs.

And affidavit having been made and filed that the said defendant, W. J. Gascoyne, is not a resident of this State, it is ordered that he appear here within fifteen days after due publication hereof, and do what is necessary to protect his interest in this suit.

A copy—Teste: ALFRED SHEILD, Clerk. S. S. P. PATTESON, p. q. mh26-W4w

Shiloh's Catarrh Remedy.

Shiloh's Catarrh Remedy, a marvelous cure for Catarrh, Diphtheria, Canker Mouth and Headache. With each bottle there is an ingenious Nasal Injector for the more successful treatment of these complaints without extra charge. Price, 50 cents, sold by Bodeker Brothers and H. M. Sheilds & Co., corner of Fifth and Marshall streets.

AUCTION SALES—Future Days.

GRAHAM, TAZEWELL COUNTY, VIRGINIA.

THE GRAHAM Land and Improvement Co. WILL OFFER FOR SALE ON Thursday, April 10th, AT 10 O'CLOCK, At the office of the Company, in Graham, TOWN LOTS, as shown on plan now ready for distribution.

TERMS OF SALE: One-third cash; One-third in one year; One-third in two years; With 6 per cent. interest per annum on the deferred payments.

Application for lots at the Company's prices will be received up to noon on TUESDAY, APRIL 8th, 1890. Parties making application by letter will be careful to designate the section and the number of the lot or lots desired.

Lots for which more than one application shall be received will be sold to the highest bidder, at public auction, on THURSDAY, APRIL 10TH, at 10 o'clock, at the office of the Company, in Graham. After the public sale of lots above mentioned, the balance of the lots remaining unsold will be offered to the public at the prices fixed by the Company, which range from $125 to $500 each, according to location.

The Graham Land and Improvement Company has purchased about 900 acres of land, including the old town of Graham, at the junction of the Clinch Valley and Ohio extensions of the Norfolk and Western Railroad, in Tazewell county, Va., and has improved the property by laying it out in streets and lots.

The land is so situated, being at the junction of two important branches of the Norfolk and Western Railroad, with the Bluestone river running through it, and in close proximity to the Pocahontas coal field and the iron ore deposits of the Clinch Valley, that it is believed it will, within a short period, become an important iron manufacturing centre, as well as a distributing point for the entire coal field.

The Clinch Valley and Ohio extensions of the Norfolk and Western Railroad run through a section of country heavily covered with poplar, white and chestnut oak timber, and it is believed that Graham, at the junction of these two branches, is a most desirable location for the establishment of saw-mills, tanneries, pulp-mills, and other wood-working establishments.

The following desirable industries have already been secured:

The Graham Furnace Company, with a capital stock of $250,000, have under construction an iron furnace; dimensions, 16 feet by 70 feet, with a capacity of about 100 tons per day, and expect to be in blast by November 1st.

The Virginia Lumber Company, with a capital stock of $50,000, are erecting their buildings, and will be in operation by the first of May.

Arrangements are also being made with parties who propose building at once a large general supply store and warehouse, buildings to cost about $10,000, and having a working capital of not less than $50,000.

A company with a capital of $25,000 is also formed for the manufacture of ice, and expect to be in operation in the course of a few months.

The Graham Land and Improvement Company have plans perfected for a fine hotel, which they hope to have ready for occupation by September 1st. The hotel will be heated by steam and lighted by electricity, and it is the aim of the Company to make it one of the most attractive hotels in Virginia.

Parties desiring to purchase lots will be furnished with maps and price-lists, and any desired information, by addressing R. K. Wright, Jr., agent, Graham, Va., or E. J. Collins, secretary, Bullitt building, Philadelphia, Pa.

H. M. SILL, PRESIDENT; EDWARD ILSLEY, VICE-PRESIDENT; E. J. COLLINS, SECRETARY AND TREASURER.

DIRECTORS: A. J. MAY, Tazewell Courthouse, Va.; C. M. CLARK, Philadelphia, Pa.; J. D. SERGEANT, Philadelphia, Pa.; THOMAS GRAHAM, Philadelphia, Pa.; J. H. GREEVER, Graham, Va.; J. H. DINGEE, Philadelphia, Pa.; H. M. SILL, Philadelphia, Pa. mh20

By R. B. Chaffin & Co., Real Estate Auctioneers, No. 1 north Tenth street.

Trustee's Auction Sale OF THE HANDSOME ESTATE CALLED "SABOT HILL," THE LATE HOME OF HON. J. A. SEDDON, SECRETARY OF WAR OF THE CONFEDERATE STATES, CONTAINING 862 ACRES, MORE OR LESS, LOCATED IN GOOCHLAND COUNTY, ABOUT 20 MILES FROM RICHMOND, AND ONLY ABOUT ONE-THIRD OF A MILE FROM STANARD STATION, R. AND A. R. R.

By virtue of a deed of trust from Alexys K. Nestorowitsch, dated March 9th, 1886, and recorded in the clerk's office of Goochland County Court, in D. B. 46, page 526, and at the request of the beneficiary, default having been made in the payment of certain notes, therein secured, I will sell by public auction, on the premises,

ON THE 18TH DAY OF APRIL, 1890, AT 12 M., the valuable tract of land described in said deed as being the same land conveyed to the said Alexys K. Nestorowitsch by deed of even date with above trust deed from A. M. Seddon.

The dwelling is a large double brick one, with about twenty rooms, occupying a commanding site on beautiful hill, overlooking the valley of the James river, and is surrounded by very handsome shade. This dwelling was built at a cost of $25,000, and $3,000 has recently been spent in painting, frescoing, and otherwise beautifying it, making it very handsome. There is one of the handsomest ornamental gardens in the State adjoining the yard. There are also ample servants' houses and farm buildings, thus making this one of the handsomest and most desirable country seats in the State of Virginia, the farm being highly improved, well fenced and watered, with many acres of rich alluvial James river low-grounds. Its nearness to railroad enables owner to live on it and do business in the city of Richmond.

TERMS: Cash enough to pay all expenses of sale and of this trust, and to pay off and discharge two notes now past due, one for $3,609.75, with interest from December 31st, 1888, and the other for $3,215.13, with interest from December 31st, 1889, till paid, and of the residue, $3,3[illegible], to be paid on the 31st of December, 1890, $3,504.13 on 31st of December, 1891, $3,737.13 on the 31st December, 1892, and $3,911.13 to be paid on the 31st December, 1893, and the residue upon such terms as shall be announced at sale. The purchaser to receive a deed and to give a deed of trust to secure the unpaid purchase-money, the costs of preparing the trust deed to be paid by the purchaser. Parties may leave Richmond for the sale and return same day. JOHN RUTHERFOORD, Trustee. mh15-tap18

By A. L. Adamson, Real Estate Auctioneer and Insurance Agent, 813 Hull street, Manchester, Va.

TRUSTEE'S SALE OF THREE AND THREE QUARTER ACRES OF LAND FRONTING ON THE PETERSBURG TURNPIKE, ABOUT ONE AND ONE-HALF MILES FROM MANCHESTER, IN CHESTERFIELD COUNTY, VA.

By virtue of a deed of trust from Benjamin Harris and wife, dated June 25th, 1887, recorded in the clerk's office of Chesterfield County Court, in D. B. 74, page 371, default having been made in the payment of certain notes secured thereby, and being directed so to do by the holder thereof, I will sell at public auction, on the premises,

ON THURSDAY, THE 3D DAY OF APRIL, 1890, AT 4:30 O'CLOCK P. M., that valuable and rapidly appreciating lot of land, containing 3¾ acres, being Lot No. 1 on Drewry's plan, lying between the Petersburg turnpike and the Richmond and Petersburg Railroad, near where the Belt Line joins the said railroad. Land in this vicinity is very active.

TERMS: Sufficient cash to pay costs of executing this trust, taxes, if any due, and to pay five notes amounting to $153.10, and interest thereon. The balance upon such terms as will be made known at sale.

S. J. BASWELL, Trustee. A. L. ADAMSON, Auctioneer. mh23-10t

STANTON'S AMERICAN Pennyroyal Pills! Safe and Infallible. Guaranteed 50 per cent stronger than the so-called English article, and absolutely harmless. Druggists everywhere, or by mail, $1. Send 4c. for "Advice to Ladies." Specific Med. Co., Phila., Pa.

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT FEB. 16, 1890.

LEAVE RICHMOND: TRAIN No. 52, 2:30 A. M.

SOUTHERN EXPRESS, daily, for Danville, Greensboro, Winston-Salem, Durham, Raleigh, Randleman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas, and California. Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Augusta, Birmingham, and New Orleans.

TRAIN No. 54, 11:00 A. M.

VIRGINIA AND NORTH CAROLINA EXPRESS, daily, for Burkeville, all stations on the Norfolk and Western Railroad, Lynchburg, Knoxville, Chattanooga, Memphis, and Nashville; also for Keysville, Clarksville, Oxford, Henderson, Durham and Raleigh. This train goes through solid to Raleigh.

TRAIN No. 50, 3 P. M.

FAST MAIL, daily, for all points on the Farmville and Powhatan Railroad, Danville, Greensboro, Winston-Salem, Raleigh, Charlotte, Asheville, Columbia, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas, and California. Pullman palace sleeping-cars Danville to Augusta and Atlanta, and at Greensboro sleeper via Asheville to Morristown, Tenn.

TRAIN No. 40, 6 P. M.

AMELIA ACCOMMODATION, daily, except Sunday, for Amelia Courthouse and intermediate points.

TRAIN No. 14, 6:20 A. M.

CLOVER LOCAL, daily, except Sunday, freight train with coach attached, for Clover, Va., and intermediate points.

ARRIVE AT RICHMOND: Train No. 53 at 3:15 A. M.; No. 51 at 3:45 P. M., No. 55 at 4:40 P. M. and No. 41 at 8:45 A. M.

YORK RIVER LINE VIA WEST POINT.

DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA, AND NEW YORK.

LEAVE RICHMOND: TRAIN No. 51, 3:20 P. M.

LOCAL EXPRESS, daily, except Sunday, stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point.

TRAIN No. 55, 4:45 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York-river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Ohio Railroad for Washington, Philadelphia, and New York. FARE: Richmond to Baltimore, $2; to Washington, $3; to Philadelphia, $4.50; New York, $7.50.

STEAMERS LEAVE BALTIMORE 4 P. M.

FOR WEST POINT, daily, except Sunday, thence by Richmond and Danville Railroad to Richmond, arriving at 9:40 A. M. and 11 A. M., and connecting with Train No. 51. (See Train No. 54—Virginia and North Carolina express.)

TRAIN No. 19, 7:40 A. M.

LOCAL MIXED, daily, except Sunday, leaves Twenty-eighth street for West Point and intermediate points.

Ticket office at station foot of Virginia street.

City ticket office corner of Tenth and Main streets.

SOL. HAAS, Traffic Manager. JAS. L. TAYLOR, Gen. Passenger Agent. JOSEPH S. POTTS, Div. Pass. Agent.

NORFOLK AND WESTERN RAILROAD.

TWO DAILY TRAINS TO NORFOLK. TWO DAILY TRAINS TO LYNCHBURG. SCHEDULE IN EFFECT FEB. 10TH, 1890. LEAVE RICHMOND, BYRD-STREET STATION.

9:40 A. M. Daily, for Petersburg, Waverly and Norfolk through express. Arrive Norfolk 12:45 P. M. Stops only at Petersburg and Suffolk. A second train, leaving Petersburg at 11:30 A. M., and arriving at Norfolk at 2 P. M., stops at all stations.

9:40 A. M. Daily, for Petersburg. Arrive at Petersburg 10:18 A. M. No. 3 leaves Petersburg 11:15 A. M. for Farmville, Lynchburg and all points south and west.

3:45 P. M. Daily, for Petersburg. Arrives at Petersburg 4:25 P. M., daily; leaves Petersburg at 4:55 P. M., daily, arriving at Norfolk 7 P. M.

11:30 P. M. Daily, for Petersburg, arriving at Petersburg at 11:25 A. M., connecting with Train No. 1, leaving Petersburg at 12:40 A. M. for Farmville, Lynchburg and all points south and West.

11:00 A. M. Daily, for Burkeville, for Farmville, Lynchburg and the West and South.

PULLMAN SLEEPING-CAR ACCOMMODATIONS.

No. 1—Sleeping-car Petersburg to Bristol without change, leaving Petersburg daily at 12:40 A. M. Pullman sleeper Lynchburg to Memphis without change.

No. 3—Pullman sleeper Lynchburg to Meridian, and Roanoke to Memphis, without change.

Tickets, baggage-checks and all information can be obtained at Richmond and Petersburg Railroad depot, A. W. Garber's, 1000 Main street, and at the Company's office, 901 east Main street.

R. W. COURTNEY, Passenger Agent. W. B. BEVILL, General Passenger Agent. CHARLES G. EDDY, Vice-President. General Offices, Roanoke, Va.

STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPANY.

FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY and FRIDAY at 5 P. M. Manifest closes one hour before sailing time.

Steamers leave New York for Richmond EVERY WEDNESDAY and SATURDAY at 3 P. M., arriving in Richmond MONDAY and FRIDAY mornings.

Passenger accommodations unsurpassed.

Cabin fare to New York via James river route (including meals and berth)	$9 00
Round-trip tickets, limited to thirty days after date of issue	14 00
Steerage, with subsistence	6 00
Steerage, without subsistence	5 00
Cabin fare via Chesapeake and Ohio Railroad	10 00
Cabin fare via Richmond and Petersburg Railroad	10 00

Tickets can be obtained at A. W. Garber's, 1000 Main street, Chesapeake and Ohio and Richmond and Petersburg depots, and at company's offices, 1301 Main street and wharf, Rocketts.

Freights forwarded and through bills of lading issued for points beyond New York.

Freight received daily until 5 P. M.

Passengers leaving Richmond on MONDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS by the Chesapeake and Ohio railway via Newport News at 8:15 A. M. by Richmond and Petersburg railroad same day, and 9:40 A. M. will make connection at NORFOLK with steamer leaving those days.

GEORGE W. ALLEN & CO., Agents, No. 1301 Main street, and Company's Wharf, Rocketts. 2jy 10-tf

VIRGINIA STEAMBOAT COMPANY'S JAMES RIVER LINE FOR OLD POINT, NORFOLK, PORTSMOUTH, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER LANDINGS DIRECT, AND ONLY DIRECT ROUTE, WITHOUT TRANSFER OR CHANGE OF ANY KIND.

CONNECTIONS:

AT OLD POINT AND NORFOLK, closely with all lines for Baltimore, Philadelphia and New York; same steamers also at Norfolk for Eastern North Carolina and the South.

AT NEWPORT NEWS for Hampton and Smithfield, Va.

And at CLAREMONT with the Atlantic and Danville Railroad for Waverly, Hicksford, and all stations.

ONLY ALL WATER ROUTE. JAMES RIVER BY DAYLIGHT. GREATEST TOURIST LINE. JAMESTOWN, DUTCH GAP, AND WAR SCENERY. CHEAPEST ROUTE. RATES LESS THAN HALF CHARGED BY RAIL LINES. FARE TO OLD POINT AND NORFOLK, $1.50; STRAIGHT; $2.50 ROUND TRIP; $1 SECOND-CLASS. FIRST-CLASS MEALS.

The elegant and fast steamer ARIEL (carrying United States mail), CAPTAIN DEYO, leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHARF) for above-named places, arriving at Old Point and Norfolk about 5:30 P. M. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 3:30 P. M.

Through tickets on sale on steamer and at Garber's Agency, No. 1000 Main street. Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OR NIGHT.

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va.; Washington, D. C.; Newbern, Washington and Tarboro, N. C.; all stations on Atlantic and Danville, Seaboard and Roanoke, Norfolk Southern and Farmville and Powhatan Railroads, and Eastern North Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James and Rappahannock rivers at LOWEST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-President, No. 1117 Main street and Rocketts. IRVIN WEISIGER, Freight and Passenger Agent. my29-tf

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received till 11:30 A. M. For Sunday's steamer till 5 P. M. Saturday. Freight received daily till 5 P. M.

Fare to Philadelphia $6 00

For further information apply to J. W. McCARRICK, General Southern Agent, Office, Rocketts. W. P. CLYDE & CO.

RAILROADS.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing FEBRUARY 24th, 1890—Eastern standard time:

7:32 a. m. leaves Byrd-street station daily; stops only at Ashland, Rothwell, Milford, Fredericksburg, Brooke, and Widewater. Sleeper Washington and New York.

11:07 a. m. leaves Byrd-street station daily except Sunday.

6:30 p. m. leaves Byrd-street station daily.

7:13 p. m. leaves Byrd-street station daily; stops only at Rothwell, Milford, and Fredericksburg. Sleeper Richmond to New York.

8:50 a. m. arrives at Byrd-street station daily. Sleeper from New York.

2:38 p. m. arrives at Byrd-street station daily; stops at Fredericksburg, Milford, Rothwell, and Ashland. Sleeper from Washington and New York; does not stop at Elba.

8:08 p. m. arrives Byrd-street station daily; stops only at Fredericksburg, Milford, Rothwell, and Ashland.

9:45 p. m. arrives at Byrd-street station daily except Sunday.

The New York and Florida special, composed of Pullman vestibule cars, arrives at the Byrd-street station at 7:19 p. m. on Mondays, Wednesdays and Fridays, and leaves Byrd-street station at 8:19 a. m. on Tuesdays, Thursdays and Saturdays. Extra fare is charged on this train.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAYS.

6:48 a. m. leaves Elba. Arrives at Ashland at 7:33 a. m.

4:00 p. m. accommodation leaves Byrd-street station; arrives at Ashland at 5 p. m.

6:04 p. m. leaves Elba; arrives at Ashland at 6:45 p. m.

6:45 a. m. arrives Elba. Leaves Ashland at 6:05 a. m.

8:35 a. m. accommodation arrives at Byrd-street station; leaves Ashland at 7:37 a. m.

5:59 p. m. arrives at Elba; leaves Ashland at 5:12 p. m.

C. A. TAYLOR, Traffic Manager. E. T. D. MYERS, General Superintendent.

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing SUNDAY, February 9th, 1890, at 2:30 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond	Arrive Petersburg	
23—	*2:15 A. M.	10:30 A. M.	Through Train.
35—	*9:10 A. M.	10:18 A. M.	Norfolk Special.
27—	*2:58 P. M.	3:35 P. M.	Fast Mail.
39—	*3:45 P. M.	4:24 P. M.	Norfolk Train.
35—	*5:25 P. M.	6:12 P. M.	Accommodation.
15—	*6:28 P. M.	9:05 P. M.	Through Train.
37—	11:30 P. M.	12:25 P. M.	Accommodation.

TRAINS NORTHWARD.

No.	Leave Petersburg	Arrive Richmond	
14—	*6:31 A. M.	7:12 A. M.	Fast Mail.
32—	*8:25 A. M.	9:10 A. M.	Accommodation.
34—	*11:31 A. M.	12:15 P. M.	Accommodation.
38—	*4:10 P. M.	5:11 P. M.	S. A. W. Connection.
78—	*5:17 P. M.	6:05 P. M.	Through Train.
60—	*6:12 P. M.	6:50 P. M.	Through Train.
36—	*6:25 P. M.	7:00 P. M.	Norfolk Special.

*Daily.

STOPPING PLACES.

Nos. 14, 15, 27, 23, 35, 78, stop at [illegible] stops. Nos. 23 and 78 stop on signal at Manchester, Drewry's Bluff, Centralia, and Chester. Nos. 32, 34, 38, and 37 will stop at all stations for passengers.

PULLMAN CAR SERVICE.

On Trains Nos. 14 and 23 sleeping-cars between New York and Tampa, Fla.; [illegible] On Trains Nos. 14 and 27 sleepers between Washington and Charleston, and Boston and Jacksonville. On Train No. 27 sleeper cars between [illegible] and St. Augustine via Jacksonville. On Trains Nos. 15, 60 and 78 sleepers between St. Augustine via Jacksonville and New York. On trains Nos. 15 and 78 sleeping-cars between Washington and Thomasville, Ga.

In addition to the above, the New York and Florida special, consisting of vestibule Pullman cars, dining, [illegible] and [illegible], southbound at 7:23 p. m. on Mondays, Wednesdays and Fridays. Northbound at 8 a. m. Tuesdays, Thursdays and Saturdays. Extra fare is charged on this train.

THE ONLY ALL-RAIL LINE TO NORFOLK.

Leave		Arrive	
Richmond	*9:10 A. M.	Norfolk	12:45 P. M.
Richmond	*3:45 P. M.	Norfolk	7:00 P. M.
Norfolk	*8:40 A. M.	Richmond	12:15 P. M.
Norfolk	*3:20 P. M.	Richmond	7:00 P. M.

The trains leaving Richmond at 9:10 A. M. and Norfolk at 3:20 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 3:45 P. M. train from Richmond and the 8:40 A. M. train from Norfolk.

Trains leaving Richmond at 9:10 A. M. and 11:30 P. M. and arriving at Richmond at 12:15 P. M. and 5:11 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and south-western points.

R. M. SULLY, Superintendent. E. T. D. MYERS, General Superintendent. T. M. EMERSON, General Passenger Agent. SOL. HAAS, Traffic Manager.

CHESAPEAKE AND OHIO RAILWAY COMPANY.

SCHEDULE IN EFFECT MARCH 1, 1890.

LEAVE RICHMOND.

8:30 A. M. Limited, daily, for Old Point and Norfolk. Pullman car to Old Point.

11:00 A. M. Express, daily, for Cincinnati. Parlor car Old Point to Charlottesville and Pullman sleeper Charlottesville to Cincinnati.

3:25 P. M. Express, daily, for Old Point and Norfolk. Parlor Car to Old Point.

5:00 P. M. Accommodation, except Sunday, for Gordonsville.

10:15 P. M. The F. F. V. Limited, daily. Pullman sleeping car Old Point to Hinton, solid vestibule train with dining car and Pullmans, Charlottesville to Cincinnati and Pullman to Louisville.

ARRIVE AT RICHMOND.

8:10 A. M. and 7:00 P. M. daily from Cincinnati.

7:25 P. M. from Rothwell, daily, except Sunday.

10:54 A. M. and 6:55 P. M. daily from Norfolk.

Station: Broad street near Seventeenth.

JAMES RIVER DIVISION.

(R. & A. R. R.)

LEAVE RICHMOND.

9:00 A. M. Mail daily for Lynchburg, Lexington and Clifton Forge.

4:30 P. M. For Lynchburg (except Sunday), sleeping car for Lynchburg, which leaves Lynchburg at 6:[illegible] A. M. (except Sunday) for Lexington, Va.

ARRIVE AT RICHMOND.

6:30 P. M. daily from Clifton Forge.

8:15 A. M. (except Sunday) from Lexington, Va., and Lynchburg.

Station: Eighth and Canal streets.

G. W. STEVENS, General Superintendent. H. W. FULLER, General Passenger Agent. fe22

RICHMOND CITY AND SEVEN PINES RAILROAD SCHEDULE. Station, Twenty-ninth and P streets. Electric cars connect with all trains.

Leave Richmond.	Arrive Seven Pines.	Leave Seven Pines.	Arrive Richmond.
6:30 A. M.	7:15 A. M.	7:30 A. M.	8:15 A. M.
3:20 P. M.	4:05 P. M.	5:00 P. M.	5:45 P. M.

SUNDAY TRAINS.

Leave Richmond.	Arrive Seven Pines.	Leave Seven Pines.	Arrive Richmond.
9:00 A. M.	9:45 A. M.	10:00 A. M.	10:45 A. M.
2:30 P. M.	3:15 P. M.	4:00 P. M.	5:45 P. M.

Round trip to Seven Pines, 25 cents. ja30-1y

INSURANCE.

[illegible]

VIRGINIA FIRE & MARINE Insurance Company, RICHMOND.

Assets - - $580,000.

Half Century in Successful Operation.

INSURANCE AGAINST FIRE & LIGHTNING.

This old Virginia institution issues a very short and comprehensive policy, free of restrictions and liberal in its terms and conditions.

DIRECTORS.

E. O. NOLTING, CAPT. GEO. W. ALLEN, DR. FRANCIS T. WILLIS, E. B. ADDISON, THOS. POTTS, P. J. DAVIS.

WM. H. PALMER, President. W. H. McCARTHY, Secretary. S. McG. FISHER, Assistant Secretary. fe 21-D&W

DENTIST.

DR. E. P. WRIGHT, DENTIST. Has Removed his office from M[illegible] street to No. 718 East Marshall street, Richmond, Va. 6-3m

DR. JULIAN T. WRIGHT, DENTIST, 919½ EAST MAIN STREET. (ja28)

D. G. SMITH, DENTIST, NO. 423 EAST BROAD STREET. (Entrance on Fifth street.) IRVIN B. SMITH, D. D. S., Assistant. au16-eod6m