THE TIMES.

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SATURDAY, MARCH 29, 1890.

RICHMOND'S CHANCES.

In another column this morning are published a number of interviews with prominent men upon the subject suggested by the editorial of THE TIMES on Richmond's opportunities.

Talks with business men show that they are alive to the city's interests and development, and they present cogent reasons and facts upon which they base their belief in Richmond's great future.

It is the metropolis of a State rich by nature in minerals, forests, farms, grazing lands and bay products. Man has come in with inventions and placed Richmond as the middle of a network of railroads leading to the distant South, West and Southwest. These roads not only bring to this city the native raw material for manufacturing purposes, but carry to all parts of the greatest sections of the country the manufactured articles.

Already several large manufactories, machine shops, and mills have been established here and one of the healthiest signs of safe, steady progress, is the great number of small undertakings successfully operated. Still there is room for many more, big and little. Along the lines of most of the rail, roads centering here, are unoccupied acres which would serve as admirable sites for industrial enterprises. The opening of a big machine shop would mean the settlement here of intelligent white workmen. Every workman might be calculated to represent a family of from three to five persons. To shelter these more small and comfortable houses would have to be built. To support them more money would have to be spent, and it may be safe to say that the greater proportion of the wealth invested by Richmonders in industry would be returned to Richmonders, for clothes, food and house rent, while the farming interest would be benefitted by increased activity in trade.

Those who have experimented here find that Richmond is an excellent location for the jobbing trade. A vast territory is tributary to the city, and when the burdens of the farmer have been lifted by the return to the control of the government of the party which will handle the tariff question intelligently and justly, the wealth of the metropolis will increase with the growth of prosperity in the Commonwealth.

Those persons who settle here earliest will be the first to reap the results of such an advancement. In the meantime they may rest assured that they will have quite reasonable returns for their outlay of money.

Richmond hasn't any inflated boom, but it has the basis for material, steady progress. Unanimity of action on the part of its business men, a little more advertisement of their resources, and intelligent direction of all new operations will place the city in a few years far ahead of some Western cities which have for years talked of nothing but "booms," and which have had as principal transactions wild-cat real estate schemes.

THE LODGE BILL.

Discussing the Lodge bill, which has been introduced in the House, providing for the regulation of Congressional elections by the Federal Government, Judge Crisp, of Georgia, recently said:

"Neither the Constitution of the United States nor any law of Congress confers the right of suffrage. Whoever under the Constitution and laws of any State is entitled to vote for a representative to the most numerous branch of the State Legislature is under the Constitution of the United States entitled to vote for a representative in Congress. The State prescribes the qualifications of electors and the Federal Constitution confers upon them the right of sending representatives to Congress. For more than a century each State has regulated for itself the places and manner of elections of members of Congress. This plan has been entirely satisfactory. I am not aware of any complaint anywhere that the election laws of the various States are in any sense unfair or unjust."

The truth of these statements of Mr. Crisp must at once strike the most careless thinker. The theory upon which the Lodge bill is founded, and upon which Congress proposes to control the election of Representatives, is that members of Congress are Federal officers. By what course of reasoning they arrive at any such conclusion, it is hard to understand; certainly there is nothing justifying it to be found in the United States Constitution. That instrument clearly and unmistakably recognizes representatives to the Federal Legislature as State officers, and nothing more. Whenever vacancies occur in the representation from any State, it is not Congress, but the executive authority of the State, which is authorized to issue writs of election to fill such vacancies. And further, in regard to the election of Congressmen, the Constitution says: "The times, places and manner of holding elections for Senators and Representatives shall be prescribed in each State by the Legislature thereof; but the Congress may at any time, by law, make or alter such regulations, except as to the place of choosing Senators." This, as plainly as it can be expressed by the English language, decidedly places the election of Representatives in the hands of the States, and the people of the different States only delegated to Congress power to alter the regulations prescribed by the States when, for any reason, and to avoid trouble, such change might be deemed absolutely necessary. There is nothing, however, in even that clause, which hints at permitting Congress to attempt to control the will of the people of the States in making choice of their representatives by the means of armed Federal soldiery. The bare idea of such a bold usurpation of authority would have filled the framers of the constitution with consternation.

The recognition of members of Congress as merely State officers by the Fathers of the Republic, is, therefore, apparent; but further than this, the very spirit of the formation of the Congress itself, proves the fact beyond reasonable dispute. The object of electing representatives of the States, within the States, and by the people of the different States, was to enable each State to have some one at the Federal Congress to look after, guard and protect its local interests. Not only this, but when Congressional Districts were formed in the States, it was done with the purpose of enabling each State to have a representative in the Congress to guard not only its local interests as a whole, but to specially guard such interests in its every section. To say that a citizen so elected, and for such an express purpose, is not essentially a State officer, sounds very much like absurdity.

If the Lodge bill ever becomes a law, which is by no means certain, it is more than likely that it will fail to stand the test of the United States Supreme Court. If that tribunal declares that a Presidential elector, who is to vote for the Chief Magistrate of the Union, is only an officer of the State, it hardly seems possible that any legal technicality can induce it to take a different position regarding a representative selected primarily to watch over the interests of a comparatively small portion of a State. Still, even if a different decision is rendered, there is one consolation. No Federal election law can be enacted which will not apply with equal force to the North as to the South.

SOUTH AMERICAN RECIPROCITY.

If the report be true that the delegates from the United States to the Pan-American Congress are negotiating with the South American delegates for absolute reciprocity, it is a matter of the first importance to this country; and if the negotiations are successful, it will indeed mark a new era in the commercial history of the United States.

Owing to the unwise and vicious tariff laws which have prevailed in this country for more than a quarter of a century past, the rich trade of the Republics to the south of us has been diverted from its natural and legitimate channel, and instead of adding to the wealth and commercial importance of the United States, has been poured into the lap of Great Britian. While we here have been constructing a wall to protect us from trade with the outside world, Great Britian has, more wisely, been utilizing the advantages which such protection has given her, and been heaping up wealth from sources which, by all the laws of nature and political economy, should have contributed to the prosperity of this Republic.

The trade of South America is a rich plum, which the most thoughtful and long-headed of the business men and business organizations in the United States have long sought to gather, and it is encouraging to see that substantial efforts in that direction are at last being made. If absolute reciprocity between the United States and the Southern Republics be the outcome of the Pan-American Congress, neither section of this great American continent of ours will have any cause for regret that it assembled.

THE LOUISVILLE DISASTER.

Richmond mourned for her sister city yesterday when the news of the appalling disaster at Louisville was flashed over the wires. Details were at first meagre, and in the excitement the figures were exaggerated, but enough was told to impress the fact that the tornado traveling over Kentucky and Southern Illinois was leaving a trail of death. Here in Virginia, protected by the Appalachian mountain system, persons can hardly realize the terror of a cyclone, and their experience with death dealing storms is confined mostly to the coast. But Virginia always thinks lovingly of her daughters, and the sympathy of the Commonwealth will be extended to the suffering and afflicted ones behind the mountains, while any relief measures found necessary will be promptly backed by Virginians.

NOT since the Presidency of the United States was stolen by the Republicans for Hayes has so flagrant a political crime been perpetrated as the stealing of the two Senators from Montana by the United States Senate. It was expected that the alleged dignified and honorable (?) American House of Lords would at least have made an effort to maintain its reputation, and, scorning to compromise itself, would have referred the whole matter back to the people of Montana. The temptation for political power, however, proved too great for even the great minds of the ponderous statesmen of the Senate to resist, and so sophistry of the flimsiest character was resorted to, so that a shallow pretext might be found for cheating the people of a State of their will. But even as the theft of the Presidency led to the downfall of the party guilty of the crime, so will this fraud upon the citizens of Montana react upon those responsible therefor.

"BY the light of their burning corn, they can read the mortgages on their farms," is the semi-jocular way in which Bill Nye describes the destitution of the agricultural classes in the West. And yet while these distressed farmers are forced to compete with the markets of the world, and find the price of their products controlled by the European market, they are obliged under our beneficent (?) system of Protection, to pay tribute to the favored manufacturers of their farming implements and the very clothing they wear on their backs. How long will the poor victimized granger continue to vote for his own oppression?

ASSISTANT-POSTMASTER CLARKSON is reported as intending to resign. He probably feels that his mission is accomplished, and having but few more Democratic postmasters to behead, there is no longer any pleasure in his position. Clarkson is the champion decapitator of the United States, and upon his retirement Secretary Wanamaker should, by all means, present him with a handsome golden axe as token of appreciation of his services as Lord High Executioner of the Postoffice Department.

THE attempt to introduce modern heating apparatus into the old-fashioned houses of Japan has resulted in many fires, and in one of them fifteen hundred homes were burned.

Reform is an excellent thing for persons able to stand it, but Republicans should beware of trying to place modern reform heaters in their house too old-fashioned and ricketty even to stand without props of protection and trusts.

WITH the minister to Russia still at home, the minister to Brazil coming home, and the minister to France returned home, people are likely to ask what are the powers plenipotentiary and the efforts extraordinary of United States Ministers, anyhow?

THE Philadelphia Bulletin, in alluding to the sweeping of Speaker Reed about the House of Representatives, fails to mention his attempts to sweep away semblances of justice in his rulings as presiding officer.

THE Ways and Means Committee is a collection of pitiable objects. In seeking to please everybody in the little matter of tariff scaling, they have brought everybody else about their ears.

WHEN Mr. Springer scolded the House of Representatives because there were so few members present, he forgot Mr. Reed's sentiment: "Where I am, there is the House."

D. T. MCNEIL, who was mulcted $500 for killing a deer out of season in the Adirondacks, evidently discovered that his game was more dear than deer.

IF Governor David B. Hill's tendency to veto would only lead him to veto other tendencies of his, reform would be more easy to accomplish in New York.

IF Mr. Clarkson does not stop talking about Mr. Harrison's what-he-has-not-done, all chances for the latter's renomination will be blaired.

THE TIMES returns thanks to Mayor J. Taylor Ellyson for a pamphlet copy of his interesting annual message.

JAKE KILRAIN'S imprisonment is like his prize-fighting—theoretical.

CREAM OF THE PRESS.

Current Topics Culled from the Leading Papers of the Country.

[Manufacturers' Record.]

"Repeated attempts have been made to secure the passage of a law that would subject manufacturers of all preparations of lard which contained any other fat than hog's grease to regulations similar to those that govern the oleomargarine trade. A bill of this character is now pending in Congress, and there is a determined effort to force its passage. The advocates of this measure are hog packers and lard renderers. These people, according to their own showing, are anxious only for the public welfare, which they claim will be promoted by putting on every package of compound lard a label telling exactly the contents. Lard is lard, say these worthy men. It is a pure, natural food. Everybody knows what it is; but when we come to these compounds of hog fat, stearine and cotton-seed oil, that's quite another matter. The people are cheated and must be protected. Either compel manufacturers to abandon the business, or else to label their packages with a formula of their contents. Such, in substance, is the plea of these unselfish and public-spirited packers and renderers. This is one side of the story, but not the whole of it by a great deal. In the light of the voluminous testimony given at former and at recent hearings, the motives of the advocates of this law are apparent."

Spread-Eagle Maxims.

[The Nation.]

When Senor Pena made his argument for free trade between the American Republics, in the Pan-American Congress, the other day, and declared that the tariff of this country was the effectual barrier to the enlargement of our foreign trade, the American delegate who replied to him thought it sufficient to say that eighty-seven per cent. of our imports from South America came in free of duty. This is, of course, the official answer put forth by the Department of State. How perversely it misses the point is very clear. The Spanish Americans say that they want us to buy their copper and wool and sugar and lead ores, and that there is no chance of an enlarged trade if we do not. What our reply amounts to is, that we have chosen to restrict our buying to coffee, fruit, rubber, woods and dye-stuffs, and that we put no tax on those articles. The reply does not touch the complaint in the slightest degree, since the subject under discussion is not the present trade, but an increase of trade. And then we talk patronizingly about our intention to meet the difficulty by means of reciprocity treaties, just as out comes the new tariff bill putting a tax on two South American products which were free before—hides and lead ores. If Mr. McKinley has his way, that 87 per cent. will be lowered very rapidly. Besides, Senor Pena's argument, we understand, took up the question of selling as well as buying, and maintained that our tariff incapacitated us from competing with Europe in the South American markets. That such is the fact, many of the foreign delegates have repeatedly stated, the spread-eagle assertions of our students of maxims to the contrary notwithstanding.

Dry Rot in the Carrying Trade.

[Baltimore Sun.]

As Philadelphia and the neighboring cities of Wilmington and Chester are the great centres of the "protected" ship-building industry, the plea for free ships coming from a Philadelphia Republican journal ought to have great weight with the majority in Congress. The subsidy expedient, as the Inquirer says, has been tried and found ineffective. No modification of the idea is worth considering. The remedy for the dry rot from which our carrying trade has suffered for years is perfectly obvious to all save those whose eyes are blinded by self-interest, and now that free ships are being demanded in the locality which has always antagonized any movement in that direction, we may hope that Congress will, at no distant day, be induced to try the short and easy method of permitting our merchants to buy vessels where they can be purchased most cheaply, and thus make it possible to build up a commerce with ships owned by Americans and sailing under the American flag.

Sapping Its Own Vitality.

[New York Times.]

It is probable that the recent outrages in Siberia are in part responsible for this recrudescence of a hatred so bitter and so lasting. Whoever considers Russian Nihilism must own that it is a very different thing from the Anarchism or the "progressive Socialism" of any other country in Europe. It is not the expression of a merely political discontent or of a merely political ambition, nor is it in great part the result of the hardships and privations which form part of the common lot in all countries. It is really the "instinct of expansion" that the Russian government denies and represses. To us the political constitution of Germany seems an anachronism in a nation in other than political respects so advanced and so enlightened. It is an anachronism, though it may be in part explained and excused by the vulnerability of Germany, as a great power, and the necessity of maintaining the nation as a camp. But it is merely political in its objects and in its operations. In Russia, on the other hand, the government is by no means so much of an anachronism, for Russia is in all respects a very backward country, and its form of government might be endured by the Russian people in the present stage of their evolution but for the enlightenment that reaches them from without. This enlightenment it is and must be the aim of the Czar's Government to exclude, and the result is that not only in matters properly political, but in every department of life, the government is repressive and obstructive.

Are All the Drawings Fair?

[Chicago Inter-Ocean.]

The two commissioners who superintend their single-number drawings, when interviewed on the subject, reluctantly admitted that the numbers which were placed in the tubes and put in the wheel were only counted twice a year. They draw the lottery every month. Is this not a bare-faced fraud? Their excuse is that it would take ten days' labor, with four assistants. How, then, can any ticket-buyer in this lottery know that the number on his ticket has a corresponding number in the wheel? If they desire an honest drawing, why do they not, on the day of and just before their drawings, allow the ticket-holder the privilege of calling out his number and see that it is placed in the wheel so he then can have some chance of its being drawn out with a prize from the other wheel? Other lotteries have done so. Under their system, why don't they make their capital $1,000,000? They might as well. Is not the published list of winners in their lottery also a fraud? It is very easy for a few dollars to get persons who are willing to let them use their names as the holders of a big prize. Is it any longer a wonder how they controlled the Louisiana Constitutional Convention, courts and legislatures and a former postoffice administration? Under this system of drawings it will be no trouble to make money enough to control and run our very government.

Warner Miller and the Canal.

[Boston Advertiser.]

The choice of the Hon. Warner Miller to be president of the Nicaragua Canal Company cannot fail to quicken public interest in the very interesting subject of intercoeanic waterways on this continent. Mr. Miller has been for many years a prominent figure in public life. His contest in 1888 with David B. Hill for the Governorship of New York gave the Republican nominee, in addition to the national reputation which his Senatorial career had already achieved, a special place in the eyes of the country. He fell, indeed, "outside the breastworks," but the triumphant army realized that he was one of the chieftains who did the most to win the fight.

Although Warner Miller's political prominence has been the greatest means of making his name familiar to the general public, people who knew him at all thoroughly were aware that he was a very successful business man, enterprising, far-seeing, with more than common organizing and executive talents. Of course, it is for his business and not for his political capabilities that the Nicaragua Construction Company has selected him for the responsible post of president. At the same time, the fact that his name is intimately known throughout the United States will tend to make the gigantic enterprise of which he is at the head seem much more than has hitherto been the case, like a natural affair.

One Pledge Kept.

[Detroit Free Press.]

The Republican party has evidently kept one of its pledges. That pledge pertains to the reduction of the surplus. In spite of the defeat of the Blair bill Senator Hawley predicts a deficiency of $70,000,000, without any reduction of revenue burdens.

An Expert in Jugglery.

[New York World.]

The Republicans at Albany made a discovery yesterday, to wit: That in the game of politics Governor David B. Hill is equal to a whole houseful of Republican jugglers.

The Dams are Down.

[New York Herald.]

Rogues in office in this community are beginning to realize that the dams of public resentment are down and that they are bound to be overwhelmed.

CHURCH NOTICES.

FIRST BAPTIST CHURCH, corner of Twelfth and Broad streets, Dr. George Cooper, pastor.—Preaching at 11 a. m., and 8 p. m. Bible school at 9:15 a.m. Fourth-street Chapel, Rev. G. F. Williams at 8 p. m.

SECOND BAPTIST CHURCH, corner of Main and Sixth streets, Rev. W. W. Landrum, D. D., pastor. Preaching at 11 a. m. and 8 p. m. by the pastor. Strangers welcome.

VENABLE-STREET CHURCH, corner of Twenty-first and Venable.—Sunday school at 9:30 a. m. Preaching by the pastor, Rev. B. H. Pitt, at 11 a. m. and at 7:30 p. m. Sunday-school at 9 a. m.

CLAY-STREET BAPTIST CHURCH, corner of Clay and Graham streets, Rev. S. C. Clopton, pastor.—Worship at 11 a. m.

GRACE STREET BAPTIST CHURCH, Pastor, Dr. W. H. Hatcher. Sunday school at 9 a. m.; Sunday preaching at 11 a. m. and 8 p. m.; Wednesday services at 8 p. m.; Friday service (young men's) at 8 p. m. Free seats and a welcome to all.

LEIGH-STREET BAPTIST CHURCH, (corner of Twenty-fifth and Leigh streets).—Preaching by the pastor, Rev. J. M. Frost, D. D., at 11 a. m. and 7:30 p. m. Sunday school at 9:15 a. m.

EAST-END BAPTIST CHURCH, corner of Twenty-eighth and R streets—Preaching Sunday at 11 a. m. and 7:30 p. m. by the pastor, Rev. Joel T. Tucker. Sunday-school at 9:30 a. m.

WEST MAIN-STREET BAPTIST CHURCH (corner Main and Beach streets), Dr. S. A. Goodwin, pastor.—Preaching by the pastor at 11 a. m. and 8 p. m. Sunday-school at 9 a. m. Services Wednesday at 8 p. m. Young men's prayer meeting Friday at 8 p. m. All are welcome.

FIRST PRESBYTERIAN CHURCH, corner of Grace and Madison streets.—Rev. R. P. Kerr, pastor, will preach at 11 a. m. and 8 p. m.

WESTMINSTER CHURCH, corner Cary and Sycamore streets.—Rev. P. P. Kerr will preach at 4 p. m. Sunday school at 9:15 a. m.

SECOND PRESBYTERIAN CHURCH, Rev. M. D. Hoge, D. D., will preach at 11 a. m. and 5 p. m. Rev. R. L. Turnbull will preach in the Old Market Hall at 8 p. m.

THIRD PRESBYTERIAN CHURCH, Rev. J. P. Gammon, pastor. Preaching by the pastor at 11 a. m. and 8 p. m.

FOURTH PRESBYTERIAN CHURCH, West Grace street, Rev. J. Calvin Stewart, pastor; residence 910 west Grace street.—Divine service Sabbath at 11 a. m. and 8 p. m. Preaching by the pastor. Wednesday service at 8 p. m. Pews of the church free.

GRACE-STREET PRESBYTERIAN CHURCH, Rev. James Y. Fair, D. D., pastor.—Services at 11 a. m. and 8 p. m. Preaching by the pastor. Services Wednesday night at 8 p. m. and Friday afternoon prayer-meeting at 4:30 p. m. Sunday-school at 9:30 a. m.

ALL SAINTS' CHURCH, Madison between Franklin and Grace streets, Rev. J. Y. Downman, rector.—Services at 11 a.m. and 8 p.m. Sunday school at 9:30 a. m.

MOORE MEMORIAL PROTESTANT EPISCOPAL CHURCH, Laurel street, opposite the Park. Services in the morning at 11:15; in the afternoon at 5. The pews at the afternoon service are all free, by order of the vestry, and all who come will be glad; welcomed. Sunday-school at 9:30 a. m.

ST. JOHNS PROTESTANT EPISCOPAL CHURCH, Broad and Twenty-fifth streets, Rev. Lewis W. Burton, rector.—Service at 11 a. m. and 8 p. m. Passion week services—Monday, Tuesday and Thursday at 7:30 a. m.; Wednesday at 8 p. m.; and Good Friday at 11 a. m. and 8 p. m.; Easter evening at 5 p. m. The congregation is reminded of the Easter offering, April 6th.

WEDDELL MEMORIAL CHAPEL, Denny street, Fulton, Rev. Pike Powers, D. D., minister.—Service by the pastor at 4:15 p. m. Seats free and the public invited.

ST. PAULS CHURCH.—Services every Sunday morning at 11 a. m.; evening, 8 p. m. Preaching at both services by the rector. Sunday-school at 9:15 a. m.

MONUMENTAL CHURCH (Protestant Episcopal)—Rev. John B. Newton, rector. Divine service at 11 a. m. and 5 p. m. Sunday school at 9:30 a. m. Wednesday service at 12 m., and Good Friday at 11 a. m. A cordial welcome.

HOWARD'S GROVE METHODIST EPISCOPAL CHURCH.—Preaching by Lo Roy J. Phamp, pastor, at 11 a. m. and 7:45 p. m. Class meeting Monday at 7:45 p. m. Prayer meeting Wednesday at 7:45 p. m.

ST. JAMES EPISCOPAL CHURCH, corner of Fifth and Marshall streets, Rev. Joshua Peterkin, rector; Rev. Preston Nash, assistant minister.—Services on Sunday at 11 a. m. and 4 p. m.

CHRIST EPISCOPAL CHURCH, corner Venable and Twenty-second streets, Rev. J. B. Funsten, rector.—Morning service at 11 a. m.; evening service at 8 p. m. Lenten services—Monday night, 8 o'clock; Wednesday night, 8 o'clock; and Friday at 4 o'clock.

ST. MARK'S EPISCOPAL CHURCH, Rev. T. G. Dashiell, D. D., rector, Rev. W. H. Williams, assistant.—Divine services at 11 a. m. and 8 p. m.; Sunday-school at 9:30 a. m.

GRACE EPISCOPAL CHURCH, corner of Foushee and Main streets.—Rev. Dr. H. M. Jackson will preach at 11 a. m.

MEADE-MEMORIAL CHURCH, Manchester.—Services in the morning at 11 a. m. and Rev. John Y. Downman will preach at 4:30 p. m.

ST. ANDREWS CHURCH, corner of Laurel and Beverly streets, Rev. Pike Powers, D. D., rector.—Services every Sunday at 11 a. m. and 8 p. m. Sunday school at 9:30 a. m.

BROAD-STREET METHODIST CHURCH (Broad and Tenth streets).—Rev. S. Lambeth, D. D., pastor, will preach at 11 a. m. and 8 p. m. Sunday school and Bible classes at 9:30 a. m.

DENNY-STREET M. E. CHURCH, Denny and Seventh streets, Rev. J. P. Woodward, pastor.—Hours of services: Sunday school 9:30 a. m.; preaching at 11 a. m. and 7:30 p. m.; Wednesday night service at 7:30 p. m. All cordially invited.

CENTENARY METHODIST CHURCH, Grace street between Fourth and Fifth.—Rev. William E. Judkins, pastor. Preaching at 11 o'clock a. m. and 8 p. m. Strangers and others always welcome.

PARK-PLACE METHODIST EPISCOPAL CHURCH, west Franklin street, Rev. J. Wiley Bledsoe, pastor.—Preaching at 11 a. m. and 8 p. m. by the pastor. Subject at night, "Despondency."

CLAY-STREET METHODIST CHURCH (south), corner of Adams and Clay streets.—Preaching at 11 a. m. and 7:30 p. m., and Wednesday night at 7:30 p. m.

LAUREL-STREET METHODIST EPISCOPAL CHURCH, corner Laurel and Albemarle streets, Rev. C. C. Wortenbaker, pastor.—Preaching at 11 a. m. and 7:45 p. m. by the pastor. Preaching Wednesday night at 7:15 p. m. Prayer and class meeting Friday night at 7:45 p. m. All welcome.

WASHINGTON-STREET METHODIST CHURCH (corner west Cary and Washington streets), Rev. R. H. Bennett, pastor.—Bishop Alpheus W. Wilson, D. D., of Baltimore, will preach at this church to-morrow at 11 a. m. and 4 p. m., and dedication exercises will follow the afternoon sermon. All welcome. Seats free.

TRINITY LUTHERAN CHURCH, corner Twenty-ninth and T streets, George E. Sibley, pastor.—Preaching Sunday at 11 a.m. and 8 p.m. Sunday school at 9:15 a.m.

THIRD CHRISTIAN CHURCH, corner of Twenty-sixth and Marshall streets.—Services at 11 a. m. and 7:30 p. m. by Rev. E. A. Cole, the pastor.

SEVENTH-STREET CHRISTIAN CHURCH.—Services at 11 a. m. and 8 p. m. conducted by the pastor, Rev. Jabez Hall. Sunday-school at 9:30 a. m.

MARSHALL-STREET CHRISTIAN CHURCH (between Graham and Hancock, L. A. Cutler, pastor.—Services at 11 a. m. and 8 p. m. by the pastor. Seats free. Cordial invitation to all.

FIRST ENGLISH LUTHERAN CHURCH, Seventh street near Grace. Rev. J. S. Moser, pastor. Preaching at 11 a. m. and 7:30 p. m. by the pastor. Sunday school at 9:30 a. m. Everyone welcome.

UNION-STATION CHURCH, corner Twenty-fourth and N. streets—Preaching at 11 a. m. and 8 p. m. by the pastor Rev. James C. Martin.

RESERVOIR MISSION, Rev. C. C. Dorsey, pastor. Worship at 11 a. m. Sunday-school at 9:30 a. m. Prayer meeting Tuesdays at 8:15 p. m.

BEECHEN-BROOK, Rev. L. C. Dorsey, pastor. Worship at 8:15 p. m. Sunday-school at 9:30 a. m. Prayer meeting Thursdays at 8:15 p. m. All are welcome.

FRIENDS.—Meeting for divine worship every Sabbath morning at 11 o'clock. Seats are free at d all are welcome. Meeting-house, Clay street, above First. Services also at 11 o'clock on Wednesday morning.

SALVATION ARMY HALL, corner Seventh and Main streets.—Service at 2:30 p. m. in the open air; at 3 p. m., "Exposure of the Biggest Hypocrite in Richmond;" at 8 p. m., farewell of Captain and Mrs. Discoeray.

CHICHESTER'S ENGLISH PENNYROYAL PILLS RED CROSS DIAMOND BRAND. Safe and always reliable. Ladies, ask Druggist for Diamond Brand, in red, metallic boxes, sealed with blue ribbon. Take no other. All pills in pasteboard boxes, pink wrappers, are a dangerous counterfeit. Send 4c. (stamps) for particulars, testimonials and "Relief for Ladies," in letter, by return mail. Name Paper. Chichester Chem'l Co., Madison Sq., Phila., Pa.

AUCTION SALES–Future Days.

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

TRUSTEE'S AUCTION SALE OF HANDSOME BUILDING LOTS ON SOUTH SIDE OF FLOYD STREET, BETWEEN ELM AND CEDAR STREETS IN GROWING WEST-END.

By virtue of a deed of trust dated June 23d, recorded in Henrico County Court, D. B. 124, at page 321, and at the request of beneficiaries, default having been made in payment of a note secured in said deed, I will sell by public auction, on the premises,

ON TUESDAY, THE 8TH DAY OF APRIL, 1890,

at 5 o'clock P. M., that desirable lot of land on south side of Floyd street, commencing 101 feet west of Elm street, then extending west and fronting on said south side of Floyd street 180 feet, and running back 179 9-12 feet to an alley 20 feet wide.

These lots lay beautifully on a very desirable street in a fast improving neighborhood. And this sale offers a rare chance to secure handsome building lots for homes, or make a good investment.

TERMS: Cash for expenses of sale and to pay a note of $1,060, with interest from June 23d, 1889, and credit as follows: $1,120 June 23d, 1890, and $1,180 June 23d, 1891, and balance on terms announced at sale.

R. B. CHAFFIN, Trustee.

mh28-td

NOTICE OF SALE.

Default having been made in the payment of interest upon some of the bonds issued under and secured by a certain mortgage or deed of trust made the 31st day of December, 1887, between The Virginia Tidewater Coal Company, a corporation of the State of New Jersey, as party of the first part, and The Mercantile Trust Company, a corporation created and existing under the laws of the State of New York, of the second part, and such default having continued for more than a period of six months, and the trustee having elected that the entire principal sum of all the bonds outstanding and secured by said mortgage has become due and payable, and having been requested by the bondholders and owners of a majority of such bonds, so outstanding, to exercise the power of sale provided for in said mortgage,

Notice is hereby given that the said trustee will on the

17TH DAY OF MARCH, 1890,

at 12 o'clock, noon, at the courthouse, in the city of Richmond in the State of Virginia, sell and dispose of all and singular, the property, equipments, franchises and appurtenances conveyed or intended so to be by said mortgage or deed of trust, at public auction, which said sale shall be made to the highest bidder thereat.

The terms of such sale will be announced at the making thereof.

The property to be sold is in the said mortgage or deed of trust described as follows:

"All the right, title and interest of the party of the first part in and to all the lands, premises, buildings and property of said party of the first part, either real, personal or mixed, and all of its estate, right, title and interest and equity of redemption therein that is to say, all of the lands hereunto described, and all of the mines and mineral rights, furnaces, shafts, houses, buildings, sheds, fences and erections now made and constructed or yet to be constructed on the lands hereafter described, and of the personal property, equipments, plant, machinery, fixtures, tools, implements and appurtenances now owned by the said party of the first part or hereafter purchased or acquired and used upon said lands by said party of the first part and all the now or hereafter chartered rights and franchises of said company and also the lands and premises described as follows:

All of that two tracts or parcels of land situated or lying in the county of Chesterfield, State of Virginia, bounded and described as follows:

First: The first tract or parcel of land consisting of six hundred and eight and three-quarters (608¾) acres, bounded on the south by the lands of Joel and Samuel Taylor, on the west by the lands of the Gilam and Cobbs estate, on the north by the lands of the Midlothian and Burrows property and Stone Hinge, and on the east by the lands belonging to the estate of James H. McTyre, being the same land conveyed to Walter Hamilton by C. C. McRae and Benjamin H. Nash, special commissioners, by deed recorded in Chesterfield county, State of Virginia, clerk's office May 29th, 1886.

Second: That second tract or parcel of land containing two hundred (200) acres, more or less, bounded by the estate of Burrows, (acquired by the said Burrows from the Midlothian Mining Company) and by the land above described as the first of said two tracts or parcels, being the same land whereof one Samuel Cobbs died seized prior to the year 1826 known as "Reserved" or "Cobbs" and subsequently conveyed to Walter Hamilton by C. C. McRae and William I. Clopton, special commissioners, by deed recorded in Chesterfield county, State of Virginia, county clerk's office, July 12th, 1886.

Said two tracts or parcels of land were conveyed by Walter Hamilton and Amy H. Hamilton to the Virginia Tidewater Coal Company by deed bearing date the 16th day of August 1886, and filed and recorded in Chesterfield county, State of Virginia, clerk's office, in D. B. 72, page 481, on August 21st, 1886, together with all the mineral rights and appurtenances belonging to said lands, to which recorded deed the company refers more fully, together with all, and singular, the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and the reversion or reversions, remainder and remainders thereof.

And also all the estate, right, title, interest, property, possession, claim and demand whatsoever as well in law as in equity of said party of the first part of, in and to the same and every part and parcel thereof, with the appurtenances."

Dated January 15th, 1890.

THE MERCANTILE TRUST COMPANY, Trustee.

The above sale is hereby postponed to MARCH 31, 1890, at the same place and hour.

THE MERCANTILE TRUST COMPANY, Trustee.

Dated March 15th, 1890.

ja20-to&sa-bis&sund31

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.

Sixty-foot lots on fifty-foot avenues. Queen Ann 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.

mn4-17

FOR RENT.

FOR RENT—PRICE REDUCED TO $500—The HANDSOME NEW DWELLINGS ON HARRISON STREET, near Park avenue, containing about 12 rooms, with all modern improvements. These houses are desirable in every respect and in order to secure good tenants at once, we have reduced the rents to a very low figure. Call at once.

R. B. CHAFFIN & CO.

mh27-2t

FOR RENT—THE VALENTINE HOUSE, located on Broad, Ninth and Capitol streets, overlooking the Capitol Square. Best boarding-house in the city.

GEORGE E. CRAWFORD, 1005 Bank street.

mh13-1m

ELIXIR BABEK.

Preventive against Miasmatic Diseases. A safe and positive cure for MALARIA, FEVER and AGUE in all its forms. Contains no quinine or arsenic. Absolutely vegetable compound. For sale at druggists. Fifty cents a bottle. Trade supplied by PURCELL, LADD & Co., BODEKER BROS. o20-3m

FITS STOPPED FREE. Marvelous success. Insane Persons Restored. Dr. KLINE'S GREAT NERVE RESTORER for all BRAIN & NERVE DISEASES. Only sure cure for Nerve Affections, Fits, Epilepsy, etc. INFALLIBLE if taken as directed. No Fits after first day's use. Treatise and $2 trial bottle free to Fit patients, they paying express charges on box when received. Send names, P. O. and express address of afflicted to Dr. KLINE, 931 Arch St., Philadelphia, Pa. See Druggists. BEWARE OF IMITATING FRAUDS.

ORDER YOUR MEALS FROM J. R. HUDSON, Through 'Phone 837

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 $20,000 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. R. 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 962 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, 1888, 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 $3,669.75, 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, $3,349.13, to be paid on the 31st of December, 1890, $3,563.13 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 the 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. DOSWELL, 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 5:15 A. M.; No. 51 at 3:45 P. M., No. 55 at 1:40 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, $4.80; New York, $7.30.

STEAMERS LEAVE BALTIMORE 5 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. 54. (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.

9:10 A. M. Daily, via Petersburg. Richmond and Norfolk through express. Arrives Norfolk 12:25 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, via 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, via Petersburg. Arrives at Petersburg 4:20 P. M., daily; leaves Petersburg at 4:55 P. M., daily, arriving at Norfolk 7 P. M.

11:30 P. M. Daily, via Petersburg, arriving at Petersburg at 11:25 A. M., connecting with Train No. 4, leaving Petersburg at 12:40 A. M. for Farmville, Lynchburg and all points South and West.

11:50 A. M. Daily, via 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 Office, Roanoke, Va.

STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPANY.

FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY and FRIDAY at 5 P. M. Manifest close one-half 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)	10 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 9:10 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 19-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 afternoon; 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. GREAT 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 5:00 P. M. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 5:30 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.; Newberne, 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, Bothwell, Milford, Fredericksburg, Brooke, and Widewater. Sleeper Washington and New York.

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

8:30 p. m. leaves Byrd-street station daily.

7:13 p. m. leaves Byrd-street station daily; stops only at Bothwell, 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, Bothwell, 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, Bothwell, 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 7:13 p. m. Mondays, Wednesdays and Fridays, and leaves Byrd-street station at 8:50 a. m. 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 4:45 p. m.

6:04 p. m. leaves Elba; arrives at Ashland 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 16th, 1890, at 2:00 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond	Arrive Petersburg	
23—	*9:10 A M	10:00 A M	Through Train
25—	*9:40 A M	10:18 A M	Norfolk Special
27—	*2:58 P M	3:35 P M	Fast Mail
29—	*3:45 P M	4:25 P M	Norfolk train
35—	*5:25 P M	6:12 P M	Accommodation
15—	*5:24 P M	6:15 P M	Through Train
37—	*11:50 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—	*11:30 A M	12:15 P M	Accommodation
28—	*4:40 P M	5:14 P M	N & W Connection
78—	*5:17 P M	6:05 P M	Through Train
66—	*6:12 P M	6:50 P M	Through Train
38—	*6:25 P M	7:00 P M	Norfolk Special

*Daily.

STOPPING PLACES.

Nos. 14, 15, 27, 35, 36, 38, 78 and 66 make no stops. Nos. 23 and 78 stop on signal at Manchester, Drewry's Bluff, Centralia, and Chester. Nos. 32, 34, 35, 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, via Jacksonville. On trains Nos. 14 and 27 sleeping-cars between Washington and Charleston, and Boston and Jacksonville. On train No. 27 sleeping cars between Washington and St. Augustine (via Jacksonville). On trains Nos. 15, 66 and 78 sleeping-cars between New York and Jacksonville. 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 only, leaves Richmond, south bound, at 7:20 p. m. on Mondays, Wednesdays and Fridays, and leaves Petersburg, North bound, at 8 a. m. on 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	12:25 P. M.
Richmond	*3:45 P. M.	Norfolk	7:00 P. M.
Norfolk	*8:10 A. M.	Rich'd	12:15 P. M.
Norfolk	*4:20 P. M.	Rich'd	7:00 P. M.

The trains leaving Richmond at 9:10 A. M. and Norfolk at 4:20 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. 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 5:14 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and southwest points.

B. 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 MAR. 14, 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 Old Point.

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

10:45 P. M. The F. F. V. Limited, daily. Pullman sleeping car Old Point to Hinton, vestibuled train, with dining car and Pullmans, Charlottesville to Cincinnati and Pullman to Louisville.

ARRIVE AT RICHMOND.

8:10 A. M. and 3:00 P. M. daily from Cincinnati.

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

10:55 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 6:10 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.

C. W. SMITH, General Superintendent.

H. W. FULLER, General Passenger Agent.

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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.

9:00 A. M.	9:45 A. M.	10:00 A. M.	10:45 A. M.
2:30 P. M.	3:15 P. M.	5:00 P. M.	5:45 P. M.

Round trip to Seven Pines, 25 cents.

ja26-ly

INSURANCE.

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, E. B. ADDISON, CAPT. GEO. W. ALLEN, THOS. POTTS, DR. FRANCIS T. WILLIS, WM. 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 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. 433 EAST BROAD STREET. (Entrance on Fifth street) IRVIN B. SMITH, D. D. S., Assistant.