PAPPENHEIM'S BRIDE.

The American Girl Finds Herself a Sort of Countess that Doesn't Count.

High society in all the capitals of Germany is greatly interested in the recent decision of Prince Luitpold, Regent of Bavaria, that the American wife of Count Maximilian von Pappenheim cannot be received as the wife of the head of the family at the Bavarian Court. This practically defines two matters: First, that the members of the Pappenheim family are still regarded by the sovereigns of Europe as of royal rank, and as such eligible for marrying into royal families; second, that Miss Wheeler can only rank as far as the precedence, of course, is concerned, as the morganatic wife of her husband, Count Maximilian.

This, of course, is a terrible blow to the needy scions of mediatized princely families anxious to regulate their badly tarnished coronets at the expense of American fathers or mothers-in-law. Once, they argue, the American girl discovers that the title she marries only exists as far as she is concerned among her servants and retainers, she will fail to see where the bait comes in which has tempted her to part with her millions of dowry. A coronet is not worth a quarter dollar unless it is received as a coronet among other coronets, and that is exactly what the trouble is in the Pappenheim-Wheeler alliance. Miss Wheeler's money is readily taken to pay off the debts on the estate of the Pappenheim family, but because Count Maximilian has married "a plebeian American," he is forced to step down from his position as head of the family and retire into the obscurity of forfeited rank.

To understand entirely the position of the Pappenheim family one must become a little bit of a student of history. In brief, at the beginning of the present century that great stretch of European territory now known as the German empire was divided and subdivided into two or three score of sovereign States, kingdoms, grand dukedoms, dukedoms, and principalities. Among the minor sovereignties ranked a territory owned by the Counts von Pappenheim, who were to all intents and purposes as independent in their sovereign rights as the ruler of Monaco, or, to take a larger instance, Servia is at the present day. The allies of 1815, after having humbled the pride of the First Napoleon and restored the Bourbons to the throne of France, resettled Germany. In other words, the King of Prussia absorbed so many principalities, and the Kings of Wurtemberg and Bavaria absorbed others. The Pappenheim principality fell to the King of Bavaria, but in order to save their family pride the Pappenheims were made hereditary persons in every sense of the word to the sovereigns of Bavaria and "eben geboren," legally born with each and every sovereign prince of Germany—that, of course, meant equal in marriage.

Since that time, as the Almanac de Gotha will show, Counts of Pappenheim and counts of several other little territories which once claimed sovereign rights, have been marrying in the ordinary every-day ranks of humanity, and probably no particular comment would have been made of Count Maximilian's marriage but for the furore of jubilation with which it was greeted by the American newspapers, particularly those of Philadelphia. Copies of New York, Philadelphia, Baltimore, and Boston papers were sent broadcast to all the American Legations in Europe, and by degrees brought to the particular notice of high personages, and it is said that the announcements concerning the marriage was one of the reasons which induced Kaiser William to issue his stringent mandate regarding the admission of certain ladies at court whose purses, and not their pedigree, had induced their husbands to marry them.

Again, the endeavors made by certain relations of the bride and also, it is stated, by Count the bridegroom's younger brother, to purchase a patent of nobility for Miss Wheeler from the King of Wurtemberg, so that she could be properly received at the court of Munich, gave great offense to the Bavarian peers.

They argued that they might perhaps be able to winke at the admission of an American commoner, but they were not going to recognize a patent of nobility that could be secured by such an entirely unaristocratic process as the outlay of cold cash, nor was it likely that they could receive titles of the kingdom of Wurtemberg on equal terms with the ancient dignities of Bavaria. Finally, the Regent of Bavaria took special counsel on the matter, not only with the local nobles and mediatized princes of his own kingdom, but consulted the Emperor, the Grand Duke of Saxe-Coburg-Gotha, and the King of Saxony on the subject, and all three potentates agreed that the sale and barter of coronets must in some degree be checked, otherwise the very foundations of noble and princely rank would gradually be scattered.

Accordingly, Count Maximilian was informed that his wife could not be accorded the precedence of a German princess at any court in the empire, and that his wisest course would be to abdicate his rights as head of his house to his younger brother. It is presumed that Count Maximilian has agreed to this.

To show how great a storm this marriage has raised in exalted circles it may be added that Count Louis, who now succeeds as head of his family, is in temporary disgrace for the part he took in endeavoring to obtain a title for his sister-in-law from the King of Wurtemberg, and he has been asked to retire for a little while to his estates. On the other hand, much sympathy is expressed for the American bride, who, in the eyes of Berlin and Munich society, has earned a large portion of her fortune to pay the debts incurred by her husband during the sowing of his bachelor wild oats in exchange for a name which will bring her neither rank precedence, or, in fact, any further recognition than is accorded to the wife of an ordinary professional man. True, she is Countess in name, but she is no more Countess of Pappenheim de facto than the late morganatic wife of the English Commander-in-Chief was Duchess of Cambridge. For once American ambition has overjumped its mark.—Philadelphia Times.

Vice-President Webb.

Vice-President H. Wallis Webb, who has had charge of the New York Central railroad during the strike, has been a New Yorker all his life. He was born at Tarrytown thirty-nine years ago, and was graduated from Columbia College in 1873. On leaving college he went on an exploring expedition into the heart of South America, where he made some interesting discoveries. When he returned he studied law in the Columbia Law school, and in 1878 he went into partnership with Henry L. Sprague, one of his college classmates. He practised law for seven years, and then became a partner in a Wall street banking house, where he remained for four years. His connection with railroads began in 1886, when he became a member of the management and reorganization of the Wagner Car Company. He was elected vice-president, but was in fact the executive officer of the company. The affairs of the company had seriously run down when he came into the management and the task of reorganization was a great one. He put new life into the whole business, and made it prosperous and progressive. The Vanderbilts soon recognized his ability, and about eighteen months ago he was called into the executive offices of the New Central Company. For a year he acted as vice-president's assistant. In March last he was appointed to his present place as third vice-president, in charge of the operating department of the road.

Too Sad to do Business.

The abrupt manner in which Vice-President Webb treated a representative of the Knights of Labor who called as mediator between the company and the men, has recalled the fact that all the Webb boys are supposed to be peremptory in business dealings even with older and stronger men than themselves.

In the early days of Dr. Seward Webb as a railroad man, he attempted a little show of authority with Mr. Jay Gould, which the gentleman treated in his dry, sarcastic way. It seems that W. H. Vanderbilt was pained when his son-in-law, Dr. Webb, in a business letter, called Mr. Gould to order peremptorily to account, and presented his ultimatum in a matter concerning some exchange of business between the Vanderbilt and Gould roads. Dr. Webb's idea was to hurry Mr. Gould to a settlement. But Mr. Gould was not to be hurried or even brought to a consideration of the case, and he wrote a short note to Mr. Webb in which he simply said that his sorrow over the death of Mr. Vanderbilt three or four days before had been so poignant that he was unable to consider any business with his son-in-law at present. It is probable that Mr. Gould has not heard from Dr. Seward Webb since.—Philadelphia Press.

"How to Cure All Skin Diseases."

Simply apply "Swayne's Ointment." No internal medicine required. Cures tetter, eczema, itch, all eruptions on the face, hands, nose, &c., leaving the skin clear, white and healthy. Its great healing and curative powers are possessed by no other remedy. Ask your druggist for Swayne's ointment.

Piles! Piles! Itching Piles!

SYMPTOMS: Moisture; intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. Swayne's ointment stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists, or by mail, for 50 cents. Dr. Swayne & Son, Philadelphia.

TOBACCO DEPARTMENT.

RICHMOND, VA., Aug. 19.—Offerings of tobaccos at auction on 'Change Tuesday, August 19, 1890. Total offerings, 30 packages of sun-cured tobaccos. One package sold at $20.50, one at $19.50, one at $19, one at $14, one at $13, one taken in at $12.50, one sold at $12, two at $11.25, one at $10.50, one at $10.25, three at $10, one taken in at $9.75, one at $9.50, two sold at $9.25, one at $8.62½, one at $8, one taken in at $7, one sold at $5.50, one at $5.10, one taken in at $5, one sold at $3.40, one at $3.30, one at $3.10, one at $2.50, one at $2, one at 90 cents.

Private sales reported to the secretary to-day: Wrappers, 10 hogsheads; fillers, 11 hogsheads; cutters, 1 hogshead; smokers, 45 hogsheads; cutters, 1 hogshead; smokers, 45 hogsheads; burleys, 2 hogsheads; dark tobaccos, 6 hogsheads. Total, 75 hogsheads.

Office of the tobacco inspector reports to-day: Inspections—Bright, 61 hogsheads; dark, 40 hogsheads; Western, 8 hogsheads. Reinspections—Bright, 31 hogsheads; dark, 19 hogsheads.

Farmers', Wilson's, Virginia, Alleghany, Crenshaw's, Davenport's, Shelburne's, Seabrook's and Shockoe warehouses report to-day: Receipts, 75 hogsheads, 1 tierce and box. Deliveries, 38 hogsheads, 4 tierces and boxes.

Office of the collector of the United States internal revenue reports collections for the city of Richmond for to-day as follows: Tax paid cigars and cigarettes, $1,417.05; do. tobaccos, $3,402.84. Total, $4,819.69.

Registered at the Tobacco Exchange Tuesday, August 19, 1890: Fred. Schwenck, Petersburg, Va.; A. M. Riddle, Sebree, Ky.; E. T. Duke, North Carolina; G. H. Kent, Fluvanna.

United States War Department weather map, dated Tuesday, August 19, 1890, shows .70 inches rainfall at Louisville, Ky.; .06 inches at Cincinnati, Ohio, and .02 inches at Cairo, Illinois (Paducah district), for the past twenty-four hours.

Our Mr. William Henry Jones arrived in Richmond yesterday and was on 'Change to-day. He is looking well, and seems to have been entirely restored to health by his sojourn in the mountains of Western North Carolina.

The Richmond tobacco market was strong to-day, with fairly good sales. Inspections were moderate. Reinspections light throughout the entire list. Receipts moderately large, with light deliveries, to-day. Internal revenue collections on plug tobaccos were large to-day. C. McL.

FINANCE AND COMMERCE

New York Stock Market.

Harriot & Groesbeck telegraph to C. W. Branch & Co., bankers and brokers, No. 1111 Main street, as follows:

NEW YORK, Aug. 19.—The sensitiveness of the money market increases every day. The fact is, money has come to be money. It is no longer a matter of manipulation, pure and simple, but there is a genuine scarcity of funds when several of the rich and reputable houses on the street are known to be bidders at various banks of 15 per cent. for call money. This was the case yesterday and to-day. The demand amounts to more than the sharp practice of the professional. Bears are working for lower prices in the stock market. It is real inadequacy of supply. There is no remedy for this condition of affairs except that which comes alone from the Treasury department of the government. It is generally believed in Wall street that when Secretary Windom becomes thoroughly persuaded that the needs of the country at large demand some liberal action on his part, that he will promptly prove himself alive to the situation and equal to the emergency. This thought, which is followed by an anxious wish, is all that has held the stock market comparatively steady for the last week. Those who are carrying big lines of stocks have continued from day to day to pay even fancy rates for money rather than dump their holdings and take losses, believing that Mr. Windom must soon be convinced of the propriety and wisdom of doing something to relieve the financial stringency. If the Secretary persists in doing nothing, until all hope on him is abandoned, there will undoubtedly be a selling stampede, which will naturally result in a serious shrinkage of values. If, on the other hand, the administration comes to the rescue and announces a policy sufficiently liberal to guarantee easy money, stocks will go kiting, for the majority of the list are certainly cheap at present prices. To-day the market has been feverish and unsettled, with a general downward tendency. Money loaned during the forenoon as high as 20 per cent., and closed at 30 per cent. bid. This, together with the revival and more serious aspects of the New York Central strike, made bulls scarce and recruited the ranks of the bears. Closing quotations were a little above the lowest of the day, but the rally was not sufficient to dissipate the general feeling of uneasiness and discouragement. In fact, the very last prices were not as high as those that ruled a half hour before the close.

New York Financial Market.

[By Telegraph.]

NEW YORK, Aug. 19.—Money closed at 30; highest, 30; lowest, 10. Exchange closed quiet; posted rates, 484@488; actual rates, 485@485¾ for sixty days, and 487@487¼ for demand. Governments closed steady; currency 6's, 112½; 4's coupons, 123¾ bid; 4½'s do., 105½.

The stock market opened this morning ¼ to 1¼ per cent. lower than last night's closing figures. There was a recovery of ¼ to ¾ per cent. before 11 o'clock, but at noon the market was quiet and barely steady at close. The lowest prices were reached in the forenoon. Silver At from 12 o'clock to 2:30 the market was firmer, owing partly because the railroad strikes did come. At 12 o'clock to-day, as predicted, the recovery was from ¼ to ¾. Just at the close some belated borrowers paid 25 per cent. for money. The market closed dull. Sales, 160,070 shares.

RAILROAD STOCKS.	Bid.	Asked.
St. Paul	70¾	70½
Missouri Pacific	70¼	70¾
N Pacific, preferred	81¼	81¾
Reading	42¼	42½
Wisconsin Central	25¼	25¾
Delaware and Hudson	160	165
Delaware L. and Western	143¾	143¾
Manhattan	106½	107
Mexican Central	26¾	26¾
N Y and N E	47½	48
R Terminal	20½	20¾
C. C. C. and St. Louis	69¼	69½
W U Telegraph	82½	82¾
New York Central	105¾	106¼
Canada Southern	53¼	53½
E Tennessee common		9½
E Tennessee, 2d preferred	22¾	22¾
E Tennessee, 1st preferred	74	
Pacific Mail	43½	44
Rock Island	86½	87
Lake Shore	105½	106
Tennessee Coal and Iron	44	46
Wabash preferred	25½	26½
Chicago Gas Trusts	53½	54
Kan., Tex. A Pacific	19¼	20
Texas Pacific	20	20¼
Louisville and Nashville	87	87¼
L., E. & W., preferred	62¼	62¾
Atchison	41¾	41¾
Erie	25½	26
Union Pacific	90¼	90½
Silver Certificates	119¼	119¾
Va. Midland	53½	
Ches. and Ohio, common	23	23½
Ches. and Ohio, 1st preferred	59½	62
Ches. and Ohio, 2d preferred	40	41½
Petroleum Co.	23	25½
R. T.	28¾	28¾
R. T., preferred	64	
Sugar Trusts	81¾	81½
Lead Trust	21¾	21½

Richmond Stock Market.

Reported by John L. Williams & Son, bankers and brokers, No 1111 Main street.

RICHMOND, VA., Aug. 19, 1890.

FIRST BOARD.

1,500 Richmond City 4's at 100.

CORRECTION.

The sale of Virginia Ten-Forties quoted yesterday should have read, "Ex. July, 1890, coupons."

GOVERNMENT SECURITIES.	Bid.	Asked.
U. S. 4½'s, R. & C., 1891	103¼	....
U. S. 4's, R. & C., 1907	124	....
STATE SECURITIES.		
North Carolina 4's C, 1910	99½	....
North Carolina 6's C, 1919	127½	....
Virginia 6's, Consols, 1905	50	51¾
Virginia 3-4-5 Ten-Forties, 1919	39	
Virginia 3's New, 1932	70½	70¾
Virginia consol coupons, fundable	35	....
Virginia consol coupons, non-fundable	25	30
Virginia consol ten-forties, non-fundable	24	....
CITY SECURITIES.		
Richmond 8's, 1904-1910		138
Richmond 6's, 1904-1910		118
Richmond 5's, 1890-1896	100	103
Richmond 5's, 1921	110	112
Richmond 4's, 1921	99	102
RAILROAD BONDS.		
A. & C. 1st 7's R., 1907	121	122
A. & C. guar. income 6's 1900	105½	107
Cape Fear & Yadkin V., C	104	....
C C & A. 1st. 7's, C., 1895	107	....
C., C. & Aug. 2d 7's C, 1910	119	....
C., C. & Aug 6's, C.	100	....
C. & G. 1st 6's, C., 1916	106	....
C. & G. 2d 6's, C., 1926	84	86
Georgia Pacific 1st 6's, R. C.	111¼	113
Georgia Pacific con. 5's, 1923	78	79
Georgia Pacific inc	....	30
N. & W. gen'l mort. 6's, 1931	118	....
Petersburg Class A. 5's, R. C.	104	....
Petersburg Class B. 6's, R. C.	109	....
C. and O., R. and A. div., 1st	70	72
Rich. & Dan. gold 6's, C 1915	115½	....
Rich. & Dan. debt 6's, 1927	102	....
Rich. & Dan. gen. mort. 5's	90	....
Rich. & Dan. Equip. 5's	....	90
R., Y. R. & C. 1st 8's, 1894	107½	....
Rich. & Mecklenburg 1st 6's	105½	
Western N. C. 1st 6's, guar. C.	....	101
Western N. C. 1st 6's, 1914 C.	....	98
RAILROAD STOCKS.		
Atlanta & Charlotte	100	102
C., C. & Aug.	....	35
Petersburg	76	76¼
R., F. & P. div. obligation	113	....
R., F. & P. 7's	107	....
BANK STOCKS.		
City	29½	....
Merchants National Bank	....	142
Mer. & Planters Sav	21¼	25
INSURANCE COMPANIES.		
Virginia Fire and Marine	36½	....
Virginia State	23	24
MISCELLANEOUS.		
American Tobacco Co	99¼	101

Grain and Cotton Exchange.

RICHMOND, VA., Aug. 19, 1890.

OFFERINGS.

Wheat—704 bushels.
Corn—2,339 bushels.
Oats—922 bushels.
Rye—16 bushels.
Mill offal, 8 tons.

SALES REPORTED TO SECRETARY.

Wheat—Longberry, 100 bushels for seed on private terms; 40 bushels for seed at $1.08; 46 bushels prime at $1.06; 42 bushels good at $1.05; mixed, 10 bushels for seed at $1.07; 186 bushels very good on private terms; 24 bushels good at $1.05; shortberry, 36 bushels for seed at $1.09; 30 bushels for seed at $1.07; 50 bushels very good at $1.05; 18 bushels good at $1.04; 30 bushels good at $1.03; 20 bushels fair at $1.02. Total sales of wheat, 632 bushels.

Corn—White, 600 bushels very good on private terms.

Rye—16 bushels very good on private terms.

COTTON REPORT.

Market firm.

Quotations.—Middling, 11¼c.; low middling, 10¾c.; good ordinary, 10c.

Chicago Market.

CHICAGO, Aug. 19.—Messrs. S. V. White telegraph to C. W. Branch & Co. as follows: Wheat closes 109¼ after an active and exciting day. Foreign advices were not so favorable to holders, but the shorts were so frightened by the colder weather that they easily prevented market from reacting. In the last few minutes a rapid advance from 108½ to 109¾ was brought about, and the closing 109½ and strong. The situation of the wheat market is unchanged, and prices will seek a still higher level. In the mean time I should not be surprised if we got some reaction.

MARKETS BY TELEGRAPH.

Baltimore Market.

[By Telegraph.]

BALTIMORE, MD., Aug. 19.—Cotton steady, middling, 12c. Flour steady to firm. Wheat—Southern, firm; graded, shade easier; Fultz, 98c.@$1.03; longberry, 98c.@$1.01; steamer No. 2 red, 98@99½c.; Western strong; No. 2 winter red, spot and August, $1.02½. Corn—Southern, scarce and strong; white, 58@60c.; yellow, 58@60c.; Western quiet; mixed, spot, and August, 56c. Oats weak; ungraded, Southern, and Pennsylvania, 42@45c.; do. Western white, 42@45c.; do. mixed, 40@42c.; graded No. 2 white, 44c. Rye stiff; prime to choice, 66@70c. Provisions firm; mess pork, new, $13.00; old, $12.29; bulk meats, loose shoulders, 6½c; long, clear, 6¼c.; clear rib sides, 6¼c.; sugar pickled shoulders, 8c.; hams—small, $11.13; large, $12.00. Lard—refined, 7½c. Sugar strong; granulated, 6¼c. Coffee strong and advancing; Rio cargoes fair, 20½c.

Baltimore Stock Market.

BALTIMORE, MD., Aug. 19.—Virginia consols, 52.

New York Cotton Market.

[By Telegraph.]

NEW YORK, Aug. 19.—Messrs. Hubbard, Price & Co., in their cotton circular tonight, say: "The Liverpool market this morning opened irregular on September and the positions this side of it and declined under what was apparently great pressure some five points on this crop. The crop positions were steady at unchanged prices. The weakness abroad led to a decline here, August selling at 11.55 on the opening. From this was a reaction which became accelerated during the last hour, the market jumping from 11.40 to 11.66 without a sale."

Sales of futures, 57,600 bales. Futures closed steady.

In Liverpool cotton was 1-16d. lower; middling uplands, 9-16d. Sales, 4,000 bales.

New York Produce Market.

[By Telegraph.]

NEW YORK Aug. 19.—Flour closed strong; fine grade spring, $2.25@$2.75; trade and family extras $4.00@$5.50. Wheat higher; No. 2 red, cash, $1.11¼@$1.12. Corn strong; No. 2 mixed, cash, 58¾@59c; do. September, 55⅞c. Oats quiet; No. 1 white, 47c.; No. 2 mixed, September, 42½c. Pork steady; mess $12.50@$13.25. Lard steady; September, $6.50. Sugar—Refined firm; cut loaf and crushed, 6¼c.; powdered 6.56c. Coffee firm; fair cargoes, 20¼c.

Cincinnati Market.

CINCINNATI, Aug. 19.—Pork—Regular, $12.00@$12.12½; family, $12.00@$12.25. Lard—Kettle-dried, 6½@6⅝c. Bacon—Short clear sides, 6.37½@6.40. Whisky—Sales, 1,278 barrels finished goods on the basis of $1.13 per gallon for high wines.

Wonderful Escape of a Swiss Guide.

The following account of the escape of Christian Linda, a Lauterbrunnen guide, is sent to the Times by a correspondent at Murren:

"Linda, having accompanied a gentleman as second guide over the Tschingel glacier, was dismissed at the village of Reid, his services being no longer required. He left Reid on Sunday, the 27th instant, at daybreak alone, with the object of returning to Lauterbrunnen. He crossed the Petersgrat, and instead of taking the route of the Tschingel Pass, he chose the shorter one across the glacier, between the Mutthorn and the Tschingelhorn, where he fell into a crevasse about 7 or 8 A. M. on Sunday. On Wednesday morning—that is, seventy-two hours later—a gentleman spending the summer here, in ascending the Tschingelhorn with Fritz Graf, of Lauterbrunnen, as guide, passed the spot where Linda was engulfed, and noticing an ice axe on the edge of the crevasse, peered down, and saw Linda at the bottom. A rope was let down, which Linda was fortunately able to secure round his waist. With difficulty he was raised to the mouth of the crevasse, but, being a very heavy man, his two rescuers were not powerful enough to bring him to the surface. It was then decided that the gentleman should remain on the glacier while Graf obtained the necessary tackle and assistance to rescue the ice-entombed man. These were obtained at the Steinberg hut, or chalet, and when Linda was hauled up he was found to be nearly dead. He was carried to the Steinberg hut, and was removed to the hospital at Interlaken, his recovery being doubtful.

"During the seventy-two hours Linda was in the crevasse he had no food, for he was so tightly jammed between the walls of ice he could not get at the provisions he carried in a bag on his back. He was, however, able to lick the ice with his tongue. It is estimated that he was found at a depth of fifty feet. No one will be surprised to hear that his hands and feet are terribly frostbitten. The marvel is that, situated as he was for so many hours without food to sustain animal heat, he was not frozen to death. Again, it is remarkable that the rescuers should have passed over, not only the exact spot where Linda fell in, but just in time to save him. Linda is 53 years of age."—The London Times.

Sleeping-Cars in Asia.

The International Sleeping-Car Company (writes a correspondent) is arranging for an excursion to the principal towns in Central Asia situated on the Transcaspian railway, the start from Paris being fixed to take place on Sunday, the 24th of August. Travelers will leave by the Orient express that evening for Constantinople, where they will arrive on Wednesday, the 27th, and spend a week. Batoum will be reached on the 7th of September, and after spending a few hours at Tiflis and Baku, they will arrive at Ouzoun-Ada on the 16th, the next three weeks being spent in visiting Merv, Bokhara, Samarcand, Tashkend, and other places in the region traversed by General Annenkoff's new railway. The return journey will be made by way of the Vladi-Caucasus, Moscow, where the travelers are due to arrive on October 15th, and Warsaw, getting back to Paris on the 28th. The price for the whole excursion, including all excursions by carriage or steamer, food, and the train, but not wine, is £220, and those who are anxious to make the excursion must, when applying for tickets, send particulars as to their identity, as special permission has to be obtained from the Russian Government for the Transcaspian.

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT JULY 27, 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 ACCOMODATION, 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, 4:55 A. M.; No. 51, 8:15 P. M.; No. 55, 4:30 P. M., and No. 41, 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, 3:10 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, 4:38 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 9:15 A. M. and 10:40 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-third street station for West Point and intermediate points.

Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M., and from 9:00 P. M. to 2:30 A. M.

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 MAY 11, 1890.

LEAVE RICHMOND: BYRD-STREET STATION.

9:40 A. M. Daily, via Petersburg. Richmond and Norfolk through express. Arrive 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.

3:35 P. M. Daily, via Petersburg. Arrives at Petersburg 4:15 P. M., daily; leaves Petersburg at 4:40 P. M., daily, arriving at Norfolk 7 P. M.

11:20 P. M. Daily, via Petersburg, arriving at Petersburg at 12:02 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, 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 Rome, 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 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, Rockets.

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, TUESDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 3:20 P. M. and by Richmond and Petersburg railroad, same days at 3:35 P. M. will make connection at NORFOLK with steamer leaving those days.

GEORGE W. ALLEN & CO., Agents, No. 1301 Main street, and Company's Wharf, Rockets.

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VIRGINIA STEAMBOAT COMPANY'S

JAMES RIVER LINE FOR THE SEASHORE, CHEAPEST AND MOST PLEASANT ROUTE TO OLD POINT, NORFOLK, PORTSMOUTH, VIRGINIA BEACH, OCEAN VIEW, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER LANDINGS.

CONNECTIONS:

At OLD POINT and NORFOLK, closely with all lines for Baltimore, Philadelphia and New York, Virginia Beach and Ocean View 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 WAI-SCENERY.
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, CAPTAIN DEYO, (carrying United States mail), leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHARF) for above-named places. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 6 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 river at LOWEST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-President, No. 1117 Main street and Rockets.
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 3 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, Rockets. W. P. CLYDE & CO.

RAILROADS.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing APRIL 20TH, 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.
11:52 a. m. leaves Byrd-street station daily, except Sunday.
6:45 p. m. leaves Byrd-street station daily. Sleeping car Richmond to New York.
8:50a. 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.
9:45 p. m. arrives at Byrd-street station daily except Sunday.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAYS.

6:43 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.
6:24 p. m. leaves Elba; arrives at Ashland at 7:03 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.
6:18 p. m. arrives at Elba; leaves Ashland at 5:30 p. m.

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

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing SUNDAY, May 11th, 1890, at 7:30 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond	Arrive Petersburg.	
41—	*8:40 A M	9:35 A M	Sunday Accom.
23—	*9:15 A M	10:00 A M	Through Train.
33—	*9:40 A M	10:18 A M	Norfolk Special
27—	*2:58 P M	*3:35 P M	Fast Mail.
39—	*3:35 P M	4:15 P M	Norfolk Train.