FINANCIAL.

The World of Business.

Wall Street Yesterday.

New York, July 10.—Though tame, so far as the volume of trading was concerned, the opening this morning showed decided strength. Sugar was a feature, advancing 1 1-2 points on reports that the Sugar company interests were confident of their position as to changes in the tariff bill while in conference. The Grangers were helped by the news of a let-up in the hot weather in the Central West, accompanied by rains. St. Paul recorded a sharp advance on covering by traders. The earnings of the first week of July exhibit an increase of $11,160. Reports of earnings of other important systems made public today announce increases. Little attention was paid to the coal miners' strike, and floor sentiment was again inclined to be bullish as to the general outlook. In the absence of quotations from London, whose market was enjoying a holiday today, our market was entirely a local one. The supply of stocks was very limited.

The weekly statement of averages of the associated banks, issued today, failed to present features of special significance.

New York Stock Market.

Corrected daily by W. B. Hibbs & Co., Bankers and Brokers. Members of the N. Y. Stock Exchange, 1427 F street.

	Op.	High.	Low.	Clos.
American Spirits	....	....	....	....
American Spirits, pfd.	28¾	28¾	28¾	28¾
Am. Sugar Refinery	128¾	129¾	128¾	129¾
American Sugar, pfd.	....	....	....	....
American Tobacco	76¾	76¾	76¼	76¾
Atchison, Top. & S. F.	12¾	12¾	12¾	12¾
Atch., Top. and S. F. pfd.	24¾	24¾	24	24
American Cotton Oil	....	....	....	....
Baltimore & Ohio	9	9	9	9
Bay State Gas	12¾	12¾	12¾	12¾
Canada Southern	50	50	50	50
Canada Pacific	....	....	....	....
Chesapeake & Ohio	....	....	....	....
C., C., C., & St. L.	....	....	....	....
Chicago, Bur. & Quincy	82¾	83	82¾	82¾
Chicago & Northw'n	117¾	117¾	117¾	117¾
Chicago Gas	94	94¾	93¾	94¾
C. M. and St. P.	83¾	84	83¾	83¾
C., R. I. and P.	74¾	74¾	74¾	75¾
Consolidated Gas	....	....	....	....
D. L., Lac. & West	....	....	....	....
Delaware & Hudson	110¾	110¾	110¾	110¾
Denv. & R. Grande, pfd.	....	....	....	....
Erie	14¾	14¾	14¾	14¾
General Electric	....	....	....	....
Illinois Central	....	....	....	....
Lake Shore	....	....	....	....
Louisville & Nashville	50¾	50¾	50¾	50¾
Met. Traction	....	....	....	....
Manhattan	90¾	90¾	89¾	90
Michigan Cen	....	....	....	....
Mo. Pacific	18¾	18¾	18¾	18¾
M., K. & T. pfd.	39¾	39¾	39¾	39¾
National Lead Co.	30¾	30¾	30¾	30¾
National Lead Co., pfd.	....	....	....	....
New Jersey Central	85	85	85	85
New York Central	101¾	102	101¾	102
Northern Pacific	....	....	....	....
Northern Pacific pfd.	40¾	40¾	40¾	40¾
Omaha	....	....	....	....
Ontario & Western	14¾	14¾	14¾	14¾
Pacific Mail	31¾	31¾	31¾	31¾
Phila. & Reading	21¾	21¾	21¾	21¾
Southern Railway, pfd.	28¾	28¾	28¾	28¾
Texas Pacific	10¾	10¾	10¾	10¾
Tenn. Coal & Iron	....	....	....	....
Union Pacific	6	6	6	6
U. S. Leather pfd.	60	60	60	60
Wabash, pfd.	....	....	....	....
Wheeling & Lake Erie	¾	¾	¾	¾
West. Union Tel. Co.	83¾	84	83¾	84

The market was intensely dull yesterday, very little business being done in anything, changes being small, and some stocks not showing at all in the sales. A great many traders are out of town, over in New York, and presumably much of the regular trade from Washington and other cities did not reach New York for the same hot weather reason. Prices held up very well, however, and even showed a slight advance. There was no particular meaning in this under the circumstances, of course.

It is believed among the brokers that a compromise sugar schedule is probable, and that the outcome will be satisfactory to the trusts. No time may yet be set for the conference to complete its work, however. Little speculative interest is taken in the question of a currency message, as any such deliverance by the Executive would almost surely be pigeonholed in the Senate.

Bell & Co. were buying St. Paul yesterday.

The New York Central gross earnings for June increased $6,335. The May gross earnings of Union Pacific increased $197,000, and the net earning increased $58,000. The earnings of St. Paul for the first week in July increased $11,000.

There is a rumor out that Louisville and Nashville may possibly pay 1 per cent dividend in January. The prospects of the road are good.

Town Topics' financial bureau is of the opinion that Western Union will go to something like 90 on the next upward movement. The Town Topics' people say that there has been good buying of Western Union by prominent life insurance companies, and that it has absorbed most of the floating stock.

The recent advances in Pacific Mail are ascribed to purchases by good buyers. The earnings have certainly warranted an advance for some time. Mr. Huntington is said to believe that Pacific Mail is going up.

Mr. Lindblom says of the Government reports:

"Invariably during the past year the Wheat market has advanced in anticipation of the Government report, but now when every one seems to know that the report is coming out and is going to be very bearish the market is declining in anticipation of it, and I look for an advance to follow the report."

There is certainly a good prospect that Sugar will go up this week. Some of the best informed among my friends are of the opinion that it will lead the market.

Dow, Jones & Co. say of the Grangers: It is claimed by influential interests that nothing but serious crop damage can keep the Granger stocks at or below the present level of prices, for if crop prospects continue as they are it means increased dividends and higher prices for entire group. Northern Pacific preferred, Great Northern and Canadian Pacific have every prospect of hauling the largest spring wheat crop on record. This crop has not been injured at all, and the weather yesterday in the Northwest was cool, precisely what was needed for the crop. Rock Island and Burlington and Quincy are assured of a good winter wheap crop, which is now moving, and even considerable damage to corn in their territory would not be a calamity, because there is so much corn already in that country. Hot winds do not always do great damage, and the weather may change at once to the benefit of all crops. Should there be serious damage there might be some reaction in Rock Island and Burlington and Quincy, but the real situation would soon assert itself.

Washington Stock Exchange.

Washington Gas, A bonds, $100 at 111; Second National Bank, 32 at 132; Washington Gas, 5 at 42 1-2; Pneumatic Gun Carriage, 100 at 42 cents, 100 at 43 cents.

GOVERNMENT BONDS.	Bid.	Ask.
U. S. 4's, R 1907 Q. J.	111¾	112
U. S. 4's, C 1907 Q. J.	112	112½
U. S. 4's, 1925	124¾	12
U. S. 5's, 1904 Q. F.	114¾	115
DISTRICT OF COLUMBIA BONDS.		
5s 1899 "20-year Funding"	111	......
6s 1902 "30-year Funding" gold	112	......
7s 1901, "Water Stock" currency	110	......
7s 1903, "Water Stock" currency	111	......
"Funding" currency 3.65's	112	......
MISCELLANEOUS BONDS.		
Met R R 5s, 1925	115	......
Met. R R Conv. 6s	113	......
Met. R R Cert. Indebtedness..A	108¾	......
Met. R R Cert. Indebtedness..B	108¾	110
Belt R R 5s, 1921	60	......
Eckington R R 6's	81	......
Columbia R R 6's 1914	116¾	......
Wash Gas Co. Ser A, 6's, 1902-'27	110	......
Wash Gas Co. Ser B, 6's, 1904-'29	111	......
U. S. Elec. Light Debenture Imp. M. & N.	100	......
Ches and Pot Tel 5's, 1896-1911	102	......
Am Sec & Tr 5's, F and A, 1905	100	......
Am Sec & Tr 5's, A and O, 1905	100	......
Wash Market Co 1st 6's, 1892-1911, $7,000 retired annually	107	......
Wash Market Co imp 6's, 1897-'27	107	......
Wash Market Co ext'n 6's, 1914-'27	107	......
Masonic Hall Association 5's, 1908	103	......
Wash Lt Inf 1st 6's, 1904	....	......
NATIONAL BANK STOCK.		
Bank of Washington	260	......
Bank of Republic	†	......
Metropolitan	275	310
Central	......	......
Farmers' and Mechanics'	170	195
Second	......	......
Citizens	128	......
Columbia	125	......
Capital	118	......
West End	104	107
Traders'	......	......
Lincoln	100	106
Ohio	......	......
SAFE DEPOSIT AND TRUST COMPANIES.		
Nat. Safe Deposit and Trust	110	114¾
Wash. Loan and Trust	119¾	121
Amer. Security and Trust	*141¾	......
Wash. Safe Deposit	54	......
RAILROAD STOCKS.		
Capital Traction Co	54	55
Metropolitan	112	......
Columbia	55	......
Belt	......	20
Eckington	......	20
Georgetown & Tennallytown	......	......
GAS AND ELECTRIC LIGHT STOCKS.		
Washington Gas	42	42¾
Georgetown Gas	42	......
U. S. Electric Light	93	......
INSURANCE STOCKS.		
Firemen's	30	40
Franklin	38	......
Metropolitan	65	80
Corcoran	56	......
Potomac	67	75
Arlington	137	......
German American	190	......
National Union	......	......
Columbia	......	......
Riggs	7¾	......
People's	5	......
Lincoln	*8¾	......
Commercial	4¾	......
TITLE INSURANCE STOCKS.		
Real Estate Title	....	108
Columbia Title	5	6
Washington Title	......	......
District	......	......
TELEPHONE STOCKS.		
Pennsylvania	39	......
Chesapeake and Potomac	64	66¾
American Graphophone	8¾	9¾
American Graphophone, pfd.	10	10¾
Pneumatic Gun Carriage	.42	.44
MISCELLANEOUS STOCKS.		
Mergenthaler Linotype (new)	120	121¾
Lanston Monotype	14¾	15
Washington Market	10	......
Great Falls Ice	115	125
Nor. and Wash. Steamboat	*	......
Lincoln Hall	......	......

*Ex div.
†Ex. div., 54 per cent.

Chicago, July 10.—Wheat continued its decline, and was influenced by lower Liverpool cables and liberal deliveries on July contracts yesterday afternoon; heavy sales of July today and some liquidation of September by longs, who feared a bearish Government crop report this afternoon. The No. 1 Northern, which comprised the bulk of yesterday's deliveries on July contract, was being sought today by shippers, who were bidding 3-4 cent per bushel over the July price for it. The buying today was scattered, but it steadily absorbed the offerings all through the decline.

There were 80,000 bushels cash wheat sold here today to millers, with negotiations for considerable more.

The weather report furnished evidence that the drought was broken in the Southwest, and this caused heavy selling by the big buyers of corn early in the week. Shorts seem over-confident.

Chicago Grain and Provision Market.

Corrected daily by W. B. Hibbs & Co., Bankers and Brokers. Members of the N. Y. Stock Exchange, 1427 F street.

	Open.	High.	Low.	Clos.
WHEAT.				
Sept.	65¾	65¾	65¾	65¾
Dec.	67¾	67¾-⅜	66¾	67¾
CORN.				
Sept.	26¾	26¾	26¾-½	26¾
Dec.	28	28	27¾	27¾
OATS.				
Sept.	18¾	18¾	18¾	18¾
Dec.	....	....	....	....
PORK.				
Sept.	7.65	7.70	7.50	7.50
Dec.	....	....	....	....
LARD.				
Sept.	4.02	4.02	3.97	3.97
Dec.	4.12	4.12	4.05	4.05
SPARE RIBS.				
Sept.	4.37	4.37	4.35	4.35
Dec.	....	....	....	....

New York Cotton Market.

	Open.	High.	Low.	Clos.
August	7.34	7.36	7.32	7.35
September	7.10	7.20	7.15	7.17
October	7.07	7.07	6.99	7.01
November	7.02	7.02	6.96	6.97

Cured of Suicide.

"I thought I was going to sell a casket to one of my neighbors a few days ago," said the undertaker. "A certain young man, who has been dissipating considerably of late, and has gotten himself into debt, became desperate, and threatened on several occasions to commit suicide if his widowed mother did not give him some of the money she had borrowed on their little home in Westport. Not long ago he went home with a desperate look on his face, and, calling his mother into the parlor, said as he pulled a revolver from his hip-pocket:

"'I will have money, or right here I will end my miserable existence.'

"'Wait! Wait!' screamed his mother as she rushed from the room. A look of satisfaction overspread the young man's face as he mumbled to himself about knowing he would get it, but he was destined to disappointment.

"In a moment his mother returned, carrying a large rug. Quietly she spread it down on the carpet, and then straightening up, said:

"'Now, George, go ahead. I was afraid you would spoil my carpet with bloodstains.'

"The boy almost sank to the floor in his astonishment and disappointment. He was sure if he made a bluff at shooting himself his mother would accede to his demands and give him the little money she was saving to buy the necessaries of life with, but on the day before she had come over to my house and told my wife about his threats. My wife put the idea into her head to bluff her son the next time he threatened to commit suicide. She was afraid to try, but summoning up all her nerve, she carried out instructions and succeeded.

"The boy hasn't said a word about dying since."—Kansas City Times.

The Other Man Didn't Survive.

The grenadiers of the famous "Old Guard" will never be forgotten in France as long as the memory of brave men shall live in the national heart. But some of them, at least, were as bright as they were brave, as the following trustworthy anecdote bears witness:

One fine morning, after peace had been concluded between France and Russia, the two Emperors, Napoleon and Alexander, were taking a short walk, arm in arm, around the palace park at Erfurt. As they approached the sentinel, who stood at the foot of the grand staircase, the man, who was a grenadier of the guard, presented arms. The Emperor of France turned, and, pointing with pride to a great scar that divided the grenadier's face, said:

"What do you think, my brother, of soldiers who can survive such wounds as that?"

"And you," answered Alexander, "what do you think of soldiers who can inflict them?"

Without stirring an inch from his position or changing the expression of his face in the least, the stern old grenadier himself replied gravely:

"The man who did it is dead."—Youths' Companion.

SAVED HER LOVER'S LIFE

Barbara Riedinger Marries Louis Rosencranse in a Hospital.

It Gave Him Courage to Undergo an Operation Which Would Otherwise Have Been Fatal.

Elizabeth, N. J., July 10.—Surely no marriage was ever performed under stranger circumstances than those surrounding the wedding of Barbara Riedinger and Louis Rosencranse, in Alexian Brothers' Hospital yesterday.

The girl was the picture of health, the man, who is but twenty one years old, was at death's door, and when he clasped the hand of his wife the happy light in his eyes gave his face an expression that seemed unearthly. The ceremony was performed half an hour before an operation upon the young man was begun by the hospital physician.

The outcome of the operation no one could foretell. It was the last ditch in the doctor's battle against death, and if that were crossed, the sufferer would never come back from the Land of Nod, into which the ether administered to make him forget the pain would send him.

Rosencranse was an employe of the Graselli Chemical Works, at Tremly Point. He became engaged to Miss Riedinger two years ago, and they were to have been married last month. His health began to give way a short time ago. The poisonous gases among which he worked gripped surely upon his lungs. He was taken to the Alexian Hospital early in June. The original trouble was checked, but in his weakened condition he could not fight against other complications, and at last the doctors said the diseased tissues must be cut away.

When the result of the consultation was carried to the sick room Rosencranse fell back upon his pillows and closed his eyes. The girl saw that without something to keep up his courage he would never survive the operation.

She called upon the Rev. Mr. Fischer, the pastor of the German Lutheran Church, where, following the old German custom, the bans for their marriage had been published. The girl said she wanted to marry her sweetheart at once.

The girl's earnestness overrode the half-hearted objections of the conservative old German churchman, and just an hour afterwards the two, accompanied by John Riedinger, young Adolph Hoeber, the brother and brother-in-law of the girl, stood at the bedside of Rosencranse.

The ceremony was short. The hospital attendants were grouped in the open doorway, the bride knelt by the side of the bed and the sick man put out his hand, which the girl clasped in both of hers.

The old clergyman read the ritualistic ceremony, and the organ in the little chapel pealed forth the Swan song, emblematic of the old German folk-lore history, and as the ring slipped over the finger of the girl the strains of Mendelssohn's wedding march filled the corridors of the hospital.

Then the bride went away, and half an hour later the bridegroom, with a brave light in his eyes and one of the red roses from his wife clasped in his hand, was carried to the operating room. In the reception room an hour afterward a doctor told the waiting girl and the clergyman that the operation had been successful.

The Rise of Pierpont Morgan.

The fact that Junius Pierpont Morgan will shortly assume the real management of the Lehigh Valley Railroad gives him control of more lines of transportation than any other man in the world. His word alone is law as involving the spending and operation of millions of capital.

He controls the New York Central and Hudson River Railroad, the West Shore Railroad, the Harlem Road, the Rome, Watertown and Ogdensburg Road, the Reading Road, the Erie Road, and now the Lehigh Valley Road, as is told below. He therefore controls all but two of the great roads that lead from New York city to the great West.

He controls a huge percentage of the commerce-carrying ferries of the metropolis, his miners delve into the black depths of the earth for coal, and it is this man who suddenly looms up as the most gigantic figure on the financial horizon. He was a power several years ago, when he negotiated the notorious bond deal, but today, controlling these great railroad corporations as he does, and even reaching out for the absolute control of the St. Lawrence River traffic from Clayton to Montreal, he stands alone and unique among the money powers of this land.

Through the firm founded many years ago by his less daring father, Junius S. Morgan, the Connecticut Yankee, who went to London and established a bank, he is more influential with moneyed Englishmen than any half dozen other Americans. It is largely through this influence that he has gained his tremendous power, for, representing, as he does, untold millions of British capital, he is the sole arbiter of its uses and disposition, for the investors trust him blindly.

He also wields a large influence in the affairs of New England, representing huge interests in the conduct of the New York New Haven, and Hartford Railroad, which in turn owns the New England road, making a network of steel which entirely covers the State of Connecticut, and provides the only communication between New York and the New England metropolis, Boston.

It is this man, then, who has reached out for the Lehigh, and who has it. In a few years he will practically control the big North River bridge. The Pennsylvania Road and the Delaware, Lackawanna & Western will then be his sole competitors.

Whether or not it is the intention of the Morgan roads to compete fiercely with the Pennsylvania can only be conjectured, but that the Lehigh Valley will shortly join the present extensive Morgan syndicate seems assured.

Recently, when the Lehigh Valley was in difficulties, Philadelphia capital, mostly, came to its aid, the large Packer estate shouldering most of the responsibility. This estate, in its turn, became involved in a way, and Mr. Morgan, representing the numerous English stockholders, obtained an option on all the Packer holdings. This has given him an absolute control of the road, and it now seems that he is about to assume its management.—New York Journal.

FOR SALE—HORSES & VEHICLES.

FOR SALE—Fine driving horse; 9 years old; sound and gentle, and phaeton, all in good condition; price, $75. Apply at stable 13th and F sts. ne. jy11-3t

FOR SALE—Horse, harness, and dayton, in fair condition, cheap for cash. Apply 138 E. Cap. st. 1t,em

WANTED—To buy a good horse and wagon on monthly payments; state price. Address C. C. C., 1207 31st st. nw. jy10-3t,em

FOR SALE—A good Dayton wagon, cheap. Apply 700 7th st., cor. G sw. jy10-3tem

FOR SALE—Cigar, tobacco and notion store; doing good, fair business; owner has other business; cannot attend both. 511 12th st. nw. jy10-3t-em

TO EXCHANGE—Heavy draft horse, 8 years old; sound; to exchange for a cow. Address Z. B., this office. jy10-3t,em

CONTRACTOR, selling out 12 head of good work horses, some fine drivers among them; no reasonable offer will be refused; horses can be seen any time after 3 p. m. 1223 M st. ne. jy8-3t-em

FOR SALE—Cheap, or will trade surrey or three-quarter phaeton for cow or shot gun. Postoffice box 12, Takoma, D. C. jy9-3t

FOR SALE—Only $50 for a phaeton; cost $200; good as new. Inquire 436 Mass. ave. jy9-3t

FOR SALE—2 traps, 1 dayton, 2 surries and other carriages and buggies on account of storage and charges; great bargain. 927 D st. nw. my18-tf-em

FOR SALE—COTTAGES.

FOR SALE—At Riverdale Park; seven miles from town, on Washington branch B. & O. R. R.; one five room cottage; good water; fruit trees, etc.; For full particulars inquire Room 5, 1006 F st. jy10-3t

MAY BE A DOUBLE MURDER.

Mr. and Mrs. Charles Le Cluse Found Dead in Their Kitchen.

Bayport, L. I., July 10.—Coroner Bennett and the local police today admit themselves completely mystified over the strange deaths of Mr. and Mrs. Charles Le Cluse.

The theory that they died from poison seems the most tenable, but whether it will develop into murder, suicide or accident is the point that is keeping the entire community gossiping and in a fever of excitement.

Bertha Le Cluse, a granddaughter of the aged couple, who lives next door, ran into their house last night to pay them a visit.

The door was open and the child ran in, calling for her grandmother. She was surprised that she received no answer.

She continued on until she reached the kitchen, where she found the old couple lying strangely still, stretched out on the floor.

In an instant her screams roused the neighbors, who came running from all directions.

They found not a sign of a struggle. Everything in the kitchen was in its accustomed place, and not a piece of clothing on either body was disarranged.

There was even a faint smile on the old woman's kindly face.

One side of Mr. Le Cluse's face still had traces of lather, and close beside him lay his open razor.

But there was nothing to indicate that the razor played a part in the strange deaths. There were two slight gashes on the old man's face, but neither was deeper than the one a nervous man will make while shaving himself.

There is one theory that the old man dropped dead from heart disease, and that when his aged wife saw him dead the shock killed her. It seems improbable, however, that this could be the case, particularly as neither one was known to be afflicted with a weak heart.

Many of the villagers think that the old couple deliberately decided to take themselves out of the world that had naturally lost much of its charm, and took some quickly fatal poison.

The foul play theory is also advanced by many, though they were a highly respected couple, without a known enemy, and robbery could not have been the motive, for not a thing in the house was disturbed.

An autopsy is probably the only thing that can clear up the mystery.

Cured of the Joke.

"I'm a living example of the fact that practical joking is not incurable," sighed the retired man of business, as though recalling a memory that was not altogether unpleasant.

"There was the most intense rivalry between two towns in Colorado, and I was a resident of one of them. It was not altogether a generous rivalry, and within certain classes disputed superiority generally led to muscular discussion. Business men vied for trade in debatable territory, the doctors, the lawyers, even the ministers said harsh things against the other town. But it was in social circles that the belligerency was apparent at its height. People who could not afford it would go in for display, and when the two places had a function in common the toilets were chosen with special reference to showing that they were very expensive or to casting reflection upon the rival city.

"At a masked ball held in the other place I had the hardihood and impudence to perpetrate what I thought a telling joke. I was dressed in a costume of newspapers and appeared in the literary character of the Quick and the Dead. Gradually it dawned upon the residents that the papers of my own town represented the 'Quick,' while the papers of their town represented the 'Dead.' It was an unpardonable insult. Indignation ran so high that I began to wish I had not been so brilliant. The sensational denouement came when a belle of the rival city took a little promenade with me and quietly touched a lighted match to my costume. In an instant I was all quick and no dead. I rolled in the grass, and in due time the conflagration was extinguished, but you can see the marks yet.

"Then the papers of the other town made a dead set at me, raked up my record even more thoroughly than if I had been running for office, and made some remote locality look so inviting that I left."—Detroit Free Press.

Comfort in the Mountains.

Hotel Alleghany, Goshen, Va., July 9.—This is truly a "home in the mountains." Situated in the heart of the Alleghanies, with the mountains rising in grandeur on every side, almost completely surrounded by acres of beautiful woods, and with the quaint old town of Goshen nestling at the foot of the mountain on which the hotel stands, it is indeed a mecca for those seeking a delightfully cool and pleasant summer home.

The interior of the Hotel Alleghany is is beautifully arranged. All the rooms on the first floor are finished in beautifully polished wood, the dining hall, cardrooms, drawing-rooms and general reception hall being particularly handsome. Probably the finest room in the hotel is the ballroom, brilliantly lighted by electricity, as in fact, the entire house, and entirely surrounded by a gallery, where those who do not care to dance may enjoy the music of the fine orchestra.

Among the other amusements provided for the guests are tennis, croquet, billiards and pool, while some of the more daring spirits here have been seen to flit through the halls, under cover of the friendly darkness, prepared to take a dip in the merry little river which winds picturesquely by the hotel.

All the viands for which Virginia is particularly famed are deliciously prepared and served in the greatest abundance. But how could guests be otherwise than happy and well-cared for with such a genial host as Mr. J. C. T. Timberlake, that well-known raconteur and bon vivant, famous all over the South?

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

Schedule in effect June 5, 1897.

Leave Washington from station corner of New Jersey avenue and C st.

For Chicago and Northwest, Vestibuled Limited trains, 10:00, 11:45 a. m., 8:05 p. m.

For Cincinnati, St. Louis and Indianapolis, Express, 11:45 a. m. Vestibuled Limited, 3:40 p. m., express 11:30 p. m.

For Pittsburg and Cleveland, express daily 10:00 a. m. and 8:50 p. m.

For Columbus, Toledo and Detroit, 11:30 p. m.

For Winchester and way stations, a8:00, a11:45 a. m., a5:30 p. m.

For New Orleans, Memphis, Birmingham, Chattanooga, Knoxville, Bristol and Roanoke, 11:20 p. m. daily; Sleeping Cars through.

For Luray, 3:40 p. m. daily.

For Baltimore, week days, 5:00, 6:30, x7:05, x7:10, x7:30, x8:00, 8:30, x9:30, x10:00, x12:00 a. m., x12:05, 12:10, x12:40, x3:00, 3:20, x4:30, 4:35, x5:05, x5:10, x5:30, x6:20, 6:30, x8:00, 8:15, x9:20, 11:15, x11:50 p. m., and 12:01 night. Sundays, x7:05, x7:10, x7:30, 8:30, x9:00 a. m., x12:05, x12:40, 1:00, x3:00, 3:20, 4:35, x5:05, x5:10, 6:30, x8:00, x9:20, 11:15, x11:50 p. m., x12:01 night.

For Annapolis, 7:10 and 8:30 a. m., 12:10 and 4:30 p. m. Sundays, 8:30 a. m., 4:35 p. m.

For Frederick, week days, 8:00 a. m., 11:45, 4:30, 5:30 p. m. Sundays, 9:00 a. m., 1:15 p. m.

For Hagerstown, a10.00 a. m. and a5.30 p. m.

For Boyd and way points, week days, 8:00 a. m., 4:30, 5:30, 7:05 p. m. Sundays, 9:00 a. m., 1:15, 7:05 p. m.

For Gaithersburg and way points, week days, 8:00, 9:00 a. m., 12:50, 3:00, 4:30, 4:35, 5:30, 5:35, 7:05, 11:40 p. m. Sundays, 9:00 a. m., 1:15, 4:33, 7:05, 10:15 p. m.

For Washington Junction and way points, 8:00 a. m., 4:30, 5:30 p. m., week days, 9:00 a. m., 1:15 p. m., Sundays.

For Bay Ridge, week days, 9:15 a. m. and 4:30 p. m. Sundays, 9:35 a. m., 1:30 and 3:15 p. m.

Royal Blue Line for New York and Philadelphia.

All trains illuminated with Pintsch light.

For Philadelphia, New York, Boston and the East, week days, 7:05, 8:00, 10:00 a. m., 12:00, (12:40 Dining Cars), 3:00, (5:05 Dining Car), (12:01 night, sleeping car, open at 10:00 o'clock). Sundays, 7:05, 9:00 a. m., (12:40 Dining Cars), 3:00, (5:05 Dining Car), 12:01 night, sleeping car, open 10:00 o'clock. Additional trains for Philadelphia, week days, daily, 8:00 p. m.

Buffet Parlor Cars on all day trains.

For Atlantic City, 10:00 a. m., 12:00 noon, and 12:40 p. m., week days, 12:40 p. m., Sundays.

For Cape May, 12 noon.

aExcept Sunday. xExpress trains.

Baggage called for and checked from hotels and residences by Union Transfer Co., on orders left at ticket offices, 619 Pennsylvania avenue northwest, New York avenue and Fifteenth street, and at Depot.

WM. M. GREENE, Gen. Manager. D. B. MARTIN, Mgr. Pass. Traffic.

POSTOFFICE NOTICE.

SHOULD be read daily, as changes may occur at any time.

Foreign Mails for the week ending July 17 close promptly at this office as follows:

Transatlantic Mails.

MONDAY—(b) At 9:20 p. m. for Germany, Denmark, Sweden, Norway (Christiania) and Russia, per s. s. Saale,* from New York, via Bremen. Letters for other parts of Europe, via Plymouth and Cherbourg, must be directed "Per Saale."

TUESDAY—(b) At 9:20 p. m. for Europe, per s. s. St. Louis,* from New York, via Southampton. Letters for Ireland must be directed "Per St. Louis." (c) At 10:55 p. m. for Europe, per s. s. Teutonic,* from New York, via Queenstown.

WEDNESDAY—(d) At 6:25 a. m. for Belgium direct, per s. s. Southwark, from New York, via Antwerp. Letters must be directed "Per Southwark."

FRIDAY—(b) At 7:20 p. m., for Great Britain, Ireland, Belgium, Netherlands, Austria, Germany, Denmark, Norway, Sweden and Russia, per s. s. Campania, from New York, via Queenstown. Letters for other parts of Europe must be directed "Per Campania." (b) At 9:20 p. m., for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt and British India, per s. s. La Normandie,* from New York, via Havre. Letters for other parts of Europe must be directed "Per La Normandie." (c) At 10:55 p. m., for Netherlands direct, per s. s. Veendam, from New York, via Rotterdam. Letters must be directed "Per Veendam." (c) At 10:25 p. m., for Scotland direct, per s. s. Furnessia, from New York, via Glasgow. Letters must be directed "Per Furnessia."

*Printed matter, etc.—German steamers sailing from New York on Tuesdays take printed matter, etc., for Germany and specially addressed printed matter, etc., for other parts of Europe.

The American and White Star steamers sailing from New York on Wednesdays, the German steamers on Thursdays, and the Cunard, French and German steamers on Saturdays, take printed matter, etc., for all countries for which they are advertised to carry mail.

Mails for South and Central America, West Indies, &c.

MONDAY—(f) At 6:25 a. m. for La Plata countries direct, per s. s. Asiatic Prince, from New York. (c) At 10:05 p. m. for Belize, Puerto Cortez and Guatemala, per steamer from New Orleans. (c) At 10:55 p. m. for Venezuela and Curacoa; also Savanilla and Carthagena, via Curacoa; per s. s. Venezuela, from New York.

TUESDAY—(a) At 3:20 p. m. for Jamaica, per steamer from Boston. (c) At 10:05 p. m. for Costa Rica, per steamer from New Orleans. (c) At 10:55 p. m. for St. Thomas, St. Croix, Leeward and Windward Islands, per s. s. Carribbee, from New York. Letters for Grenada, Trinidad and Tobago must be directed "Per Carribbee." (c) At 10:55 p. m. for Nassau, N. P., per s. s. Antilla, from New York.

WEDNESDAY—(c) At 10:55 p. m. for Port Antonio, per steamer from Philadelphia. (c) At 10:55 p. m. for Bermuda, per s. s. Orinoco, from New York. (c) At 10:55 p. m. for the Bahama Islands and Santiago, Cuba, per s. s. Valencia, from New York.

THURSDAY—(d) At 6:25 a. m. for Barbadoes direct and North Brazil, via Para and Manaos, per s. s. Sobralense, from New York. (d) At 6:25 a. m. for Jamaica, per s. s. Ardanrose, from New York. Letters for Belize, Puerto, Cortez and Guatemala must be directed "Per Ardanrose."

FRIDAY—(c) At 10:55 p. m. for Jamaica and Savanilla, per s. s. Alene, from New York. Letters for Costa Rica, via Limon, must be directed "Per Alene." (c) At 10:55 p. m. for Haiti, Charthagena and Santa Martha, per s. s. Alps, from New York. (c) At 10:55 p. m. for Campeche, Chiapas, Tabasco and Yucatan, per s. s. Yumuri, from New York. Letters for other parts of Mexico must be directed "Per Yumuri." (c) At 10:55 p. m. for Haiti, Cumana and Carupano, per s. s. Prins Willem I, from New York. Letters for other parts of Venezuela, Curacao, Trinidad, British and Dutch Guiana must be directed "Per Prins Willem I." (c) At 10:55 p. m. for Grenada, Trinidad and Tobago, per s. s. Irrawaddy, from New York.

Mails for Newfoundland, by rail to Halifax and thence via steamer, close here daily, except Sunday, at 12:05 p. m., and on Sunday only at 11:35 a. m.(d)

Mails for Miquelon, by rail to Boston and thence via steamer, close here daily, at 3:20 p. m.(a)

Mails for Cuba, except those for Santiago de Cuba, which will be forwarded via New York up to and including the 10:55 p. m. closing Wednesday, close here daily at 3 p. m., for forwarding via steamers sailing Mondays and Thursdays from Port Tampa, Fla.(e)

Mails for Mexico, overland (except those for Campeche, Chiapas, Tabasco and Yucatan, which will be forwarded via New York after the Wednesday overland closing up to and including the 10:55 p. m. close Friday), close here daily at 7:10 a. m.(d)

Transpacific Mails.

Mails for China, Japan and Hawaii, per s. s. City of Peking, from San Francisco, close here daily up to 6:30 p. m. July 11.(d)

Mails for Australia (except West Australia, which are forwarded via Europe), New Zealand, Hawaii, Fiji and Samoan Islands, per s. s. Moana, from San Francisco, close here daily up to 6:30 p. m. July 17.(d)

Mails for China and Japan, per s. s. Victoria, from Tacoma, close here daily up to 6:30 p. m. July 18.(d)

Mails for the Society Islands, per ship City of Papeiti, from San Francisco, close here daily up to 6:30 p. m. July 25.(d)

Mails for China and Japan, specially addressed only, per s. s. Empress of Japan, from Vancouver, close here daily up to 6:30 p. m. July 26.(d)

Mails for Australia (except West Australia), Hawaii and Fiji Islands, per s. s. Miowera, from Vancouver, close here daily after July 17, up to 6:30 p. m., August 1. (d)

Mails for Hawaii, per s. s. Australia, from San Francisco, close here daily up to 6:30 p. m., August 4. (d)

TRANSPACIFIC MAILS are forwarded to the port of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit.

(a) Registered mail closes at 10 a. m. same day.
(b) Registered mail closes at 1 p. m. same day.
(c) Registered mail closes at 6 p. m. same day.
(d) Registered mail closes at 6 p. m. previous day.
(e) Registered mail closes at 1 p. m. Tuesdays and Saturdays.
(f) Registered mail closes at 6 p. m. previous Saturday.

JAMES P. WILLETT, Postmaster.

RAILROADS.

WASHINGTON, ALEXANDRIA AND MOUNT VERNON RAILWAY.

From Station, 13 1-2 St. & Pa. Ave.

In effect May 9, 1897.

For Alexandria (week days), 6:30, 7:05, 7:35, ex.; 8:00, 8:30, ex.; 9:00, 9:50, 10:05, ex.; 11:00, 11:45, a. m. 12:05, ex.; 12:20, 1:15, 1:45, 2:05, ex.; 2:40, 3:00, ex.; 3:30, 4:00, ex.; 4:15, ex.; 4:45, 5:00, 5:20, ex.; 5:40, 6:05, ex.; 6:25, 7:00, 8:00, 9:00, 10:00, 11:20, 11:59 p. m.

For Alexandria (Sunday only), 8:00, 9:00, 10:00, 10:30, 11:00, 11:30, a. m. 12:00, noon. 12:30, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 8:00, 9:00, 10:00, 11:20 p. m.

For Mount Vernon, Dyke and Way Stations (week days), 6:30, 10:05, 11:00 a. m. 12:05, 1:15, 2:05, 3:00, 4:00, 4:15 p. m.

For Dyke, 6:05, 7, 8 and 9 p. m.

For Mount Vernon and Way Stations, (Sunday only), 9:00, 11:00 a. m., 2:00, 4:00 p. m.

For Arlington and Aqueduct Bridge (week days), 8:00, 8:30, 9:00 10:05, 11:00, 11:45 a. m., 12:05, 12:20, 1:15, 2:05, 2:40, 3:00, 3:30, 4:00, 4:15, 5:20, 6:05, 6:25, 7:00, 8:00 p. m.

For Arlington and Aqueduct Bridge (Sunday only), 8:00, 9:00, 10:00 10:30, 11:00, 11:30 a. m. 12:00 noon, 12:30, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 8:00 p. m.

Baggage checked free for passengers holding first-class tickets at station. Bicycles, 25 cents each.

Pennsylvania RAILROAD

STATION CORNER OF SIXTH AND B STREETS.

7.50 A. M. week days—PITTSBURG EXPRESS—Parlor and Dining Cars, Harrisburg to Pittsburg.

10.50 A. M. PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking and Observation Cars, Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg.

10.50 A. M. FAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car, Harrisburg to Pittsburg.

3.40 P. M. CHICAGO AND ST. LOUIS Express—Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to St. Louis, Nashville (via Cincinnati) and Chicago.

7.10 P. M. WESTERN EXPRESS—Pullman Sleeping Car to Pittsburg, Chicago, and Harrisburg to Cleveland. Dining Car to Chicago.

7.10 P. M. SOUTHWESTERN EXPRESS—Pullman Sleeping Cars Washington to Pittsburg and Harrisburg to St. Louis and Cincinnati. Dining Car.

10.40 P. M. PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburg.

7.50 A. M. for Kane, Canandaigua, Rochester and Niagara Falls daily, except Sunday.

10.50 a. m. for Elmira and Renova, daily, except Sundays. For Lock Haven week days, and Williamsport Sundays, 3:40 p. m.

7.10 p. m. for Williamsport, Rochester, Buffalo and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Suspension Bridge, via Buffalo.

10.40 p. m. for Erie, Canandaigua, Rochester, Buffalo and Niagara Falls daily, Sleeping Car Washington to Elmira.

For Philadelphia, New York and the East.

4.00 p. m. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore. Regular at 7.00 (Dining Car), 8.00, 9.00, 10.00 (Dining Car), and 11.00 (Dining Car from Wilmington) a. m., 12.45, 3.15, 4.20, 6.50, 10.00 and 11.35 p. m. On Sunday, 7.00 (Dining Car), 8.00, 9.00, 11.00 (Dining Car from Wilmington) a. m., 12.15, 3.15, 4.20, 6.50, 10.00 and 11.35 p. m. For Philadelphia only, Fast Express, 7.50 a. m. week days. Express, 12.15 p. m. week days, 2.01 and 5.40 p. m. daily. For Boston, without change, 7.50 a. m. week days, and 4.20 p. m. daily.

For Baltimore, 6.25, 7.00, 7.50, 8.00, 9.00, 10.00, 10.50, and 11.00 a. m., 12.15, 12.45, 12.50, 2.01, 3.15, 3.40, (4.00 Limited) 4.20, 4.36, 5.40, 6.15, 6.50, 7.10, 10.00, 10.40, 11.15, and 11.35 p. m. On Sunday, 7.00, 8.00, 9.00, 9.05, 10.50, 11.00 a. m., 12.15, 1.15, 2.01, 3.15, 3.40, (4.00 Limited), 4.20, 5.40, 6.15, 6.50, 7.10, 10.00, 10.40, and 11.35 p. m.

For Pope's Creek Line, 7.50 a. m. and 4.36 p. m. daily, except Sunday. Sundays, 9.05 a. m.

For Annapolis, 7.00, 9.00 a. m., 12.15 and 4.20 p. m. daily, except Sunday. Sundays, 9.00 a. m. and 4.20 p. m.

Atlantic Coast Line—Express for Florida and points on Atlantic Coast Line, 4.30 a. m., 3.46 p. m. daily; Richmond only, 10.57 a. m. week-days; Atlanta Special, via Richmond and Seaboard Air Line, 4.40 p. m. daily. Accommodation for Quantico, 7.45, a. m. daily, and 4.25 p. m. week-days.

Seashore Connections.

For Atlantic City (via Delaware River Bridge, all-rail route), 11.00 a. m., 3.15 and 11.35 p. m. daily; via Market street wharf, 9.00 a. m. (Saturdays only), 10.00, 11.00 a. m., and 12.45 p. m. week days, 11.35 p. m. daily. Sundays only, 12.15 p. m.

For Cape May, 10.00, 11.00 a. m., 12.45 p. m. week days, 11.35 p. m. daily. Saturdays only, 9.00 a. m.

Ticket offices, corner Fifteenth and G streets, and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

J. B. HUTCHINSON, General Manager.
J. R. WOOD, General Passenger Agent.

SOUTHERN RAILWAY.

(Schedule in effect July 4, 1897.)

All trains arrive and leave Pennsylvania Passenger Station.

8:12 a.m.—Daily, local for Danville, Charlotte and way stations, connects at Manassas for Strasburg, Harrisonburg, and Staunton, daily, except Sunday, and at Lynchburg with the Norfolk and Western, daily, and with the Chesapeake and Ohio, daily, for the Natural Bridge and Lexington.

11:15 a. m.—Daily, the UNITED STATES FAST MAIL, carries Pullman buffet sleepers, New York and Washington to Jacksonville, uniting at Salisbury with Pullman Sleeper for Asheville and Hot Springs, N. C., Knoxville, Chattanooga and Nashville, Tenn., and at Charlotte with Pullman Sleeper for Augusta. Pullman Buffet Sleeper New York to New Orleans, connecting at Atlanta for Birmingham and Memphis. Solid train, Washington to New Orleans without change. Sunset personally conducted tourist excursion through sleeper on this train every Wednesday to San Francisco, without change.

4.01 p. m.—Local for Front Royal, Strasburg and Harrisonburg, with connection for Staunton, daily, except Sunday.

4.51 p. m.—Daily, local for Charlottesville.

10:43 p. m.—Daily, WASHINGTON AND SOUTHWESTERN VESTIBULED LIMITED, composed of Pullman Vestibuled sleepers, dining cars and day coaches. Pullman sleepers New York to Nashville, Tenn., via Asheville, Knoxville and Chattanooga; New York to Tampa, via Charlotte, Columbia, Savannah and Jacksonville; New York to Memphis, via Birmingham; New York to New Orleans, via Atlanta and Montgomery. Vestibuled day coach Washington to Atlanta. Southern Railway dining car, Greensboro to Montgomery.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington 9:01 a. m. daily, 1:00 p. m. and 4:45 p. m. daily, except Sunday, and 6:25 p. m. Sunday only for Round Hill; 4:32 p. m. daily, except Sunday for Leesburg, and 6:25 p. m. daily for Herndon. Returning, arrive at Washington 8:26 a. m. and 8:40 p. m. daily, and 3:00 p. m. daily, except Sunday, from Round Hill, and 7:06 a. m. daily, except Sunday, from Herndon, and 8:54 a. m. daily, except Sunday, from Leesburg.

Through trains from the South arrive at Washington 6:42 a. m., 2:20 p. m. and 9:25 p. m. daily. Harrisonburg, 12:40 p. m. and 9:25 p. m. daily, except Sunday, and 8:30 a. m. daily from Charlottesville.

Tickets, sleeping car reservation and information furnished at offices, 511 and 1300 Pennsylvania avenue, and at Pennsylvania Railroad Passenger Station.

W. H. GREEN, Gen. Supt.
J. M. CULP, Traffic Manager.
W. A. TURK, Gen. Pass. Agent.
L. S. BROWN, Gen. Agt. Pass. Dept.

HOTEL DIRECTORY.