# REAL ESTATE MATTERS.

Facts Gleaned in Conversation With the Brokers Yesterday.

The Great Demand for Furnished Houses by Wealthy Non-Residents.

Different Localities Which Have Greatly Improved and Which Promise a Good Outlook.

**Buildings in Course of Erection in Various Sections of the City.**

In real estate matters the pressure now seems for houses to rent. Every broker nearly is in reciept of letters from people asking for furnished houses for the winter.

"Why," said one real estate man to a REPUBLICAN reporter yesterday, "the number of letters I have received is greater than ever before, and they are all from wealthy people in the north, many of them being from Boston. They want good furnished houses for the congressional season, and are willing to pay good prices for them. When we get them here in this way we are sure to sell them property before the winter is over."

"A tenant of mine," said another, "who has a lease which will not expire for some time, recently made some objection to the house. He wanted a whole lot of repairs put on the building, and I simply told him that if he wasn't satisfied I would take the house right off his hands. He is giving me $1,500 a year for it, and I am satisfied I could rent it at once for $2,000."

"Did he take your proposition?"

"No, he didn't; he stayed."

The buildings that have been started this season in the northwestern section are approaching completion, and the most of them will be occupied before permanent cold weather sets in. To one who has not been over that part of the city since last spring the change is something wonderful in the number of elegant houses that have been erected. There is still some vacant ground, which will probably be built upon next season. In the immediate vicinity of Iowa circle, on Vermont avenue, a number of houses have been built, and this locality promises to be the most desirable in in the city. Iowa is the largest of any of the circles and is on higher ground. It has been laid out with great taste, and Col. Rockwell intends recommending in his annual report that the Bartholdi fountain, which is now lost to view by being shut up in the botanical gardens, be transferred to this circle. If this is done it will add another attraction to that already charming locality.

Rhode Island avenue, which runs through this circle, will one day be as handsomely built up as is Connecticut avenue, from which it starts. The commencement is already made. On the corner is Mr. McKee's elegant house, now approaching completion, and then to Scott circle handsome residences line both sides of the avenue. A good class of houses is found clear to Iowa circle, and even east of that point. This avenue will also be a popular drive, as it stretches out to the northeast, joining the road which will go up to the new reservoir.

"As an evidence of how property has increased in the northwest," said an old real estate man, "a lot which I bought less than two years ago at the corner of T street and New Hampshire avenue at 17 cents a foot, I recently sold for $1.06, and ground near by, which was sold at auction for 21 cents less than two years ago, has been sold this spring for $1.25. A man don't want a better investment than that, does he?"

The reporter thought he did not.

The starting of the line of herdics up Fifteenth street has had an influence on property on that street, which is one of the best longitudinal residence streets in the city, and one dealer said that he had rented three houses on this street since it was ascertained that the herdics were to go out to Boundary. "By next spring it is safe to say" continued he, "that all the vacant ground clear out to Boundary will be built upon. The street already has a better average class of houses than any street west of Fourteenth street, and so has an excellent start in this respect."

Meeting another leading real estate dealer, the reporter asked, "How about the Garfield avenue, which has been proposed as a means of connecting the west end with upper Georgetown?"

"Oh," replied the dealer, "that is an assured fact, and," pointing to a large map, he said: "You notice that Garfield avenue from this street, which is practically an extension of Connecticut avenue, is opened, graded, and trees are now set through Presbrey's subdivision, and it is continued in through Tuttler subdivision to the Kalorama property. From that point," continued he, "Capt. Hoxie, in connection with the water supply, has laid down and mapped a route for the avenue, which adapts itself to the contour of the hills on Kalorama, and, starting from the height of 175 feet above tide in Presbrey's subdivision it reaches by a gentle descent a junction with Massachusetts avenue extended, and crosses Rock creek on a bridge forty feet high."

"But how about the right of way," said the reporter.

"Well," said the dealer in terra firma, "Mr. Lovell in his lifetime gave the right of way through his property, and William C. Hall, who is one of the shrewdest operators in the market, has given the land for the avenue, and the plats of both these properties are being made with reference to this government highway, which is ultimately to be pushed through to the new reservoir back of Howard university."

"What effect will the opening of this avenue have upon property on Washington heights and vicinity?"

"Those who are fortunate enough to make investments there at present prices will treble their money. As soon as steps are taken this winter to secure an appropriation from congress to open Garfield avenue the price of all lands on and in vicinity of it will double."

Messrs. Tyler & Rutherford, agents, are building a block of seven three story and and basement brick dwelling houses on Sunderland place. This street was formerly known as O street, west of Connecticut avenue, which has been renamed by the commissioners. Mr. J. G. Myers, the architect, prepared the plans and specifications, which have been greatly admired for their beauty and adaptation to use. The block referred to is in square 115. The basement stories are to be 8 feet 6 inches in the clear; first story, 10 feet 10 inches; second, 9 feet 8 inches; third, 9 feet. The lots have a terrace of 30 inches above the sidewalk. There will be a hydraulic cement concrete footing under all the walls 8 inches deep and 4 inches wider than different thickness of the walls. The main entrance steps, platform, front doors, and window sills are to be of the best quality of Connecticut brown sand stone. An encaustic tile floor will be in each vestibule. All the the basement windows and outside doors will have blue stone sills, and the front and area steps and coping will be of blue stone. The crown moldings will be made of galvanized iron, and there will be concrete floors in basement and front and rear areas. In the front and rear parlors of each house, and the second story front room, there will be ornamental center pieces. There are to be stucco cornices run in front of parlor library and first story of wall. Inside and outside blinds will be furnished. The trimmings of the front and vestibule door of best brass faced mortice. All the modern improvements, including sanitary plumbing, &c., are carefully constructed, and there will be an abundance of closets and presses which many buildings lack. The block when finished will be an addition even to this handsome neighborhood. Mr. James M. York has the work in charge.

In response to an inquiry one of the most prominent dealers said: "The real estate market is firm, although just at present there is no excitement in the shape of a 'boom,' that I know of. It is equally true, however, that values all over the city are gradually increasing. In the northwestern section of the city this is particulary noticeable, and, while there has been nothing in the shape of a sudden jump, to-day it is impossible to purchase lots in this section short of an advance of from 3 to 10 cents per square foot over the figures of a week ago. All that property north of Boundary street and between Tenth and Sixteenth streets is now coming upon the market, but it is in the hands of cool, clear headed men, and there will be no decline upon the figures at which lots in these new belts are held."

"What is the demand now for rentals? What class of houses are most sought for?"

"There is a strong demand for all styles of houses. The local demand for small houses renting, say, for $300 and less, is far in excess of the property available, and this has had the effect, in many instances, to cause an increase of from 10 to 20 per cent. in the rents demanded for this class of dwellings. It is hard to find a vacant house of this description anywhere within reasonable limits of the sections covered by the street railway lines."

"How is the demand for more pretentious dwellings?"

"Even stronger than for the cheaper class of houses. The fact that the next session of congress will last for upward of six months has attracted the attention of many wealthy people who desire to locate in Washington for the season. Most of this class of visitors are anxious to secure furnished houses, so that they can transfer their entire households to the capital city of the nation. The consequence is, it is now almost impossible to rent a furnished house in what we would designate as an eligible location."

"What effect will all this have upon the market?"

While the effect will not be felt at once, it is my opinion that it will have a decided impression upon the condition of affairs next spring. We are upon the eve of what business men and others would call a lively winter, and the results will be a strong influx of buyers—not buyers for speculative investment, but actual settlers who are prepared to pay from $10,000 to $40,000 for houses that strike their fancy. Business is comfortably brisk for the real estate men now, but we will have all we can do to cover the field next spring.

Mr. E. Farrar has just completed a handsome two story bay window dwelling containing five rooms and all modern improvements, on New Jersey avenue, between F and G streets northwest. The building cost about $2,500.

Mr. C. Kennedy has about completed his handsome dwelling on New Jersey avenue, between B and C streets northwest. It is constructed on the Queen Anne style, has three stories and bay windows, and finished in hard wood. The foundation is of Seneca sandstone. The tops of the windows and transoms are of cathedral glass. Tile floor in lower hall. The mantels are of ash, mahogany, and walnut. It will be heated by a furnace and grates. The building cost about $8,000.

Miss McGee is erecting a three story back building to her fine residence on B street, between New Jersey avenue and North Capitol street, to cost about $1,500.

Gen. John F. Farnsworth is erecting a handsome three story and English basement bay window dwelling on B street, between Delaware avenue and First street northeast. It will contain fifteen rooms and will be finished inside with hard wood. The halls and basement will be wainscoted with hard woods. It will contain three bath rooms and will be heated by a Rubley furnace. The cost of the building will be about $13,000.

**To Buy Your Clothing**

Of EISEMAN BROS., corner Seventh and E, is a safe guarantee to be well dressed.

T. D. DALY, sole agent for the District o Columbia for the celebrated Elgin Butter company's creamery butter, No. 9, Wholesale row, Center market. All I ask to compete with other first class creameries is a trial.

## ST. ALOYSIUS' CHURCH.

**Description of the Improvements Made—Programme of the Service To-Morrow.**

St. Aloysius' church, which has been closed for the past six weeks, will be reopened for service to-morrow morning. During the time it has been closed the entire interior has been repainted and frescoed, and now presents an exceedingly handsome appearance. The old wainscoting, which was formerly a bad imitation of green marble, is now of a French gray tint, and the walls have for a groundwork the same soft color. The pilasters are of terra cotta and buff, while the handsome capitals are of dead gold. The frieze is of vermillion, a gold scroll work making a happy combination. The old cranes which were upon each side of the sanctuary have been obliterated, and on the south side are two angels holding the Bible with the legend, "Holiness;" on the north are similar figures with the word "Truth."

The handsome frescoing by Brumidi within the sanctuary has been retouched and brought into far better relief by the substitution of a straw colored background for the dark brown which was formerly there. The two panels on either side of the altar are in vermillion, with artistic gilt scroll work. The pews are grained in oak, which will give them a cheerful appearance. The organ has been repainted and the pipes regilded, and the altar pictures have been cleaned and brightened.

But the most artistic work has been upon the ceiling, which is in panels so delicately shaded that they seem to set in at least six inches. In the center of these panels is a rosette in gilt, surrounded by a circle of ciel blue, studded with golden stars, and in each corner is a triangle of vermillion, on which is a golden cross. The combination of colors is most artistically arranged, and the effect, when lighted up by the sun shining through the stained glass windows, or by the many gas jets with which the church is supplied is exceedingly brilliant. "The artist, Mr. Steinburg, has done his work to my entire satisfaction," said Father Murphy, "and I think the congregation will be pleased with the change that has been made." He declined to state exactly the cost of the improvements, but it is probable that at least $3,000 has been expended. The graining of the pews will not be completed for to-morrow's service, "but," said the father, "the paint will be dry and will not stick."

The 11 o'clock service to-morrow will be of peculiar interest, Father Sestini being the celebrant, Father Jenkins the deacon, and Mr. Brownrigg the subdeacon. Kallimoda's mass (opus 137), will be sung by the quartette's choir, assisted by a full chorus, orchestra, and organ. Before the sermon the "Veni Creator" will be sung by Miss May Rogers, and at the offertory Hummel's "Alma Virgo" will be given, Miss Mollie Byrne singing the solo. After the mass Lachmer's march will be rendered by the organ and orchestra.

At 4 p. m. Willcox's vespers will be given; "Quis est Homo," duo from "Stabat Mater," will be sung by Mrs. Hunter, of Richmond, and Mrs. Sherman; "Salve Regina," solo by Miss Rogers; "O Salutaris," solo by Mr. Warren Young; "Tantum Ergo," Weigaud.

The choir will be as follows: Soprani—Miss Byrne, Miss Carter, Miss Rogers, Mrs. Hunter, Miss Moore, and Miss Kearon; alti—Mrs. Sherman, Mrs. Crosby, Mrs. Hillyer, and Miss Ball; tenori—Messrs. Pugh, Smith, Daniels, Whittaker, and Fennel; bassi—Messrs. Holer, King, Middleton, and Sweat; organist and director—Mr. Harry C. Sherman.

A GOOD medicinal tonic, with real merit, is Brown's Iron Bitters.

**The New Water Supply.**

Lieut. Hoxie stated last evening that proposals for the increased water supply of the district will be opened by Maj. Lydecker at noon of Oct. 5. The work will consist of the construction of a dam, tunnel, and reservoir. The matter has been extensively advertised and bids are expected from all parts of the United States. The money for the work has already been appropriated, and Lieut. Hoxie thinks the contract can be awarded and the work started within ten days after the proposals are opened. The time fixed by law for its completion is July 1, 1885.

**In the Swamps.**

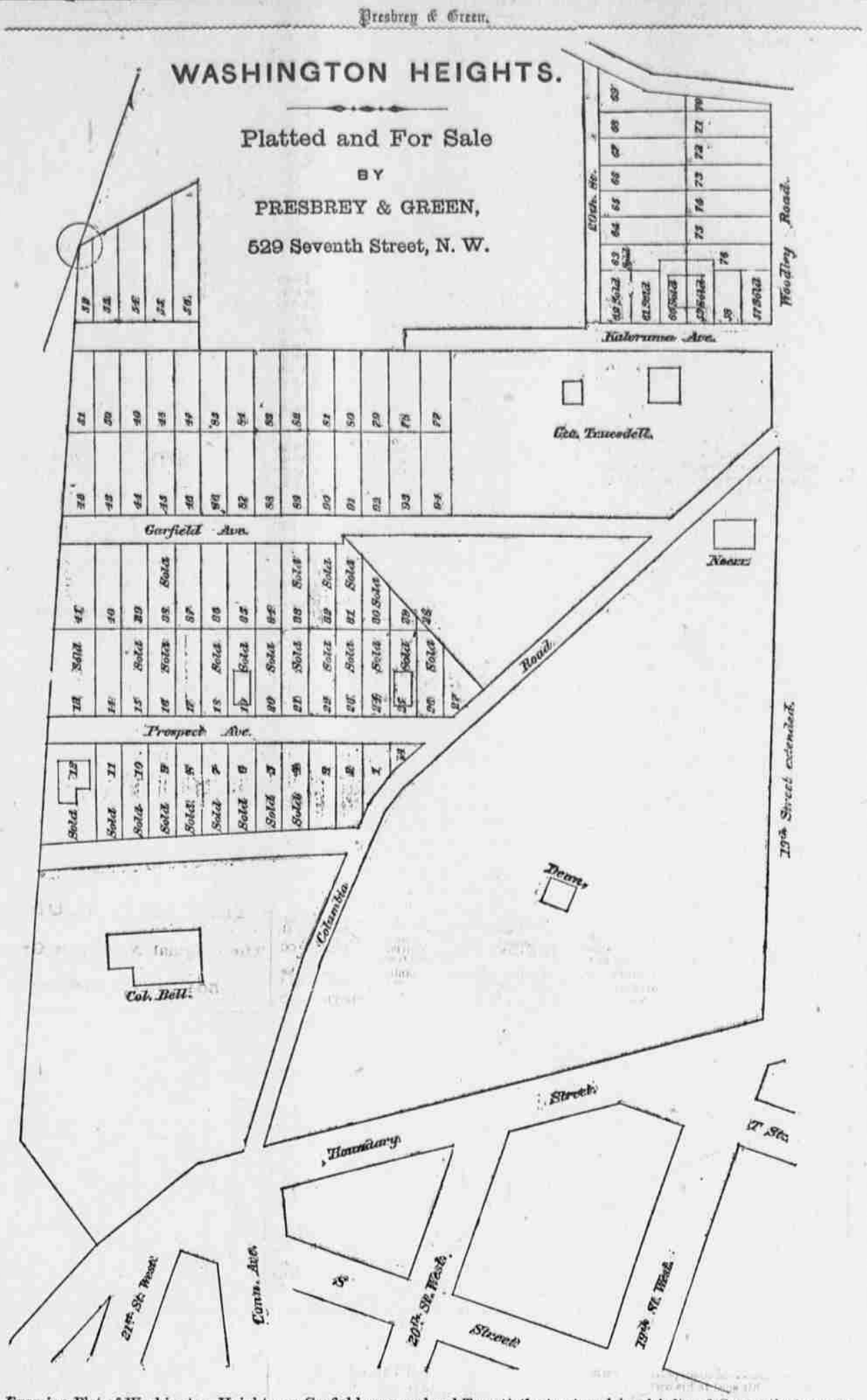
The great railroad contractor of South America, Mr. H. H. Meigga, writes as follows:

LIMA, PERU.—"I wish to say of St. Jacobs Oil, that I am so completely satisfied with its use that I procured a box of it. I have used it with great satisfaction. It has accomplished wonders and given great relief. It will always have my positive indorsement as a pain liberator."

**To the Tobacco Trade.**

Just what you want is Hamilton's "Bull Dog" brand of tobaccos. An inspection of stock is desired. Morcoe's, 417 Twelfth street, next door to pension office.


Presbrey & Green.




Examine Plat of Washington Heights, on Garfield avenue, head Twentieth street, and in vicinity of Connecticut avenue extended.

$750,000 invested in elegant residences in near vicinity within two years. One hundred and eighty feet above tide, these lots have a most commanding view of the city. Thirty lots already sold to first class citizens. Several have built, others soon to commence. We sell on easy terms and at prices that are very reasonable, and will insure a good profit to purchasers. Call and let us show you the Plat and Property before buying elsewhere.

**PRESBREY & GREEN,**
**529 Seventh Street, Federal Building.**


**WERE THE GOODS STOLEN?**

**Troubles Between an Herb Doctor on Capitol Hill and His Housekeeper.**

The interior of the eighth precinct police station presented the appearance of a second-hand junk store last night. Buckets, dishes, jars, sheets, pillows, and other articles of household utility were lying around promiscuously, and Irene Waters, a rather prepossessing looking white woman of about 40 years, was locked up in cell No. 5, on a charge of larceny. The complainant was Dr. Gross, a well known herb doctor, who presides over a hospital for inebriates and herb dispensary on East Capitol street, near Third. Irene claims to have been the doctor's housekeeper. The goods were found stowed away in her room. She says they were not stolen, and makes scandalous charges against the doctor.

A reporter called upon Dr. Gross. He said: "I have never made any advances toward Irene, but she has fawned about me and caressed me time and time again. I was firm, however, and repelled her advances. When Irene's room was searched by Policeman Wilson, armed with a search warrant, last evening a large quantity of silverware was found packed away in her trunk." The case will be aired to-day in the police court.

**SHIPPING NEWS.**

**Arrival and Departure of Vessels at the River Front.**

AT GEORGETOWN.

Sailed: Brig Kaluna, Coffin, and schooner Active, ——, both for Boston.

CANAL MATTERS.

Thirty-six boats arrived yesterday by canal and the following left here: W. Thompson Hannekamp, J. Erexson, E. R. Ladew, C. W Adams, A. B. Winship, William King, Amazon River, E. Miller, Snow, J. S. Malott, G. S. French, Oxford, C. Darrow, George Bogus, Willie D., Harry and Ralph, H. C. Hicks, Matthew Kersey, T. H. Gibbs, R. H. Jones, R. J. Mitchell, R. P. Mason.


**AYER'S Ague Cure**

IS WARRANTED to cure all cases of malarial disease, such as Fever and Ague, Intermittent or Chill Fever, Remittent Fever, Dumb Ague, Bilious Fever, and Liver Complaint. In case of failure, after due trial, dealers are authorized, by our circular of July 1st, 1882, to refund the money.

**Dr. J. C. Ayer & Co., Lowell, Mass.**
Sold by all Druggists.

**CATARRH** — **ELY'S Cream Balm**

When applied by the finger into the nostrils will be absorbed, effectually cleansing the head of catarrhal virus, causing healthy secretions. It allays inflammation, protects the membrane of the nasal passages from additional colds, completely heals the sores, and restores sense of taste and smell

Not a Liquid or Snuff.

A few applications relieve. *A thorough treatment will cure.* Agreeable to use. Send for circular. Price 50 cents, by mail or at druggists.

**HAY-FEVER** ELY BROTHERS, Druggists, Oswego, N. Y. se25-wfm&Wly

SPEERS'

**Port Grape Wine**

Used in the Principal Churches for Communion Purposes.

**Excellent for Ladies and Weakly Persons and the Aged.**

**Speer's Port Grape Wine**

**FOUR YEARS OLD.**

This CELEBRATED WINE is the pure juice the dead ripe Oporto Grape, raised in Speer's Vineyards. Its invaluable

**TONIC AND STRENGTHENING PROPERTIES**

are unsurpassed by any other wine. Being produced under Mr. Speer's own personal supervision, its purity and genuineness are guaranteed by the principal hospitals and boards of health who have examined them. The youngest child may partake of its generous qualities, and the weakest invalid use it to advantage. It is particularly beneficial to the aged and debilitated, and suited to the various ailments that affect the weaker sex. It is in every respect a WINE TO BE RELIED ON.

**Speer's Burgundy.**

Is a dark, rich, medium dry wine, used by the wealthy classes as a table or dinner wine, and by physicians in cases where a dry wine instead of a sweet port is desired.

**Speer's Socialite Claret**

Is held in high estimation for its richness as a dry table wine.

**Speer's P. J. Sherry**

Is a wine of superior character, and partakes of the rich qualities of the grape from which it is made.

**Speer's P. J. Brandy**

Is a pure distillation of the grape, and stands unrivaled in this country for medicinal purposes. It has a peculiar flavor, similar to that of the grapes from which it is distilled.

See that the signature of ALFRED SPEER, Passaic, N. J., is over the cork of each bottle.

**Sold by Druggists Everywhere.**

**OLD WINE AND OLD FRIENDS**

Are known as the best.

NO IN JUSTH'S OLD STAND

Known for years as the only place where first-class SECOND-HAND CLOTHING can be sold at respectable prices. Address or call at

**JUSTH'S OLD STAND,**
No 619 D street northwest.

N. B.—Note sent by mail promptly attended.

THE REPUBLICAN JOB OFFICE has every facility for the prompt execution of

ALL KINDS OF JOB AND BOOK WORK,

and at prices as low as can be had in this or any other city.

Hotels, &c.

**THE EBBITT:**

WASHINGTON, D. C.

ARMY AND NAVY HEADQUARTERS.

FOUR IRON FIRE-ESCAPES.

**Terms: $3 and $4 Per Day.**

**THE LEXINGTON,**

New York avenue and Fifteenth street.

Permanent, Transient, and Table Boarders accommodated. M. J. COLLEY.

THE ST. MARC, (EUROPEAN PLAN) 7th st. and Penna. ave., Washington, D. C. H. C. BOWERS, Late of the Arlington and Fort Wm. Henry Hotels.

ST. JAMES HOTEL, (ON THE EUROPEAN PLAN), Corner Sixth street and Pennsylvania avenue.

Legal.

WILLIAM E. EARLE, OF SOUTH CAROLINA, COUNSELOR AT LAW, Rooms 12 and 13, Corcoran Building.

Special attention given to Claims Against the Government and to Business in the Supreme Court of the United States; also to Cases before the Federal and Supreme Courts of South Carolina.

EDW. H. THOMAS, Attorney at Law, Room No. 8, front room, above main entrance Warner Building, 916 F street northwest.

CHARLES CALVERT LANCASTER, ATTORNEY AND SOLICITOR, OFFICE, 1311 F STREET.

Practice in the Supreme Court of the United States, in the Courts of the District of Columbia, and the Executive Departments. Special attention to Claims and Collections.

**Bailey, Banks & Biddle,**

**Twelfth and Chestnut Streets,**

PHILADELPHIA.

**Invite persons desiring the finest obtainable timekeeper to investigate the merits of their Special Watch. Full information will be given by mail and watches sent on approval to anyone known to the house or furnishing reference.**

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CLYDE'S

NEW EXPRESS STEAM PACKET LINE

—FOR—

PHILADELPHIA, WASHINGTON, AND ALEXANDRIA.

APPOINTED SAILING DAYS

From PHILADELPHIA every Saturday.....12 m
From WASHINGTON every Monday.....2 p. m.

Through and prompt connection with New York, Boston, Fall River, and all points North. Through Bills Lading given. Freight received and delivered daily until 6 p. m. W. P. CLYDE & CO., General Agents, Philadelphia.

J. H. JOHNSON & Co., Agents, 12th and 13th sts. Wharves S. W. 1202 Pa. N. W., Washington, D. C.


Travelers' Guide.

BALTIMORE AND OHIO RAILROAD.

THE MODEL FAST AND THE ONLY LINE BETWEEN THE EAST AND THE WEST VIA WASHINGTON.

DOUBLE TRACK! JANNEY COUPLER! STEEL RAILS.

Schedule to take effect SUNDAY, MAY 13, 1883.

Leave Washington, from station corner of New Jersey avenue and C street—

For Chicago, Cincinnati, Louisville, and St. Louis, daily, at 3:35 a. m., 10:15 a. m., 10:10 p. m., with through coaches and Palace Sleeping Cars to above points without change; 10:15 a. m. daily to Chicago, except Saturday.

For Pittsburg, at 8:30 a. m. and 8:40 p. m., daily; 8:40 p. m. to Pittsburg, Cleveland, and Detroit, with sleeping cars to Pittsburg.

For Toledo and Detroit, via Monroeville, 10:15 a. m. daily, with Sleepers for Toledo.

Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 4 p. m. and 9:40 p. m. daily, with Parlor and Sleeping Cars attached.

For Baltimore on week days, 5, 6:20, 6:40, 7:45, 8:40, 9, and 10:35 a. m., 12:10, 2:20, 2:55, 3, 3:30, 4:30, 4:40, 5:30, 7, 8:10, 9:00, 11:30 p. m.

For Baltimore on Sundays, 6:30, 7:45, 10:05 a. m., 1:25, 3:25, 3, 4:40, 5:30, 7, 8:10 9:40 p. m.

For Annapolis, 8:40 a. m., 12:10 and 4:10; on Sunday, 9 a. m., 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 9 a. m., 12:10 p. m., 3:30, 4:40, 7, and 11:30 p. m. For stations on Metropolitan Branch, 7:45 daily, except Sunday, 8:30 a. m., 4:40 and 5:45 p. m. daily; for Staunton, 8:30 a. m. daily, except Sunday; for Hagerstown and Frederick, 8:30 a. m., 10:15, 4:45 p. m. daily, except Sunday.

For Hagerstown, 10:15 a. m. daily, except Sunday; 5:45 p. m. daily.

Trains arrive from the West daily, 6:20, 7:35 a. m., 2:25, 3, 9:25 p. m.

From New York and Philadelphia, 2:55, 8:30 a. m. daily, 3:40 p. m. daily, except Sunday.

From Annapolis, 8:20 a. m., 1:50, 6:37 p. m.; Sunday, 10:40 a. m., 6:37 p. m.

From Staunton, 2:15 p. m. daily, except Sunday.

From Frederick and intermediate points, 8:25 a. m., 10 a. m., 2:15, 4:20 p. m. and 8 p. m. daily, except Sunday; 10 a. m. 8 p. m. daily from Point of Rocks.

Trains leave Baltimore for Washington at 2, 4:40, 6:40, 7:15, 7:30, 9, 9:10, and 10:30 a. m., 12:15, 2:30, 4, 4:40, 5, 6:25, 7:20, 9, and 11:30 p. m. On Sundays, 2, 4:40, 7:15, 7:30, 9, and 9:10 a. m., 1:30, 4:40, 5, 6:25, 7:20, and 9 p. m.

All trains from Washington stop at Relay Station, except 4:30 p. m.

For further information apply at the Baltimore and Ohio Ticket Office, Washington station, 619 and 1351 Pennsylvania avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received at any point in the city.

W. M. CLEMENTS, M. of T., Baltimore, and C. K. LORD, G. P. A.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST, AND SOUTHWEST. DOUBLE TRACK, SPLENDID SCENERY. STEEL RAILS, MAGNIFICENT EQUIPMENT. IN EFFECT JULY 8, 1883.

TRAINS LEAVE WASHINGTON, from Station, corner of Sixth and B streets, as follows:

For Pittsburg and the West, Chicago Limited Express of Palace Sleeping Cars, at 9:30 a. m. daily; Fast Line, 9:30 a. m. daily, with Sleeping Cars from Harrisburg to Cincinnati; Western Express, 7:40 p. m. daily, with Palace Cars to Pittsburg and Cincinnati. Also connects, except Saturdays, for Chicago, via Columbus and C., St. L. & P. R. R., with Sleeping Car Pittsburg to Chicago. Mail Express, 9:50 p. m. daily for Pittsburg and the West, with Palace Sleeping Car Washington and Chicago.

BALTIMORE AND POTOMAC RAILROAD.

For Erie, Canandaigua, Rochester, Buffalo, Niagara, 9:50 p. m. daily, except Saturday, with Palace Cars Washington to Canandaigua, and Harrisburg to Buffalo.

For Williamsport, Lock Haven, and Elmira, at 9:30 a. m. daily, except Sunday.

For New York and the East, 8 a. m., 10:40 a. m., 1:30, 4:20, 9:50, and 10:20 p. m. On Sunday, 4:20, 9:50, and 10:20 p. m. Limited Express of Pullman Parlor Cars, 9:30 a. m. daily, except Sunday.

For Boston without change, 1:20 p. m. every week day. On Sunday, 4:20 p. m.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fulton street, avoiding double ferriage across New York City.

For Philadelphia, 8 a. m., 10:40 a. m., 1:30, 4:20, 9:50, and 10:20 p. m. On Sunday, 4:20, 9:50, and 10:20 p. m. Limited Express, 9:30 a. m. daily, except Sunday.

For Baltimore, 6:40, 8, 9:30, 9:50, 10:40 a. m., and 1:30, 3:35, 4:20, 4:40, 6:20, 7:20, 9:50, and 10:20 p. m. On Sunday, 9:30, 10:40 a. m., 4:20, 6:20, 7:20, 9:50, and 10:20 p. m.

For Pope's Creek Line, 6:40 a. m. and 4:40 p. m. daily, except Sunday.

For Annapolis, 6:40 a. m. and 4:40 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6:30, 7:20, 9:20, 11, and 11:30 a. m., 2, 4:00, 5, 6:00, 8, and 11:30 p. m. On Sunday at 9:30, 9:35, and 11 a. m., 8 p. m.

For Richmond and the South, 6:30 and 11 a. m. daily, and 8 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6, 8, 10:08, and 10:20 a. m.; 12:30, 3, 3:27, 5:10, 7, and 9:10 p. m., and 12 midnight. On Sunday at 8 and 10:08 a. m.; 7 and 9:10 p. m.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

J. R. WOOD, General Passenger Agent.
CHARLES E. PUGH, General Manager.

CHESAPEAKE AND OHIO RAILWAY.

THE NEW TRUNK LINE TO THE WEST AND SOUTHWEST.

On and after SUNDAY, June 10, 1883, passenger trains of this route will leave Washington from B. & P. station as follows:

8:35 A. M.—THROUGH MAIL (daily, except Sunday) for Cincinnati, Louisville, and Local stations of C. & O. Ry. Sleepers White Sulphur to Huntington.

5:10 P. M.—LOUISVILLE AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman cars to Louisville and Richmond to Cincinnati without change; arriving at Columbus 4:50 p. m., Lexington, Ky., 2:50 p. m., Cincinnati, 6:15 p. m., and Louisville, 6:45 p. m. Connecting at these cities with through trains to all points West, Southwest, and Northwest.

10:35 p. m.—Night express (daily, except Sunday) for Ashland, Ky., Columbus, Ohio, and Stations on C. & O. Ry. Pullman sleeping cars to White Sulphur and Columbus.

11:00 a. m. for Newport News, Old Point, and Norfolk (daily, except Sunday), arriving Old Point 7:35, Norfolk 8:10 p. m.

Apply C. & O. Ry. office, 513 Pennsylvania avenue, V. M. Ry. office, 601 Pennsylvania avenue, and B. & P. station.

H. W. FULLER, General Passenger Agent.
C. W. SMITH, General Manager.

THE VIRGINIA MIDLAND RAILWAY.

THE TRUNK LINE TO THE SOUTH, SOUTHWEST, AND WEST.

Schedule in effect SEPTEMBER 16, 1883:

8:35 A. M.—New Orleans Mail, daily, making close connections to all points South and Southwest, daily, except Sunday, with C. & O. Ry. Pullman Sleeping Cars from Washington via Danville to Montgomery and Montgomery to New Orleans; also Washington to New Orleans via Lynchburg and Bristol.

5:10 P. M.—Louisville Fast Line daily, via Charlottesville, Huntington, and Lexington, to Cincinnati, Louisville, and all Western points, making direct connections and with solid train and Pullman Sleeping Cars. Washington to Louisville.

10:35 P. M.—Southern Mail and Express, daily, to all points South and Southwest, via Danville and Charlotte, daily, except Sunday, with C. & O. Ry. Pullman Sleeping Cars, Washington to Augusta, via Charlotte, and Charlotte to Montgomery. Pullman Sleeping Cars, Washington to White Sulphur Springs.

Manassas Division train leaves Washington at 8:35 a. m. daily, except Sunday. Warrenton trains leave Washington at 8:35 a. m. and 5:10 p. m. daily.

For tickets and all information, inquire at Company's office, 601 Pennsylvania avenue, or at Union Depot.

M. SLAUGHTER, General Passenger Agent. N. MACDANIEL, Agent.
SOL HAAS, Traffic Manager.

WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

Trains arrive at and leave from B. and P. (Sixth street) Depot as follows:

Accom. arrives 8:25 a. m. daily.
Mail arrives 7:25 p. m. daily except Sunday.
Mail leaves 9:20 a. m. daily except Sunday.
Accom. leaves 4:20 p. m. daily except Sunday.
On Sundays only a train will leave at 8:00 p. m.
Commutation tickets not accepted on Monday trains.

se7-6w S. M. BROPHY, Superintendent.

Steamboat Lines.

**To Norfolk, Fortress Monroe, and the South.**

IMPORTANT ANNOUNCEMENT. CHANGE OF SCHEDULE.

COMMENCING MONDAY, SEPT. 24, 1883, THE POPULAR STEAMER

GEORGE LEARY,

Carrying the United States mail, will leave Seventh street wharf on MONDAYS, WEDNESDAYS, and FRIDAYS at 5:30 p. m. Returning, leave Norfolk from Boston wharf on TUESDAYS, THURSDAYS, and SATURDAYS at 4 p. m., stopping at PINEY POINT and CORNFIELD HARBOR each way.

Round trip tickets to Norfolk and Fort Monroe, $1.50; round trip tickets to Piney Point and Cornfield Harbor, $1.

This is the only line that connects in Norfolk with the BOSTON and PROVIDENCE STEAMERS.

To New York, $4.50; Boston and Providence, $15.75. This includes stateroom, berth, and meals.

Connects also with New York and James river steamers, and the Norfolk and Western and Seaboard and Roanoke railroads; at Old Point with the Chesapeake and Ohio railroad. Passage and rooms can be secured at Baltimore and Ohio Ticket Office, Fourteenth street and Pennsylvania avenue; St. Marc hotel; Polkinhorn's, next to city postoffice; office of Knox Express, Sixth street and Pennsylvania avenue, and at company's office, Seventh street wharf.

KNOX EXPRESS will call for and check baggage from hotels and private residences.

Freight received daily until 5 p. m.

L. M. RUDGINS, General Superintendent.

W. P. WELCH, Agent.

**Fortress Monroe, Norfolk, and the South.**

Safe and Elegant Steamers

**LADY OF THE LAKE and JANE MOSELEY.**

Fare, 50 cents. Meals served on the European Plan after October 1, 1883.

MONDAY, WEDNESDAY, and FRIDAY at 5:30 p. m. Returning, leave Norfolk Tuesday, Thursday, and Saturday.

POTOMAC RIVER LANDINGS: Steamer Thompson leaves Monday, Wednesday, and Friday at 7 a. m. Fare, 25 cents.

NEW YORK STEAMERS: E. C. Knight and John Gilson alternately leave New York, Pier 1, E. R., every saturday at 4 p. m., and Georgetown every Friday morning.

For information, apply at General Office, 613 Fifteenth street, or at Cunnamy's wharf, foot of Sixth street. ALFRED WOOD, Secretary
GEO. R. PHILLIPS, Superintendent.