LAND TO LIVE ON.

Real Estate Dealers Report That Transactions Are a Trifle Slow.

Some Schemes Which Are Considered as Traps for the Unwary.

Excellent Prospects for an Advance in Suburban Real Estate.

Many Fine Buildings Planned for or Already in Contractors' Hands.

The feature of the real estate market for the last week, according to some of the real estate dealers, has been the building up of suburban property. Others, however, say that the improvement is general, and one dealer stated yesterday that there was an attempt among a clique of agents to work up a boom for suburban property. "A few weeks ago," said he, "four well-known agents made up a pool of $35,000 and invested it in porperty in the northern part of the city, buying it for almost nothing. Since then they have been selling the lots at a large profit."

"What will be the result?"

"Well, after the men who purchased the property have improved it they will not be able to sell it for what they paid for the ground. If you don't give me away I'll tell you something else. There is a movement on foot among these same four gentlemen to start a boom in South Washington. They will buy the property and sell it at a high figure, representing that when the railway companies leave that section it will be doubly enhanced, when the fact is that the property is located out of the vicinity of the railway tracks, and any action taken to relieve the streets of the latter will have no effect at all. The market at present is full of schemes."

The principal dealers in real estate stated that the market was slow, and that there were very few sales. The records of permits to build, however, does not bear out this statement, and permits for many fine buildings have been taken out.

The prospect for improvement of suburban real estate, as stated, was never better. A great many outsiders are looking for suitable sites in the country to erect summer residences, although very little improvement has been made by the commissioners to the roads. There are a great many complaints from persons in the county of the action of the commissioners in expending all of their efforts to help inside property. The total expenditure for the improvement of the county has been small, and the county property suffers in consequence.

There appears to be no doubt but that suburban property will advance in price, as but a few years ago land about Dupont circle and on both sides of Connecticut avenue up to Boundary could be bought from 10 to 20 cents a foot. Now it is bringing fabulous prices, not for speculation, but for occupancy.

"A man cannot invest money in land elsewhere that will double and treble the purchase price in so short a time," said a prominent real estate man. "The future is to witness a growth of the capital of which we have no conception at the present time. The population increased 35 per cent. from 1870 to 1880, and its present rate of increase will make the population in 1890 nearly 250,000."

Among the transactions of the past week the majority are for dwellings and extensive improvements to be made in the central part of the city. The cost of the buildings, according to the permits, during April was $600,000, far in excess of any month for a long period.

A permit will shortly be taken out for the extension of Welcker's hotel, on Fifteenth street northwest, which will cost about $100,000. The plans are being prepared by Mr. Felter, the owner, and the work will probably begin in a month or so.

Mr. Ferguson will in a few days begin the erection of a spacious dwelling at the corner of Twenty-fourth and M streets, on the site of the old Reeside dwelling. This mansion will be erected at a cost of $40,000 or more.

Another handsome dwelling to be erected is the one to be located at the corner of Thirteenth and Riggs streets by Mr. W. Z. Partello. It is to cost $6,000.

E. Poe will begin in a few days the erection of a large dwelling on De Salses street, to cost the same amount.

Two brick dwellings to be erected by J. F. Redfern on H street, between Eighteenth and Nineteenth streets northwest, will cost $17,000, while Gray & Page, for Miss Nellie Simpson, are preparing plans for a handsome house to be erected on Hillyer avenue, to cost $7,000.

Five brick dwellings to be commenced in a short time on North Capitol street, between B and C streets, by Charles Elliott, will cost $32,000.

THE CARROLL INFELICITIES.

Conflict of Testimony as to the Paternity of a Child.

On the 18th of last September Charles Carroll, by his solicitor, Mr. Campbell Carrington, filed a petition to annul the marriage between him and Letha Carroll. The petition showed that her maiden name was Letha Herbert; that Mr. Carroll was introduced to her on Sept. 20, 1880; that she led him to believe she was a chaste and virtuous woman, on April 3, 1883, they were married by Rev. Father Walsh, of St. Augustine church. He charged that she practiced deception upon him, and four months and twenty days after the marriage he learned, not only that she was not virtuous, but at the very time of her marriage with him, although up to that time she had been an unmarried woman, still she was in an advanced state of pregnancy, and on Aug. 25, 1883, she gave birth to a full-grown babe. After this unexpected event in the family history the husband says that he withdrew himself from his wife's society and never visited or communicated with her afterward. For these reasons he believed that he was entitled to have the marriage which he was fraudulently led into declared null and void. To this bill Mrs. Carroll put in an answer in which she asserted that she met Mr. Carroll first in 1876, instead of 1880, and admitted that she did lead him to believe that she was a chaste woman. She averred that she never had intimate relations with any man but him. She further asserted that at his most earnest solicitation and under the most sacred promises of marriage to her, both verbally and in writing, she yielded to his persuasions, and became the mother of his child. In addition she further charged that after the child was born he turned her into the street, without shelter or food, threw herself and child upon the charity of strangers and has provided nothing for either of them since. She is of the opinion that a divorce would be conducive to the best interest of both parties and society in general, but that it should be granted at her instance on a cross bill and not to him. The issues were made upon this bill and answer, and considerable testimony taken. This was all submitted to Justice Cox a few days since, and the judge, after carefully reviewing it evidently came to the conclusion that no good ground for divorce had been shown supported by proof, and yesterday directed an order to be made dismissing the bill without prejudice to either party.

The Debts of a Dead Woman.

The court in general term was engaged yesterday in hearing the appeal from the special (equity) term in the case of Chauncey F. Greer against William F. Hounschild and others, and the argument was not concluded when an adjournment was taken until next Tuesday. Mr. H. W. Garnett appeared for the complainant and Mr. N. H. Miller for the defendant. The facts are that Maria Hounschild, now deceased, owned a house, and, by renting rooms, supported herself and husband. During the sickness from which she died Mrs. Hounschild engaged the wife of Mr. Greer to nurse her, agreeing to pay $3 a week for her services. At the time of her death there was a balance due Mrs. Greer of $221.75. Mrs. Hounschild made a will, in which she left her property to her husband for his life, and after his death to her sister, Margaretha Miller. The latter and her husband have taken possession of the property and removed Mr. Hounschild, who has been bed-ridden and without means for years, and are now receiving rent for the property. They refused to pay the balance due Mrs. Greer, and thereupon suit was brought. In the court below the chancellor passed a decree in favor of the defendants, and the complainant took an appeal, maintaining that the estate was liable for the debt created by Mrs. Hounschild.

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Is filled with all the new shades for children and boys. Our kilt suits and shirt waists are marvels of beauty. EISENMAN BROS., clothiers and tailors, corner Seventh and E.

FITCH, FOX & BROWN, Real Estate Brokers.

SUBDIVISION OF "LANIER HEIGHTS."

FOR SALE —AT— LOW PRICES —ON— EASY TERMS.

* These lots each contain 10,000 square feet. † These lots each contain 7,500 square feet.

This fine tract of land on Columbia road, between Sixteenth and Eighteenth Streets, has been subdivided as shown on above plat, and is now offered for sale in lots at reasonable prices. A contract has been entered into for grading the streets and planting shade trees. For Suburban Residence Sites or for investment nothing better is offered. Prices and plats furnished on application to

FITCH, FOX & BROWN, Real Estate Brokers.
1437 Pennsylvania Avenue, N. W.

Lots Have Been Sold as Follows:

14, 15, 16, 17, 33, 34, 35, and 36 to Mrs. Charlotte A. Weed and Mrs. Zipporah R. Clark.
9 and 10 to Mrs. Mary B. Collins.
20 and 21 to Lieutenant Commander Isaac Hazlitt, U. S. N.
18 to Mrs. Sarah Deland.
19 and 31 to Mr. Edwin Shufflebotham.
32 to Mr. Thomas B. Sanders.
11, 12, 13, 37, 38, 39, and 93 to Mrs. Gen. Albert J. Myer.
95 to Mr. A. M. McLachlen.

We have spent over $100,000.00 in defending our right to the Durham Bull as our trade-mark. Undoubtedly he is to-day the most valuable Bull in the world. Now it stands to reason that we couldn't afford to protect him so thoroughly if BLACKWELL'S BULL DURHAM Tobacco, of which he is the representative, wasn't the BEST Smoking Tobacco ever made.

The sales of Blackwell's Bull Durham Smoking Tobacco far exceed those of any other brand in the world, simply because it has been, is, and will be, the best that can be made. All dealers have it. Look for trade-mark of the Bull on every package.

NATURAL WATERS.

Alleghany, Bath Alum, Bedford, Va.; Bedford, Pa.; Buffalo Lithia, Blue Ridge, Blue Lick, Bethesda, Clysmic, Silurian, Capon, Deep Rock, Mount Clemens, Massanetta, Rockbridge Alum, Rock Enon, White Sulphur, Red Sulphur, Rawley, Tate Epsom, Wallawhatoola, Champion, Hathorn, Congress, Geyser Empire, Vichy, Friedrichshall, Rhens (Selters), Hunyadi, Rakoczy, Kissingen, Carlsbad, Pullna, Apollinaris, Celestins Grande Grille Hospital, &c.

Shafer's Mineral Water Depots:
1010 F St. Northwest, Washington.
49 and 47 North Charles, Baltimore.
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Soaked to the Skin.

"I am completely soaked. I don't believe there is a dry thread on me. I never got such a drenching. What a pity we couldn't have pleasant weather. It's my opinion, Maggie, that the ghost of George III must have followed the example of Jerry Cruncher's wife, and 'flopped agin' the business.'"

"Can't say how that may be, Mollie, but it's a burning shame—that's what it is. Here's my new dress utterly spoiled, and I ache all over from standing four hours in the pouring rain. I'm certain we shall all be sick."

The above short dialogue occurred between two stylish young ladies as they descended from the Twenty-third street station of the Sixth Avenue Elevated Railroad, New York, at 5 o'clock on Evacuation Day. Ruined robes, hats, boots, gloves, furs, drums, uniforms, &c., were thick among the wreckage of that stormy occasion. But worse remains behind. Of the round million people who took part in or witnessed the great parade, probably one-half caught more or less serious colds. They met the enemy and they are his. Result: Pains and aches in the back, limbs, chest, and neck, and lameness, stiffness, and soreness from head to foot.

To this unlucky host we commend afresh BENSON'S CAPCINE POROUS PLASTERS. They go right to the spot without a minute's loss of time. One of them is worth a score of any other kind. They possess the highest and most positive medicinal qualities. Immediately on application Benson's plaster produces the sensation of warmth and healing. They abate nervousness and give quiet rest and sleep. They check racking coughs, and soothe the irritated lungs and mucous membrane. They cure where other plasters do not even relieve. They will rid you of that "pounded feeling" in from three to twenty-four hours. Benson's plasters should be used everywhere to repair the physical discomforts and disaster following exposure to the elements.

Benson's Capcine Porous Plasters are indorsed by the written signatures of over 5,000 physicians, and the proprietors (Messrs. Seabury & Johnson) have received the first and only awards for such goods at all the exhibitions. They are first, last, and always—THE BEST.

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Constructed especially for LATROBE STOVES, having TILE ORNAMENTATION, are furnished at about the cost of Slate Mantels, that house owners of moderate means may beautify their homes with these ARTISTIC FEATURES.

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Of all grades, in OAK, CHERRY, and MAHOGANY. Also SLATE MANTELS for those who are not tired of them.

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For Cemeteries and Lawns, having a Reservoir Attachment holding sufficient water to last ten to fifteen days, securing a vigorous growth of plants. RUSTIC SEATS, CHAIR, &c.

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Are offered with the fullest guarantee as the best aid in domestic economy and convenience.

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BRONZED PLACQUES, TRAYS, PANELS, and ANCIENT ARMOR, in faithful reproduction, artistically displayed in our rooms.

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Children's Carriages,

NEW AND ELEGANT STYLES.

Woven Cane, Reed, Slat, Rattan, Willow, Square Phaeton,

With the finest silk Parasol and Canopy top, Silk Linel and Fringed, upholstered with Silk Goods, Plush or Satin, either plain or in rolls, rest upon best gearing, with Patent Reversible Handles, Elliptic Springs, and flat spoked wheels, finely painted and decorated.

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WHITE, CHECKED, AND FANCY.
Largest stock ever shown before, and at prices much lower.

Parlor, Chamber, Dining Room, and Office Furniture,

Artistically Carved and of Latest Designs.

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I SELL AT THE LOWEST PRICES.

WASH. B. WILLIAMS,
Corner of Seventh and D Streets.

FOR SALE—PRINTED CARDS, "FURNISHED Rooms, with Table Board;" "This House for Rent, apply at —;" and "Furnished Rooms for Rent," price 10 cents each, are for sale at the Business Office of The National Republican.

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SPRING LEAF TEA

At 50 Cents a Pound.

Equal in Flavor to the Ordinary $1 Tea.

By authority of the United States Patent Office the name is made a "TRADE-MARK," and granted for my exclusive use.

None genuine without my name on the wrapper of the package.

Sold only in paper packages.

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MOIR'S CELEBRATED SOUPS,
IN GLASS.

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Moir's Pate of Wild Duck, Pheasant, Plover, Hare, Snipe, and Grouse (truffled).

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Fresh Barataria Shrimps.

Sharp's Tomatoes, in Glass.

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Robert Smith's Son's India Pale Ale.

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SPECIAL SALE
—OF—
FINE MIXTURES
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SHARPLESS'
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For two weeks from MONDAY, APRIL 28, until SATURDAY, MAY 10, 1884,

Price Ranging from 15 to 25 Cents Per Pound.

Five lbs. for $1, 6 lbs. for $1, and 8 lbs. for $1.

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HAVING RECENTLY FITTED UP A

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In connection with my PATENT PROCESS, I am prepared to furnish

Illustrations at New York Prices.
Photographing on Wood for the Trade.

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We are prepared to furnish an excellent quality of fresh, wood-burned Lime to the trade, at as reasonable rate as can be had in Washington in any quantity. Also keep on hand all of the best brands of imported and domestic Cements, Calcined Plaster, Plasterers' Hair, and White sand, &c.

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616, 618, & 620 Md. Ave. S. W.,
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All Kinds of Local Express Business,
Making deliveries to and from the railway depots and steamboat wharves, and from one part of the city to another, of every class of freight. Handling Furniture and Heavy Machinery our Specialty. We give all business our personal attention, and respectfully solicit orders.

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Estimates promptly furnished for building and repairing. The very best workmen and material always employed, and the very best work guaranteed. All orders, mail or telephone, promptly attended to. Am sole agent for the District of Columbia for Patent shutter Hinge, whereby, to open or close shutters, the window need not be raised.

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Plumbing, Steam and Gas Fitting,
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Travelers' Guide.

BALTIMORE AND OHIO RAILROAD.
THE MODEL FAST LINE AND THE ONLY LINE BETWEEN THE EAST AND THE WEST, VIA WASHINGTON.
DOUBLE TRACK! JANNEY COUPLER! STEEL RAILS!

Schedule to take effect SUNDAY, NOVEMBER 18, 1883.

Leave Washington from station, corner of New Jersey avenue and C street, by Eastern Standard or 75th Meridian time.

For Chicago, Cincinnati, Louisville, and St. Louis daily at 3:05 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 10:15 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 Sleeper for Toledo, via Wheeling and Lake Erie Railroad.

Trains for Philadelphia and New York at 8:10 a. m. daily except Sunday, 3 p. m. and 10 p. m. daily, with Parlor and Sleeping Cars attached.

For Baltimore on week days 5, 6:30, 6:40, 8, 8:10, 9, and 10:05 a. m., 12:10, 2:20, 2:35, 3, 3:30, 4:30 (45 minute train), 4:40, 5:30, 7, 8:10, 10, 10:15 p. m.

For Baltimore on Sundays, 6:30, 8, 9, a. m., 1:25, 2:35, 3, 4:40, 5:30, 7, 8:10, 10 p. m.

For Annapolis, 6:40 a. m. and 1:10 and 4:40 p. m.; on Sunday, 9 a. m. and 4:40 p. m.

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

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

For points on S. V. R. R., 10:15 a. m. daily.

Trains arrive from the West daily, 6:20, 7:50 a. m., 2:25, 9:40 p. m.

From New York and Philadelphia, 2:55, 8:30 a. m. daily, 8:20 p. m. daily except Sunday.

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

From Lexington, 9:20 a. m. daily, and 2:15 p. m. daily except Sunday.

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

Trains leave Baltimore for Washington at 2, 4:40, 6:30, 7:15, 7:30, 8, 9:10, and 10:30 a. m., 12:15, 2:50, 4, 4:40, 5, 6:25, 7:30, 9, and 10:15 p. m.; on Sundays, 2, 4:40, 7:30, 9, 9:10 a. m., 1:30, 5, 6:25, 7:30 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; C. K. LORD, G. P. A.

THE GREAT PENNSYLVANIA ROUTE
TO THE NORTH, WEST, AND SOUTHWEST.
DOUBLE TRACK, SPLENDID SCENERY.
STEEL RAILS, MAGNIFICENT EQUIPMENT.
ON AND AFTER NOVEMBER 18, 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 9:40 a. m. daily; Fast Line, 8:40 a. m. daily, with Sleeping Cars from Harrisburg to Cincinnati. Western Express, 7:40 p. m. daily, with Palace Cars to Pittsburg; also connects daily for Chicago, via Columbus and C., St. L. and P. R. R., with Sleeping Car Pittsburg to Chicago. Mail Express, 10 p. m. daily for Pittsburg and the West, with Palace Sleeping Car Washington to Chicago.

BALTIMORE AND POTOMAC RAILROAD.

For Erie, Canandaigua, Rochester, Buffalo, Niagara, 10 p. m. daily, except Saturday, with Palace Cars Washington to Rochester, and Washington to Buffalo. Train leaving Washington on Saturday night will not run beyond Remova.

For Williamsport, Lock Haven, and Elmira, at 11:15 a. m. daily, except Sunday.

For New York and the East, 8:15 a. m., 12:01 a. m., 1:40, 4:00, 10, and 11:15 p. m. On Sunday, 4:00, 10, and 11:15 p. m. Limited Express of Pullman Parlor Cars, 9:40 a. m. daily, except Sunday.

For Boston without change, 4:00 p. m. every week-day. On Sunday, 4 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, 8:15 and 10:50 a. m., 1:40, 4, 10, and 11:15 p. m. On Sunday, 4:00, 10, and 11:15 p. m. Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:30, 8:15, 9:00, 10, 10:40 a. m., and 1:40, 4, 4:25, 4:40, 6:30, 7:40, 10, and 11:15 p. m. On Sunday, 9:40, 10:30 a. m., 4, 6:30, 7:40, 10, and 11:15 p. m.

For Pope's Creek Line 6:30 a. m. and 4:40 p. m. daily, except Sunday.

For Annapolis 6:30 a. m. and 4:40 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6:05, 7:20, 9:25, 11:05, and 11:35 a. m., 2:05, 4:25, 5:25, 8:05, and 11:35 p. m. On Sunday at 8:25, 9:25, 11:35 a. m., 8:05 p. m.

For Richmond and the South, 6:35 and 11:35 a. m. daily, and 8 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6:05, 8:03, 10:10, and 10:50 a. m., 1, 2:05, 3:22, 5:10, 7:05, and 10:00 p. m., and 12:10 midnight. On Sunday at 8:05 and 10:10 a. m., 2:05 and 10:40 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.

THE VIRGINIA MIDLAND RAILWAY.
THE TRUNK LINE TO THE SOUTH, SOUTHWEST, AND WEST.

Schedule in effect NOVEMBER 18, 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 Buffet Cars from New York and Washington to Atlanta. Pullman Sleeping Cars from Washington and Atlanta to New Orleans.

5:10 P. M.—Louisville Fast Line, daily, via Charlottesville, to Cincinnati, Louisville, and all Western Points. Pullman Sleeping Cars Washington to Louisville.

10:40 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 from Washington, via Danville, Charlotte, and Atlanta, to New Orleans; also from Washington, via Charlotte and Columbia, to Augusta.

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.

CHESAPEAKE AND OHIO RAILWAY.
TRUNK LINE TO THE WEST, SOUTHWEST, AND NORTHWEST.

Leave from B. & P. Depot as follows:

8:35 A. M.—Way Mail (daily, except Sunday), for Clifton Forge and intermediate stations on C. & O. Ry.

5:10 P. M.—LOUISVILLE AND CINCINNATI FAST LINE (DAILY). Solid train, with Pullman cars to Louisville; Richmond to Cincinnati without change; arriving, Columbus, Ohio, at 4:50 p. m.; Winchester, 2:15 p. m.; Cincinnati, 6:20 p. m.; Lexington, 8:15 p. m.; Louisville, 7 p. m.; connecting at these cities with through trains to all points West, Southwest, and Northwest.

10:40 P. M.—Night Express (daily, except Sunday), for Ashland, Ky., and intermediate stations on C. & O. Ry.

11:05 A. M.—Arrive Newport News 7 p. m.; Old Point, 7:30 p. m.; Norfolk, 8 p. m.

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

H. W. FULLER, G. P. Agt. C. W. SMITH, Gen. Man'r. FRANK TRIGG, N. P. Pass. Agt.

WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

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

Accommodation arrives 8:30 a. m. daily.
Mail arrives 4:25 p. m. daily except Sunday.
Mail leaves 7:2 a. m. daily except Sunday.
Accommodation leaves 4:25 p. m. daily except Sunday.
On Sundays only a train will leave at 8:05 p. m.
Time, 75th meridian.
Commutation tickets not honored on Sunday trains.
S. M. BROPHY, Superintendent.

Steamboat Lines.

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Fare 50 cents. NORFOLK and FORTRESS MONROE. Steamer JAS. E. MCCULLEN leaves Washington for Norfolk and Old Point Monday, Wednesday, and Friday at 5:30 p. m., making close connection with steamer for New York and Richmond, Ocean View, Virginia Beach, and all Railroad lines South.

POTOMAC RIVER LANDINGS. Fare, 25 cents. Steamer J. W. THOMPSON leaves Monday, Wednesday, and Saturday, at 7 a. m.

For information apply at General Office, 613 15th street, or at company's wharf, foot of 6th street.

ALFRED WOOD, Secretary.
GEO. R. PHILLIPS, Superintendent.

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STEAMERS GEORGE LEARY and EXCELSIOR.
SUMMER SCHEDULE—May 1 to Sept. 30, 1884.
Steamers will leave seventh street wharf as follows:
LEARY ON MONDAYS, WEDNESDAYS, and FRIDAYS at 5:30 p. m., making no stops between Alexandria and Fortress Monroe.
EXCELSIOR ON TUESDAYS and THURSDAYS at 5:30 and SATURDAYS at 3 p. m., stopping at Piney Point and Cornfield Harbor each way.
Exclusive connection with Boston and Providence steamers. Connect also with New York and Richmond steamers, Norfolk and Western, Seaboard and Roanoke, Ocean View, and Virginia Beach Railroads.
Passage and tickets can be secured at Baltimore and Ohio ticket office, 4½ 7th st. and Pa. ave., St. Marc Hotel, Pelkinhorn's, next to City Post-office, office of Knox's Express, 6th st. and Pa. ave., and at Company's office, 7 foot, wharf.
KNOX'S EXPRESS will call for and check baggage from hotels and private residences.
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