THE DEADLY TYPHOON.

It Struck the Fleets at Samoa Early in the Morning.

THE WARSHIPS ABSOLUTELY HELPLESS IN THE FURY OF THE GALE—THE GERMAN VESSELS FIRST TO SUFFER—HOW CAPT. SCHOONMAKER DIED.

The typhoon of March 16, which caused the dreadful disaster in the harbor of Apia, struck the fleet of war vessels before 6 o'clock in the morning. The German ship Eber dragged her anchor first, and was driven helplessly on the reef which runs around the harbor. She struck, broadside on, at 6 o'clock. The shock caused her to lurch and stagger back, and she sank in a moment in deep water. Most of her men were under hatches, and scarcely a soul escaped. The Adler was lifted bodily by a gigantic wave, and cast on her beam ends on the reef. A terrible struggle for life ensued among the officers and sailors. Many plunged into the ragiag surf and struck out, some reaching shore in safety. Others clung to the rigging until the masts fell. Of those in the rigging only two gained the shore. The captain of the Adler and several other officers were saved.

HOW THE NIPSIC WAS SAVED.

Meantime the United States steamer Nipsic had been dragging her anchors and drifting toward the shore. The captain, however, managed to keep control, and ran her on a sand bank. Boats were immediately lowered, and the whole company were saved with the exception of six men. These were drowned by the capsizing of a boat.

The Vandalia was carried before the gale right upon the reef. She struck with a terrible shock, hurling Capt. Schoonmaker against a gatling gun and he felled stunned. Before he could recover a great wave swept the deck and he was washed away with others into the sea. The vessel sank 50 yards from the Nipsic. Several of the officers and men were washed overboard and drowned. Others perished while making desperate efforts to swim to the shore. Some remained for hours in the rigging, but heavy and swift succeeding waves dashing over them carried them off one by one.

THE NATIVES OFFER ASSISTANCE.

By this time night had set in. Many natives and Europeans had gathered on the shore, all anxious to render assistance to the unfortunate crews, but, owing to the darkness, they were wholly unable to be of service. Soon after the Vandalia had sunk the American war ship Trenton broke from her anchorage and was driven upon the wreck of the Vandalia, whence she drifted to the shore. The bottom of the Trenton was completely stove and her hold was half full of water.

As morning broke the German man-of-war Olga, which had hitherto withstood the gale, although much battered by the heavy seas that constantly broke upon her, became unmanageable, and she was driven upon the beach, where she lay in a tolerably fair position.

Mataafa sent a number of men to the assistance of the ships. They rendered spiendid aid in trying to float the Olga.

BRITAIN CLAIMS SUPERIOR SEAMANSHIP.

A London special to the Philadelphia *Press* says: The terrible news from Samoa caused a profound sensation here, and much sympathy is felt and expressed for the gallant men who lost their lives. At the admiralty the officials were very jubilant at the escape of the Calliope, which they unhesitatingly attributed to the superior quality of British seamanship.

Admiral Howell, formerly of the United States navy, who has been for some time staying at Bournemouth for the benefit of his health, is just now in London. He is sore at heart at the loss of the ships he knew so well and of the officers who were once his comrades. He was sure no fault attached to any of the American officers, least of all to Admiral Kimberly, whom he knew well as a splendid officer. Farquhar, too, was one of the best men in the United States navy, and Schoonmaker was a capital sailor and good fellow.

SURVIVORS COMING HOME.

The Auckland agent of the Oceanic steamship line, whose steamships ply between San Francisco and Australia, cabled John D. Spreckles, president of the company, that Lieutenant Wilson desires to secure accommodations on the steamship Mariposa, which touches at Auckland on her return trip from Sydney the latter part of April, for three hundred of the wrecked sailors at Samoa, to be taken to San Francisco. The Mariposa is only entitled to carry two hundred and fifty passengers, but an appeal having been made to the government authorities here the Treasury department replied that the naval office would impose no restriction on the Mariposa carrying more than the usual number of passengers, providing they were shipwrecked sailors. The steamship Alameda left Auckland some days ago. It is supposed that she touched at Samoa Saturday, and it is thought she will bring a large number of the shipwrecked sailors to San Fransisco without waiting for the Mariposa to receive orders. The Alameda is due at San Francisco April 13.

THE STORM OFTEN COMES WITHOUT WARNING.

A storm similar to the one of March 16 occurred at Apia in February, and at that time the English warship Calliope and the German ship Eber had a narrow escape from being wrecked.

Capt. Holland, of the schooner Bonanzo, at San Francisco, said yesterday that March was always a bad month for hurricanes in the South Pacific. No harbor is safe in these storms; the only course is to put to sea. While there is sometimes warning beforehand, as much as twenty-four hours, of the approach of a gale of this kind, at other times it comes entirely without warning. Capt. Holland did not consider for a moment that the escape of the Calliope was due to superior seamanship on the part of her officers. She probably had steam up at the time.

Captain Leary, of the United States steamer Adams, which recently returned to San Francisco from Samoa, said on Saturday: "There is hardly any anchorage in Apia harbor, and it is a very difficult matter to keep a vessel off the shore in ordinary weather. The anchors keep dragging, and when I was there with my vessel I found it necessary to carry my anchors out every morning to keep the vessels from going ashore."

Other San Francisco advices say that the Monongahela, which left there February 21, for Samoa, has probably reached her destination.

The seven naval cadets on board the Trenton and the three on the Vandalia were saved.

The Berlin dispatch says Emperor William was deeply moved by the news of the Samoan disaster. He immediately telephoned Prince Henry and afterward conferred with Count Von Moltke, Prince Bismarck and others.

SYMPATHY FROM THE QUEEN.

Expressions of sympathy were yesterday received from Queen Victoria, cabled by Lord Salisbury to the British legation. Her majesty directed her prime minister to express to the President her sorrow and commiseration on the terrible naval misfortune at Samoa. The message was delivered yesterday afternoon by Secretary Edwardes, the British charge d'affaires, who was accompanied by Secretary Blaine. In reply the President expressed his warm appreciation, and that of the whole people of this country, of the queen's considerate sympathy with the United States over the calamity which had overwhelmed its naval forces at Samoa. The President said that a more formal reply would be made to her majesty through the Secretary of State.

THE PRESIDENT'S VIEWS.

President Harrison was interviewed Saturday in reference to the disaster, and is quoted as saying;

"It is a very sad occurrence. Loss of ships is nothing, but the lives of the men lost is a public calamity. Sometimes I have thought that possession of our imitations of war vessels is a misfortune, as it has prevented our getting better ones, and we are continually sending them into places and on missions which hazard valuable lives. I think there will be no delay when Congress meets again in our having a complement of new substantial ships. There will be no extra session of the cabinet, as reported, to take action on this misfortune. Nothing can be done further than to render assistance in recovering the bodies of the dead. The ships are understood to be a total loss, and no effort will be made in all probability to save them."

President Harrison intends to recommend in his message next fall that a large appropriation be made for the construction of new cruisers and men-of-war.

To NEW YORK VIA B. & O. R. R.—A complete service of fast Express Trains is now in full operation between New York, Philadelphia, Baltimore and Washington via B. & O. R. R. All the day trains are equipped with Pullman's Parlor Cars and the night trains with Pullman's Sleepers. The "Knickerbocker Express," leaving Washington at 4:15 p.m., arriving New York 9:50 p.m., is composed exclusively of Vestibuled Coaches and Parlor Cars. No extra fare is charged. Passengers are landed at station foot of Liberty street, New York, within two blocks of Elevated railroad.

Mr. Bluff (to his traveling acquaintance)—"Surprised at the evidences of culture you saw in the west, eh? Why, they're raisin' corn in the Kaw river bottom-lands that's sixteen feet high. If the east can beat that for culture, you'd better show up the goods!"—*Life.*

AMATEUR PHOTOGRAPHY.

Some Words of Advice to Those Interested in the Subject.

When we come to criticise photographs as pictures, we find that one great defect is to be found in their small size. It is true that the perfection of detail and fine finish compound for this in a measure, but it has often been said that one good print of 11x14 inches, or larger, is worth dozens of the little scraps made on 5x4 and 4x3 inch plates. It has lately become too much the fashion to advise the use of small sizes, and to depend upon some enlarging process when a print of good size is wanted. The idea of making small negatives and enlarging them afterward seems fair enough, and it is indeed, successfully done in many cases; but if such a size as 10x12 were settled upon, we should advise that the negatives be made direct, and the prints not enlarged from, say, 5x7 or 5x4 inch negatives. All experienced operators agree that the making of negatives for enlargement requires great skill and care. Remembering how greatly the cost of making photographs has been reduced, and what excellent outfits can now be had for a moderate sum, we feel justified in advising those who aim at good artistic results to begin boldly with plates of a fair size—certainly not less than 8½x6½, or, better, 10x8 inches.

SELECTION OF OUTFIT.

Now, since the first thing to be considered in the selection of a photographic outfit is the size of picture desired, and the next the character of work to be done, let us here say that the difficulties of obtaining clean, good results increase with the increase of size to a certain extent, and the expense of making the picture increases very materially. Nevertheless, in spite of the various processes for making large prints from small negatives—enlarging processes, as they are technically termed—we repeat that we should not advise the purchase of very small cameras, unless mere amusement is the only thing to be considered. Plenty of fun can undoubtedly be had out of the little "detective cameras now so commonly used, but more satisfaction will be felt in a nice collection of views or portraits on plates measuring, say five inches by eight, or ten inches by eight, the camera for which would be too large to be conveniently concealed as the smaller sizes are. Since the introduction of the gelatine dry plate, and the consequent simplifying of the chemical part of the work, large-sized photographs may be made with far greater ease than formerly, and to those of our readers who have devoted any attention to art matters we will suggest one of the larger-sized cameras for plates, say fourteen inches by eleven, as offering more scope for the artistic treatment of fine subjects, particularly landscapes.

THE LENS.

The size of plate and camera being settled upon, the next thing is to get a suitable lens, and this is often no easy matter. In most of the detective cameras the lens is supplied as a part of the outfit, but one intending to provide himself with a regular photographic apparatus ought to have some knowledge of lenses before purchasing. Without going into too great detail in the matter, we may say that some general distinctions between the different varieties of lenses should be borne in mind, as follows: (1) Lenses including an ordinary angle or amount of subject, say forty to forty-five degrees on the base-line of the picture, and of tolerably long focus; and (2) wide-angle lenses including eighty degrees, or even more, and of very short focus. It would be natural for the purchaser to imagine that that lens which included most subject would be best, but as a general rule the contrary is true, namely, that the longer-focus lenses are the more practically useful and give the more pleasing pictures. There is another distinguishing characteristic between lenses that are "single" or "doublet." The former are cheaper, but quite good enough for average landscape work, while the latter are indispensably necessary for architectual subjects and the accurate copying of anything like maps, plans, engravings, &c. To those who are disposed to be very economical, we may say that the front lens of an opera-glass will make excellent photographs. It should be unscrewed from the barrel and set in a short tube with its flat side facing the view; or, in other words, it should have its position just reversed from what it was in the opera-glass. A stop of suitable size is then set in front of it at a distance equaling one-fifth of its burning focus. It should be remembered that the perspective of the photograph is made by the lens and cannot be altered by the operator, except in so far as he provides himself with a number of lenses of different focus and angle, so as to be able to treat different subjects with lenses suitable to their peculiarities, using each lens pro re nata, as the doctors would say.

MORE THAN ONE.

It may not be generally known that experienced outdoor operators are pretty well agreed upon certain proportions between the focus of the lens and the size of plate, as affording the most pleasing pictures, and being the most useful in the long run. We should thus choose an 11-inch focus lens for the 8½x6½ plate, a 9-inch for the 8x5, &c., or, in other words, one whose equivalent focus was about equal to the diagonal of the plate. But let us take this occasion to say that we cannot too strongly insist upon the desirability of the photographer's having more than one lens irrespective of the size or style of his pictures. We ourselves have worked with lenses of 11-inch, 7-inch and 5½-inch focus on the 8½x6½ plate, and succeeded in a great variety of subjects. The 11-inch was probably used five or six times where the 7-inch was once, while the 5½-inch was only resorted to on rare occasions where the peculiarities of the subject required a very wide angle. We enter into this matter at some length because the artistic qualities in landscape photographs will be found to depend in great measure upon the ability of the operator to include just the desired amount of subject on his plate from any given point of view; for the latter cannot always be changed so as to favor the lens. Then, also, it must not be forgotten that every change in the position of the camera will change something in the view; the whole character of the picture may be altered by shifting the apparatus a little in one direction or the other. A speaking proof of this is seen when examining the results obtained by the members of photographic clubs and societies after having been out for a field-day; here we often see two photographs of the same subject, where the men have stood side by side, one being complete as a picture, while the other fails in its effect simply because the lens has been a few inches or a few feet farther to the right or left, and has omitted or included some object which has been the making or marring of the picture.

ANOTHER PROMINENT DEFECT

in photographs, taken as a whole, is that they are usually made in fixed sizes in spite of varieties or peculiarities of subject. How unpleasant it is in the case of a fine panoramic view, where the interest lies in the extended horizontal sweep rather than in the sky or foreground, to see things forced into a nearly square plate, say 10x8 inches, which gives entirely too much space above and below, with insufficient length! On the other hand, how empty the ends of a long, narrow 8x5-inch plate appear if some isolated and rather square object, such as a villa or group of trees, occupies the center! Many a picturesque subject, dealing in high and narrow lines, will be utterly ruined if crowded on a square-shaped plate—street views in cities, for example—made near to churches with high steeples. Here we must either have a long, narrow plate, or use a lens of short enough focus to reduce the whole scale of the picture so that it can be afterward trimmed to suit the subject. Here we see an additional reason why the plate should be of a good generous size to start with, and the outfit of lenses complete. If we had only a small plate on which to make the view, the trimming might make the finished print too small to be worth anything.

Let us now consider the shape of the picture, or plate, together with the proportions existing between its boundaries or sides, premising that while here and there a print may be trimmed square, circular or oval, to suit some particular subject, the oblong shape will be by far the most generally useful.

PERSPECTIVE.

A little study of perspective is most highly to be recommended to those who desire their pictures to be truthful and pleasing. Now, by this we do not at all mean that our readers should wade through ponderous volumes, filled with mathematical problems and long equations, but that they should, for instance, set themselves to consider such facts as the following: If an empty box be set on the end of a long table with its hollow facing the student, it will be observed that the bottom and the sides are in a certain proportion to each other, and that the lines of junction between them appear to recede at a certain angle. If the box now be moved up to within 12 inches of the face, these lines of junction will be seen to stand at much more obtuse angles, besides which the sides will appear broader in proportion to their height than when the box was at a distance. Let him now consider that the principles here involved would hold true in the photographing of street views, and many other subjects where both near and distant objects were included. For if a wide-angle lens be employed, all the receding lines in the picture, such as cornices of buildings, railroads, curbstones, etc., etc., will stand at much more obtuse angles than when a narrow-angle lens is used; the terms "wide-angle" or "short-focus," on the one hand, and "narrow-angle" or "long-focus," on the other, being indiscriminately used by the photographer.

THIS GREAT OBTUSENESS OF ANGLE

in the perspective of pictures made with wide-angle lenses is sometimes the cause of most unsightly and ridiculous pictorial failures. It will be seen at once that the objection to using very wide-angle lenses is that, owing to this great obtuseness of angle of the perspective lines, distant objects will appear unnaturally dwarfed in size, while those near at hand will come out immensely larger than they ought to. A few trials on street views with a lens including, say, eighty degrees of angle, with prominent objects close in the foreground, will soon prove the truth of what we have been saying, and sometimes well-known localities will be so changed in the photograph that no one would recognize them. We are thus met by the paradox that the perspective of the photograph, while mathematically correct, is false to the eye.

These ideas of perspective will be found very useful in photographing architectural subjects, wide-angle lenses often being indispensable here. Caution must be observed in using them on these subjects, however, for if the building stands in confined positions, where there is no room to move the camera backward, the picture will have an unnatural effect, and might be compared to the eye of an observer trying to see something that was too close for convenience.

IN PORTRAITURE,

the perspective will suffer very much if the distance between the sitter and the lens be too small, and the lens of too wide an angle. In this case, the cheeks will look too narrow in proportion to the length of the face, while the hands and feet will be absurdly larger than they ought to be if at all obtruded. The head, and indeed the whole figure, will look more rotund and more life-like if a fair distance—say twice the sitter's height—is kept between the lens and the sitter. If this should give too small a picture, a lens of longer focus will have to be used. Objects look broader when taken near at hand with wide-angle lenses. Interior views of buildings, halls, &c., where there is plenty of room to keep the camera well back, will not be found difficult, but the interiors of small private houses and rooms will often be very unsatisfactory subjects because there is not room for the camera to be set well back and give a life-like, natural effect.

Photographs of long, narrow objects will be great failures in the pictorial point of view if the camera be brought too close, and so that the nearer portions are unduly magnified while the more distant become dwarfed in size. Here we see one of the principal reasons why the photographer should have lenses of different focus, so that if he is compelled to take an unfavorable point of view he may not be confined to one focus and angle.—*Ellerslie Wallace, in Outing.*

THE DESERTED VILLAGE.

How Ambition has Depopulated a Little Paradise in Southern Ohio.

From the Chicago Tribune.

"Gone!"

The word came with a deep groan from the lips of the desolate man who stood on the lonely street and looked about him.

The beams of the setting sun shone with a yellow glow on a peaceful village nestling in a lovely plain. The modest spires of the churches glittered in an atmosphere free from smoke, and not a sound came to the solitary man whose brain was throbbing and whose heart was bursting with a sense of his strange and unearthly isolation.

"Under a sky of unsurpassed beauty," he exclaimed, "in a land where even winter in its most savage mood breathes mildly, in the favored garden spot of a great state, amid fertile valleys and vine-clad hillsides, whose vegetation is already leaping into life in response to the creative energy of the vernal sunshine, can it be possible that I have lived to see such a scene as this?"

He paused a moment to kick a wandering and lonesome-looking dog that was sniffing about him in an abjectly inquisitive and apologetic manner, and again his voice rang plaintively out amid the weary solitude:

"Where are they all? Where are my friends, my neighbors, the companions of my youth? What mysterious calamity has swept over this once happy place as with the besom of—you here again, you miserable hound? Get out!"

He drew his hand tremblingly across his pallid brow and once more his voice smote the air:

"They are not here! They are gone! Great snakes! Of course they're gone! Where are ye, friends of my childhood? O familiar faces that filled the horizon of hope in my maturer years, and framed the radiant vision that my ambition bodied forth, where the Dickens and Tom Walker do you hang out now?"

With these words he took a fresh chew of tobacco, pulled his hat down over his eyes, gave one farewell glance up and down the deserted and voiceless street, turned his back on the home of his childhood and departed forever.

He was the only human being in that beautiful southern Ohio town that had not gone to Washington with a petition for office.

Gagging the Press in Germany.

Harold Frederick's London Letter.

Germany is agitated just now by the most serious domestic dispute which has stirred its politics in years. The new emperor hates newspapers—it must be admitted, not altogether without reason—and the obedient bundesrath has formulated a new penal code for journalists which staggers even the Cologne *Gazette.* When this organ speaks of the proposed legislation as "putting a frightful weapon into the hands of the government for suppressing freedom of speech and silencing opposition," you may understand that the bill must be pretty bad. It is, indeed, the worst measure that has been aimed against the liberty of the press in our generation, and there is a deep feeling as to its fate when the bundesrath next month sends it down to the reichstag. There will be a fierce debate, and it is expected that a considerable number of national liberals will part company with Bismarck on this issue.

Colored Episcopalians in South Carolina.

THEY WILL REJECT A PROPOSED COMPROMISE OF THE COLOR LINE DISPUTE.

The report of the committee appointed by the South Carolina diocesan convention of the Protestant Episcopal church, to try and settle the color question, recommends a compromise which proposes to admit colored clergymen to the convention who have been connected with the church for a year prior to May 18, 1889, when the convention meets at Anderson. It also proposes a separate congregation under the ministration of the bishop. No provision is made for the admission of colored lay delegates.

A prominent vestryman of St. Marks, the aristocratic colored church in Charleston, said last night that the terms would not be accepted. "We won't secede from the church," he said. "We shall simply wait, and if barred out of the diocesan convention we will carry the case to the general convention." As to whether St. Mark's would continue to pay its tribute to diocesan conventions he was not prepared to say. The question promises to be a burning one at the coming convention.

A New White House.

From the Atlanta Constitution.

It is said that Mrs. President Harrison's recent sickness was due to the condition of the White House, the sanitary arrangements of which are reported to be in bad order.

This has revived the talk about the building of a new house for the President, and almost without exception the proposition has received the hearty indorsement of all of the newspapers of importance which have spoken of the matter.

The White House was built in 1792, and was rebuilt in 1818, practically as it stands to-day, after having been burned by the British in 1814. It was built for the chief executive of a nation numbering less than 4,000,000 people, which, in less than a century, has increased to over 60,000,000.

It is not in keeping with the other great and substantial buildings of the government, and, aside from architectural considerations, it does not appear to be, to say the least of it, a healthy resort for those who have to live in it.

The house is pinched and its accommodations are inadequate. Its construction is of old design, which is not so bad as its decaying material. It is said that Arthur's last illness was brought on by its impure atmosphere.

Let us have a new White House, and as the residence for centuries to come of our presidents, let it be a building of such magnificent apportionment that it will be a structure of national pride.

EIGHTY ROUNDS BETWEEN FEATHER WEIGHTS.—The world's feather-weight championship battle, for $1,500 and the Fox belt, was fought at Konts, Ind., Sunday morning between Weir, the "Belfast Spider," and Murphy, the "Brummagen Boy." Weir got first blood by cutting a great gash below Murphy's left eye. The fight was a long and well-contested one. Murphy had a rib broken and Weir got a slight fracture of the jaw. After the eightieth round the fight was postponed until some time before to-morrow. Parson Davies said last night he would prevent a second meeting if possible.

For a good spring medicine we confidently recommend Hood's Sarsaparilla. By its use the blood is purified, enriched and vitalized, that tired feeling is entirely overcome and the whole body given strength and vigor. The appetite is restored and sharpened, the digestive organs are toned, and the kidneys and liver invigorated.

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"STAR OF THE EAST," FANCY PATENT PROcess Flour, $6.75 per bbl.; $1.75 per ¼ bbl. sack. "Old Time" Flour, $5.90 per bbl.; $1.50 per ¼ bbl. sack. Perfection Tea, acknowledged by all who use it to be worth double our price, which is 50c. per lb. Best Sugar Cured Hams, 12½c. per lb.; Shoulders, 9½c. per lb. 8 lbs. Buckwheat for 25c.; 7 qts. Hominy for 25c. 5 lb. package Breakfast Hominy for 15c. 3 qts. Beans for 25c. 5 lbs. Turkish Prunes for 25c. 2 lbs. Dried Peaches (peeled) for 25c. 4 lbs. Evaporated Apples for 25c. Rumford Yeast Powder, large bottles, 10c. 6 lbs. Starch for 25c. 9 cakes Tom, Dick, and Harry Soap for 25c. 7 cakes Aromatic Soap for 25c. 6 cakes Plymouth Rock Soap for 25c. J. T. D. PYLES, ja29-3m 412 4th st. s.e.

FOR CHOICEST IMPORTED WINES, LIQUORS, Cordials and Italian general Produce. Lachrima Christi, Barbera, Barolo, Brachetto, Marsala, &c. Macaroni, Spaghetti, Vermecelli, Pure Olive Oil, Parmesan, Roquefort Cheese, Mushrooms. Call on G. PESSAGNO & SONS, mh6-1m* 808 9th st. n. w.

WOOD AND COAL.

FORREST DODGE. COAL MERCHANT, Wholesale and Retail. Anthracite Coal of all kinds constantly on hand, GEORGE'S CREEK CUMBERLAND COAL. FINEST GRADES of SPLINT AND CANNEL COAL. Sawed and Split Wood to Order. Yard and Office, 3008 Water street; Branch Office, 1214 31st street (opposite Post-office), West Washington, D. C. Telephone—Yard, 954-2; Branch office, 956-2. mh20

MY RETAIL PRICES FOR COAL AND WOOD, until changed, are as follows: White Ash Stove, per ton of 2,240 lbs.....$5.40 " " Egg, " " .....5.20 " " Nut, " " .....5.40 " " Broken, " " .....5.20 Shamokin Stove, " " .....5.80 " " Egg, " " .....5.40 Red Ash Stove, " " .....5.90 " " Egg, " " .....5.90 Lykens Valley Stove, " " .....6.50 " " Egg, " " .....6.50 S. & S. Pine Wood, per cord.....6.50 " " Oak Wood, " " .....6.50 Special prices for large orders. JOHN MILLER, 606 Pa. av.n.w., 1020 14th st.n.w., S. Cap. and I st. ja8-3m

COAL! COKE! WOOD! JOHNSON BROTHERS, Wharves and Rail yards, 12th & Water sts. Southwest. Offices: 1202 F st. n.w. 1515 7th st. n. w. 3d and K st. n. w. 1740 Pa. ave. n. w. 1112 9th st. n. w. 413 20th st. n. w. Exclusive agents in the District for the sale of some of the best coal mined. Supply more families than any retail yard in the United States. HONEST MEASURE, FAIR DEALING, PROMPT DELIVERIES AND REASONABLE PRICES have made our business a success. a21

PRINTERS.

McQUEEN & WALLACE, BOOK AND JOB PRINTERS, 1108-1116 E st. n.w., south side. BRIEFS, TESTIMONY, RECORDS, PETITIONS PROMPTLY AND ACCURATELY PRINTED. FINE WORK A SPECIALTY. d19

CUTTING THE CUTTERS—66c. FOR HOOD'S, Ayers', Goodrich's or Warner's Log Cabin Sarsaparilla. Reduction on everything. EOLS PHARMACY, mh29,30,ap1 7th and E sts. n.w.

RAILROADS.

BALTIMORE AND OHIO RAILROAD. Schedule in effect March 10, 1889. Leave Washington from station corner of New Jersey avenue and C street. For Chicago and Northwest, Vestibuled Limited express daily 8:55 a. m., express 9:05 p. m. For Cincinnati, St. Louis, and Indianapolis, express, daily, 3:00 and 11:10 p. m. For Pittsburg and Cleveland, Vestibuled Limited express daily 8:55 a. m. and express 9:05 p.m. For Lexington and Local Stations †10:10 a. m. For Baltimore, week days, 5:00, 6:30, 6:40, 7:30, 8:30, 9:30, (45 minutes), 9:45, 11:25, (45 minutes), a. m., 12:10, 2:05, 2:30, (45 minutes), 3:15, (45 minutes), 3:25, 4:30, 4:35, 5:30, 6:15, 6:45, 7:30, 8:00, 9:45, 10:30 and 11:30 p. m. Sundays, 6:30, 8:30, 9:30, 9:45, 11:25 a. m., 1:15, 2:05, 2:30, 3:25, 4:30, 4:35, 6:45, 7:30, 8:00, 9:45, 10:30 and 11:30 p. m. For Way Stations between Washington and Baltimore, 5:00, 6:40, 8:30 a. m., 12:10, 3:25, 4:35, 6:45, 11:30 p. m. Sundays, 8:30 a. m., 1:15, 3:25, 4:35, 6:45, 11:30 p. m. Trains leave Baltimore for Washington, week days, 5:10, 6:20, 6:30, 7:15, 7:20, 8:00 (45 minutes), 9:00, 9:05, 10:15 (45 minutes) a.m., 12:15, 1:45, 2:00, 3:00, 4:15 (45 minutes), 5:00, 6:00, 6:30, 7:50, 8:05, 10:05, 10:10 and 11:00 p.m. Sundays 6:30, 7:15, 8:00 (45 minutes), 9:00, 9:05, 10:25 a.m., 12:50, 1:45, 2:00, 4:15, 5:00, 6:30, 7:50, 8:05, 10:05, 10:10, and 11:00 p.m. For Annapolis, 6:40 and 8:30 a.m., 12:10 and 4:35 p.m. On Sundays, 8:30 a.m., 4:35 p.m. Leave Annapolis 6:40, 8:37 a.m., 12:05, 4:10 p.m. Sundays, 8:37 a.m., 4:10 p.m. For Stations on the Metropolitan Branch, †6:35, ‡10:10 a.m., ‡1:15 p.m. for principal stations only; †10:10 a.m., †4:35 and †5:30 p.m. For Gaithersburg and intermediate points, †9:00 a. m., †12:30, †4:40, *5:35, †11:20 p.m. For Boyd's and intermediate stations, †7:00 p. m., ‡10:00 p. m. Church train leaves Washington on Sunday at 1:15 p. m., stopping at all stations on Metropolitan Branch. For Frederick, †10:10 a. m., †4:35 and †5:30 p. m. Sundays, 1:15 p. m. For Hagerstown, †10:10 a. m. and †5:30 p. m. Trains arrive from Chicago daily 8:35 a. m. and 9:35 p. m.; from Cincinnati and St. Louis daily 6:20 a. m. and 1:55 p. m.; from Pittsburg *8:35 a. m., †7:20 and *9:35 p. m.

NEW YORK & PHILADELPHIA DIVISION. For New York, Trenton, Newark and Elizabeth, N. J., †8:00, *9:30, *11:25 a. m., *2:30, *4:15 (vestibuled limited) and *10:30 p. m. Buffet Parlor Cars on all day trains. Sleeping Car on the 10:30 p. m., open at 9:00 p. m. For Philadelphia, Newark, Wilmington and Chester, †8:00, *9:30, *11:25 a. m., *2:30, *4:15, *8:00 and *10:30 p. m. For Atlantic City *11:25 a. m. For intermediate points between Baltimore and Philadelphia, *6:30 a. m., *2:05 and †4:30 p. m. Trains leave New York for Washington, *8:30, †11:00 a.m., *1:30, *2:30, *4:45 p. m. and *12:00 night. Trains leave Philadelphia for Washington, *4:10, *8:15, *11:15 a. m., †1:45, *4:15, *5:15, and *7:30 p. m. †Except Sunday. *Daily. ‡Sunday only. Baggage called for and checked at hotels and residences on orders left at ticket offices, 619 and 1351 Pa. ave. W. M. CLEMENTS, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Ag't. mh22

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST AND SOUTHWEST. DOUBLE TRACK. SPLENDID SCENERY. STEEL RAILS. MAGNIFICENT EQUIPMENT. IN EFFECT FEBRUARY 24TH, 1889. TRAINS LEAVE WASHINGTON FROM STATION, CORNER SIXTH AND B STREETS, AS FOLLOWS: For Pittsburg and the West, Chicago Limited Express of Pullman Vestibuled Cars, at 9:50 a.m. daily; Fast Line, 8:50 a.m. daily, to Cincinnati and St. Louis, with Sleeping Cars from Pittsburg to Cincinnati, and Harrisburg to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. Western Express, at 7:40 p.m. daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers for Louisville and Memphis. Pacific Express, 10:00 p.m. daily, for Pittsburg and the West, with through Sleeper to Pittsburg, and Pittsburg to Chicago. BALTIMORE AND POTOMAC RAILROAD. For Erie, Canandaigua, and Rochester, daily; for Buffalo and Niagara, daily, except Saturday, 10:00 p. m., with Sleeping Car Washington to Rochester. For Williamsport, Lock Haven, and Elmira, at 9:50 a. m