A MEMORY.

The path from me to you that led,
Untrodden long, with grass is grown,
Mute carpet that his liege spread
Before the Prince Oblivion
When he goes visiting the dead.

And who are they but who forget?
You, who my coming could surmise
Ere any hint of me as yet
Warned other ears and other eyes,
See the path blurred without regret.

But when I trace its windings sweet
With saddened steps, at every spot
That feels the memory in my feet,
Each grass blade turns forget-me-not,
Where murmuring bees your name repeat.
—James Russell Lowell.

Science No Aid to Beauty.

The air of physical refinement, which is what continuous culture should give, is precisely the air which is often lacking among the cultivated, as it is also in many aristocratic families. Indeed, though caste must mean more or less hereditary culture, it is doubtful if it secures beauty. It does not in the royal houses, and in any regiment, though an officer or two will probably stand first, the proportion of splendid men will be found greater among the non-commissioned than the commissioned officers. Science can no more make a Circassian than a one legged race, and the physical attributes, like the grace of God, are independent of thinking. If they were not we should some day have a race of heroes, indeed, stalking among lesser men, as Kingsley depicts his Goths striking among the far more quick witted and better cultivated Alexandrians. An entire race like Alexander the Great, the man in whom, of all mankind, brain power and physique were united in their highest perfectness, would soon be more intolerable than the "Venetian" aristocracy whom Mr. Disraeli decided, denounced and worshiped.—Spectator.

Stanley's Irish Surgeon.

Dr. Parke, to whom Mr. Stanley and the other members of the Emin relief expedition are under so heavy a debt of gratitude, is an Irishman. He is the son of Mr. W. Parke, J. P., Clogher House, Kilmore, county Roscommon. He pursued his medical studies in the Dublin schools of medicine, and on completing them he entered the Army Medical service. He accompanied Lord Charles Beresford in his memorable dash up the Nile to Khartoum, who said of him, "I never met in the British army or navy a finer fellow than Tom Parke." It was Lord Charles Beresford who recommended him to Stanley, and how he sustained the high opinion of England's first safari Stanley's own words best tell. The great explorer has frequently stated that he owed his life more than once to the great abilities and splendid courage of his physician, and also that "Dr. Parke behaved toward the women in the heart of Africa as he would toward ladies in a London drawing room."—Exchange.

Difficulty of Stealing.

Only one attempt was ever made to steal from the bureau of engraving and printing. An employe engaged in printing $5 bills brought a sheet of lead foil with him one morning when he came to work, and slid it through his press without putting paper on the plate that once. The impression that he got of the plate was first rate, but he was nabbed before he got out of the building on information by the girl assistant at his press, who saw him do the job. He was sent to the penitentiary, and a patent device was promptly adopted for future protection by which each press registers every revolution of the cylinder that prints one sheet of notes. The number of times printed must correspond exactly with the number of revolutions or else there will be trouble, and no lead foil or other device can be slipped through without leaving an unexplained record of its passage.—Washington Star.

Marriage Among the Zunis.

The Zunis farm in a desultory sort of way, raise sufficient corn and vegetables for their own consumption and cull from their trees sufficient fruit for their wants. I asked Tu ma cha regarding the marriage ceremony of the Zunis. His own explanation is curt, concise and complete. He says that when a man wants a wife he simply picks out his choice, chases her down to the creek, catches her and takes her home to live with him as his squaw.

"How about divorces in Zuni?" I asked.

"Divorce? I no savee divorce," he said.

"Suppose, from any cause, you did not want to live with your wife any longer?"

"Put her out, get another one," and the sage walked away.—Cor. New York World.

A Horse That Knew a Thing or Two.

A great many horses are fed on the streets from "hot bags" drawn up over their noses, and wobbling about in a manner which must make it very uncomfortable to eat one's dinner in that way. A knight horse down in "Pie alley" the other day had nearly reached the bottom of his bag. It wobbled awfully, but the oats were sweet and he was hungry. In front of him stood a wagon, and the wagon had wheels. Happy thought! He walked up to the wheel, rested his canvas bucket on the top of it and finished his dinner to the last oat in a comfortable, leisurely fashion, and with a twinkle in his eye. If that was not a triumph of mind over matter what is?—Boston Herald.

A Famous Printing House.

One of the most famous printing houses that ever existed was that founded at Antwerp by Christopher Plantin in 1555, and which continued under the control of his descendants until 1867, a period of 312 years. The buildings in which the business of this remarkable establishment was carried on, together with all the artistic collections of the house, its ancient presses and its old furniture, are now the property of the city of Antwerp and have been converted into a public museum, which with its wonderful treasures of literature and art may well be regarded as one of the most interesting and unique in Europe.—Exchange.

Somewhat Plain.

"When Nature wanted to show the folly of beauty," said the strong minded woman, "it created the weak headed, curled darlings we see in fashion plates. But when it desired to make clear the beauty of wisdom it made the hard headed woman with no nonsense about her."

"Yes, ma'am, certainly," said an unwearied listener. "But don't you think in the latter case she made it rather too plain?"—Philadelphia Times.

The Sharp Eyed Turks.

Target shooting contests in the Turkish army have developed the fact that not one soldier in twenty could hit a man at twenty paces. A target as big as a barn door placed thirty rods away was missed twenty-nine times where it was hit once. The Turk looks well in red trousers, however.—Detroit Free Press.

Cater to Your Boy.

We mean your boy—the little fellow you left at home this morning when you started for the store or office. Don't forget he is waiting as real and tangible to him as yours are to you. Remember he is no more a born saint than you were. And if you reflect a little you will be ashamed to think how far from it you were. Don't forget him as soon as his "good-by, papa," fades away behind you. Didn't he ask you for something—a jackknife, or a hammer, or a new slate, or some pencils, or something or other? If you love your boy and wish to show him that you do you might better forget a business appointment down town than forget his request.

If he asks you for something your better judgment says he should not have don't be content with simply ignoring the boy's wish, but take the time and trouble to explain your reasons. Boys, even pretty young ones, are quicker than you may think to see a point. Always give a reason for refusal of his request, even if it is the one you too often give—that you can't afford it. And be careful how you give that reason.

If he has lost or broken his jackknife and asks you for a new one don't scold him. Albeit you may give him a little lesson in carefulness, but don't tell him you can't afford to give him ten cents for a new one, and then before you leave the house pull out your cigar case and light a ten cent cigar.

The boy will be drawing invidious distinctions before you know it.—Business Chronicle.

TOBACCO DEPARTMENT.

RICHMOND, VA., Aug. 15.—Offerings of tobacco at auction on 'Change Friday, August 15, 1890: total offerings, 19 packages, of which 18 were sun-cured and common dark; one was a bright package, and one lot of loose tobacco. Of the sun-cured and common dark tobaccos, one package sold at $12, one taken in at $7.62½, three sold at $7, one at $6.75, two at $6, one at $5.80, one at $5.30, one $5, one at $4.70, four $4.50, one at $4.20, one at $2.30.

Of the bright tobaccos offered, 1 package sold at $8.25; of the loose tobaccos offered, 475 pounds sold at $1.

Private sales reported to the secretary to-day: Wrappers, 9 hogsheads; fillers, 3 hogsheads; cutters, 39 hogshead; smokers, 21 hogsheads; scrap, 5 hogsheads; cutting lugs, 10 hogsheads; burley, 1 hogshead; dark tobaccos, 1 hogsheads. Total, 89 hogsheads.

Office of the tobacco inspector reports to-day: Inspections—Bright, 101 hogsheads; dark, 22 hogsheads. Reinspections—Bright, 1 hogshead.

Farmers', Wilson's, Alleghany, Old Dominion, Crenshaw's, Seabrook's, Neal's, Davenport's, Planters' Shelburnes' and Shockoe, warehouses report to-day: Receipts, 90 hogsheads, 8 tierces and boxes. Deliveries, 76 hogsheads, 5 tierces and boxes.

Office of the collector of the United States internal revenue reports collections for the city of Richmond for to-day as follows: Tax paid cigars and cigarettes, $969.85; do. tobaccos, $3,476.76. Total, $4,386.61.

Registered at the Tobacco Exchange Friday, August 15, 1890: W. T. Estes, Henderson, N. C.; R. B. Boyd, Warrenton, N. C.; E. W. Harris, Henderson, N. C.; S. W. Venable, Petersburg.

Messrs. R. B. Boyd and W. R. Watson, tobacconists, of Warrenton, N. C., who have been in Richmond for several days past, making their headquarters with Messrs. Arrington & Co., returned home to-day.

The Richmond tobacco market was active and strong to-day, with good sales. Inspections of bright tobaccos were large, balance of list light. Reinspections light for entire list. Receipts to-day moderate, deliveries do., falling short of receipts about fourteen hogsheads. Internal revenue collections on plug tobaccos were heavy to-day.

C. McL.

Clarksville, Tenn.

CLARKSVILLE, TENN., Aug. 15.—Our receipts are light, the bulk of the crop having reached market. Holders show less push to sell, and our sales for the week ending to-day were 765 hogsheads. The market was fairly active throughout the week, though showing some irregularities. The middle grade of lugs were weak. The crop in the field has continued to improve since the rain of the first, since when partial showers have fallen here and there, and the dry areas are now small in number. With continued favorable weather, and a late, dry fall, a crop of unusually good quality should be secured. M. H. CLARK & BRO.

FINANCE AND COMMERCE

New York Stock Market.

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

NEW YORK, Aug. 15.—If the volume of business was compared well with the strength of prices, this would have been a real booming day on the Stock Exchange. But the fact is, that although the market was strong all day, and nearly every stock on the list scored an advance, the transactions were not large, and the market could not be called broad and active. We see no signs yet of any material change in the situation. That important factor, properly denominated "the public," is not in the ring, but the market continues in the hands of professional traders, who are perfectly able to put prices either up or down, according to their own sweet will. We are pronounced bulls on the general conditions of trade, the prospective value of growing crops, the intrinsic merit of good railroad properties, and the steadily-increasing prosperity of this great country. But we do not see any immediate prospect of anything like enthusiastic revival of speculation on the Stock Exchange. Of course it is bound to come, sooner or later, but to our minds the actual day is not yet at hand. We do not pretend to say, however, that it cannot come quickly. It is simply a matter of popular sentiment, and that shifts and turns as suddenly as the wind. Certainly all natural conditions favor a real big bull market, and when the public is converted to that opinion, traders will flock to brokerage offices, and very quickly make their presence felt in the increased volume of business on the Stock Exchange. In view of the probability of such a course of events as the fall season approaches, and considering the room there is for handsome advances in the price of all the good stocks, for most of them are selling to-day decidedly below their real value, we would not advise anybody to go short of the market at present. We would much rather rely on the long side for big gains, provided purchasers can margin their accounts well and exercise reasonable patience in waiting for profits. The market closed at a slight reaction from the very top, but with bulk of the day's advance well maintained.

RAILROAD STOCKS.	Bid.	Asked
American Cotton Seed Oil	29¾	29¾
Atchison	42	....
C. C. C. and St. Louis	71¾	72
Canada Southern	55	55½
Ches. and Ohio, common	21½	22¼
Ches. and Ohio, 1st preferred	60½	62
Ches. and Ohio, 2d preferred	41½	42½
Chicago Gas Trusts	55¼	57¼
C. B and Q	102½	103
Delaware L. and Western	145¾	145¾
Delaware and Hudson	163½	165
Erie	25⅞	26
E Tennessee, 1st preferred	76	77
E Tennessee, 2d preferred	22½	23
E Tennessee common	8¾	9½
Jersey Central	122¼	123½
Lake Shore	108¼	108¼
L., E. & W., preferred	69¼	69¾
Lead Trust	20⅞	21
Louisville and Nashville	87¼	....
Manhattan	103½	109
Mexican Central	24	25
Missouri Pacific	71¼	71¾
N Y and N E	48¾	49
Northwestern	110¼	110¾
N Pacific, preferred	82¼	82¾
New York Central	107	107¼
Or Trans	47¾	47¾
O. T. Tr.	47¾	47¾
Pacific Mail	44½	44¾
Reading	43¾	43¾
R Terminal	21¾	21¾
Rock Island	89¼	89¾
Silver Certificates	114¾	114¾
Sugar Trusts	82½	82¾
St. Paul	71¾	71¾
Tennessee Coal and Iron	46	48
Texas Pacific	20¼	20¾
Union Pacific	60½	60½
Wabash preferred	20¾	20¾
W U Telegraph	83½	83¾
Wis. Central	26	27

Richmond Stock Market.

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

RICHMOND, VA., Aug. 15, 1890.

FIRST BOARD.

2,000 Virginia consols at 50; 10,000 Virginia three per cent. 70; 10 shares Merchants and Planters Savings Bank at 21; 10 shares do. at 21; 15 shares American Tobacco Company at 98½.

SECOND BOARD.

100 Atlanta and Charlotte stock, A. C., at 100½.

GOVERNMENT SECURITIES.	Bid.	Asked.
U. S. 4½'s, R. & C., 1891	103¼	....
U. S. 4's, R. & C., 1907	123½	....
STATE SECURITIES.		
North Carolina 4's C, 1910	99½	100¼
North Carolina 6's C, 1919	127	½..
Virginia 6's, Consols, 1905	49	51
Virginia 3-4-5 Ten-Forties, 1919	37	42
Virginia 3's New, 1932	69½	70¼
Virginia consol coupons, fundable	34½	....
Virginia consol coupons, non-fundable	24	....
Virginia consol ten-forties, non-fundable	23	....
CITY SECURITIES.		
Richmond 8's, 1904-1910	....	138
Richmond 6's, 1904-1910	....	116½
Richmond 5's, 1886-1896	101	104
Richmond 5's, 1921	110	....
Richmond 4's, 1921	99	101
RAILROAD BONDS.		
A. & C. 1st 7's R., 1907	121	122
A. & C. gu.ar. income 6's 1909	105½	108
Cape Fear & Yadkin V., C. 5	104¼	104¾
C C & A. 1st, 7's, C., 1895	107	....
C., C. & Aug. 2d 7's C, 1910	119	....
C., C. & Aug. 6's, C.	109	....
C. & O. 1st 6's, C., 1916	106	....
C. & G. 2d 6's, C., 1929	83	....
Georgia Pacific 1st 6's, R. C	111½	112½
Georgia Pacific con. 5's, 1923	78	79½
Georgia Pacific inc	....	27
Jackson, Tam. & K. West 1917	102	....
Petersburg Class A, 5's, R. C	104	....
Petersburg Class B, 6's, R. C.	109	111
C. and O., R. and A. div., 1st	71	71¾
Rich. & Dan. gold 6's, C 1915	115	....
Rich. & Dan. debt 6's, 1927	104	....
Rich. & Dan. gen. mort. 5's	90	....
Rich. & Dan. Equip. 5's	....	90
R., Y. R. & C. 1st 8's, 1894	107	....
Rich. & Mecklenburg 1st 6's	105½	109
Virginia Midland, G M 5's	....	99
Virginia Midland guar.	....	90
Western N. C. 1st 6's, guar.	....	101
Western N. C. 1st 6's, 1914. C	....	98
RAILROAD STOCKS.		
Atlanta & Charlotte	100	101½
Petersburg	75	76
R. F. & P. common	117	123
R., F. & P. div. obligation	113	114
Richmond and Petersburg	107	112
BANK STOCKS.		
Citizens Savings	29	29¾
City	29¾	....
Mer. & Planters Sav	20½	21½
INSURANCE COMPANIES.		
Virginia Fire and Marine	36¾	....
MISCELLANEOUS.		
American Tobacco Co	98¼	98¾

Grain and Cotton Exchange.

RICHMOND, VA., Aug. 15, 1890.

OFFERINGS.

Wheat—1,918 bushels.
Corn—1,800 bushels.
Oats—1,400 bushels.
Rye—160 bushels.
Peas—20 bushels.

SALES REPORTED TO SECRETARY.

Wheat—Longberry, 288 bushels very good on private terms; 80 bushels very good at $1.05. Mixed, 600 bushels very good on private terms; 200 bushels good at $1.03. Shortberry, 22 bushels prime at $1.05; 208 bushels very good on private terms; 6 bushels very good at $1.03; 149 bushels good at $1.02; 10 bushels fair at $1.00; 124 bushels fair at 97c.; 80 bushels common at 90c.; 76 bushels common at 88c. Total sales of wheat, 1,836 bushels.

Corn—White, 1,800 bushels prime on private terms.

Oats—Winter, 100 bushels prime at 58c. Spring, 50 bushels prime at 48c.; 38 bushels very good at 45c. Total sales of oats, 188 bushels.

Rye—160 bushels very good on private terms.

Black Peas—20 bushels on private terms.

COTTON REPORT.

Market firm.

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

Chicago Market.

CHICAGO, Aug. 15.—Messrs. S. V. White telegraph to C. W. Branch & Co. as follows: Wheat.—The wheat market bids fair to be a dull one to-day, it being difficult at times to execute orders satisfactorily. This argued poorly for any advance, and when cables came in lower the crowd took advantage of them, and the dullness and pounded market back to 100¼ from 101. At this point some English advices were received, giving the figures of their shortage, and France would have to import. This inspired some little Eastern buying, but hardly livened the market up. Later on a few shorts tried to cover, and found the offerings practically nil. The advance was the result. I still believe, in higher prices. Corn and provision were devoid of much interest to-day. Speculation dropping off in them, and it look for a sagging market.

MARKETS BY TELEGRAPH.

Baltimore Market.

[By Telegraph.]

BALTIMORE, MD., Aug. 15.—Cotton quiet; middling, 12¼c. Flour firm and quiet. Howard-street and Western superfine, $2.50@$3.15; do. extra, $3.35@$4.35; do. family, $4.50@$5.25; city mills Rio brands extra, $5.25@$6; winter wheat patent, $5.25@$5.75; spring, do. $5.40@$5.75; do. straight, $4.90@$5.10; do. extra, $4.30@$4.50. Wheat—Southern firm; Fultz, 90c.@$1; Longberry, 92c.@$1.01; steamer No. 2 red, 95c.; Western steady; No. 2 winter red, spot and August, 97⅞@98c. Corn—Southern nominal; white, 56c.; yellow, 57c.; Western quiet; mixed, spot, 55½c.; August, 55c. asked. Oats fairly active; ungraded and Pennsylvania, 42@46c.; do. Western white, 44@46c.; do. mixed, 42@44c.; graded No. 2 white, 46c. Rye scarce and strong; fancy, 68@70c.; good to prime, 63@66c. Provisions firm. Mess pork—Old, $12.25; new, $13. Bulk meats—Loose shoulders, 6¾c.; long clear, 6½c.; clear-rib sides, 6½c.; sugar-pickled shoulders, 7c.; sugar-cured smoked shoulders, 8c.; hams, large, 11¼@11¾c.; small, 12½@13c. Lard—Refined, 7½c. Coffee firm; Rio cargoes fair, 20c. Sugar strong; granulated, 6⅞c. Whiskey quiet at $1.19@$1.20.

Baltimore Stock Market.

BALTIMORE, MD., Aug. 15.—Virginia consols, 49; do. 10-40's, 40@41; do. 3's, 69½@69¾.

New York Cotton Market.

[By Telegraph.]

NEW YORK, Aug. 15.—Messrs. Hubbard, Price & Co., in their cotton circular tonight, say: "Receipts at all American ports to-day are 938 bales, almost entirely new cotton, as against 268 last year. The interior receipts for the week are about 1,200 bales against 432 in 1889, and the aggregate of the port movement for the week 3,728 against 1,336. The morning cable from Liverpool reported the future market there as heavy at 1-64 decline, and the market closed without improvement. The Liverpool stock as made up to-day, is, including amount afloat, 1,110,000 larger than last year, of which excess 19,000 is American. This market has been mainly a reflection of Liverpool. August is about 6 points lower, and the distant positions 1 to 2 points down. Purchases of about 1,000 bales new cotton for August delivery are rumored."

Receipts at our ports to-day estimated at 1,000 bales, against 129 bales last week. The spot market is quiet at former prices; middling uplands, 12 1-16. Sales 319 bales. Transactions in futures, 18,000 bales. Futures closed 1@2 points higher for most of the list, as follows: August, 11.83@11.84; September, 11.03@11.04; October, 10.62@10.63; November and December, 10.45@10.48; January, 10.51@10.52; February, 10.56; March, 10.59@10.61; April, 10.64@10.65.

In Liverpool spot cotton was steady; middling uplands, 6 11-16d. Sales, 4,000 bales.

New York Produce Market.

[By Telegraph.]

NEW YORK, Aug. 15.—Flour closed steady at previous figures. Wheat closed strong and higher; spot sales, No. 2 red winter, $1.03; do. August, $1.04¾. Corn closed 1¼c. higher; spot sales, No. 2 mixed, 54½@55¾c.; do. August, 54½c. Oats closed fairly active and steady; spot sales, No. 1 white, 50c.; No. 2 mixed, August, 41¾c. Pork dull, unchanged. Lard closed weak; September, $6.35@$6.37. Sugar—Refined, strong, and in fair demand; cut loaf and crushed, 6¾c.; powdered, 6.56c.; granulated, 6.18c.; cubes, 6¾c. Coffee steady; fair Rio cargoes, 20¼c.

New York Financial Market.

[By Telegraph.]

NEW YORK, Aug. 15.—Money closed at 6 per cent. Exchange steady; posted rates, 484½@488½; actual rates, 483¾ for sixty days, and 487½ for demand. Governments closed steady; currency 6's, 112½ bid; 4's coupons, 123¾ bid; 4½'s do., 103¾.

RADAM'S

Microbe Killer?

The greatest discovery of the age. Old in theory, but the remedy only recently discovered.

The MICROBE KILLER is prepared on scientific principles. It starts at the root of all diseases, and cures by removing the cause of the disease.

Do you suffer with Catarrh?
Have you inherited Consumption?
Have you any Kidney Disease?
Are you afflicted with Rheumatism?
Are you troubled with Asthma?
Have you any disease that causes you anxiety or inconvenience?
Have you any disease that your doctor has pronounced incurable?

Give the Microbe Killer a Trial

It is no experiment nor an untried remedy. Hundreds of persons in this city have used or are now using this medicine, and the cures effected in many cases are miracles.

It has cured thousands who have been pronounced INCURABLE. Sold only in one gallon jugs. Price three (3) dollars. A small investment, when life and health can be obtained.

Beware of fradulent imitations. They are usually cheaper, as they use that method of imposing on the public. One of them held their price at $2.50 per gallon for nearly two years. Not being able to get their medicine in at that, they have now reduced it to $1.50, which is evidence enough that it has not met with success. A good medicine sustains itself in all communities. A cheap medicine is the last thing on earth a suffering man wants. The genuine sold only by

Polk Miller & Co.,
DRUGSTORES.
900 MAIN STREET.

☞Send for free pamphlet, "History of the Microbe Killer."
my 21-eod

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT JULY 27, 1890.

LEAVE RICHMOND:

TRAIN No. 52, 2:30 A. M.

SOUTHERN EXPRESS, daily, for Danville, Greensboro, Winston-Salem, Durham, Raleigh, Randleman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas, and California. Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Augusta, Birmingham, and New Orleans.

TRAIN No. 54, 11:00 A. M.

VIRGINIA AND NORTH CAROLINA EXPRESS, daily, for Burkeville, all stations on the Norfolk and Western Railroad, Lynchburg, Knoxville, Chattanooga, Memphis, and Nashville; also for Keysville, Clarksville, Oxford, Henderson, Durham, and Raleigh. This train goes through solid to Raleigh.

TRAIN No. 50, 3 P. M.

FAST MAIL, daily, for all points on the Farmville and Powhatan Railroad, Danville, Greensboro, Winston-Salem, Raleigh, Charlotte, Columbia, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas, and California. Pullman palace sleeping-cars Danville to Augusta and Atlanta, and at Greensboro sleeper via Asheville to Morristown, Tenn.

TRAIN No. 40, 6 P. M.

AMELIA ACCOMODATION, daily, except Sunday, for Amelia Courthouse and intermediate points.

TRAIN No. 14, 6:20 A. M.

CLOVER LOCAL, daily, except Sunday, freight train with coach attached, for Clover, Va., and intermediate points.

ARRIVE AT RICHMOND:

Train No. 53, 4:55 A. M.; No. 51, 3:15 P. M.; No. 55, 4:30 P. M., and No. 41, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT.

DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA, AND NEW YORK.

LEAVE RICHMOND:

TRAIN No. 51, 3:10 P. M.

LOCAL EXPRESS, daily, except Sunday. Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point.

TRAIN No. 55, 4:38 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York-river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Ohio Railroad for Washington, Philadelphia, and New York. FARES: Richmond to Baltimore, $2; to Washington, $3; to Philadelphia, $4.80; New York, $7.30.

STEAMERS LEAVE BALTIMORE 5 P. M.

FOR WEST POINT, daily, except Sunday, thence by Richmond and Danville Railroad to Richmond, arriving 9:15 A. M. and 10:10 A. M., and connecting with Train No. 54. (See Train No. 54—Virginia and North Carolina express.)

TRAIN No. 19, 7:40 A. M.

LOCAL MIXED, daily, except Sunday leaves Twenty-third street station for West Point and intermediate points.

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

City ticket office corner of Tenth and Main streets.

SOL. HAAS, Traffic Manager. JAS. L. TAYLOR, Gen. Passenger Agent.
JOSEPH S. POTTS, Div. Pass. Agent.

NORFOLK AND WESTERN RAILROAD.

TWO DAILY TRAINS TO NORFOLK.
TWO DAILY TRAINS TO LYNCHBURG.
SCHEDULE IN EFFECT MAY 11, 1890.

LEAVE RICHMOND: BYRD-STREET STATION.

9:40 A. M. Daily, via Petersburg. Richmond and Norfolk through express. Arrive Norfolk 12:25 P. M. Stops only at Petersburg and Suffolk. Accond train, leaving Petersburg at 11:30 A. M., and arriving at Norfolk at 2 P. M., stops at all stations.

9:40 A. M. Daily, via Petersburg. Arrive at Petersburg 10:18 A. M. No. 3 leaves Petersburg 11:15 A. M. for Farmville, Lynchburg and all points South and West.

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

11:20 P. M. Daily, via Petersburg, arriving at Petersburg at 12:02 A. M., connecting with Train No. 1, leaving Petersburg at 12:40 A. M. for Farmville, Lynchburg and all points South and West.

11:00 A. M. Daily, via Burkeville, for Farmville, Lynchburg and the West and South.

PULLMAN SLEEPING-CAR ACCOMMODATIONS.

No. 1—Sleeping-car Petersburg to Bristol without change leaving Petersburg daily at 12:40 A. M. Pullman sleeper Lynchburg to Memphis without change.

No. 3—Pullman sleeper Lynchburg to Rome, and Roanoke to Memphis, without change.

Tickets, baggage-checks, and all information can be obtained at Richmond and Petersburg Railroad depot, A. W. Garber's, 1000 Main street, and at the Company's office, 901 east Main street.

R. W. COURTNEY, Passenger Agent.
W. E. BEVILL, General Passenger Agent.
CHARLES G. EDDY, Vice-President. General Office, Roanoke, Va.

STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPANY.

FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY and FRIDAY at 5 P. M. Manifest close one hour before sailing time.

Steamers leave New York for Richmond EVERY WEDNESDAY and SATURDAY at 3 P. M., arriving in Richmond MONDAY and FRIDAY mornings.

Passenger accommodations unsurpassed.

Cabin fare to New York via James river route (including meals and berth) $9 00
Round-trip tickets, limited to thirty days after date of issue 14 00
Steerage, with subsistence 6 00
Steerage, without subsistence 5 00
Cabin fare via Chesapeake and Ohio Railroad 10 00
Cabin fare via Richmond and Petersburg Railroad 10 00

Tickets can be obtained at A. W. Garber's 1000 Main street, Chesapeake and Ohio and Richmond and Petersburg depots, and at company's offices, 1301 Main street and wharf, Rocketts.

Freights forwarded and through bills of lading issued for points beyond New York.

Freight received daily until 5 P. M.

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

GEORGE W. ALLEN & CO., Agents, No. 1301 Main street, and Company's Wharf, Rockets.
2|y 19-tf

VIRGINIA STEAMBOAT COMPANY'S

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

CONNECTIONS:

At OLD POINT and NORFOLK, closely with all lines for Baltimore, Philadelphia and New York, Virginia Beach and Ocean View same afternoon; also at Norfolk for Eastern North Carolina and the South.

At NEWPORT NEWS for Hampton and Smithfield, Va.

And at CLAREMONT with the Atlantic and Danville Railroad for Waverly, Hicksford, and all stations.

ONLY ALL WATER ROUTE.
JAMES RIVER BY DAYLIGHT.
GREAT TOURIST LINE.
JAMESTOWN, DUTCH GAP, AND WAR SCENERY.
RATES LESS THAN HALF CHARGED BY RAIL LINES.
FARE TO OLD POINT AND NORFOLK, $1.50, STRAIGHT; $2.50 ROUND TRIP; $1 SECOND-CLASS.
FIRST-CLASS MEALS.
[The elegant and fast steamer]
ARIEL,
CAPTAIN DEYO,
(carrying United States mail),
leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHARF) for above-named places. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 6 P. M.

Through tickets on sale on steamer and at Garber's Agency, No. 1000 Main street. Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OF NIGHT.

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va.; Washington, D. C.; Newberne, Washington and Tarboro, N. C.; all stations on Atlantic and Danville, Seaboard and Roanoke, Norfolk Southern and Farmville and Powhatan Railroads, and Eastern North Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James river at LOWEST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-President, No. 1117 Main street and Rockets.
IRVIN WEISIGER, Freight and Passenger Agent. my29-tf

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received till 11:30 A. M. For Sunday's steamer till 3 P. M. Saturday Freight received daily till 5 P. M.

Fare to Philadelphia $6 00
For further information apply to
J. W. McCARRICK, General Southern Agent,
Office, Rockets;
W. P. CLYDE & CO.

RAILROADS.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing APRIL 20TH, 1890—Eastern standard time:

7:32 a. m. leaves Byrd-street station daily stops only at Ashland, Rothwell, Milford, Fredericksburg, Brooke, and Widewater. Sleeper Washington and New York.

11:52 a. m. leaves Byrd-street station daily except Sunday.

6:45 p. m. leaves Byrd-street station daily. Sleeping car Richmond to New York.

8:50a. m. arrives at Byrd-street station daily Sleeper from New York.

2:38 p. m. arrives at Byrd-street station daily, stops at Fredericksburg, Milford, Rothwell, and Ashland. Sleeper from Washington and New York does not stop at Elba.

9:45 p. m. arrives at Byrd-street station daily except Sunday.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAYS.

6:48 a. m. leaves Elba. Arrives at Ashland at 7:33 a. m.

4:00 p. m. accommodation, leaves Byrd-street station; arrives at Ashland at 5 p.m.

6:24 p. m. leaves Elba; arrives at Ashland at 7:03 p. m.

6:45 a. m. arrives Elba. Leaves Ashland at 6:05 a. m.

8:35 a. m. accommodation; arrives at Byrd-street station; leaves Ashland at 7:37 a. m.

6:18 p. m. arrives at Elba; leaves Ashland at 5:30 p. m.

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

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

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

TRAINS SOUTHWARD.

No.	Leave Richmond	Arrive Petersburg.	
41—	*8:40 A M	9:35 A M	Sunday Accom.
23—	*9:15 A M	10:00 A M	Through Train.
33—	*9:40 A M	10:18 A M	Norfolk Special
27—	*2:58 P M	3:35 P M	Fast Mail
39—	*3:35 P M	4:15 P M	Norfolk Train.
35—	†5:15 P M	5:55 P M	Accommodation
37—	*11:20 P M	12:02 A M	Accommodation.
43—	7:30 P M	8:50 P M	Sunday Accom.

TRAINS NORTHWARD

No.	Leave Petersburg.	Arrive Richmond	
14—	*6:31 A M	7:12 A M	Fast Mail.
40—	7:30 A M	8:25 A M	Sunday Accom.
32—	†8:25 A M	9:10 A M	Accommodation
34—	*11:30 A M	12:15 P M	Accommodation
38—	*4:30 P M	5:05 P M	N & W Connect'n
78—	*5:15 P M	6:20 P M	Through Train.
36—	*6:05 P M	6:39 P M	Norfolk Special
42—	6:15 P M	7:10 P M	Sunday Accom.

*Daily. †Daily except Sunday.

STOPPING PLACES

Nos. 14, 27, 34, 36 and 38 make no stops. Nos. 23 and 78 stop on signal at Manchester Drewry's Bluff, Centralia and Chester. No. 39 stops at Chester. Nos. 32, 34, 35, 37, 40, 41, 42 and 43 will stop at all stations for passengers.

PULLMAN CAR SERVICE.

On Trains Nos. 14 and 23 sleeping-cars between New York and Tampa, Fla., (via Jacksonville). On Trains Nos. 14 and 27 sleeping-cars between Washington and Charleston. On Train No. 27 sleeping-cars between Washington and Jacksonville. On Train No. 78 sleeping-cars between Jacksonville and New York.

THE ONLY ALL-RAIL LINE TO NORFOLK

| LEAVE. | | ARR