THE TIMES.

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FRIDAY, SEPTEMBER 19, 1890.

RAILROAD DISCRIMINATIONS.

The report submitted yesterday by Mr. S. W. Travers, chairman of the Committee on Inland Trade, to the Chamber of Commerce, which is published at length in our colums elsewhere, sets forth very forcibly the efforts that have been made to secure proper passenger connections with the Virginia Midland, the Baltimore and Ohio, and the Shenandoah Valley railroads, and the removal of the freight discriminations, established by these lines, which have been so successful in cutting this city off from the trade of several of the most fertile parts of Virginia.

The demand of the Chamber of Commerce is entirely reasonable, and has the approval, not only of our citizens, but also of the citizens of the sections of the State so unjustly treated. As the report shows, Richmond simply asks to be placed upon an equal footing with Baltimore. As it is this city is at such a disadvantage that it makes no pretensions to competitorship with the latter city in the country traversed by the railways referred to.

It is idle to suppose that this condition of affairs can remain as it is for any great length of time. The activity which the Chamber of Commerce is displaying in the matter, and the attention to the subject which its course has awakened, must lead to some adjustment of the points complained of, which will be both fair to the railroads and just to the interests of this city. The Chamber should continue its efforts to remove the discriminations that are inflicting so much damage on Richmond, until success is fully assured. The suggestion of a convention is an excellent one, and would, no doubt, subserve the vitally important purpose in view.

VENABLE'S RENOMINATION.

Every Democratic convention that has so far assembled in the Fourth district has passed resolutions instructing the delegates appointed to the convention which is to nominate a candidate for Congress in that district to cast their votes for Mr. Venable. Each convention has called upon him to allow his name to be used, and with so much earnestness that it will be impossible for him to decline the honor of a renomination. He is the indisputable choice of the Democratic voters of the Fourth district, and through every medium of public expression they have insisted, practically without a dissenting voice, that he shall be the standard-bearer of the party in the contest so soon to be inaugurated.

In his person as their representative, the people of the district, irrespective of parties, have been grossly affronted by the arbitrary course of the Republican members of Congress in their determined effort to unseat him. Every Democrat and many Republicans feel that it is due to themselves not to speak of Mr. Venable, that the insult that has been thus offered them shall be removed by his triumphant re-election. Public duty demands that he shall, for a period at least, overlook his private interests and suffer his name to be brought before the convention to receive the honor which will be extended to him by a rising vote.

It is not an exaggeration to say that upon Mr. Venable's decision will depend the triumph or the probable failure of the Democratic party in the Fourth district in the coming election. If he shall decline a renomination, the chances for the Democratic success will be seriously diminished. If, however, he shall allow his name to be used, Democratic failure in the district will be an impossibility. The campaign which he would at once inaugurate, would be distinguished for the same energy and ability which he displayed in the canvass two years ago, and the majority which he secured then would be very much increased now by the operation of various influences. Mr. Venable would enter the contest with far greater advantages than he possessed in his first campaign, for his capacity for political work and his intellectual force have now been fully tested. He has not only an admirable record as a representative to point to, but he would come before the people with the demand that for the honor of Virginia as well as for their own honor, they shall return him to the seat of which there is every prospect now that he will be deprived.

Let Mr. Venable obey the voice of the people.

JAY GOULD A MUGWUMP.

The Democrats of this country have surely had good reason to thank the Republicans for having furnished them with abundant and first-class ammunition for the campaign this fall. The attempted tyranny of the Force bill; the reckless and unparalleled donations of public money, under pretense of pensions, and the alarming consequences already of the impending iniquitous Tariff bill, have all tended to arouse the people to a sense of insecurity under a government administered by a party of hate, revenge, and unscrupulousness; who think a public office is not a trust, but a personal privilege and perquisite. But as one of the signs of the times—one of the shadows forecast by coming events—is the statement that Mr. Jay Gould has just announced himself a Mugwump. This same gentleman, who is supposed to be shrewd and far-seeing beyond his contemporary Republicans, was among the first to ascertain definitely that New York had gone Democratic when Mr. Cleveland was elected, and to offer that gentleman his congratulations.

It will be understood that the mugwump state represents the transition period from a Republican to a Democrat. It is the outward expression of inward dissatisfaction with the Republican party—a party heretofore supposed to be the special idol of the money kings, and which has certainly strained itself to conciliate that class of people, whenever it was a question between principle and policy. They have, however, become so utterly unprincipled that they alarm their own followers who have any other interest whatever than those of favored manufacturers, and any other memory than that of the war. Mr. Gould owns long lines of railroad, extending into agricultural districts, and has special means of feeling the pulse of the people, and he sees the storm coming, which will this fall, it is hoped, purge at least the House of Representatives of that reckless majority which has found its best exponents in the tyranny of Reed and the vulgarity of Cannon.

A CONTEST, in which considerable vituperation is being indulged in, has sprung up between Quay and Magee, the owner of the Pittsburg Times, and probably the most influential Republican in Western Pennsylvania. Magee charges Quay with having said that he wished, at least for once, to enjoy the sensation of owning a Governor of Pennsylvania, and for that reason he had dictated the nomination of Delamater. Mr. Quay emphatically denies this, and stigmatizes it as a campaign lie. Circumstances seem rather to sustain Mr. Quay. It is hardly probable that a shrewd politician like the junior Senator from Pennsylvania, a man fully conscious of his power to make or unmake governors, and also discreet in his words, would have expressed himself so openly and so unreservedly. The cynical humor of the remark attributed to him is not in keeping with his character. Quay looks to higher game than governors. While he cannot be said to own Mr. Harrison, it cannot be denied that he had more to do with placing the President in the seat now occupied by him than any man in the United States, and this obligation Mr. Harrison has not been disposed to ignore.

BRAZILIAN ELECTION.

An election was held a few days ago in the Brazilian States, the first since the subversion of the Empire, which showed that practically the unanimous voice of the people was strongly in favor of the republican institutions which have replaced the monarchical. This was the first opportunity that the voters of the new republic had had of passing judgment on the action of the small body of men, who, some twelve months ago, deposed Dom Pedro, and established a provisional government, and their verdict at the polls discloses unmistakably that the conduct of these men, bold as it was and treasonable as it seemed, was approved by public sentiment.

There was every popular indication at the time that it was so approved. Whatever disturbances arose were so feeble and so unsupported that it was obvious that the people were not in sympathy with those who inaugurated them. The hour, in fact, had come when the Empire, sapped by the liberal principles of the monarch occupying the throne, and weakened by the opposing example of the surrounding republics, was doomed to destruction, and when at last it fell without confusion or bloodshed, republican institutions were erected upon the ruins without serious obstruction. South America became at once an unbroken community of republics, just as it had been before a community of kindred populations. The last prince who exercised sovereignty directly in the Western Hemisphere was expelled from his kingdom, and the two continents, the Canadian possession of Great Britain alone excepted, became the scene of free government, supported by the suffrages of free peoples.

So far those who have controlled the destinies of the Brazilian Republic have shown great prudence and moderation in their general conduct, as well as unusual financial and administrative ability. During the time the provisional government was in operation the affairs of the republic were managed with such skill that the new institutions of the country were placed upon a basis that was such as to give them permanent stability. The prospects of the country were never more assured than now. The constitution has been adopted, and the administration has been approved. A feeling of hope and confidence prevails among the people at large, which is conducive in itself to the very highest prosperity. The United States of Brazil, with its new institutions firmly established, takes its place among the governments of the earth, the second republic in the Western Hemisphere, and one of the most powerful nationalities that flies its colors in the harbors of the world.

The people of the American Union congratulate the great republic below the equator upon the favorable auspices under which it embarks upon its new career.

CIVIL SERVICE.

It is not often that THE TIMES has occasion to commend any resolution appearing in a Republican platform. As a rule, the platforms of Republican conventions are the concentrated essence of everything of a political nature to which we are most warmly and uncompromisingly opposed. In the last platform of the Republican party in Massachusetts, however, there is a plank which should receive the cordial endorsement of the members of every party, Democratic and Republican alike, for if the course recommended in it were carried out, the institutions of this country would be in far less danger of subversion than they are now.

The resolution referred to is as follows: "We trust that the principle of the civil service law will be extended throughout the Postoffice Department, and that the President under the authority already given will extend it wherever practicable, and we call upon our representatives in Congress to support the Civil Service Commission by such appropriations as may be required for its greatest efficiency. We congratulate the administration on its National Civil Service Commission, which has executed and defended the civil service law with courage and vigor. The very successful application of the principles of that reform to the employment of laborers in the navy-yards and other public establishments which would prevent all changes on suspicions of abuse, and we urge the consideration of this upon the President and Congress."

THERE is no real justification for the action of anyone calling himself a Democrat who proposes to offer himself at the fall elections as an independent candidate for Congress. There are no grievances that can be considered weighty enough to nullify the charge of unpatriotism that can be properly brought against the man who at this time consciously and intentionally takes a step that is calculated to jeopardize the success of the Democratic candidate. The issue of the coming elections, however, will show that this is an unfortunate year for independent candidates in Virginia. The people are fully determined to send to Congress only men who are so sound in their patriotic views that they will adhere to Democratic principles and the Democratic policy to the very last ditch. The independent candidate may acquire a brief notoriety, but he is certain to be completely extinguished at the polls.

MR. CHEADLE, in his speech in Congress on Wednesday in support of the claims of Mr. Venable to the seat which he occupies in that body, eulogized General Mahone, and predicted that if his leadership were followed, Virginia, in a few years, would be as reliably Republican as Vermont. If we are not mistaken, Mr. Cheadle was one of the distinguished Republicans whom General Mahone invited to deliver campaign addresses in his behalf during his canvass for the Governorship in the fall of 1889. Mr. Cheadle must have traveled through the State at that time blindfolded, or he must still be in ignorance of the result of the election, to fall into such a mistake as to the leadership of Mahone or as to the possibility of Virginia becoming as reliably Republican under any conceivable circumstances as Vermont, the home of Edmunds and Morrill.

In Love With "The Times."

NEWPORT NEWS, VA., Sept. 16, 1890.

The Times Publishing Company, Richmond, Va.:

Gentlemen,—Of late I have been looking over copies of your paper at the rooms of the Young Men's Christian Association, and I believe I am in love with your editorials and the general newsiness of the paper, so I enclose check for amount of one year's subscription. DR. A. C. JONES.

Trusses fitted by a competent adjuster and satisfaction guaranteed at Owens & Minor Drug Company.

CREAM OF THE PRESS.

Current Comments Culled From Leading Papers of the Country.

[New York Sun.]

As Mr. Vaux of Pennsylvania truly said, free speech is gone in the House of Representatives under the domination of the present Republican majority in that body. No believer in free institutions is foolish enough to favor a defeat of the will of the majority in the National legislature, when that will is ascertained after full and fair consideration and discussion. But the minority has the right to insist upon a reasonable opportunity to be heard in respect to every important public measure; and when the majority refuses this reasonable opportunity, its action becomes tyrannical, and is merely the assertion of brute force against right and reason.

The gag has never proved a powerful argument with voters. Most men, even in political contests, want their opponents to have fair play. We believe there are hundreds and thousands of Republicans who would rather have the principal Republican measures in Congress fail than to have them pushed through by the denial of proper and adequate opportunity for debate; and we shall be surprised if these voters do not make their influence felt in the elections for the next House of Representatives.

Artificial Rainfall.

[Chicago Mail.]

Colonel D. T. Caspar, one of the oldest members of the Signal-Service Corps, has secured from Congress an appropriation of $2,000, to be expended under the direction of the Forestry Division of the Department of Agriculture for experiments in producing rain by artificial means. Colonel Caspar does not contemplate the production of rain by forestry experiments, but will try to condense the moisture in the atmosphere by electricity or by explosions of dynamite at a great altitude. Says the Colonel: "It has been proposed, among other things, to attach twenty-five pounds of dynamite to a toy balloon and then send a flock of such balloons into the air with lighted fuses attached."

Such experiments as are contemplated might be conducted very appropriately on the Fourth of July, but the Caspar system of producing artificial rain has too many drawbacks to handicap it. In the first place, even if experiments prove that rainfall can be produced as proposed, the means would be so expensive that a farmer whose crops were suffering from drought would be obliged to sell his farm to pay for enough balloons and dynamite to bring rain. And if the Government itself were to undertake to engage in the weather-making business it would require a standing army to carry on the work and to prevent the workmen from being mobbed.

Raum's Case.

[New York World.]

The Raum Investigating Committee has closed its hearings and will presently make its report. The report will "whitewash" the commissioner, of course, so far as ingenuity can make that possible. The committee was made up for that purpose, and from beginning to end the determination of its majority has obviously been to admit no testimony damaging to Raum which it could by any technicality exclude.

In spite of its efforts, however, it has been shown that Raum has exploited his refrigerator interest by means of his official place; that he tried in his testimony to conceal this fact by means of quibbles and subterfuges; that against the protest of a trusted subordinate—whose protest he deemed for a time conclusive—he issued an order in the Pension Office of enormous advantage to Pension Attorney Lemon, of which Lemon had been the originator, and that on the very next day after the granting of this profitable favor Lemon endorsed Raum's notes for $12,600, by way of securing him the money he needed in his speculations.

With these facts proved, whitewash will not stick, however lavishly it may be put on.

No Place Like Home.

[New York Herald.]

It seems incredible that there should be any talk about an extra session of Congress. We have had a long and weary legislative year. Already senators and members have been away from their homes, business, and social duties for nearly ten months. At least nominally so, for a large number have shirked their duties, running away from the capital. The general report from Washington is "no quorum." The legislators are tired out. No useful business can be done by a jaded body of gentlemen held in the bondage of Washington during the dog days. To bring them again together before December would be a folly.

We take it that Congress is tired of Washington. We may as well say that the country is tired of Congress. The sooner it goes home the better for the repose, the morals, and the business interests of the nation.

It Teaches the People.

[Birmingham News.]

While the constant readers of newspapers are tired of the tariff discussion, they should not forget that it has taught the people how and by whom they are impoverished and by whom the tramp factory was instituted. But while educating the people, practically this discussion has silenced Chandler and Sherman and defamers of the South.

The South has thus won millions, and if our patience be exhausted, our purses have been filled, and economical reform, as the result of Republican folly and theft, is now inevitable. This unnatural tightness of the money market and Secretary Windom's fright and his eagerness to prevent a collapse of the whole Federal financial system, show how conscious he is of the dangers impending over his party and Harrison's incapable and unworthy, because sectional and class-breeding and class-enriching administration.

A Doomed Bill.

[Cleveland Plain Dealer.]

There is a roundabout report that some anonymous persons have heard President Harrison say he will reconvene Congress if it does not pass certain measures, notably the Force bill, at this session. He is said to be especially interested in the Federal Elections bill, and no doubt desires to see it enacted into law in time to be hurriedly put in operation in Southern States for the Congressional elections. There is small probability now that the bill can be passed in time for coercive use this fall. The Senate has agreed to adjourn without acting upon it, and if Congress dissolves about the 1st of October, as is expected, and most of the members get away from Washington—as they surely will at the earliest opportunity—they cannot be reassembled in time to pass the bill through both houses over inevitable impediments so that it can go into effect in November.

What Then?

[Philadelphia Record.]

What is Secretary Windom going to do in the event of further financial stringency? He has bought $16,000,000 of bonds; but the public treasury will lock up that amount again in less than three weeks. It is outrageous that Government, the creature and servant of the people, should thus continually be called upon to interfere in their financial concerns for the purpose of keeping in the channels of trade currency that never ought to have been withdrawn. The people have the remedy in their own hands. Let them turn the jobbers and tools of monopoly out of Congress, and put in men who will keep the Government poor.

America and France.

[Atlanta Journal.]

On the other hand, whatever liberty exists in Europe to-day, from the Ural to Gibraltar, is the gift of France. She has been the world's civilizer, enlightener and liberator. Her destiny is ours. We have preceded her, and she now follows our path, thundering down the highway of freedom, while European monarchs tremble to see Republicanism triumphant in the nineteenth century as they tremble to behold it rear its head under the guillotine and bastile in 1789. We have no interest in the success of German imperial ambitions. But the success of France would be the success of freedom herself, and be the guarantee of civil liberty to the citizens of the world.

Fallen to a Low Estate.

[New York Star.]

We were mistaken in believing that Boulanger would never be heard from again. He has reappeared in a contemptible attack upon the Duchess d'Uzes, who has until recently supplied him with the funds to carry on his political intrigues. Some chivalrous Frenchman, out of respect for womankind, ought to hunt up the cowardly General and horsewhip him on sight. We do not see how any self-respecting Frenchman can challenge him to a duel now. To such low estate has the once popular idol fallen.

A Work of Revenge.

[Commercial Bulletin.]

The confession of three Knights of Labor fastens the train wrecking upon five men, all members of the order. It was pure mischief and a revengeful desire to injure the railroad company. The statements are sworn to and attested by witnesses. The preparations were all made in Albany. Public suspicion was sound from the outset, in spite of the denials of master workmen and other executive officers.

Harrison's Pet Scheme.

[Augusta News.]

It is the talk in Washington that President Harrison contemplates calling an extra session of Congress should it adjourn without passing the Force bill. This is his pet measure.

THOUGHTS OF TIMES READERS

Anent the Game Laws—Appropriations for Street Improvements.

To the Editor of The Times:

Seeing in THE TIMES about a week ago an article upon the game laws, and a compilation of the laws as they exist in some of the counties, I think some one should express the sentiment of our people. The prohibitory game law was abolished in this county by special petition from some of our best citizens and huntsmen. We know that a great many people thought no one had a right to stop them from hunting on their own farms, nor their neighbors either if they did not object, consequently they did not regard the law if they wished to hunt. They could violate the law with impunity, because, although some differed with them, they never molested them. We are old Virginia people up here, and don't believe in too many restrictions anyhow; but we certainly will not act as detectives for the apprehension of our friends and neighbors. Few people have a desire to hunt game too early, or to shoot small game even in season. I believe there is really less hunting now than when the law was in force—certainly no more. As proof of it I have not heard of any game being killed up to this time. No one has been hunting in this community, and there is no talk of it. Our people seem to be universally in favor of the law known as the scalp act, which allows the supervisors of the several counties to offer premiums for the scalps of hawks, owls, minks, &c. The only objection to this law is that it is not general.

Our board adopted it, and have continued ever since it was first enacted with universal satisfaction. Hawks have diminished and birds have increased, and the protection afforded chickens alone is considerable. One man told me his wife could never raise chickens for hawks until the scalp law had thinned them out, but now she could raise them unmolested. As good as the law seemed to all of us, we had to give it up because other counties adjoining us would not adopt it, and it was useless for us to attempt to destroy these pests when they could come in on all sides from adjoining counties and replenish our woods and fields as we destroyed them. When our Board took the matter up for reconsideration, by my request, they postponed their action until I, as one of the Board, wrote to the chairmen of all the Boards in counties adjoining ours, and requested them to adopt this law. I urged them to adopt it, as the burden was too heavy for us to hold alone, but none of them replied except Chesterfield. They wrote that they could not adopt it then, on account of the state of their treasury, but that they agreed with us in believing it the best game law yet enacted. Our Board had, therefore, to rescind their order. The law was so popular that our action created a good deal of dissatisfaction, until we explained our motive for rescinding it. We paid out four or five hundred dollars annually for scalps. This was not much when we considered the saving in game and poultry. I believe the saving in poultry alone will defray all expenses; besides the money is not paid out of the county, but goes right back into the pockets of the farmer. When a hawk once starts on a covey of birds, or brood of chickens, he will catch one nearly every day until they are nearly all caught. It is well known that where birds are closest hunted one season there they will be most plentiful next season. This must be due to the driving away of the hawks, and to their destroying more birds than the huntsmen. There are a great many little birds even after the time the season opens that are totally at the mercy of the huntsmen if they wished to kill them. We, therefore, think that the scalp law is the only law that affords proper protection to game, and will be all that is needed if made general throughout the State, countrymen. READER.

Amelia Courthouse, Va.

Street Improvements.

From the following clipping from this morning's editorial, I do not think you display your usual fairness and discrimination:

"One of the first steps taken by the club was to condemn the custom which prevails in Louisville, as well as in Richmond, that which allows a division of street appropriations between the different wards, irrespective of their actual needs in this respect, but simply in deference to political influences."

I remark before proceeding that it is to my interest to tax the other wards and spend the money in Clay ward.

If the improvement of Richmond was an all-round improvement, and if the money spent in one locality had an evident tendency to improve the city generally, then your remarks would be very sound and appropriate, but that the improvement of Richmond is not all-round is proved by the last assessment published Sunday. This is what the assessment shows:

	Improvement in 5 years.	Per cent.
Central Wards:		
Jefferson Ward	$ 283,000	4
Madison Ward	280,000	3
Western Wards:		
Monroe Ward	1,076,000	15
Clay Ward	3,677,000	54
Eastern Ward:		
Marshall Ward	720,000	35
Negro Ward:		
Jackson Ward	478,000	22

When we see Madison Ward, the very heart of the city, increasing in five years 3 per cent., the eastern ward increasing 35 per cent., the western ward 54 per cent., and even the negro ward 22 per cent., the unsound character of our growth becomes very apparent. And the real is much greater than the apparent difference, because the assessment in Madison Ward is too high and in Clay Ward too low, as is most natural should be the case. If the assessment had been levied according to selling or market values, Madison Ward would most likely have showed a loss of 10 per cent. and Clay Ward a gain of 100 per cent.

The fact is Richmond is in a very anomalous condition. In a great measure its increase in wealth is owing to transference of population, and the gain of one portion is in great degree the loss of other portions. Thus, there is a large and constant drain of housekeepers from Madison Ward to Clay Ward, and of business houses from Main to Broad street, so much so that dwellings above $300 a year in Madison Ward are difficult to rent, while in Clay Ward houses at high rents are not to be had for the people crowding from other wards. In other words the irresistible tendency is for the western part of the city to increase at the expense of all the parts, which cannot be objected to, however injurious, as far as it is natural. But why should this natural tendency be fostered at the expense of the wards which are already suffering greatly therefrom? Every dollar spent in improving the West End increases this inevitable tendency, namely, the aggrandizement of one and the impoverishment of the other. As long as Clay Ward spends its own money in street improvements the other wards cannot complain, even though they were depopulated, but why, as the boys say, should the other wards give Clay Ward a stick to break their heads? No, Mr. Times, this should not be. The other wards need street improvements in order to make them as attractive as possible so as to check if possible this westward hegira, or, if the money is not needed in the other wards, then let such wards be freed from taxes for street improvements. It is, Mr. Editor, not "simply in deference to political influences" that the councilmen from other wards insist upon their pro rata of the street fund, but that their constituents shall have the benefit of their own money, and that they should not furnish, as stated, a stick to break their own heads.

This question of street improvement can never be fairly solved until each ward is assessed, and assessed only, for its own street improvements. RICHMOND.

THE VIRGINIA DEBT.

Fair Prospect of a Final Settlement of the Problem.

A very large majority of the Virginia bondholders have deposited their bonds with the Olcott committee, says the New York Commercial Advertiser, and there is now a fair prospect that the debt will be settled on a rational basis. Virginia and its bondholders have been bickering about the accrued debt for more than seventeen years; yet in this controversy of almost an entire generation there has not been proposed a single reasonable plan of compromise. The essential facts in the matter were these: The State was practically unable, after the destruction of taxable property during the war, to pay its debts. Its debt contracted prior to the war was entered upon on the basis of existing values, and all payments up to 1861 were promptly made. In the reconstruction period the illiterate voters gained control of the Legislature, and a very reckless law was passed to settle the debt on new terms. The essential feature of the arrangement was the famous clause conceding to coupons of the new bonds the legal-tender quality in payment of taxes. This made the debt coupons an absolute first lien on the State's revenue, and in case of further failure of anticipated receipts, would have practically wiped out the revenue. The receipts did fail, and the State found itself to all practical purposes held under a foreclosed mortgage, without even the ordinary forms of law. The not unnatural result was, that such a prejudice arose against the use of coupons for taxes, that no citizen could be found so to use them, even when they were offered for sale at a heavy discount. The Legislature followed with laws framed to prevent the use of coupons for taxes, by placing in the way of their use such restrictions as the requirement of proof before a jury of the genuineness of coupons tendered. The creditors fought this up to the Supreme Court, and for seventeen years a protracted and vexatious litigation has been carried on, ending in a wholly fruitless victory for the bondholders.

The trouble, from first to last, has been that neither party made any effort for a settlement of the dispute through recognized financial methods. The only approach at such a solution was an agreement with certain of the London creditors to fund the whole debt into an equally large 3 per cent. mortgage, with the fatal tax-receivable clause incorporated; and this was as bad a failure as all the preceding efforts. The simple fact is that the reorganization of bankrupt concerns has become in these days a fairly exact science, based upon well-recognized principles which have been totally ignored in the Virginia negotiations. A railroad corporation, for instance, which finds itself unable to pay its debt, will usually fund its obligations into new bonds, with reduced principal and reduced interest, conceding to the creditors in return for their sacrifice a longer term of existence before the maturity of the mortgage; a concession which, in these days, makes an immense difference in the market value. In reducing the principal of such mortgages, the market value at the time of re-organization is taken as the guide, and this is not unfair, because in a great majority of such cases, the bonds are held, not by the original investors, but by speculators who have bought them in the market. Both the Reading and the Atchison reorganization, which were the most successful, as they were the most expensive undertakings of the kind in recent financial history, were conducted on this basis. As the power to negotiate for Virginia's creditors is now firmly lodged in the hands of experienced and broad-minded financiers, there is reason to hope that the whole annoying controversy will soon be settled on some such equitable lines.

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SAVINGS BANK.

THE SAVINGS BANK OF RICHMOND. CORNER OF ELEVENTH AND MAIN STREETS. CAPITAL $100,000. SURPLUS FUND, $7,000. L. A. PATTERSON, President; L. Z. MORRIS, Vice-President. GEORGE N. WOODBRIDGE, Cashier.

One Dollar and Upwards RECEIVED ON DEPOSIT, AND INTEREST ALLOWED. LOANS MADE ON REAL ESTATE. Negotiable paper discounted. Open daily till 3 P. M.; Saturday till 6 P. M. fe9-eu weAfrly

LEGAL NOTICES.

VIRGINIA—IN THE CLERK'S OFFICE OF THE CHANCERY COURT OF THE CITY OF RICHMOND, THE 4TH DAY OF SEPTEMBER, 1890—IN VACATION:

Rothert & Co. .... Plaintiffs, against Elmira J. Eaton .... Defendant.

IN CHANCERY.

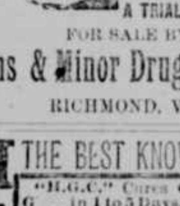
The object of this suit is to recover from the defendant the sum of fifty-one dollars and fifty cents, with the interest thereon, to be computed after the rate of six per centum per annum from May 8, 1889, till paid, this being the amount due for goods, furniture etc., furnished by the plaintiffs to the defendant.

And affidavit having been made and filed that the defendant is a non-resident of the State of Virginia, she is required to appear at the court room of this court within fifteen days after the due publication of this order, and do what is necessary to protect her interests herein.

A copy—Teste: CHARLES W. GODDIN, Clerk. B. RAND WELLFORD, p. q. se5-f4w

OSWI C Catarrh Remedy Discovered by an Eminent Physician. Instantly relieves and speedily cures catarrh. Why do you suffer? Oswi is an infallible cure. Sold by Owens & Minor Drug Company and druggists.

PRATT'S KILLER For Bed Bugs. Sure death. Contains NO poison. Sleep in peace. It does the work effectually. Sold by Owens & Minor Drug Company and druggists.



HOFFMAN'S HARMLESS HEADACHE POWDERS are the result of persistent study and experimenting by an expert chemist, tested in the most severe cases and submitted to the highest medical authority, endorsed and pronounced perfectly harmless. Thousands now attest to their virtues, and none need suffer from Headaches if they will use Hoffman's Powders. A TRIAL WILL CONVINCE. FOR SALE BY Owens & Minor Drug Company, RICHMOND, VA.

H G C THE BEST KNOWN REMEDY. "H.G.C." Cures G— and G— in 1 to 5 Days, without Pain. Prevents Stricture. Contains no acrid or poisonous substances, and is guaranteed absolutely harmless. Is prescribed by physicians and recommended by druggists. Price $1. Sold by druggists. Beware of Substitutes. Acme Chem. Co. Ltd., N. O. La. Sold by Powers-Taylor Drug Company; F. W. Hageman, Seventeenth and Broad street; Blair Pharmacy, 20 east Broad; George W. Bock, 504 east Broad; J. T. Lewis, 4 east Broad; J. F. Crane, 219 east Broad; Charles A. Berrian, Fourteenth and Franklin.

MEETINGS.

NOTICE IS HEREBY GIVEN THAT by request of the holders of one-tenth of the stock, a general meeting of the stockholders of the RICHMOND LOCOMOTIVE AND MACHINE WORKS has been called for and will be held at the office of the Company, on TUESDAY, OCTOBER 7, 1890, at 12 o'clock M. GEORGE F. JONES, Secretary. se 7-1m

AUCTION SALES—Future Day.

By R. B. Chaffin & Co., Real Estate Auctioneers, No. 1 north Tenth street.

TRUSTEE'S AUCTION SALE OF VALUABLE MILL PROPERTY IN CHARLOTTE COUNTY, VA., KNOWN AS JEFFRESS' MILL ON STAUNTON RIVER—SALE AT KEYSVILLE.

By virtue of a deed of trust, dated January 20, 1890, and recorded in Charlotte County Court, D. B. 41, p. 314, and at request of beneficiary, default having been made in payment of a note secured therein, I will sell by public auction, at Keysville, on

WEDNESDAY, October 8, 1890,

at 11 o'clock A. M., the Mill property located in Charlotte county and described as follows: All that certain land, with the mill thereon, with all the privileges of water-power pertaining to said land, situate, lying and being in Charlotte county, Va., on Staunton river, known as the "mill tract" of the late J. M. Jeffress, deceased, containing thirty-five (35) acres, adjoining the lands of J. M. Jeffress and Richard Russell—known as Jeffress' Mill, or the Staunton River Mill, and now in operation, doing a good business.

TERMS: Cash for expenses of sale, any taxes due, and to pay a note of $113.71 with interest from July 20, 1890. Credits as follows: $113.71, January 20, 1891; $113.71, July 20, 1891; $113.71, January 20, 1892; $113.71, July 20, 1892; $113.71, January 20, 1893; and $3,799.40, January 20, 1893. And balance on terms announced at sale.

R. B. CHAFFIN, Trustee.

Sale by R. B. CHAFFIN & Co., Auctioneers. se 14-td

BUILDING AND LOAN ASSOCIATION.

THE OLD DOMINION BUILDING AND LOAN ASSOCIATION, RICHMOND, VA.

This company invites the attention of the people of Richmond to its simple and practical plan for enabling persons of small means to secure homes of their own.

The company will lend money on real estate to within 25 per cent. of the appraised value, to be returned in small monthly instalments scarcely more than the ordinary monthly rent.

As a simple investment the shares of the company are very desirable because of the fact that they represent the smallest possible risk with "the largest profit, the security being always real estate.

Ladies or other persons of means not able or willing to engage in active business pursuits can by an investment in the shares of this company become practically partners in an extensive, active, and profitable business, under the management of men with the best business qualities and of large and varied experience.

For full particulars those desiring to invest or to borrow will please call on or address CARLTON McCARTHY, Secretary and Treasurer, 1115 east Main street.

HON. J. TAYLOR ELLYSON, President.

Directors: J. TAYLOR ELLYSON, NORMAN V. RANDOLPH, FRANK T. SUTTON, JOHN B. PURCELL, JOHN S. ELLETT. se7-1m

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 fraudulent 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., DRUGGISTS. 900 MAIN STREET.

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

CHEWING TOBACCO.

CHEW TIP-TOE AND SQUARE CHEW. FOR A GOOD, COOL SMOKE USE MAYO'S CUT PLUG DOES NOT BITE THE TONGUE. Manufactured by P. H. MAYO & BRO. (INCORPORATED.) RICHMOND, VA. au22-eod

PAINTS.

PAINTS. We offer at lowest market prices LEWIS PURE LEAD. PURE LINSEED OIL, and all MATERIAL FOR HOUSE PAINTING. Every article guaranteed to be strictly pure. PURCELL, LADD & CO., Wholesale Druggists. fa b7

BINSWANGER & CO. —Manufacturers and Dealers— Builders' and Painters' Supplies. Sash, Doors, Blinds, Etc., Etc. Paints, Oils, Glass, Brushes, &c. 1427 E. MAIN, and 11 So. FIFTEENTH STS., RICHMOND, VA. jy22-1y

THE RAWLEY SPRINGS, VIRGINIA, will be kept open until NOVEMBER 1st. Some Rooms are now vacant. Any one wishing Rooms can now be accommodated. NEW BATH-HOUSE. BATHING IN THE TONIC MINERAL WATER. (au20-tf)

STOVES, &c.

JOHN BOWERS, No. 7 GOVERNOR STREET, MARBLE, SLATE, AND WOOD MANTLES SLATE AND TILE HEARTHS, GRATES AND FENDERS, GAS CHANDELIERS AND SHADES, "TIMES" COOK STOVE, And a large variety of HOT-AIR FURNACE HEATING STOVES. Fire-place Heaters for heating from one to three rooms. "Florida" Steam and Hot-Water Boiler. "Grand" Oil, Cooking, and Heating Stoves. Vapor Stoves all sizes. HOUSE-FURNISHING GOODS, TINNING, PLUMBING, GAS AND STEAM-FITTING. au24-4m

ATTORNEY AT LAW.

JOHN AMBLER SMITH, ATTORNEY-AT-LAW, TENTH AND BANK STREETS. Bankrupt practice—Claims against the United States and Patents' specialties. se2-1m*

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, Asheville, 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. FARE: 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 10:40 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. A second train, leaving Petersburg at 11:30 A. M., and arriving at Norfolk at 2:— M., stops at all stations.

9:40 A. M. Daily, via Petersburg. Arrive at Petersburg 10:18 A. M. No. 2 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 4:30 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, 905 east Main street.

R. W. COURTNEY, Passenger Agent. W. B. 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)	10 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 by 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, Rocketts. 2jy 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 OR 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 Rocketts.

IRVIN WEISIGER, Freight and Passenger Agent. my20-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 5 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, Rocketts. 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, Bothwell, Milford, Fredericksburg, Brooke, and Widewater. Sleeper Washington and New York.

11:52 a. m. leaves Byrd-street station daily, except Sunday. Buffet Parlor Car Richmond to Washington.

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

8:50 a. 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, Bothwell, 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. Buffet Parlor Car Washington to Richmond.

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, September 14, 1890, at 5:05 P. 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—	7:50 P M	8:30 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, 33, and 36 make no stops. Nos. 23 and 78 stop on signal at Manchester, Drewry's Bluff, Centralia and Chester. No. 39 stops on signal at Manchester and Chester. No. 38 stops at Manchester. 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.		Arrive.	
Richmond	*9:40 A. M.	Norfolk	12:25 P. M.
Richmond	*3:35 P. M.	Norfolk	7:00 P. M.
Norfolk	*8:40 A. M.	Rich'd	12:15 P. M.
Norfolk	*4:00 P. M.	Rich'd	6:39 P. M.

The trains leaving Richmond at 9:40 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 3:35 P. M. train from Richmond and the 8:40 A. M. train from Norfolk.

Trains leaving Richmond at 9:40 A. M. and 11:20 P. M. and arriving at Richmond at 12:15 P. M. and 5:05 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and southwestern points.

R. M. SULLY, Superintendent. E. T. D. MYERS, General Superintendent. T. M. EMERSON, General Passenger Agent.

CHESAPEAKE AND OHIO RAILWAY COMPANY.

SCHEDULE IN EFFECT SEPTEMBER 6, 1890.

LEAVE RICHMOND.

7:00 A. M. Freight, except Sunday. Carries passengers between Richmond and Gordonsville.

8:30 A. M. Daily, for Old Point and Norfolk. Pullman White Sulphur to Old Point.

11:00 A. M. Express, daily for Cincinnati. Pullman Palace Car Old Point to White Sulphur, and Pullman Sleeper Charlottesville to Cincinnati. Chair Car Richmond to Clifton Forge.

3:20 P. M. Express, daily, for Old Point and Norfolk. Pullman Sleeping Car Cincinnati to Old Point.

4:30 P. M. Accommodation, except Sunday for Charlottesville.

8:30 P. M. The F. F. V. Limited, daily. Pullman sleeping car Old Point to Cincinnati. Solid vestibule train, with dining car and Pullmans, Charlottesville to Cincinnati and Pullman to Louisville.

ARRIVE AT RICHMOND.

7:15 A. M. and 2:55 P. M. daily from Cincinnati.

9:15 A. M. daily, except Sunday, from Charlottesville.

10:50 A. M. and 7:45 P. M. daily from Norfolk.

6:00 P. M. Freight, from Charlottesville, except Sunday. Carries passengers.

Station: Broad street near Seventeenth.

JAMES RIVER DIVISION,

(R. & A. R. R.)

LEAVE RICHMOND.

9:00 A. M. Mail daily for Lynchburg, Lexington and Clifton Forge.

4:30 P. M. For Lynchburg (except Sunday), Sleeping car for Lynchburg. A train leaves Lynchburg at 6:15 A. M., daily, for Lexington, Va., and Clifton Forge.

ARRIVE AT RICHMOND.

6:30 P. M. daily from Clifton Forge.

8:20 A. M. (except Sunday) from Clifton Forge, Lexington, Va., and Lynchburg.

Station: Eighth and Canal streets.

G. W. STEVENS, General Superintendent. H. W. FULLER, General Passenger Agent. fe 22

FARMVILLE AND POWHATAN RAILROAD.—General office, No. 703 east Main street.—Schedule in effect AUGUST 4, 1890:

LEAVE RICHMOND.

9:15 a. m. via Atlantic Coast Line for Bermuda.

5:15 p. m. via Atlantic Coast Line for Winterpock and intermediate stations.

6:20 a. m. via Richmond and Danville for Farmville and all stations west of Moseley Junction.

3:00 p. m. via Richmond and Danville for Farmville and all stations west of Mosely Junction.

6:00 p. m. via Richmond and Danville for Skinquarter and Winterpock.

ARRIVE AT RICHMOND.

9:10 a. m. via Atlantic Coast Line from Winterpock and intermediate stations.

6:20 p. m. via Atlantic Coast Line from Bermuda.

8:45 a. m. via Richmond and Danville from Farmville and all stations west of Moseley Junction.

8:45 a. m. via Richmond and Danville from Winterpock and Skinquarter.

All trains daily except Sunday.

For tickets, baggage checks, time-tables, &c., call upon A. W. GARBER, the Atlantic Coast Line and Richmond and Danville depots.

F. M. BUCKINGHAM, General Passenger Agent.

JAMES B. WEBB, General Manager. ap29-1y

RICHMOND CITY AND SEVEN PINES RAILROAD SCHEDULE. Station, Twenty-sixth and P streets. Electric cars connect with all trains.

Leave Seven Pines.	Arrive Richmond.	Leave Richmond.	Arrive Seven Pines.
5:30 A. M.	6:15 A. M.	6:30 A. M.	7:15 A. M.
7:30 A. M.	8:15 A. M.	12:00 M.	12:45 P. M.
1:00 P. M.	1:45 P. M.	3:30 P. M.	4:15 P. M.
6:15 P. M.	7:00 P. M.	7:15 P. M.	8:00 P. M.
SUNDAY TRAINS.			
9:00 A. M.	9:45 A. M.	10:00 A. M.	10:45 A. M.
11:00 A. M.	11:45 A. M.	12:00 M.	12:45 P. M.
1:00 P. M.	1:45 P. M.	2:00 P. M.	2:45 P. M.
3:00 P. M.	3:45 P. M.	4:00 P. M.	4:45 P. M.
6:30 P. M.	7:15 P. M.	7:30 P. M.	8:15 P. M.

Round trip to Seven Pines, 25 cents.

Until further notice, trains will run every hour after 2 P. M. on Sunday.

je26-1y

INSURANCE.

ORGANIZED 1832.

VIRGINIA FIRE & MARINE Insurance Company, RICHMOND. Assets - - $603,294 Half Century in Successful Operation.

INSURANCE AGAINST FIRE AND LIGHTNING.

This old Virginia institution issues a very short and comprehensive policy free of restrictions and liberal in its terms and conditions.

DIRECTORS. E. O. NOLTING, CAPT. GEO. W. ALLEN, DR. FRANCIS T. WILLIS, F. B. ADDISON, THOS. POTTS, R. O. DAVIS.

WM. H. PALMER, President. W. H. McCARTHY, Secretary. S. McG. FISHER, Secretary. fe12-D&W