ANOTHER SPOILS RUSH

EXPECTED WITH THE OPENING OF THE EXTRA SESSION.

Chiefs in the Departments Already Preparing for the Rush When Congress Opens—Washington News.

TIMES BUREAU, RAFLEY BUILDING, WASHINGTON, July 11, 1893.

That another rush of office-seekers is expected here with the opening of the extra session of Congress, next month, was shown this morning by a remark made by one of the chief officers of an important department. The offices in all of the public buildings are very handsomely carpeted for the winter months, but at the approach of a warm wave in the spring Brussels gives way to Canton matting or stained floors. In the office mentioned, which is where most of the office-seekers have to go, this change has not been made so far this summer. This morning one of the female clerks employed there, who reads the thermometer and feels each change of a degree or fraction thereof which that instrument registers, asked when the carpet would be taken up. The chief at once replied about a week before Congress begins its session, and when pushed for his reason why the change would not be made until that time, said he did not care to have it worn out by the congressmen and office-seekers.

Apropos of this change in the departments, it may be noted that the White House has undergone its summer metamorphosis, which was begun in the lower portion of the house soon after the public functions in connection with the reception of the Infanta Eulalie. All of the furniture and gas fixtures are in a chrysalistic stage, being enshrouded in light brown linen covers, while the only coverings on the floors are linoleums and mattings. The effect, while not pretty, is cool. Since the absence of the President the air of the White House has had a decidedly painty odor, a force of painters and decorators being engaged in putting things in presentable shape for the winter entertainments which will be given. No radical changes in decorations will be made, and those who are acquainted with it as it has been will have no trouble in recognizing it as it will be.

Superintendent of Public Buildings and Parks Wilson, in his last report, has opened up again the mooted question of removing the executive offices away from the living quarters of the President and his family, and makes a suggestion that they be taken to the War, State and Navy building, or that an annex be built on the present site of the White House conservatories. To do this will require an appropriation, which the next Congress may see fit to make.

Secretary Herbert has changed his mind in regard to the time of his official inspection of the Norfolk navy-yard, which he had originally intended to make next Monday. He will not now make it until his return from the Northern yards, which will be about the first week in August. By that time the new commandant of the yard, Commodore George Brown, will have taken charge, he having notified the department that he will report at the yard Wednesday, the 26th of July. It may be that Secretary Herbert desires to inspect the yard under its new commandant, who will, in all probability, hold that position during the remainder of the time the Secretary is in office. To Commodore Brown is due much of the importance to which in late years the Norfolk yard has grown, and he is extremely popular with every one in that section of the State. The return of the Commodore and his charming wife, who holds the same popularity socially as does her husband officially, will no doubt be a signal for some public functions, at which they will be the guests of honor.

Beginning with this fiscal year the contract for printing the Patent Gazette was given to a new firm. Ever since there has been a delay in getting it out, as the firm was not fully equipped for such an increase of work. Therefore, the list has not of late as usual been given out on Tuesdays. The new contractors are increasing their plant, and in a short while will get out the Gazette promptly. For this week it will be ready to-morrow.

In the Treasury Department to-day friends filed for H. Jordan an application for the position of superintendent of construction of the new Government building at Staunton.

Mr. and Mrs. Otway S. Allen and Mr. J. R. Macmurdo are in Washington, registered at the Metropolitan Hotel.

Mr. L. G. Donohue of Chesapeake City, Mr. F. F. Causey of Hampton and Mr. Edmund Strudwick of Norfolk are among recent Virginia arrivals.

Mr. George Swisher, of Charlotte; B. C. Rogers and F. K. Ellington, of Raleigh, are North Carolinians who have recently arrived here.

Fourth Assistant Postmaster-General Maxwell appointed 99 fourth-class postmasters to-day, of which 66 were to fill vacancies caused by removals. There was only one appointment for Virginia—James Boyce at Claremont, Surry county, vice Ellen Farrell, removed.

The name of the postoffice Bickley's Mills, Russell county, has been changed to Bickley Mill, and Edgar G. Bickley commissioned as postmaster.

Virginia fourth-class postmasters have been commissioned to date from the 7th as follows: Edward R. H. Daughtrey, Carrsville; Pierce R. Farley, Emporia; George M. Eggleston, Hampden-Sidney; James P. Gibbon, Meadow Station; Jessie D. Campbell, Midvale; William R. Branch, Toano.

The appointments of fourth-class postmasters for North Carolina to-day were as follows: Dudley, Wayne county, I. W. Hatch, vice, Mary Baker, resigned; Goldstone, Chatham county, T. N. Womble, vice N. F. Barber, removed; Mebane, Alamance county, T. B. Thompson, vice S. A. White, removed; Newport, Carteret county, L. H. Hardy, vice Cicero Mann, removed; Tillery, Halifax county, J. M. Tillery, vice J. M. Pittman, resigned.

Fourth-class postmasters in North Carolina have been commissioned from the 7th follows: Janie McK. Harrington, Cameron; Levio H. J. Hauser, Cherryville; Frank R. Graham, China Grove; Neill D. McDonald, Hamlet; David Norton, Highlands; J. Allen Holt, Oak Ridge; Albert D. Phillips, Richmond; Lorenzo D. Shelton, Saratoga; Columbus M. Mills, Tryon.

Star postal service routes in North Carolina have been established as follows: Talbot, by Filmore, to Wilson and back, twice a week. From August 1, 1893.

Carson to Bandy and back, twice a week. From August 1st.

Oxford, by Culbreth, Berea and Sunset, to Oxford and back, six times a week. From August 1st.

Montland to Highgate and back, twice a week. From August 1st.

Algiers to Lamar and back, twice a week. From August 1st.

Elt to Gold Hill and back, three times a week. From August 1st.

Pensions have been granted as follows: Virginia—Original widows, &c., Phebe D. Richards, Harriet Davis. H. L. W.

Banks and Banking.

Mr. Editor: The article in your issue of to-day (Tuesday, 11th July), showing how small a part is played by the national banks in supplying currency to the country, ought to lead to a consideration of the question as to how far it is worth while to perpetuate such a system. It is true that the limited extent to which the national banks supply currency (at present $149,124,818), they supply a currency good all over the country, but do they not do this at a cost to the country, and under conditions so repugnant to the best principles of banking, as not to be compared to the advantages to be gained by the abolishment of this privilege? Banking is a business, and, like every other business, is best managed by those who themselves have their own capital invested in it, and whose interest it is to make the best and wisest use of their own ability in the conduct of their business. This the national banks are unable to do, as they are tied down by statutory provisions as to the use of their capital and subjected to the control of inspectors, appointed not by those who find the capital, but by politicians, who have nothing at stake but their political reputations. That such a system is a failure is evidenced every day. Those who need money cannot get it, because they are unable to provide the exact kind of security which the law allows, whilst those who ought not to have money in many cases get it because they are shrewd enough to know how to drive a coach and six through the statute. Then, again, its failure is shown by the constant, yea, daily, reports of the failures of these banks through the defaults of their officers—failures which could not occur if the system of Government inspection was worth anything at all. No such system of management or inspection can, in my opinion, ever be worth anything, unless there be combined with it the application of the Chinese banking law, which decrees that on failure of any bank the heads of the directors and inspectors should be chopped off at once and be added to the assets. This has been effective in China to prevent failures, and no doubt would go far to effect the same end here. As, however, it is not at all likely that the country is prepared to enact any such law, the question arises, How can the national bank system be so amended as to meet the needs of the country? It would seem to me that if we would take a lesson from England and France on this subject that there need be no difficulty in the matter. In both these countries there is no national bank and no treasury department issuing money of any kind. The Bank of England and the Bank of France have special charters from the governments, under the terms of which for certain considerations they manage the national banking, and have the sole right of issuing notes in the respective countries. The management of these two great institutions, however, is entirely in the hands of those who are stockholders in them, who alone elect the directors and look after their own interests. There are no government inspectors of banks in either country. All the other banks in England certainly, and in France so far as I know, are simply private corporations engaged in business, which they manage themselves, and without any power to issue notes or currency of any kind, except gold and silver, which they obtain in England from the Bank of England and in France from the Bank of France, to each of which institutions this currency is supplied from the national mints as required. The result of this system has been to cover the whole of England, Scotland, Ireland and France with banks in every place where any business is to be done. In England alone the paid-up capital and reserves of these banks amount to over $750,000,000. These banks conduct their business on such principles as they themselves approve. They lend on any kind of security the directors think good enough, and are controlled and inspected by no one except those who find the capital which they use in their business. What is there to prevent such a system being a success here? The existence of the State Bank in this city, which is an eminently successful and popular institution, and which is founded and controlled upon the same principles as the English and Scotch banks, is a standing proof that the system can be successfully worked here. Divorce the National Government from the banking business and put it into the hands of those who find the capital to carry it on, and give them freedom to manage the business in as full and complete a manner as possible. Let the Treasury Department be simply an office for the management and direction of the financial policy of the Government—that is, for the incidence of taxation and disbursement of the costs of Government, which are questions properly under the control of politicians as matters of policy and not of business, and let an independent financial institution manage the financial business of the nation. Such a system as this, with the wide extension of banking facilities which would undoubtedly follow from a free system, would automatically regulate the currency required to do the business of the country, and we might then get rid of all our varying forms of money, now so puzzling to other nations, and fall into line with the European nations on a sound gold basis, with silver simply used as a subsidiary and token coinage, and bought only as the needs of small currency demanded. It is not the lack of currency, but of confidence in that currency, that is causing the present flurry. Let all the world know that we are trading solely on a gold basis, and that the banking business is managed by bankers, without Government intervention, and there will be no lack of currency in the country. There are millions in Europe waiting for investment, which would be sent here to develop our resources were the owners certain that it would be repaid them in gold, but which can never be gotten on other terms. Why hesitate to change the existing system of currency and finance, which has been tried and found wanting? The more the Government has tried to bolster it up by meddling with banking and buying useless silver, the worse the situation has become. It has enured only to the profit of a few millionaires and silver-mine owners. Let us have a change, and get down to such a system as the French and English one, under the working of which every man gets his wages in gold if in excess of $2.50, and where in every small village you can in an hour's time collect more gold coins than you could in a week in any county in this country, outside those containing large cities. There is gold enough in the world to make this metal equally plentiful here. All that is needed is wise legislation to induce its flow in this direction. J. F. JACKSON.

Property Transfers.

Richmond.—William J. Duggins' executor to F. Julius Schmidt, 24 1-4 feet on Clay street, northwest corner Harrison, $3,050.

Lewis Ginter to B. F. and India Shepperson's trustee, 24 feet on east side of Harvie street, near Main, $1,200.

S. H. Martin to Sophia Westermann, 32 feet on west side Buchanan street, near Washington, $650.

Henrico.—G. H. A. Ball to Adolph F. Cramer, 250 feet on south side Grove avenue, subject to deed of trust of $2,300, $8,750.

Ellen A. Ball to Mary F. Welch, 15 feet on north side Ashland street between Washington and Carter, $1,150.

Diana Green to Ellen Watson, 32 feet on west side Lucke street, near York, $5.

Manning C. Staples to Ella C. Saples, his wife, one-half interest in 19 1-5 acres on Hermitage road, subject to deed of trust of $6,000.

77 YEARS OLD

I am seventy-seven years old, and have had my age renewed at least twenty years by the use of Swift's Specific. My foot and leg to my knee was a running sore for two years, and physicians said it could not be cured. After taking fifteen small bottles S. S. S. there is not a sore on my limbs, and I have a new lease on life. You ought to let all sufferers know of your wonderful remedy. IRA F. STILES, Palmer, Kansas City.

SSS IS A WONDERFUL REMEDY—especially for old people. It builds up the general health. Treatise on the blood mailed free.

SWIFT SPCIFIC COMPANY, Atlanta, Ga.

EXCURSIONS.

DON'T FORGET THE EXCURSION TO NORFOLK via Chesapeake and Ohio SATURDAY NIGHT, JULY 15th. ROUND TRIP, $1.

Train leaves Chesapeake and Ohio depot, Broad street, Saturday night, July 15, 1893, at 11:30 o'clock. Returning, leaves Norfolk Sunday night, July 16th, at 8:30 o'clock.

Tickets for sale by the committee at the train. R. T. ADAMS & CO., Managers.
Jy2,5,7,9,12,14&15

Willie Tillbrook
Son of
Mayor Tillbrook
of McKeesport, Pa., had a Scrofula bunch under one ear which the physican lanced and then it became a running sore, and was followed by erysipelas. Mrs. Tillbrook gave him
Hood's Sarsaparilla
the sore healed up, he became perfectly well and is now a lively, robust boy. Other parents whose children suffer from impure blood should profit by this example.

HOOD'S PILLS cure Habitual Constipation by restoring peristaltic action of the alimentary canal.

WANTS.

WANTED—MY FRIENDS AND THE PUBLIC GENERALLY to know that I can be found with Messrs. A. F. MOSBY & SON, coal dealers, No. 1105 west Marshall street. I would be pleased to see all in want of FUEL, and promise satisfaction in every particular. Your order solicited. A. T. MITCHELL. 'Phone 177. Late with C. H. Page. je13-1m

SUMMER BOARD IN THE MOUNTAINS. For circulars, address F. M. RANDOLPH, Keswick, Albemarle county, Va. jy6-6t

WANTED—RIGHT AWAY, RELIABLE MEN at home or to travel to keep our Show Cards tacked up in towns, on trees and fences along public roads. Steady work in your own county. $75 A MONTH AND $3 A DAY EXPENSES deposited in your bank when started. J. H. SCHAAF & CO., 364 Walnut street, Cincinnati, O. jy2-su,we&fr6t

WANTED—BY A GENTLEMAN, A partial graduate of University of Virginia, and experienced in teaching, a SITUATION AS TEACHER. Teaches Latin, French, Mathematics, Greek and English. Address, stating terms, B. H. FAULCONER, Box 317, Gordonsville, Va. jy12-4t*

WANTED—GENTLEMEN AND LADY CANVASSERS to sell our fast-selling HOUSEHOLD SPECIALTIES. Something new. Liberal inducements. 113 east Broad. my7-3m

WANTED—TWO GENTLEMEN CAN get BOARD in a private family at 412 north Tenth street. Accommodations first-class. Terms moderate. jy2-2w

WANTED—OLD BOOKS RELATING TO VIRGINIA AND THE SOUTH. Give title, date and price. BOOKS, Postoffice Box 456, Richmond, Va. jy12-tf

WANTED—A SITUATION AS A BLACKSMITH, in a first-class wheelwright or machine shop. Good references can be given. Address Q, care of Times. jy12-1t*

WANTED—TO BUY A HOUSE east of Twenty-first and south of Marshall street, for three thousand dollars cash. JONES, care Times. jy11-6t

YOUNG LADY WANTS POSITION to do OFFICE WORK or WRITING. Address MISS J. V., care Richmond Times. *jy9-3t

THERE ARE NO FLIES ON SMITH.—You cannot make a silk purse out of a sow's ear, but you can secure your books and money in HERRING-HALL-MARVIN COMPANY'S Fire and Burglar Proof Safes. B. F. SMITH, sole dealer Southern States, No. 28 north Ninth street. 'Phone 944. my27-1y

PERSONAL.

HAVING EVERY REASON TO FEAR that many of the old patrons of the late firm of THOMAS W. M'CANCE, JR., & CO., as well as personal friends, and the public generally, do not know of my whereabouts, I take this means of informing them that I am with the firm of A. F. MOSBY & SON, COAL AND WOOD DEALERS, 1105 west Marshall street, 'Phone 177. Patronage solicited; satisfaction guaranteed.
je17-1m THOMAS W. M'CANCE, JR.

MEETINGS.

THE VIRGINIA STATE BOARD OF DENTAL EXAMINERS will meet at the Albemarle Hotel, Charlottesville, THURSDAY, AUGUST 10, 1893, at 9 o'clock A. M., to examine candidates to practice Dentistry in Virginia. For information and permits, apply to the Secretary at BEAR LITHIA, VA., until August 1st; after that date at CHARLOTTESVILLE.
J. HALL MOORE, President.
W. E. NORRIS, Secretary.

THE RICHMOND ICE CO,
17th and Dock Sts.,
Is Prepared as Usual to Supply to the Citizens of Richmond
PURE KENEBEC-RIVER ICE
AND ALL KINDS OF
COAL AND WOOD
Promptly and in any quantity. Prices same as those of other reliable dealers. 'Phone No. 223.
A. D. LANDERKIN,
Superintendent.
my4-3mo

WE OFFER TO CLOSE OUT THIS DEPARTMENT OF OUR BUSINESS OUR STOCK OF TUBULAR AND LOCOMOTIVE BOILERS, from 6 to 50-horse power, HORIZONTAL CENTRE CRANK ENGINES, Detached or mounted on boiler, from 4 to 12-horse power.
These Engines and Boilers are new, of our standard designs, that are well-known.
We also offer a lot of PULLEYS, CRANKS, SHAFTS, etc., rough and finished. Any of these can be bought very low.
Richmond Locomotive & Machine Works.

ESTABLISHED 1865.
WOODWARD & SON,
• LUMBER •
CORNER NINTH AND BYRD STS.,
RICHMOND, VA.
HARD WOODS.—Walnut, Cherry, Plain Oak, Quartered Oak, Quartered Sycamore, Maple, Hickory, Ash.
DRESSED LUMBER.—Weatherboarding, German Siding, Ceiling, Flooring, Partition, Stepping.
CARRIAGE AND WAGON LUMBER.
Virginia and North Carolina Pine Framing Lumber.
LARGE PINE AND OAK TIMBERS, LATHS, SHINGLES, CEDAR POSTS,
SASH, BLINDS, DOORS, ETC.
Sheds with capacity of one and a half million feet.
je7-3m

AUCTION SALES—This Day.

By Chewning & Rose,
Real Estate Agents, Auctioneers and Brokers,
No. 6 north Tenth street.

TRUSTEE'S AUCTION SALE
OF
No. 915 WEST CLAY STREET; ALSO
33 FEET OF CHOICE LAND
ON THE NORTH SIDE OF MARSHALL
BETWEEN GRAHAM AND
HANCOCK STREETS.

By virtue of a certain deed of trust, dated the 29th day of June, 1891, and of record in the clerk's office of Richmond Chancery Court, in Deed Book 143 A, page 339, default having been made in the payment of a portion of the debt therein secured, and being required so to do by the beneficiary, I will sell by auction, upon the premises, on
WEDNESDAY, 12th Day of July, 1893,
in the order following, viz., at 6 o'clock P. M.: all THAT CERTAIN LOT OF LAND on the south side of Clay street, between Graham and Hancock streets, with the attractive FRAME DWELLING, No. 915, thereon, fronting 37 feet and running back between parallel lines 130 feet to an alley 10 feet wide, fronting upon which is a large stable; also at 6:30 o'clock P. M., that LOT OF LAND on the north side of Marshall street, between Hancock and Graham streets, fronting 33 feet and running back 180 feet to an alley 20 feet wide, bounded on the west by the property of the city of Richmond, known as Elba School-house. An extended notice of this property is unnecessary, owing to its inviting location.
TERMS: Cash sufficient to pay expenses of sale and to discharge two notes of $1,000 each, with interest from the 29th day of June, 1893, and upon the following credits, viz.: $1,000, payable on 29th day of June, 1894, and $1,500, payable 29th day of June, 1895, with 6 per cent. thereon from day of sale; balance, if any, upon such terms as may be announced at time of sale.
H. M. SMITH, JR., Trustee.
jy7-td

By H. A. McCurdy,
Real Estate Auctioneer.

TRUSTEE'S AUCTION SALE
OF
A SMALL DETACHED FRAME DWELLING AND LOT FRONTING
FIFTY-EIGHT FEET ON THE EASTERN LINE OF TWENTY-EIGHTH
STREET BETWEEN Q AND
R STREETS.

In execution of a deed of trust dated 26th January, 1892, to the undersigned, and duly recorded in Deed Book 138 B, page 379, Henrico County Court, default having been made in the payment of the note thereby secured, and being required so to do by the holder thereof, I will offer for sale, upon the premises, on
WEDNESDAY, 12th Day of July, 1893,
at 6 o'clock P. M., the ABOVE-MENTIONED PROPERTY, which will make any one a nice little home.
TERMS: Cash as to cost and expenses of sale, all delinquent taxes, &c., and sufficient to pay off a note of $398.20, with cost, and interest from 29th January, 1893; balance as announced at time of sale. More liberal terms may be given at sale. H. A. M'CURDY, Trustee.
jy6-td

AUCTION SALES—Future Days.

TRUSTEE'S SALE AT AUCTION.—By virtue of a deed of trust from O. Hand to Harper S. Smith, trustee, recorded in D. B. 41, p. 342, of the records of Charlotte county, Va., wherein I have been substituted trustee, and being requested so to do by Albert C. and C. M. Bruce, I shall sell, at public auction, on MONDAY, August 7, 1893, at 10 o'clock A. M., at Charlotte Courthouse, Va., that VALUABLE TRACT OF 1,027 ACRES OF LAND now occupied by Orlando Hand and fully described in the deed above mentioned, default having been made in the payment of the notes recorded by the said deed to the extent of $10,533.34 principal, which, with interest added, will on August 7, 1893, amount to $10,765.07.
TERMS—All cash.
If prevented from selling by bad weather or other sufficient cause at the time above fixed, I shall adjourn the sale from day to day at the same place and hour till the next fair day. For further information address me at Richmond, Va. OVERTON HOWARD, Substituted Trustee.
my30-60t

REAL ESTATE AGENTS.

NOTICE!

Mr. T. M. WORTHAM is admitted to an interest in the Real Estate Business heretofore conducted by us, to date from July 1, 1893. The style of the firm to remain the same.
FRANK D. HILL & CO.,
Real Estate and Loans,
No. 6 N. Eleventh Street.
jy9-eod1w

FOR RENT.

FOR RENT!
Some Desirable SINGLE AND DOUBLE OFFICES
In The Times Building,
COR. TENTH AND BANK STREETS.
Apply to ROOM 28, Times Building.
my9-tf

FOR RENT.
STORE AND DWELLING, No. 3 W. BROAD STREET, with good front entrance on Foushee street; especially suitable for confectionery, ice-cream, &c. Long lease is desired.
JACKSON BRANDT & CO., No. 1103 Main street.
jy 9-3t

FOR SALE AT PUBLIC AUCTION.

BANANAS! BANANAS! BANANAS! at PUBLIC AUCTION.—We will sell TO-DAY, at 12 M., at Richmond and Petersburg railroad, ONE CAR CHOICE RIPE BANANAS, without reserve. FOX & RIDER.
jy12-1t*

FOR SALE.

FOR SALE—HAMBLETONIAN MARE, seven years old, and her colt, eight weeks old, by Signet; also handsome PHAETON and HARNESS. E. KUHBLANK, Agent, Robert Portner Brewing Company. jy12-3t

Crab Meat! Crab Meat!
We have this day accepted the exclusive agency of Messrs. Pickett & Co.'s famous LYNNHAVEN BRAND FRESH CRAB MEAT. We will receive our supply daily from them at Norfolk, Va., thus giving us crab meat each day that is pure, fresh and uncoquiled. Their CRAB MEAT stands at the head, and has been pronounced to be, by all the leading hotels and restaurants, the purest and best on the market. Their daily capacity is 1,500 pounds.
For sale in quarts and gallons by me.
This meat makes delightful deviled crabs, salads, patties, croquettes, soups, &c. Receipts furnished free on application.
GEO. B. BULL,
'Phone 505. SECOND MARKET. my16

RAILROADS.

N. & W. R. R. Norfolk & Western R

SCHEDULE IN EFFECT JULY 2, 1893.
LEAVE RICHMOND (EASTERN TIME).
STREET STATION.

9:00 A. M., RICHMOND AND NORFOLK VESTIBULED LIMITED. Arrive Norfolk 11:25 A. M. Stops only at Petersburg, Waverly and Suffolk.

9:00 A. M., THE CHICAGO EXPRESS for Lynchburg, Roanoke, Bluefield, Pocahontas, Kenova, Columbus and Chicago. Pullman Buffet Sleeper Norfolk to Chicago, without change. Connects at Lynchburg for Durham and stations Durham division; connects at Roanoke for Winston-Salem and all stations Winston-Salem division.

12:15 P. M., For Roanoke, Radford, Pulaski, Bristol and all points South and West via the East Tennessee, Virginia and Georgia railroad. Parlor Car Petersburg to Roanoke, and Pullman Sleeper Roanoke to Memphis via Knoxville and Chattanooga, and through coach from Richmond to Lynchburg.

3:10 P. M., For Suffolk, Norfolk and intermediate stations; arrives at Norfolk at 6:40 P. M.

5:30 P. M., Arrives at Norfolk at 9:10 P. M.

11:50 P.M., For Roanoke, Radford, Pulaski and Bristol. Connects at Roanoke 7:25 A. M. with Washington and Chattanooga Limited. Pullman sleepers Roanoke to Nashville, Memphis and New Orleans. Dining Car attached. Also for Bluefield, Pocahontas, Elkhorn and stations on Clinch Valley division. Also for Louisville and stations on L. and N. railroad via Norton. Also for Rocky Mount and all stations on Winston-Salem division. Pullman palace sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Pullman sleeper to Petersburg to Bristol.

Trains arrive Richmond from Lynchburg and the West daily at 8:35 A. M., 2:20 P. M. and 7:35 P. M.; from Norfolk and the East at 10:45 A. M., 2:20 P. M. and VESTIBULED LIMITED 6:20 P. M.
R. W. COURTNEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.
General Office, Roanoke, Va.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD—Schedule commencing JULY 2, 1893—eastern standard time.

7:45 A. M., Leaves Byrd-street station daily except Sunday. Parlor Car Richmond to New York. Arrives at Washington at 12:01 P. M.; Baltimore, 1:37 P. M.; Philadelphia, 3:47 P. M.; New York, 6:30 P. M.

12:00 M., Leaves Byrd-street station daily. Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Buffet Parlor Car Richmond to New York. Arrives at Washington at 3:40 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:45 P. M.; New York, 10:35 P. M. Also connects at Washington with 3:45 P. M. daily train, arriving Baltimore 4:39 P. M. and Philadelphia 6:46 P. M., and with Congressional Limited (all Pullman Parlor cars and Pennsylvania railroad Dining Cars), leaving daily at 4:00 P. M., arriving Baltimore 4:54 P. M. and New York 9:05 P. M.

7:15 P. M., Leaves Byrd-street station daily. Sleeper Richmond to New York and Washington to Philadelphia. Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:50 A. M.

8:50 A. M., Arrives at Byrd-street station daily. Sleeper from New York. Stops only at Widewater, Brooke, Fredericksburg, Milford, Doswell and Ashland. Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.

2:38 P. M., Arrives Byrd-street station daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell and Ashland. Buffet Parlor Car Washington to Richmond. Leaves Washington at 10:57 A. M.

7:15 P. M., Arrives Byrd-street station daily. Stops only at Fredericksburg, Milford, Doswell and Ashland. Pullman Cars from New York and Washington. Leaves Washington 3:46 P. M. Does not stop at Elba.

11:20 P. M., Arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington 7:10 P. M.

FREDERICKSBURG ACCOMMODATION.
DAILY EXCEPT SUNDAY.
4:00 P. M., Leaves Byrd-street station; arriving Fredericksburg at 6:37 P. M.
8:33 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:05 A. M.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 7:32 A. M.
6:20 P. M., Leaves Elba; arrives at Ashland at 7:07 P. M.
6:45 A. M., Arrives at Elba; leaves Ashland at 6:05 A. M.
6:04 P. M., Arrives at Elba; leaves Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, General Superintendent.

R&D

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT JUNE 25, 1893.
LEAVE RICHMOND:
TRAIN No. 37, 12:50 A. M.

SOUTHERN EXPRESS, daily for Danville, Greensboro, Winston-Salem. Connects at Danville with the Washington and Southwestern Vestibuled Limited; at Salisbury for Asheville, Hot Springs; at Charlotte for Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California. Pullman Palace Sleeping Car Richmond to Danville and Danville to Asheville and Hot Springs; also Danville to Atlanta.
TRAIN No. 35, 12:40 P. M.

FAST MAIL, daily, for all points South and Southwest. Connects at Keysville for Clarksville, Oxford and Durham. Connects at Danville with Pullman Sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleigh, &c.
TRAIN No. 17, 6:00 P. M.

AMELIA ACCOMODATION, daily except Sunday, for Amelia Courthouse and intermediate points.
ARRIVE AT RICHMOND.
Train No. 38, 7:00 A. M.; No. 36, 4:25 P. M.; No. 18, 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. 10, 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 daily except Sunday.
TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily except Sunday for West Point, connecting with York River steamer daily except Sundays for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington, Philadelphia and New York.
STEAMERS LEAVE BALTIMORE 5 P.M.

FOR WEST POINT, daily except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:05 A. M., 10:40 A. M., and 8:15 P. M.
TRAIN No. 44, 7:05 A. M.

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

SUNDAY EXCURSION TRAIN for West Point leaves at 8:25 A. M.

Ticket office at station foot of Virginia street, open 8:00 A. M. to 6:00 P. M and from 9:00 to 12:50 A. M.
City ticket office, 901 Main street.
SOL. HAAS, Traffic Manager. W. A. TURK, Gen. Pass. Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
J. S. POTTS, Passenger Agent, 919 Main street, Richmond.

RAILROADS.

S. A. L.
SEABOARD AIR-LINE.
SCHEDULE IN EFFECT SUNDAY, JULY 2, 1893.

S. A. L.	No. *23	No. *27
Lv. Richmond	9:15 A. M.	3:10 P. M.
Lv. Petersburg		
Union Station	10:00 A. M.	3:43 P. M.
Lv. Petersburg		
Washington St.	10:10 A. M.	3:51 P. M.
Lv. Weldon	12:15 P. M.	5:35 P. M.
Ar. Henderson D.	2:15 P. M.	6:50 P. M.
Ar. Durham	6:15 P. M.	8:50 P. M.
Ar. Raleigh S.	4:15 P. M.	8:00 P. M.
Lv. Raleigh	4:30 P. M.	8:15 P. M.
Ar. Southern Pines	6:54 P. M.	10:08 P. M.
Ar. Hamlet	7:50 P. M.	10:55 P. M.
Ar. Wadesboro	1:24 A. M.	11:49 P. M.
Ar. Monroe	3:45 A. M.	12:40 A. M.
Ar. Charlotte	5:00 A. M.	5:00 A. M.
Lv. Monroe	10:15 A. M.	12:50 A. M.
Lv. Chester	11:45 A. M.	2:00 A. M.
Lv. Clinton D.	1:45 P. M.	3:14 A. M.
Lv. Greenwood	2:41 P. M.	3:57 A. M.
Lv. Abbeville	3:09 P. M.	4:21 A. M.
Lv. Elberton	4:13 P. M.	5:19 A. M.
Lv. Athens	5:16 P. M.	6:18 A. M.
Ar. Atlanta	6:45 P. M.	7:30 A. M.

*Daily. D—Dinner. S—Supper.

No. 23 makes all local stops. Connects at Raleigh with P. A. L. for Asheville, N. C., and all intermediate points on the W. N. C. R. R.

No. 27 has Pullman Buffet Sleepers Richmond to Atlanta. Connects directly at Atlanta with W. and A. R. R. for Chattanooga, Nashville and all points West. Connects with A. and W. P. R. R. for Mobile, Montgomery, New Orleans and all points Southwest.

For tickets, Pullman reservations, &c., apply at ticket office, Byrd-street station; Richmond Transfer Company, 901 east Main street, and company's office, 836 east Main street.

ARRIVE DAILY.
No. 134, A. and W. Special, 11:45 A. M.
No. 78, Mail and Express, 6:50 P. M.
JOHN C. WINDER, General Manager. L. T. MYERS, General Supt.
O. V. SMITH, Traffic Manager. T. J. ANDERSON, Passenger Agt.
H. M. BOYKIN, City Pass. Agent.

C&O WORLD'S FAIR SCENIC ROUTE. ROUTE
JULY 2, 1893.
TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.

6:30 A. M., Except Sunday, with Pullman, for local stations, Newport News, Old Point, Norfolk and Portsmouth.
8:30 A. M., Sundays only. Special for Old Point and local stations.
9:45 A. M., Except Sunday, Vestibule Special for Williamsburg, Newport News, Hampton, Old Point, Norfolk and Portsmouth; makes no other stops.
3:00 P. M., Daily, with Pullman, for local stations, Newport News, Old Point, Norfolk and Portsmouth.
6:45 A. M., Local train, except Sunday, for Hinton, connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg and at Staunton for Winchester.
2:00 P. M., World's Fair Special daily, with coach and Pullman for Chicago. Coaches and Parlor car on Nos. 1 and 7 for Clifton Forge. Connects at Covington (Va.) for Hot Springs. Meals served on Dining Cars.
5:30 P. M., Local train, except Sunday, accommodation for Orange.
10:00 P. M., F. F. V. Daily for Cincinnati and Chicago, with Pullman for Cincinnati and Louisville and Dining Car Clifton Forge to Cincinnati. Connects at Covington (Va.) for Virginia Hot Springs daily. Meals served on Dining Cars.

TRAINS LEAVE EIGHTH-STREET STATION.

9:00 A. M., Daily for Lynchburg and Clifton Forge. Connects (except Sunday) for Rosney-Lexington (Va.) and Craig City.
5:00 P. M., Except Sunday for Lynchburg. Local train leaves Lynchburg at 6 A. M., except Sunday, for Lexington, Craig City and Clifton Forge.

TRAINS ARRIVE AT RICHMOND.
BROAD-STREET STATION.

6:25 A. M., Daily from Cincinnati.
8:45 A. M., Except Sunday from Orange.
10:45 A. M., Except Sunday from Norfolk and Old Point.
1:45 P. M., Daily from Norfolk and Old Point.
2:00 P. M., Daily from Cincinnati and Louisville.
7:35 P. M., Daily from Norfolk and Old Point.
8:00 P. M., Except Sunday from Hinton.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:00 A. M., Except Sunday from Lynchburg.
6:10 P. M., Daily from Lynchburg and Clifton Forge.
JOHN D. POTTS, Division Passenger Agent.

ATLANTIC COAST LINE.
RICHMOND AND PETERSBURG RAILROAD TIME TABLE.
Commencing SUNDAY, JULY 2, 1893, at 12:01 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond	Arrive Petersb'rg	
45—	*9:00 A.M.	10:31 A.M.	Norfolk Specl'l
23—	*9:15 A.M.	1:00 A.M.	Through Train
43—	*12:15 P.M.	1:00 P.M.	Accommoda'n
27—	*3:10 P.M.	3:43 P.M.	Atlanta Special
51—	*5:30 P.M.	6:35 P.M.	Norfolk Train
39—	*7:10 P.M.	7:55 P.M.	Accommoda'n
35—	*7:35 P.M.	8:10 P.M.	Fast Express
37—	*11:50 P.M.	12:30 A.M.	Accommoda'n
53—	7:00 A.M.	7:55 A.M.	Sun. Accom.
47—	4:40 P.M.	5:30 P.M.	Sun. Accom.

TRAINS NORTHWARD