THE PLANET

SATURDAY ..... SEPT 27, 1902.

MARRIED SIX TIMES.

Sad Story of a Woman Who Could Not Say No.

Romantic Misfortunes of Senora Maria Francesca de la Guerra—All Who Proposed to Her Were Made Happy.

Few women are placed in such an environment of romantic misfortunes as has followed Senora Maria de la Guerra since she was 16 years old. At that age she accompanied her mother from New York to San Francisco, where the two took up their residence. It was here that she met James Mark, and her first romance began. Her name at that time was Francesca Maria Schultz, and this affair was highly approved by her family, and in due time the pretty young girl and Mark, who was several years her senior, were married. They moved into an elegant country home, and everything went well until Mark took up politics, and secured his election to the office of county sheriff. Then peace fled out the doors of the prosperous, happy home, and the trouble ended in the divorce courts. Mark did not attach any blame to his young wife, and remembered her handsomely with a share of his estate.

Thus she found herself a young, dark-eyed widow with plenty of means, and naturally a great many admirers. She was eager to fall in love, for she wanted a home. So when Dr Charles W. Webb, an Englishman, offered her his hand, she was unable to say no. They were married, but the honeymoon had scarcely ended when husband No. 2 sickened with heart disease, and before many weeks died, leaving his still young wife poorer by several dollars. Her fortune was diminished and she made up her mind that matrimony was not her lucky star. Then she turned to financiering and prospered. She speculated extensively

DESCENDED FROM IRISH ROYALTY.

and profited handsomely, and everything went well with her until she met Wallace Andrews Fitzgerald, of New York, the cause of her present trouble. Fitzgerald was good to look at. He said he was descended from an Irish king or two, and had large blue eyes, and the most fascinating gray hair in the world. But he was a bartender. This did not suit Mrs. Webb, but he told her there was a lot of good in him, and that all it needed was cultivation. He finally consented to give up the bar and turn financier on her money. Fitzgerald selected Chicago as the field offering the greatest promise to bright young speculators. So he started out with Mrs. Webb's money, and her promise to become his wife.

Then came along a "southern gentleman," T. R. Young by name, who helped her to forget Fitzgerald, and the outgrowth of this acquaintance was another marriage. Young got all of her money, and then decamped. His wife followed, and found him. A stormy scene, which might have ended in murder, followed, but a tragedy was avoided by the arrival of John H. Roller, who thrashed the husband and gave him over to the police. Mrs. Young secured a divorce and married her gallant defender, Roller. The latter soon afterward went insane, and again the wife was compelled to pay for a legal separation.

Then Fitzgerald appeared again. He had used the $800 he had borrowed to good advantage, so the woman could not say no when he asked her to marry him. But Fitzgerald neglected to provide for her, and finally went away to Arizona or Mexico.

She was glad to get rid of him at any price, but this was the beginning of her greatest trouble. After Fitzgerald had departed she met Senor Carlos de la Guerra, scion of Spanish royalty. Like the other five, she fell in love with her, and when she heard that Fitzgerald had died she responded to the senor's magnetic words and agreed to become his wife. But two months after the day, while she was enjoying the luxuries of her magnificent home, a crude detective, says the Chicago Tribune, slipped quietly into the house, accompanied by Fitzgerald, who was an exceedingly lively ghost, and informed her that she was a bigamist. This seemed to be true, and the surprised and disappointed woman was hurried away to jail, after she and her husband had refused to compromise with Fitzgerald for the stipulated sum of $1,000. Now her marriage with the Spanish royalist is to be annulled.

BILLS JUST BALANCED.

Why a New York Dentist Has Decided Not to Operate on Scientists Any More.

Many a man—in print—has paid for Christian Science treatment with imaginary checks, but it has remained for a Christian Science healer to put a similar device into actual practice. Of course, it happened in New York. The first of anything always does happen in New York. A Christian Science healer, gender, feminine, age not polite to ask, came into the office of a prominent New York dentist recently and announced that she wanted her teeth "fixed up."

"There's nothing the matter with

"YOU HAVE NO TOOTHACHE"

your teeth," said the dentist. "You only think there is."

But the healer, ignoring the remark, sat down in the chair and winced and moaned, "even as you and I." There was a good deal the matter, so that before her series of appointments was over a bill of $80 had mounted up against her. At the first of the month the dentist sent around his bill.

But he was not a sharp man in some ways. He had told her, while operating, that he was troubled with rheumatism, and in a day or two he received in reply to the bill a little note.

"My dear doctor," it read, "I have been giving you a series of absent treatments for your so-called rheumatism, and I find that our two bills just balance."

Then the doctor grew wise and let the matter drop. But, says the New York Tribune, he does not operate on Christian Scientists any more.

GOT WRONG LICENSE.

Chicago Suburbanite Tries to Peddle Milk on a Duly Attested Marriage Permit.

A marriage license nailed to a dairy door will not satisfy city inspectors looking for a license to peddle milk, though it may provide fun for neighbors and bring blushes to the cheeks of a pretty Dutch dairy maid.

Nicholas Vander Klock, of Roseland, called at the Chicago county building the other afternoon and told the elevator man he wanted a license. The man directed him, with a twinkle in his eye, to Marriage License Clerk Salmonson.

"How old are you?" Mr. Salmonson asked.

"Thirty-five."

"BUT I DON'T MARRY HER."

"And how old is she?"

"Thirty-three."

"Her name?"

"Katie de Waad."

"Here you are," Mr. Salmonson said; "two dollars, please. Hope you have luck."

Mr. Vander Klock thanked him gravely and withdrew. Next day he reappeared in agitation. He explained that he had wanted a license to peddle milk, and after a colloquy his two dollars was refunded, for the first time in 20 years. The milkman explained that Katie helped him to sell milk. "But I don't marry her," he added.

Fad with a Drawback.

The latest fad in Baltimore is for an engaged young lady to have the picture of her intended husband tattooed upon the upper part of her arm. Later, when the wife may have become a widow, the picture will perhaps be considered superfluous, especially if it be her desire to place another likeness there.

Clarks Were Out in Force.

A panel of jurors was summoned in Justice Brigham's court, London. Sixty-two of them answered to the name of Clark. A jury of 12 was drawn, and 11 of them were named Clark. The twelfth man was G. H. Clarkson.

Surgical Sewing Machine.

A Parisian surgeon has invented a surgical sewing machine which will mend rents in human skins at a rapid rate.

JOHN BURNS OF GETTYSBURG.

BY BRET HARTE.

[During the first day's fight at Gettysburg an old man in a swallow-tailed coat and battered cylinder hat came stalking across the fields from the town and made his appearance at Col. Stone's position. With a musket in his hand and ammunition in his pocket, this venerable citizen asked Col. Wister's permission to fight. Wister directed him to go over to the Iron Brigade, where he would be sheltered by the woods; but the old man insisted on going forward to the skirmish line. He was allowed to do so, and continued firing until the skirmishers retired, when he was the last man to leave. He afterward fought with the Iron Brigade, where he was three times wounded. This patriotic and heroic citizen was Constable John Burns, of Gettysburg.]

Have you heard the story that gossips tell
Of Burns at Gettysburg?—No? Ah, well:
Brief is the glory that hero earns,
Briefer the story of poor John Burns;
He was the fellow who won renown—
The only man who didn't back down
When the rebels rode through his native town;
But held his own in the fight next day,
When all his townsfolk ran away.
That was in July, sixty-three—
The very day that Gen. Lee,
Flower of southern chivalry,
Baffled and beaten, backward reeled
From a stubborn Meade and a barren field.

I might tell how, but the day before,
John Burns stood at his cottage-door,
Looking down the village street,
Where, in the shade of his peaceful vine,
He heard the low of his gathered kine,
And felt their breath with incense sweet;
Or, I might say, when the sunset burned
The old farm gable, he thought it turned
The milk that fell like a babbling flood
Into the milk-pail, red as blood!
Or, how he fancied the hum of bees
Were bullets buzzing among the trees.
But all such fanciful thoughts as these
Were strange to a practical man like Burns,
Who minded only his own concerns,
Troubled no more by fancies fine
Than one of his calm-eyed, long-tailed kine—
Quite old-fashioned and matter-of-fact,
Slow to argue, but quick to act.
That was the reason, as some folks say,
He fought so well on that terrible day.

And it was terrible. On the right
Raged for hours the heavy fight,
Thundered the battery's double bass—
Difficult music for men to face;
While on the left—where now the graves
Undulate like the living waves
That all the day unceasing swept
Up to the pits the rebels kept—
Round shot plowed the upland glades,
Sown with bullets, reaped with blades;
Shattered fences here and there
Tossed their splinters in the air;
The very trees were stripped and bare;
The barns that once held yellow grain
Were heaped with harvests of the slain;
The cattle bellowed on the plain,
The turkeys screamed with might and main,
And brooding barn-fowl left their rest,
With strange shells bursting in each nest.

Just where the tide of battle turns,
Erect and lonely, stood old John Burns.
How do you think the man was dressed?
He wore an ancient, long, buff vest,
Yellow as saffron—but his best;
And, buttoned over his manly breast,
Was a bright blue coat with a rolling collar,
And large gilt buttons—size of a dollar—
With tails that the countryfolk called "swallers."
He wore a broad-brimmed, bell-crowned hat,
White as the locks on which it sat.
Never had such a sight been seen
For forty years on the village green,
Since old John Burns was a country beau,
And went to the "quiltings" long ago.

Close at his elbows all that day,
Veterans of the Peninsula,
Sunburnt and bearded, charged away;
And strippings, downy of lip and chin—
Clerks that the Home Guard mustered in—
Glanced, as they passed, at the hat he wore.
Then at the rifle his right hand bore;
And hailed him, from out their youthful lore,
With scraps of a sailing repertoire:
"How are you, White Hat?" "Put her through!"
"Your head's level!" and "Bully for you!"
Called him "Daddy"—begged he'd disclose
The name of the tailor who made his clothes,
And what was the value he set on those;
While Burns, unmindful of jest and scoff,
Stood there picking the rebels off—
With his long brown rifle and bell-crown hat,
And the swallow-tails they were laughing at.

'Twas but a moment, for that respect
Which clothes all courage their voices checked;
And something the wildest could understand
Spake in the old man's strong right hand,
And his corded throat, and the lurking frown
Of his eyebrows under his old bell-crown.
Until, as they gazed, there crept an awe
Through the ranks in whispers, and some men saw,
In the antique vestments and long white hair,
The Past of the Nation in battle there;
And some of the soldiers since declare
That the gleam of his old white hat afar,
Like the crested plume of the brave Navarre,
That day was their oriflamme of war.

Thus raged the battle. You know the rest;
How the rebels, beaten, and backward pressed,
Broke at the final charge and ran.
At which John Burns—a practical man—
Shouldered his rifle, unbent his brows,
And then went back to his bees and cows.

GUNNER WHO CUT A FUSE.

Posmer Janitor's Dangerous Method of Reducing the Time of a Bombshell.

"Capt. Barnett's artillery shot at Chickamauga," said Comrade A. C. Dobbs, in the Chicago Inter Ocean, "was a remarkable one, but the navy has a good record in that line. On the 3d of May, 1864, while the army of the James, under Gen. Butler, was assembled at Fortress Monroe on board transports awaiting orders to proceed up the river to City Point and Bermuda Hundred, the tug Charles Chamberlain, which had been fitted up as a gunboat, was ordered to proceed up the river in advance of the fleet, and, after passing Powhatton Point, to drag the river for torpedoes.

"The tug was manned by a crew from the New York naval brigade, under command of Lieut. Harris, of the navy. About noon, on May 4, when between Fort Powhatton and Harrison's landing, we saw on the left bank of the river and about half a mile inland, a confederate signal station or tower, on which a signal officer was operating with his flag. The crew were called to quarters, and a shell from a six-inch Parrot rifle was sent in the direction of the waving flag. This exploded before reaching its destination, and another shell, with a longer fuse was rammed home and fired at the plucky signal officer.

"This officer stood on the tower in plain view and kept his signals going. We knew, of course, that he was reporting to his superiors, and the second shot was aimed with the greatest care. It struck the tower, and man and tower went down together. This was really the first shot fired in the memorable James river campaign.

"There was on board the tug or gunboat a brigadier general and his staff, and all were on the bridge watching the effects of the shots on the tower. Just after the second charge had been rammed home, and before it had been fired, Lieut. Harris told Dunbar, gunner's mate, to prepare another shell with a thirty-second fuse. Dunbar had been a Tammany Hall janitor, but he thought he had mastered the art of gunnery. When he received Harris' order as to a shorter fuse he had just come out of the magazine with a hammer and cold chisel in his hands, and he was ready for business.

"He officiously caught up a shell, sat down on the deck with the shell between his knees, and proceeded to

CUT THE FUSE WITH CHISEL AND HAMMER.

cut the fuse with chisel and hammer. The friction ignited the fuse, and Dunbar, hearing the sputtering of the powder, threw the shell from him and it exploded, smashing some of the cabin woodwork and spoiling a lot of muskets and cutlasses on the after deck. When the shell exploded the officers on the bridge around the pilot house thought the confederates had opened on us from a masked battery, and in their excitement failed to see the results of our own gunnery."

Strength of a Railway Engine.

A railroad engine may be roughly said to be equal in strength to 500 horses.—Engineering Magazine.

Where He Excelled.

Recently a letter of introduction was handed by an actor to a manager which described the bearer as an actor of much merit, and concluded: "He plays Macbeth, Richelieu, Hamlet, Shylock and billiards. He plays billiards best."—Tit-Bits.

Following It Up.

"What was Marcy's subject when he graduated?"

"'Drop by drop.'"

"Valedictorian, wasn't he?"

"Yes. What's he doing now?"

"Driving a sprinkling cart."—Cleveland Plain Dealer.

Something of a Champion.

Patience—I hear her father is an awful kicker.

Patrice—I should say so! Why, he's discouraged an even dozen suitors for his daughter's hand!—Yonkers Statesman.

Would Realize His Wish.

"I guess I'll get out at this next station and stretch my legs," said the man in the Pullman car.

"All right, sir," replied the porter. "Our next stop is Chicago. You'll be able to get 'em extended there all right."—Yonkers Statesman.

So Pa Says.

Little Willie—What's a philosopher, pa?

Pa—A philosopher, my son, is a man who bears with resignation the toothache from which another is suffering.—Toledo Bee.

After the Plunge.

"Were you a bull of a bear?" asked the inquisitive friend.

"Neither," replied the speculator. "I was a donkey, pure and simple."—Chicago Daily News.

Topographically Unresponsive.

Miss Pilkington—Aren't the mountains lovely?

Mr. Whilks—Oh! I don't know. Since I play golf I can't endure rolling country.—Puck.

WILLING TO HELP.

"Sister," suggested the little brother, "let us take a whole bucketful of this sand to Mr. Slowleigh."

"Mercy, child," said the big sister. "Why should we do that?"

"Well, papa says that the young man needs to show a little sand if he expects to marry you before he dies of old age."—Louisville Courier-Journal.

C & O

PASSENGER TRAINS LEAVE AND ARRIVE NEW MAIN-ST. STATION. AUGUST 17th, 1902.

LEAVE RICHMOND.

7:45 a. m., Daily— Newport News Local. All stops.

8:50 a. m., Daily— For Old Point, Newport News and Norfolk. Two hours and 25 minutes to Norfolk. Stops Williamsburg, Newport News and Hampton only

4:00 p. m., Daily— Except Sunday—For Old Point, Newport and Norfolk. Two hours and 25 minutes to Norfolk. Stops Williamsburg, Newport News and Hampton only. Connects at Old Point with Washington, Baltimore and Cape Charles steamers; at Norfolk with Old Dominion steamers for New York.

5:00 p. m., Daily— For Newport News and Old Point. Makes principal stops.

Main Line West Bound.

10:10 a. m., Local to Clifton Forge; Daily to Charlottesville and except Sunday, between Charlottesville and Clifton Forge connects for Orange, Culpeper, Calverton and Manassas.

2:20 p. m., Daily— Cincinnati and Louisville Express, parlor cafe car to White Sulphur and Hinton, except Sunday Pullmans from Gordonsville to Cincinnati, Louisville and the West; connects for Virginia Hot Springs. A local train from Gordonville to Staunton follows, for local stations, except Sunday.

7:00 p. m., Daily— St. Louis and Chicago special to Cincinnati, Indianapolis and St. Louis. Cincinnati to Chicago Except Sunday with parlor-car.

10:30 p. m., F. F. V. Limited except Sunday to Gordonsville. Daily beyond. Pullman to Hinton, connecting with Pullman to Cincinnati, Louisville and the West. Connects for Virginia Hot Springs.

James River Division.

10:20 a. m., Daily— For Lynchburg, Lexington, New Castle and Clifton Forge; except Sunday for Rosney and Alberene. Parlor car

5:15 p. m., —Except Sunday. To Manteo.

Arrive.

PENINSULA DIVISION.—From Norfolk and Old Point, arrive, 10 a. m., daily; 3:20 p. m., except Sunpay and 6:30 p. m., daily. Local arrive 7:20 p. m., daily.

MAIN LINE, From Cincinnati, 7:45 a. m., daily; 9:45 a. m., except Sunday and 3:30 p. m., daily. From Clifton Forge 7:15 p. m., except Sunday from Clifton Forge and daily from Charlotteville: Local from Doswell arrives 8:30 a. m., except Sunday.

JAMES RIVER DIVISION,— From Clifton Forge and Lynchburg 6:35 p. m., daily and 8:40 a. m., except Sunday from Manteo.

Apply at 809 E. Main, Murphy's Hotel and Hotel Jefferson for further information, Rates, tickets and Pullman Reservation.

W. O. WARTHEN,
DISTRICT PASSENGER AGENT.
C. E. DOYLE, GEN'L M'G'R. H. W. FULLER, GEN'L P. A.

Norfolk and Western R. R.

May 25th, 1902.

LEAVE RICHMOND (DAILY), BYRD STREET STATION.

9:00 A. M. NORFOLK LIMITED. Arrives at Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk. Stops at Wakefield only to let off passengers holding tickets from Richmond and Petersburg.

9:05 A. M. THE CHICAGO EXPRESS, for Lynchburg, Roanoke, Columbus and Chicago. Buffet Parlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus; also, for Bristol, Knoxville, and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

1:10 p. m., Roanoke Express for Farmville, Lynchburg, Roanoke and intermediate stations.

3:00 P. M., Ocean Shore Limited. Arrives Norfolk 6:20 P. M. Stops only at Petersburg Waverly and Suffolk. Connects at Norfolk with Steamers to Boston, Providence, New York, Baltimore and Washington.

7:25 P. M., for Suffolk, Norfolk and intermediate stations. Arrives at Norfolk 10:50 P. M.

9:45 P. M. for Lynchburg, and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleepers Lynchburg to Memphis and New Orleans, Cafe, Parlor and Observation Cars Radford to Attala, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 8:30 P. M. Also Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 7:35 A. M. 1.50 p. m. and 8:56 P. M.; from Norfolk and the East at 11:10 A. m., 11:42 A. m., and 6:50 P. m.

Office 838 Main St.

JOHN E. WAGNER,
City Passenger and Ticket Agt.
G. H. BOSLEY,
District Passenger Agent.
W. B. BEVILL,
General Passenger Agent.
General Office; Roanoke, Va.

SOUTHERN RAILWAY

Schedule in Effect July 20, 1902
Trains Leave and Arrive 14th St. Station

10:15 A. M., No. 9 daily for Durham, N. C. Danville, and all local stations south, connecting at Burkeville with N. & W. R'y for Farmville, Lynchburg and all local stations West; at Jeffreys for local stations on Norfolk Division to Danville; at Oxford for Henderson

2:20 P. M., No. 29, limited train daily for Jacksonville and all Florida points; Havana, Nassau, etc., Connects at Moseley, with Farmville, and Powhatan Railroad; at Greensboro for Durham, Raleigh and Winston-Salem; at Charlotte with No. 35, United States fast mail, solid train, daily for New Orleans and points South which carries sleepers to New Orleans, Drawing Room Sleeper, Richmond to Atlanta and Birmingham. Through train, with Sleeper, Salisbury to Memphis. Dining-Car Service.

11:05 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville, and points South, Sleeper for Danville, Greensboro, Salisbury and Charlotte, open at Richmond 9:30 P. M. Connection with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta, Savannah, Jacksonville, Tampa Nashville Memphis, Atlanta, New Orleans, etc. Complete Dining-Car Service. Also Pullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to SanFrancisco, without change, with connections for all points in Texas, Mexico and California.

6:00 P. M., No. 17 local daily, except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE IN RICHMOND.

7 A. M.
5:43 P. M.) From Atlanta, Augusta, Jacksonville, Ashville and all points South.
8:40 A. M., from Keysville and local stations.
8:25 P. M. from Durham, Charlotte, Danville and intermediate stations.

LOCAL FREIGHT.

Nos. 61 and 62 between Manchester and Neapolis.

YORK RIVER LINE, VIA WEST POINT.

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

4:30 P. M., No. 16, Baltimore Limited, daily except Sunday for West Point, connecting at West Point with steamer for Baltimore and York-river landings

2:15 p. m. No. 10 daily except Sundays, local express for West Point, and intermediate stations, Connects with stage at Lester Manor for Walkerton and Tappahannock.

5:00 A. M., No. 74, local mixed. Leaves daily, except Sunday for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE RICHMOND.

9:15 A. M., No 15 daily from West Point, with connection from Baltimore, except Monday.

10:45 A. M., No. 9, daily except Sundays and Mondays.

4:50 P. M., daily except Sundays, from West Point and intermediate stations.

Nos. 15 and 16 will make no stop between Richmond and Quinton.

Steamers sail from West Point 5:50 p. m., daily except Sundays. Steamers call at Gloucester Point and Clay-bank, Mondays, Wednesdays and Fridays, and Yorktown and Allmonds Tuesdays, Thursdays and Saturdays.

C. W. WESTBURY, D. P. A.,
920 E. Main St., Richmond, Va.
S. H. HARDWICK, G. P. A.,
C. H. ACKERT,
General Manager. Washington, D. C.

Seaboard Air Line R. R.

"CAPITAL CITY ROUTE"

Short line to Principal Cities of the South and Southwest. Florida, Cuba, Texas, California, and Mexico, reaching the Capitals of Six States.

SCHEDULE IN EFFECT APRIL 13, 1902

TRAINS LEAVE RICHMOND—DAILY.

STATION—DAILY. No. 37	No. 31,	
2:15 P. M.	10:37 P. M.	—Lv. Richmond.
2:50 P. M.	11:20 P. M.	—Lv. Petersburg.
7:27 P. M.	4:12 A. M.	—Lv. Raleigh.
10:25 P. M.	7:00 A. M.	—Ar. Hamlet.
10:35 P. M.	7:20 A. M.	—Lv. Hamlet.
7:50 A. M.	3:55 P. M.	—Ar. Atlanta.
2 A. M.	10:25 A. M.	—Ar. Columbia. (Eastern Time.)
1:05 A. M.	9:40 A. M.	—Lv. Columbia. (Central Time.)
4:55 A. M.	2:10 P. M.	—Ar. Savannah.
9:15 A. M.	7:00 P. M.	—Ar. Jacksonville
10:50 A. M.		—Ar. St. Augustine.
5:45 P. M.	6:45 A. M.	—Ar. Tampa.
10:22 P. M	7:20 A. M.	—Lv. Hamlet.
7:50 A. M.	3:55 P. M.	—Ar. Atlanta.
2:00 A. M.	10:25 A. M.	—Ar. Columbia. (Eastern Time.)
1:05 A. M.	9:40 A. M.	—Lv. Columbia. (Central Time.)
4:55 A. M.	2:10 P. M.	—Ar. Savannah.
9:15 A. M.	7:00 A. M.	—Ar. Jacksonville.
10:50 A. M.	—Ar. St. Augustine.	
5:45 P. M.	6:45 A. m.	—Ar. Tampa.
10:38 P. M.	10:08 A. M.	—Ar. Charlotte.
1:35 A. M.	10:22 A. M.	—Lv. Chester.
8:48 A. M.	12:35 P. M.	—Lv. Greenwood.
6:13 A. M.	2:30 P. M.	—Lv. Athens.
7:50 A. M.	3:55 P. M.	—Ar. Atlanta.
	5:40 P. M.	—Ar. Augusta.
11:25 A. M.	7:20 P. M.	—Ar. Macon.
6:25 P. M.	9:20 P. M.	—Ar. Montgomary.
	2:55 A. M.	—Ar. Mobile
	7:25 A. M.	—Ar. New Orleans.
6:55 P. M.	1:40 A. M.	—Ar. Nashville.
8:20 A. M.	8:20 A. M.	—Ar. Memphis.

Train No. 35 leaves Richmond 9:10 A. M. daily for Petersburg, Noralina, N. C., and all intermediate points. Connection at Noralina with train arriving Henderson 2:10 P. M and Raleigh 3:50 P. M. daily, and Durham 4 P. M. daily except Sunday.

Trains leave Richmond for Washington, and New York and the East daily—No. 34 at 6:45 A. M., and No. 66 at 5:05 P. M.

Connections at Jacksonville and Tampa for all Florida East coast points and Cuba, and Porto Rico; at New Orleans for all points in Texas, Mexico and California.

TRAINS ARRIVE AT RICHMOND—DAILY.

6:35 A. M., No 34 | From all points South.
4:55 P. M., No 66 | and Southwest.
5:45 P. M. No. 36, Noralina, N. C., Petersburg and local points.

SLEEPING-CAR SERVICE.

Nos. 31 and 34—Florida & Metropolitan Limited, Pullman Drawing-Room, and Sleeping Cars between New York and Tampa. Vestibuled Coaches between New York and Richmond, and between Richmond and Jacksonville. Pullman Sleeping Cars (daily) between Jacksonville and Tampa. Also through Drawing Room Sleeping Cars between New York and Atlanta, and Cafe-Cars between Hamlet and Atlanta and Hamlet and Savannah.

Nos. 27 and 66—Seaboard Fast Mail. Pullman Drawing-Room Buffet Sleeping Cars between New York and Jacksonville, connecting at Hamlet with Sleeping-Car to and from Atlanta, in connection with which through Pullman tickets are sold. Pullman Parlor-Cars between Jacksonville and Tampa. Finest Day Coaches.

W. J. MAY, City Ticket Agent.
Z. P. SMITH,
District Passenger Agent,
1006 East Main Street.
'Phone 405.

New Outing and Picnic Park at Jonesboro.

There is a New Outing and Pic-nic Park, Jonesboro, at Fort Lee on the Eastern Branch of the C. & O. R. R. convenient for Picnics by wagon or rail.

There is a large pavilion that will accommodate 800 persons and other attractions such as swings, base ball etc.

Excellent water on the grounds. You cannot find a more desirable resort for church, Sunday School, society or private pic-nics or one that will afford a more perfect day of rest, recreation or pleasure. For particulars as to dates and rates apply at once to

JNO. H. BRAYTON,
10 W. Jackson St.

THE MIDWAY LUNCH ROOM,
726 N. 3rd St. Richmond, Va.
MEALS FROM 7 A. M. TO 8 P. M.
Term Reasonable, Quick Service.
Give Me A Call.
MRS. S. L. MITCHELL, Proprietress.

Richmond, Fredericksburg and Potomac Railroad.

Schedule in Effect May 25, 1902.
Trains Leave Richmond Northward.

4:22 A. M. Daily from BYRD STREET STATION, for Washington and beyond. Stops at Milford, Fredericksburg and Alexandria. Stops Occoquan Sundays. Sleeping Cars to Washington and New York. Dining Car.

6:45 a. m. Daily from MAIN ST REET STATION, Florida and Metropolitan Limited, for Washington and beyond. Stops at Fredericksburg and Alexandria, Sleeping Cars to New York.

7:00 A. M., Except Sunday from Elba Station, accomodation for Ashland and intermediate points.

8:00 a. m. Sunday only from BYRD STREET STATION, for Washington and beyond. Stops at Elba, Glen Allen, and local stations. Ashland to Cherry Hill inclusive, Negley, Occoquan and Alexandria. Buffet Parlor Car.

8:00 a. m. Except Sunday from BYRD STREET STATION for Washington and beyond. Stops at Elba, Glen Allen and local stations, Ashland to Accotink inclusive, Seminary and Alexandria.

12:00 Noon, Except Sunday, from BYRD ST. STATION, for Washington and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg and Alexandria, Buffet Parlor Car, Connects with Congressional Limited.

4:00 p. m. Except Sunday, from the Byrd St. Station, accommodation for Fredericksburg and intermediate stations.

5:35 P. M., Daily, from Main St. Station, for Washington and beyond, Stops at Doswell, Fredericksburg and Alexandria. Sleeping Car to New York.

6:12 P. M., Daily from Elba Station for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping Car to New York. Dining Car.

6:30 P. M., Except Sunday, from ELBA STATION, Accommodation for Ashland and intermediate points.

8:05 P. M., Daily from Byrd Street Station, for Washington, and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater, Quantico, and Alexandria. Stops at other stations Sunday. Sleeping Car, Richmond to New York and Washington to Philadelphia.

11:15 P. M., Except Sunday, from ELBA STATION Accommodation for Ashland and intermediate points.

Trains Arrive In Richmond Southward.

6:40 A. M., Except Sunday at ELBA STATION Accommodation from Ashland and intermediate points.

8:25 A. M., Except Sunday at BYRD STREET STATION Accommodation From Fredericksburg, and intermediate points.

8:40 a. m. Daily, at Byrd St. Station. Stops at Alexandria, Occoquan Widewater, Brooke Fredericksburg, Milford, Doswell, Ashland, and Elba. Stops at other stations Sunday. Sleeping car from New York to Richmond.

12:01 P. M., Except Sunday at BYRD STREET STATION, Stops at local stations, from Washington to Ashland inclusive, Glen Allen and Elba.

2:02 P. M., Daily, at ELBA STATION. Stops at Alexandria, Lorton, Occoquan. Fredericksburg and Milford. Sleeping Car from New York. Dining Car.

2:05 P. M., Daily, at MAIN STREET STATION. Stops at Alexandria, Fredericksburg, Milford, Doswell and Ashland. Sleeping Car from New York.

6:00 P. M. Except Sunday at ELBA STATION Accommodation from Ashland, and intermediate points.

7:15 P. M., Daily, at BYRD-STREET STATION. Stops at Alexandria, Fredericksburg, Doswell, Ashland, and Elba. Sleeping Cars from New York to Washington. Dining Car.

8:50 P. M., Daily, at BYRD-STREET STATION. Stops at Alexandria and localstations Quantico to Ashland inclusive, Glen Allen, and Elba. Buffet Parlor-Car.

10:20 P. M., Daily at MAIN STREET STATION, Florida and Metropolitan Limited. Stops at Alexandria, Fredericksburg, Doswell, and Ashland. Sleeping Cars from New York.

11:00 P. M., Except Sunday, at ELBA STATION Accommodation from Ashland.

W. P. TAYLOR,
Traffic Manager.
W. D. DUKE, General Manager.
E. T. D. MYERS,
President.

ATLANTIC COAST-LINE.

Schedule In Effect June 8, 1902.

TRAINS LEAVE RICHMOND—BYRD STREET STATION.

9:00 a. m., NORFOLK LIMITED, Daily. Arrives Petersburg 9:21 A. M., Norfolk 11:20 a. m. Stops only at Petersburg, Waverly, and Suffolk.

9:05 a. m. Daily. Arrives Petersburg, 9:49 a. m., Weldon 11:50 A. M., Emporia 11:08 a. m., ...Fayetteville 4:25 P. M., Charleston 11:15 p. m., Savannah 8:00 A. M., Jacksonville 8:30 a. m., Tampa 10:00 p. m. Port Tampa 10:30 p.m. Connects at Wilson with No. 40, arriving Goldsboro, 3:25 p. m., Wilmington 6:00 p. m. Pullman Sleeper New York to Jacksonville.

11:10 a. m. Daily, Arrives Petersburg 11:58 a. m. Stops at Manchester, Drewry's Bluff, Centralia and Chester on signal.

1:10 P. M. Daily, arriving Petersburg 1:50 P. M. Connects with Norfolk and Western railroad for Roanoke and intermediate points. Stop at Drewry's Bluff, Centralia and Chester.

3:00 p. m. OCEAN SHORE LIMITED. Daily Arrives at Petersburg 3:30 P. M., Norfolk 5:20 P. M. Stops only at Petersburg Waverly, and Suffolk.

4:30 p. m. Daily, except Sunday. Arrives Petersburg, 5:18 p. m., Weldon 7:35 p. m. Rocky Mount 9:00 P. M. Makes all intermediate stops.

6:00 P. M. Daily. Arrives Petersburg 7 p. m., Makes all stops.

7:25 P. M. FLORIDA & WEST INDIAN LIMITED. Daily Arrives Petersburg, 8:02 P. M., Connects with Norfolk & Western for Norfolk and intermediate points; Emporia 9:08 P. M., (Connects with Atlantic and Danville for stations between Emporia and Lawrenceville;) Weldon 9:43 P. M., Fayetteville 1:15 A. M., Charleston 6 A. M., Savannah 8:10 A. M., Jacksonville 12:30 P. M., Tampa 10:00 P. M. Port Tampa 10:30 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Augusta 8:10 A. M., Macon 11:20 A. M., Atlanta 12:45 P. M., Pullman Sleeper New York to Wilmington, Charleston, Port Tampa, Jacksonville, Augusta and Macon.

9:45 P. M. Daily. Arrives Petersburg 10:25 P. M. Connects at Petersburg with Norfolk & Western railway, arriving at Lynchburg 2:30 A. M., Roanoke 5 A. M. Bristol 10:40 A. M. Pullman Sleeper Richmond to Lynchburg.

11:30 P. M. Daily. Arrives Petersburg 12:10 A. M.

TRAINS ARRIVE RICHMOND.

4:12 A. M. Daily. From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

7:35 A. M. Daily, From Petersburg, Lynchburg, and the West.

8:48 A. M. Daily, except Sunday. Petersburg local.

11:10 A. M. Daily. From Goldsboro and intermediate stations. Norfolk and Suffolk.

11:42 A. M. Daily. From Norfolk, Suffolk and Petersburg.

1:50 P. M. Daily. From Petersburg Roanoke and intermediate points.

4:30 P. M. Daily From Petersburg and intermediate points.

6:50 P. M. Daily. From Norfolk, Suffolk, and Petersburg

7:45 P. M. Daily. From Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro, and all points South.

8:56 P. M. Daily. From Petersburg, Lynchburg and West.

T. M. EMMERSON,
Traffic Manager.
H. M. EMMERSON,
Assistant Traffic Manger.
W. J. CRAIG,
General Passenger Agent.
C. S. CAMPBELL,
Division Passenger Agt.,
838 East Main St.

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