THE PLANET

SATURDAY, ... NOV. 1, 1902.

ALCOHOLISM IN FRANCE.

Dr. Vaillant, a Socialist Deputy for Paris, Making a Bitter Fight Against the Curse.

The most strenuous fighter against alcoholism in France to-day is Dr. Vaillant, a socialist deputy for Paris. He introduced the subject in the last chamber and had to struggle against general indifference. On all sides of the house deputies personally feared the publicans. The government feared loss of revenue. Dr. Vaillant made so strong a case against alcohol that the resolution he moved was voted by a show of hands. But this act of the legislature came to nothing. The minister of finance at the next cabinet council asked the minister of the interior, who spoke in favor of "doing something," whether, to give pleasure to a faddist, he was going to destroy one of the most fruitful sources of taxation?

Dr. Vaillant believes that he will "slay the monster" "What grounds have you for this faith?" I asked. "Simply that I have on my side science, sad and convincing experience, and the conscience of every non-inebriate workman. I may say the conscience, too, of every decent workwoman. The alcohol drinkers, poor souls, do not count. They are morally, mentally and almost physically played out."

Dr. Vaillant believes that the leaflet, and especially the pictorial leaflet, has a deterrent effect on those who have not found their way to the public house. His greatest ambition is to be Peter the Hermit in a crusade against alcohol. He warns young doctors who help him to avoid rhetoric or strong language, but to give strong facts and in such a way that a man must be a fool who cannot draw from them the right conclusion. Deputy Vaillant has had reason to complain of every minister of the interior since he began to wage his holy war. But he hopes M. Combes will give more satisfaction. He is a practicing physician and he has long fought and still fights, the publicans at Pons, the town of Lower Charente of which he has been mayor for 30 years. M. Combes has the virtue of fearlessness and is of one mind with the Academy of Medicine on the race deterioration that alcoholism causes.

M. Vaillant will soon bring the drink question again before the chamber. He looks forward to the passing of a stringent bill against the manufacture or the sale of drinks destructive to health, according to the list of the Academy of Medicine. The propertied class with big incomes are on the side of the publicans. Revenue derived from drink is, in their opinion, clear gain to themselves, as it saves them from an income tax.—National Advocate.

A HELPING HAND.

Extended to a Fallen Cabman It Rescues Him from the Depths of Miserable Drunkenness.

("Go Thou and Do Likewise.")

A cabman signed the pledge for Rev Charles Garrett, but soon after broke it. Conscience-stricken and ashamed, he tried to keep out of the way of his friend; but Mr. Garrett was not to be put off. One day he found the poor miserable man and, taking hold of his hand, he said:

"John, when the road is slippery, and your cab horse falls down, what do you do with him?"

"I help him up again," replied John.

"Well, I have come to do the same," said Mr. Garrett, affectionately; "the

THE CABMAN'S HEART WAS THRILLED.

road was slippery, I know, John, and you fell; but there's my hand to help you up again."

The cabman's heart was thrilled. He caught his friend's hand in a vise-like grip and said: "God bless you, sir; you'll never have cause to regret this—I'll never fall again." And to this day he kept his word.

Widow Against Saloonkeepers.

Mrs. Summers, of Sheldon, Ill., has been given a judgment for $3,500 against Messrs. Baker & Reddick, saloon keepers, whom she sued for damages for the death of her husband, who was killed in a drunken brawl. Mrs. Summers was given a verdict in the circuit court, which has been affirmed by the appellate court.

FOOD OR POISON QUESTION.

Summary of Exhaustive Treatment of Atwater Theory by a Vienna Professor.

In view of the discussion called forth some time ago by the report of Prof. Atwater's experiments, which were intended to throw light on the question: Is alcohol a food or a poison? a paper in the latest number of Pfluger's Archiv is of more than passing interest. This periodical is the leading physiological journal of Germany if not of the world. The paper referred to is by Prof. Kassowitz, of Vienna. It consists of 39 pages of carefully discriminating review of the scientific evidence on the question, under the title: "Food and Poison: A Contribution to the Alcohol Question."

The position of the author and the place of the publication would lead one to expect a rigidly scientific treatment of the subject, not a prejudiced polemic, and certainly not a harangue from the point of view of the professional temperance reformer. For this reason the paper is one of unusual importance, and ought to be read by those who profess to speak on the matter from a scientific standpoint. The author sums up at the close the main conclusions to be drawn from the results of all reliable investigations up to the present time. I give below the gist of the greater part of the summary, presenting the general ideas rather than a literal translation:

1. The assumption of a nutritive action of alcohol rests upon the supposition that a part of the food is consumed by direct chemical change without first taking part in the upbuilding of the protoplasmic substance.

2. The logical consequence of this supposition, that substances of equal fuel values can take the place one of another in the chemical changes in the living tissue, is contradicted by reliable experiments. The same can be said of the supposition that a food can be of use through its direct destruction without any intermediate protoplasmic steps.

3. The single remaining possibility, that all food material is assimilated, i. e., is applied to the building up of chemical units, agrees very well with all the ascertained facts and stands in contradiction to none.

4. According to this conception of the nature of food the proptoplasmic molecules are highly complex and hence chemical changes are extremely easy to bring about in them.

5. Evey stimulus and every chemically acting poison causes a disturbance, destruction of chemical units of the protoplasm.

6. Since alcohol as a stimulating and poisonous substance destroys the protoplasmic molecules, it cannot at the same time be assimilated and applied as a food material. A substance cannot simultaneously act as a food and a poison.

7. After a short period of stimulation, alcohol acts as a paralyzing agent to the nerve centers which innervate the muscles; the muscles are thus less efficiently excited through the action of the nerves and less carbon dioxide is produced.

8. The reduced amount of carbon dioxide excreted indicates no economy of the tissue substance, but is an indirect consequence of the poisonous action of the alcohol.

9. In agreement with the above conclusion is the fact proved by experiment that if for a part of the nonnitrogenous food a quantity of alcohol of equal fuel value is substituted, there results a reduction of working power and a loss of body weight.

10. The nutritive value of a substance does not depend simply upon the fact of its oxidation in the body.

11. The practical conclusion to be drawn from the known facts both on theoretical and empirical grounds, is to the purport that for purposes of nutrition alcohol should be employed neither for the well nor for the sick.—S. S. Maxwell, in Chicago Standard.

Quite Naturally.

"He claims that he's a self-made man, and nobody disputes him."

"Of course not. If he's willing to take the blame, why should anyone else go out hunting for it?"—Chicago Post.

ITEMS.

The mistake of the state is locking up the drinker instead of the drink.—National Advocate.

Within the last five years the consumption of absinthe has doubled in Paris. The amount now drunk in a year is 8,000,000 bottles.

There is an English total abstinence society among railroad employes which now numbers 20,000 and has been in existence 18 years.

No more wine for banquets. This is the decision of the Alumni Association of the William and Mary college, of Richmond, Va.

Prof. Hoppe, of Berlin, calls attention to the fact that in 1899 and 1900 41 per cent. of the insane admitted in the hospitals of Prussia were chronic alcoholists or children of alcoholic parents.

The treasurer of the United States Brewers' association reported at the annual meeting last month a balance on hand of $56,496.58, and it was expected that increased assessments would bring it up to $100,000 or more, to fight against righteous legislation affecting the traffic.

To Help Women Inebriates.

The local council of women at Ottawa have adopted a resolution asking that the government establish cottage homes for inebriate women. They state that in their city of Ottawa intemperance among women and girl prisoners has increased to the alarming extent of 75 per cent., and that women in many cases under or about the age of 20, have been incarcerated for drunkenness or for crimes committed while under the influence of drink. Imprisonment to check this evil has proven an utter failure, as there are women in a brief life of 40 years who have spent 20 years in jail.—Journal of Inebriety.

VALUE OF TRUE LOVE

It's a Hard Thing to Estimate It in Dollars and Cents.

Seems to Vary in Price from Thirty Cents to Life Itself—A Few Cases Illustrating the Fluctuations.

No one has yet lived who was able to place a true value upon love. Attempts along this line have been made in the courts by men and women seeking redress for the alienation of affection, but they usually grow fictitious in their estimates and seldom have the satisfaction of seeing their calculations borne out by the votes of 12 jurors. The tendency in such litigation is to rate love at a figure considerably higher than facts will substantiate, and, as might be expected, values vary according to the conditions attaching to each individual case.

There is, however, in Indiana a man who has satisfied himself on this question. Harvey Tallerday, of Elkhart, made up his mind how much his wife was worth to him and without attempting to fix a standard for the guidance of other husbands put a value on her and placed her on the market. She was sold. Mr. Tallerday may have been influenced by the fact that he needed the money, but this condition does not enter into the general proposition of the value of a wife, because when a man is within a few cents of absolute bankruptcy he is apt to realize all he can on whatever he has to sell. Tallerday's available assets were one wife, so when he went home and found her talking to Morgan Gordon he calmly, coolly and reflectively announced that Mrs. Tallerday was for sale and that 30 cents would buy any man the foundation for a home—a wife.

Thirty cents was all that Mr. Tallerday asked for Mrs. Tallerday, because he considered her worth no more

RATED LOVE HIGHER THAN LIFE.

than that amount. It happened that Gordon was looking for bargains and it happened also that Mrs. Tallerday was willing to be sold, so the transfer was agreeably made and everybody involved in the incident was satisfied.

But this case, says the Chicago Tribune, is one of the adverse extremes going to prove that there cannot be any fixed value upon love. How unnatural and contrary to all established rules of sentiment such an incident must seem to the heroic figures in a real, heart-consuming romance. While the Indiana man was willing to dispose of his spouse for the paltry sum of 30 cents there are others who go to the other extreme in order to secure a wife. And it must be admitted that stories of the latter class are more in keeping with what the world calls heart interest. Take, for instance, the recent marriage of Miss Ruby Simonds and J. P. Jansen at Clinton, Tenn. In this case love rescued a young woman from the arms of death.

The marriage ceremony itself was a weird affair, but the story attaching to it is full of romance, which began in a Chicago hospital while Miss Simonds was a professional nurse. It was the old, old story. She went to Minneapolis on a visit, met Jansen, and they fell in love. His station in life was not equal to hers and she was afraid to tell her parents of her love affair until she went to Clinton to visit. There she fell ill with typhoid fever, and when fearing death she unburdened her heart and let out the secret. Jansen was sent for and he went south from Minnesota. A speedy marriage was agreed upon, and the ceremony was performed while the girl apparently was on her death bed. But love proved a great restorative, and the moment Miss Simonds became Mrs. Jansen she began to improve. Now her ultimate recovery is assured.

Love must be of some value when it is rated higher than even life itself. Etta Cook, of New Haven, Conn., killed herself in the presence of Alfred Austell, her lover, because he told her he was going away and might never see her again. She didn't want to live without his love, so she took carbolic acid and died.

Another strange case of lifelong devotion came to light recently in Milford, Pa., where George Gledhill, aged 60, and Anna Mayo, aged 76, were united in marriage. They had admired each other from early childhood, yet did not decide to marry until both were old with few years yet to live. After the ceremony was performed they began making preparations for death. Within a stone's throw of their house Gledhill has built a mausoleum for himself and bride. The tombs have been prepared and each is suitably inscribed with a headstone bearing the names of the bride and groom.

SNAKES STRANGLE CUB.

Plucky Young Bear's Teeth and Claws Are Unavailing Against Reptiles' Folds.

A struggle to the death between a bear cub and two immense bull snakes has been witnessed by three hunters near Mount Tacoma, Wash. Len Longmire, Burt Hall and Charlie Price, the three woodsmen who saw the fight, declare that the spectacle exceeded in thrilling interest anything ever seen in their long and varied experience in the big forests and mountain fastnesses of Mount Tacoma.

The three men were on the trail headed for Indian Henry's Happy Hunting Grounds, when a singular

ENDING THE STRUGGLE.

noise in the bushes a short distance to one side of the trail attracted their attention, and on breaking their way through the underbrush in the direction whence the noise proceeded, their eyes rested on a spectacle rarely seen in the animal kingdom.

A small but plucky bear cub, which had evidently been left by its mother only a short time, was having a fierce battle with two large bull snakes. It proved to be an unequal conflict. In vain the little bear used his claws and teeth, though putting up a vicious fight.

One of the big reptiles succeeded in winding itself around the body of the cub, and getting in position to squeeze the breath nearly out of him. The other snake, after a hard struggle, got a coil around the cub's neck, and then managed to drag him up over the limb of a tree, thus effectually hanging him, and ending the struggle in a few minutes. Hunters say these big bull snakes are rarely seen. They are afraid of men, and seek the seclusion of the rocks and woods.

HE WAS THOUGHTFUL.

Baggage Man Kicks Valise Under His Wagon to Save It from Having a Trunk Fall on It.

"I don't know when," said Mr. Grizzleby to a New York Sun reporter, "I have seen any more pleasing act of thoughtfulness than one which I witnessed this morning on the part of the driver of a baggage wagon.

"Of a number of pieces of baggage which this driver had to deliver at one point, the last two that he took off the wagon were a valise and a trunk. The valise, when he pulled it clear of the dashboard and let it fall on the ground, did not bound at all, but just squashed right down where it dropped. Now, the act of thoughtfulness was this:

"If he had been a careless or reckless man, this driver would now, when he

KICKED THE VALISE ASIDE.

came to pull the trunk off the wagon, have simply let it drop on the valise lying there on the ground directly under the tailboard. But he did nothing of the sort. No, sir.

"When he was all ready to let the trunk drop, but before actually letting it fall, he kicked the valise out of the way, underneath the wagon. And then he let the trunk topple and fall, to drop with a crash upon the pavement.

"The owner of that valise may think when he gets it, as very likely he will think, that it's been pretty roughly handled; but what would he have thought if it had chanced to fall into the hands of a man who wouldn't have taken the trouble to kick it out of the way, as this one did, but who would have let that trunk fall on it?

"It was a thoughtful act, indeed, that kicking of the valise out of the way, and I don't know when I have seen anything more pleasing."

Very Pleasant for Baby.

A Canadian firm recently placed with the Montreal and Toronto newspapers an advertisement of a new nursing bottle it had patented and was about to place on the market. After giving directions for use, the "ad" ended in this manner: "When the baby is done drinking, it must be unscrewed and laid in a cool place under a tap. If the baby should not thrive on fresh milk it should be boiled."

A Koh-i-noor.

Teacher (in mineralogy class)—Johnny, give the name of the largest known diamond.

Johnny—The ace.—Nashville American.

An Adequate Supply.

"Henpeck has given up smoking, eh? That takes a good deal of will power."

"Yes; his wife has it."—Puck.

Latest in Burglar Alarms.

An ingenious mechanic in Brooklyn, in a district where burglaries are frequent, has invented a novel burglar alarm. It consists of a pistol and a bell actuated by mechanism under the floor. As the intruder steps inside the door he treads on a platform, which sinks just sufficiently to start the alarm. The pistol goes off and shoots the intruder, while the bell rings until stopped by one who understands the device.

Unappreciated Sermon.

Wife—I think it was awfully mean of the minister to preach against woman's extravagance in dress.

Husband—I don't see why that should trouble you. The gown you had on was plain.

Wife—that's no reason why he should call everybody's attention to it.—N. Y. Journal.

Chewed Food Fine.

A little girl was overheard talking to her doll, whose arm had come off, exposing the sawdust stuffing.

"You dear, good, obedient dolly. I knew I had told you to chew your food fine, but I didn't think you would chew it so fine as that."—Cincinnati Enquirer.

Ornithology.

Roderick—Your wife used to say you were a bird before the wedding. Any change now?

Van Albert—Well, I guess she thought I was a jay then, but from the quality of cooking she gives me now, she must think I'm an ostrich.—Chicago Daily News.

Like Man.

He wrote her a letter that told her
He loved her with passion divine,
And in it, with fervent entreaty,
He said: "Will you, dearest, be mine?"
He waited in vain for an answer,
The weeks went despairingly by,
And still, to his sarrow and anguish,
He never received a reply.
"A false-hearted creature" he thought her,
"Alas, she's as fickle as fair!"
Then one morning he felt in his pocket
And found that the letter was there."
—Brooklyn Life.

DISAPPOINTED.

The Lady—Did anyone call while I was out?

The Maid—No, ma'am.

"That's very strange. I wonder what people think I have an "at home day" for.—Moonshine.

C & O

PASSENGER TRAINS LEAVE AND ARRIVE NEW MAIN-ST. STATION. OCTOBER 5th, 1902.

LEAVE RICHMOND.

7:35 a. m., Except Sunday Newport News Local. All stops.

9:00 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 Except Sunday to Clifton Forge; connects for Orange, Culpeper, Calverton and Manassas.

2:00 p. m., Daily—Cincinnati and Louisville Express, parlor cafe car to Gordonsville Pullmans from Gordonsville to Cincinnati, and Louisville, connects for Virginia Hot Springs. A local train from Gordonsville to Staunton follows, for local stations, except Sunday.

7:30 p. m., Daily—St. Louis and Chicago special Pullmans to Huntington and Gordonsville, Cincinnati, Indianapolis, St. Louis and Chicago.

James River Division.

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

5:15 p. m.,—Except Sunday. To Bremo.

Arrive.

PENNSYLVANIA DIVISION.—From Norfolk and Old Point, arrive, 10:05 a. m., daily; and 6:30 p. m., daily. 11:45 a. m., and 7:20 p. m. except Sunday

MAIN LINE, From Cincinnati, 7:45 a. m., daily; and 3:30 p. m., daily. From Clifton Forge 7:10 p. m., except Sunday. Local from Doswell arrives 8:30 a. m., except Sunday.

JAMES RIVER DIVISION,—From Clifton Forge and Lynchburg 6:25 p. m., daily and 8:40 a. m., except Sunday from Bremo.

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.

Sept. 28th, 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.

12:20 p. m. Roanoke Express for Farmville, Lynchburg, Roanoke and intermediate stations.

3:00 P. M., Ocean Shore Limited. Arrives Norfolk 5:20 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 10:40 P. M.

9:35 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. 2.00 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.
C. 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

2:30 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 San Francisco, 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.

3:25 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.

O. 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 RAILWAY

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—MAIN STATION—DAILY.

No. 27	No. 31,	
2:35 P. M.	10:37 P. M.	—Lv. Richmond.
2:56 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.	10:35 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.
10:32 P. M	7:20 A. M.	—Lv. Hamlet.
7:50 A. M.	3:55 P. M.	—Ar. Atlanta.
2:00 A. M.	10:35 A. M.	—Ar. Columbia. (Eastern Time.)
1:05 A. M.	9:40 A. M.	—Lv. Columbia. (Central Time.)
4:55 A. M.	2:30 P. M.	—Ar. Savannah.
9:15 A. M.	7:00 A. M.	—Ar. Jacksonville.
10:50 A. M.	7:30 A. M.	—Ar. St. Augustine.
5:45 P. M.	6:45 A. M.	—Ar. Tampa.
10:32 P. M.	10:08 A. M.	—Ar. Charlotte.
1:35 A. M.	10:22 A. M.	—Lv. Chester.
3:43 A. M.	12:35 P. M.	—Lv. Greenwood.
6:12 A. M.	3:50 P. M.	—Lv. Athens.
7:50 A. M.	5:55 P. M.	—Ar. Atlanta.
	5:40 P. M.	—Ar. Augusta.
11:25 A. M.	7:20 P. M.	—Ar. Macon.
6:35 P. M.	9:20 P. M.	—Ar. Montgomery.
	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, Norlina, N. C., and all intermediate points. Connection at Norlina 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 5:45 P. M.

Connections at Jacksonville and Tampa for all Florida East coast points and Cuba, and Porto Rica; 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. 35, Norslina, 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 Pic.nic 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

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MEALS FROM 7 A. M. TO 8 P. M.
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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 STREET 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 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.

8:50 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.

12:05 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 Bryd St. Station, accommodation for Fredericksburg and intermediate stations.

5:05 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 Ashland 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.

11:25 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.

2:45 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 local stations 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.
R. 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 11:05 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 11:20 A. M., Emporia 11:38 a. m., ...Fayetteville 4:26, P. M., Charleston 11:15 p. m., Savannah 3:00 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, 8:08 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 9:48 P. M., Fayetteville 1:15 A. M., Charleston 6 A. M., Savannah 8:10 A. M. Jacksonville 12:50 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.

4:32 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.

WANTED—5 INDUSTRIOUS COLORED MEN and