THE PLANET

SATURDAY,.....DEC. 2nd, 1905.

LIVE STOCK

A PRACTICAL TANK HOUSE.

The Protection of the Drinking Water for the Stock in Summer and Winter.

Some farmers strive to have the best of everything. We all could if we but think so and put enough of the right kind of effort into our work. There is a whole lot in having a strong, healthy determination not to give up until our purpose is accomplished. We frequently observe farmers who are getting a good start, and evidently making good headway, who all at once become discouraged and give up and are ready to try something else, thinking they can do better. Those who do not consider life more serious than this never accomplish any great purpose, simply because they relinquish their hold before the hardest battle is won. It has always been our experience in farm work that if things were worth doing at all they were well worth a good hard effort, for generally it is the best that comes the hardest.

The same law that applies elsewhere is equally as true in the installation of a water system for the convenient handling of water, both for human and live stock needs on the farm. Occasionally a farmer is observed who has laid the piping and gotten things in readiness to have things convenient for supplying water to his farm stock and yet he has located a tank out in the open so that it would freeze during the cold weather and cause considerable trouble. This same tank during the summer without protection from the hot sun supplies drinking water to the stock in the most unacceptable condition on account of being constantly exposed to high temperature. Water supplied to stock in this form is very injurious and unquestionably the immediate cause of considerable sickness. A tank exposed in this way is not only affected by the high and low temperature, but worse still to the large amount of filth always more or less abundant about many barns.

There are several different styles of tank shelters in use here and there on

A PRACTICAL TANK COVER.

farms, all possssing good qualities and serving the purpose admirably. We have two different designs in use at "Forest Grove" farm, says a correspondent of the Michigan Farmer, which serve a good purpose. The photograph here shows a design for tank shelter having some excellent qualities and those who have never used a shelter and contemplate building one will profit by giving this structure careful study before building.

Before settling upon any design of tank shelter it is very important to fully consider the requirements of a building of this nature. It must, of course, cover and protect the tank during all seasons of the year. It must be a building in which it is possible to maintain a temperature above freezing in winter. Then, too, the reverse is equally as important during the summer. Stock of all kinds relish cool drinking water during the hot summer months. It is nearly impossible to make a shelter sufficiently tight to keep water from freezing in the coldest of winter weather without artificial heat in some form or other. If a tank heater must be employed for the purpose of maintaining an even temperature, then it is essential in designing a tank shelter that it be arranged for convenient heating. The tank must be occasionally cleaned. If the shelter is inconvenient for accomplishing this work it will be slighted, thus causing an accumulation of filth in the bottom so undesirable in water for stock purposes. There are many essential points in the construction of a tank shelter which should be carefully considered before deciding upon the style.

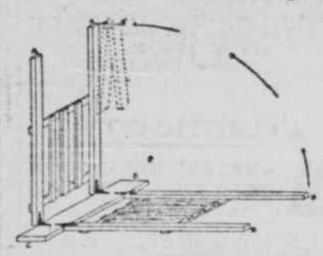
The tank house is 6x9 feet at the base. The whole structure rests upon a concrete wall five inches high and six inches wide. The frame is made of 2x4 stuff. The siding is matched pine. From the base to the plate is two feet. The first set of rafters are five feet long and the shorter two feet two inches. The roof in front where the door to tank is shown is made of matched material and is well painted. The remaining part of roof is shingled. At the end is a door by which one may enter the shelter to attend to the tank heater. This is very convenient and a strong point in favor of this design of tank shelter. Arrangement has also been made for heating, by running a five-inch tile pipe through the roof. Where the pipe enters the roof tin has been well fixed to retard leakage. The tank proper is two feet wide and seven feet long, sitting within five inches of the doors where the stock approach. This gives plenty of room inside to attend the heater.

THE KNIFE ON THE BOAR.

Successful Method of an Expert Stockman of Pennsylvania—A Novel Operating Case.

As a swine breeder Mr. Critchfield, secretary of the Pennsylvania board of agriculture, has become peculiarly famous for his skill in altering the boars upon his farm, and his method of castrating old boars that have served their usefulness and are no longer desired as sires is one that may be found of value to other breeders of swine.

Early in his experience in this work Mr. Critchfield had occasion to discover the danger from an old boar with large tusks unless he were secured, and to do this he devised the simple frame shown herewith. This frame is composed of an oak plank



APPARATUS FOR HOLDING HOG.

12 inches wide, four feet long and an inch and a half thick, to which are hinged on either side a strong framework, composed of uprights at each end of two by three oak scantling, about six feet long; connecting these is a fence with crosspieces made of two by one stuff, and upright slats two by one and three and a half feet high. One side of the frame is placed against a wall—the plank lying on the floor, with the forward end near the feed trough. Some corn is placed in the trough and the boar, going in to get it "walks the plank" to the trough. An assistant stands behind the stall, and Mr. Critchfield enters from the opposite side, and when the boar is eating the two sides of the frame are brought quickly together, ropes thrown over the heads of the high posts and they are half-hitched firmly and the whole tipped over so that the boar is thrown on his side. The upper hind leg is seized and tied back and the organs of the swine thus brought into easy access. The boar is so tightly held that he cannot move, which is well, both for the success of the operation and the safety of the operator.

The Farmers' Voice is authority for the statement that Mr. Critchfield never has lost an animal, ram, bull or boar, as a result of castration, during his long career as a stockman, and he attributes his uniform success to the fact of his care in using antiseptics. Before entering upon an operation, he sterilizes the knife and thoroughly washes the animal's parts and his own hands with a five per cent. solution of creolin. After the operation the wounded parts are thoroughly disinfected with a fresh wash of the same solution.

KEEP THE HOGS CLEAN.

The Mud-Hole Must Be Cut Out If the Animals Are to Be Perfectly Healthy.

A hog should have no mud-hole to go into, and stock raisers should have a law unto themselves to that effect. There originates the hog cholera, which spreads to clean hogs as well as those which are neglected. Where hogs are grazing on alfalfa or on other pasture, they should have besides a drinking trough, another box or trough, say two feet wide and eight feet long and six inches high, to wash in and keep cool. A pipe should lead the overflow out of the field where the hogs pasture. I have been in the butchering business for over 20 years in California, says a correspondent of the Farm and Home, having always kept hogs at the slaughter-house, and I do not remember that I ever lost a single hog.

I do not think that alfalfa can take the place of grain for fattening. It is good for stock hogs, but in my opinion it is too soft for good pork. I prefer cooking or steaming the feed for pen hogs. I do not crush the barley or wheat, but cook it with leavings of carrots or beets, and when it is well cooked they get all the nutriment there is in it. I prefer wheat to any other grain for fattening, as the hogs like it better than barley and they put on fat quicker.

LIVE STOCK POINTERS.

Fat hogs are not made with a small swill pail.

Put rings in the little pigs' noses and they will wean themselves.

Straw or leaves used freely in the sheep pens keep the sheep clean.

A runty pig may be properly defined as one that eats its head off about three times a year.

Pigs in clover is a pretty good proposition to tie to—but alfalfa will discount it right along.

The New Zealanders consume about 2,500,000 sheep and lambs annually, but export more than they consume.

Some hog pastures need shade. All do that have not got it already. Treat your hogs right and they will do better.

With corn at one cent per pound and skim milk one cent per gallon, pork can be produced at four cents per pound.

Sheep are fussy things about their drink—more so than their keepers. They want only pure water and pure water only.

A good way to ascertain whether you are feeding your cows too much is to watch the mangers after the animals have finished eating. A lot of hay left over shows overfeeding.

The Truth.

She—Some say you married me for my money, and some say you married me for my looks! now tell me truthfully, what did you marry me for?

He—I'll be blest if I know.—Yonkers Statesman.

A Tight Squeeze.

Madge—And did he break the ice last night?

Maud—Break the ice? Why, I thought at one time that he was going to break every one of my ribs!—Yonkers Statesman.

PRIMITIVE CANNON.

One in the Museum at Navy Yard at Washington Which Was Used by Cortez.

Of course, the Chinese had breech-loading guns before anyone else. They always have something before anyone else, and then forget about it till they are reminded by a modern invention. They are using wheelbarrows to-day instead of automobiles, but the chances are that they will dig around in the records of the Ming dynasty pretty soon and prove that Confucius rode around in a four-cylindered car, while the residents of Paris were still wearing breech clouts. However, that is beside the mark.

There were breech-loading cannon used in the conquest of Mexico by Cortez, and the proof of the fact is in the museum at the navy yard, where there is one of these strange old guns which was captured by our troops when they took the City of Mexico, says the Washington Star.

The gun is not quite four feet long, and has a three-inch bore. It is made of bronze and has the arms of spain cast between the trunnions, or rather where the trunnions ought to be, for the gun has none, but is mounted by a spike in the bottom stuck into a wooden support. The interesting feature of the old weapon is the breech-loading mechanism. About one-third of the circumference of the breech is cut away and the opening thus left is fitted with a breech block with a handle

PRIMITIVE BREECH-LOADING CANNON.

on top exactly like a flatiron. The breech block is hollow and contains the charge of powder. When it is slipped into the breach the nose of the hollow block fits snug up against the shoulder in the bore of the gun and the whole is held in place by a heavy metal key.

It is a crude, but ingenious, affair. The charge must have been half a pound or a pound of powder and the gun ought to have been good for a high-angle fire of about 200 yards. Probably the smoke and flame of the piece scared the Indians worse than the projectiles hurt them. And if that was the case, it was a very humane sort of weapon.

The gun was cast in Spain in 1490, and may have been used in some of the last fights against the Moors before it was shipped to the new world. There is a somewhat similar breech-loader even older than the one at the navy yard in the museum at Fort Monroe, and there is another of Chinese make, or rather Korean, in the naval academy at Annapolis.

The guns all work on the same principle. Of course, if there were a number of extra breech locks they could be loaded in advance and fired quite rapidly—that is to say, rapidly for the age in which the gun was used. It should be mentioned that the charge was fired by a match applied to the touch-hole in the breech plug. There probably was an awful flare back of smoke and gas from the breech, unless packing of some sort was used. But if this was used, it was of some perishable material, for there is no trace of it about the gun now.

These are not the only breech-loaders on record, either, in the early days. The British museum has a breech-loading gun made about 1600 that has a screw breech block. The man who made it did not use an interrupted thread, but otherwise it is not very unlike the blocks used on guns now. There is another gun dating back to the sixteenth century that has a breech mechanism almost identical in principle with the drop block of the Hotchkiss to-day.

But, perhaps, the most remarkable of all is the fact that there was a rapid-fire gun invented as early as 1817. It was never developed or generally used, but worked with a breech attachment not unlike the chamber of an old cap-and-ball revolver. Any number of chambers could be used and kept loaded as the gun was being fired. There was a crank arrangement for turning the cylinder and firing the charges very much like the modern Gatling.

"Vigorite."

There is still another new high explosive—"vigorite," which has been invented and tested in Bavaria. It is said to be ten times more active than any of the other high explosives.

Widows in Gun Business.

It is the widow of Krupp who sells big guns in Europe; it was Mrs. Colt who ran the revolver factory. Verily "the hand that rocks the cradle is the hand that rules the world."

Murdered by Rum.

Edward Hesse, aged 40 years, was found cut to pieces on the track of the Milwaukee road, having been run over by a freight train. The evidence produced before the coroner's jury showed that he had been seen at Wauwatosa drinking in a saloon shortly before the accident. As usual, a saloon was the murderer.

His Pride.

"Percy is proud of the fact that he wears boy's size gloves and shoes."

"He also wears infants' size hats, but I don't suppose he is proud of that."—Houston Post.

CHUMS MAKE ODD SUICIDE WAGER

BET $500 THAT EACH WILL BE FIRST TO DIE.

BOTH BODIES FOUND IN BAY

Rich Retired Merchant and an Engineer, Old Friends, Drown Themselves to Win Money—No Other Cause for Self-Destruction.

New York.—There is under investigation by the Brooklyn police the remarkable story of a suicide wager between two men whose bodies were found in the lower bay within a few days of each other, and who disappeared from their homes as if in accordance with their grim plan of self-destruction.

The men are Henry Schwanwedel, 59 years old, a wealthy retired merchant, of Brooklyn, and Adam Hillman, 36 years old, a night engineer. They had been intimate friends for several years, scarcely a day passing when Schwanwedel failed to call to see Hillman.

The engineer lived with his wife and one child, and during all his married life was a model father and husband. He was of a quiet disposition. Schwanwedel, who owned real estate in Brooklyn valued at $200,000, lived alone with his sister, Regina Schwanwedel, and had no intimate friends except Hillman.

Hillman left his home one night recently at the usual hour he started for work. He kissed his wife and little girl, and started down the road whistling. He was never again seen alive by his family, and his body was recovered from the bay the next day.

At the time of his disappearance Hillman had his gold watch and chain, a locket containing miniatures of his wife and daughter, and $20. The money and jewelry were intact in his clothing when his body was found.

Schwanwedel disappeared three days before, and it was on that day that the strange bet is said to have been made. After leaving his home he called as usual on Hillman, and the

THE SUICIDE BET WAS MADE AND ACCEPTED.

pair had luncheon together. Acquaintances of the two men who sat at a near-by table informed the police that they overheard the older man offer to wager $500 that he would be the first of the two to commit suicide.

Hillman is said to have accepted the bet. It is believed they placed the money wagered in the hands of some stakeholder.

When the bet had been consummated the two men parted, shaking hands with peculiar fervor. Schwanwedel did not return to his home. At the time he wore in his shirt front two handsome diamond studs. In his waistcoat there was a fine gold watch and chain and a roll of bills.

Schwanwedel's body was washed ashore five days after his disappearance at the foot of Fifty-eighth street. He was dressed as he was when he and Hillman lunched together. None of his jewels nor money had been disturbed. There were no marks of violence on his body.

During the three days after Schwanwedel's disappearance and before he vanished from home Hillman comported himself at home in his usually cheerful manner. At his work, however, he was noticed to have periods of unusual depression, and often inquired of his fellow-workmen if they had seen anything of his friend, Schwanwedel.

The police have made inquiries at the homes of the two men, but neither Mrs. Hillman nor Miss Schwanwedel had heard anything of the $500 suicide wager. In fact, they could not be brought to believe that two such usually sensible men could have made such a strange wager. The coincidences of their disappearance, the finding of their bodies in the bay at practically the same point, would lead to the belief, nevertheless, that some such agreement had been made by the men, though neither had any known cause to end his life.

Schwanwedel was wealthy, and had no business nor family cares. Hillman was prosperous, had a fine home and a loving wife, and a beautiful little girl, to both of whom he seemed fondly attached.

Ghastly Find in Pipe-Casing.

St. Louis, Mo.—Workmen placing cold storage pipes in a building here found two human ears, parts of fingers and shreds of human flesh interwoven in the fabric used for incasing the pipes. The fabric was shipped from Pittsburg, Pa.

Rushed Him Out.

"My father says he feels as spry as when he went to college," remarked the pretty girl.

"Don't doubt it," replied her suitor. "He impressed me that he was still a college student last night."

"You don't say! In what way, Harry?"

"Why, he gave me a cane rush."—Chicago News.

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Awkward.

Mrs. Jawkins (who has been over the way for five minutes)—Did the doctor call while I was out, Johnny?

Johnny—Yes, ma, and he looked at me tongue and tuck me heat with the 'mometer, and sed it was very serious, and I was to go to bed 't once, and he'd send some medson round and call agen this evenin'.

Mrs. Jawkins—Lor', now, if you haven't been and done it! Why, it were baby as I wanted him to see about the vaccination, and not you at all!

From Bad to Worse.

"Mike," said Plodding Pete, as he climbed into a freight car, "I'm glad de government doesn't own de railroads."

"Why?"

"Because when we takes a free ride now de worst dat happens is to be put off. But if de government was runnin' de lines we'd be arrested fer graftin' sure."—Washington Star.

At the Employment Office.

"Do you see the tall cook in the blue gingham apron? Well, ten housewives have tried her in the last ten days and she has left them all."

"Gracious! Her name must be 'Secret.'"

"Why so?"

"Because no woman can keep her."—Chicago Daily News.

Sure Cure.

"Did you see my picture in this morning's paper?" said the public man.

"No," said the wit, shrieking with laughter. "What were you cured of? Ha, ha!"

"Of vanity, after I saw the picture," answered the other sadly.—Cleveland Leader.

A Joke with a Diagram.

"You're an angel," declared the young man.

"Do you mean to tell me that I'm masculine?" haughtily inquired the girl.

N. B.—New York preachers have decided that all angels are of the male sex.—Chicago Sun.

Seclusion Necessary.

Mrs. Psmith—But how did you manage to keep that secret a whole week, dear?

Mrs. Kjones—It wasn't hard. I simply stayed away from the Browning club, and when callers came I sent word that I wasn't at home.—Cleveland Leader.

His Good Advice.

"Yes, mother, I told him I was the best speller in our class at school."

"And did he give you the job?"

"No, mother, he gave me some words to spell, and I couldn't spell them. And then he said I'd better go to school for another spell." — Cleveland Plain Dealer.

In the Art Gallery.

"Lovely sleeping nymph, isn't it?"

"Ye-es."

"Do you notice the glamour the artist has thrown over it?"

"No, I don't. But if it was mine I would throw a horse blanket over it.—Cleveland Plain Dealer.

Worse Yet.

Rownder—Blame the luck, anyhow!

Lusher—What's the matter?

Rownder—Aw, my wife always stays up for me, when I'm out late at night.

Lusher—You're lucky. Mine comes after me.—Cleveland Leader.

The Humor of It.

"Do you see anything funny about Tighprite's latest comedy?"

"Yes," answered the cynical manager. "It seems funny to me that he should have imagined it was funny."—Washington Star.

The Pretty Stenographer.

For books my clerk has little u's,
But though she is not y's,
She makes me watch my p's and q's
When looking in her i's.
—Philadelphia Press.

"A TRIP ON THE RAILROAD."

—Philadelphia Bulletin.

Unanimous.

"I'm saddest when I sing," she screamed;
Said her hearers: "Hully gee!
She ain't the only pebble
On the beach, for so are we."
—Houston Post.

A Lucky Circumstance.

First Insurance Financier (after testifying, nervously)—How did I acquit myself?

Second Insurance Financier (fiercely)—There was no jury!—Puck.

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4:00 p. m. Daily — Special—Arrives Williamsburg 4:56 p. m., Newport News 5:30 p. m. Old Point 6:00 p. m., Norfolk 6:25 p. m.
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7:30 a. m.—Week days Local to Clifton Forge.
3:00 p. m.—Daily—with through Pullman to Cincinnati, Indianapolis, and Chicago without change. Pullman service for Louisville and St. Louis.
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11:10 p. m.—Daily—Limited with Pullman Service to Cincinnati, Louisville, St. Louis and Chicago.

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10:30 a. m.—Daily—Express to Lynchburg, Lexington, New Castle Clifton Forge and principal stations.
6:15 p. m.—Week days—Local to Esmont

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Nov 26, 1905.

Norfolk and Western R. R.

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8:05 A. m. NORFOLK LIMITED. Arrives at Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk.
9:00 A. M., CHICAGO EXPRESS, Buffet Parlor Car Petersburg to Lynchburg and Roanoke Pullman Sleeper Roanoke to Columbus and Bluefield to Cincinnati, also Roanoke to Knoxville and Knoxville to Chattanooga and Memphis.
12:20 P. M. Roanoke Express for Farmville, Lynchburg and Roanoke.
3:00 P. M., Ocean Shore Limited Arrives Norfolk 5:20 P. M. Stops only at Petersburg Waverly and Suffolk. Connects with Steamer to Boston, Providence, New York, Baltimore and Washington.
6:55 P. M., for Norfolk and all stations east of Petersburg.
9:55 P. M. NEW ORLEANS SHORT LINE. Pullman Sleeper Richmond to Lynchburg, Petersburg to Roanoke; Lynchburg to Chattanooga, Memphis and New Orleans. Cafe Dining Car.

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7:00 a. m.—Daily. Local for Charlotte.
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6:00 p. m.—Ex. Sunday, Keysville.
11:30 p. m.—Daily. Limited; Pullman ready 9:30 p. m., for all points South.

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The favorite to route Baltimore and eastern points Leave Richmond 4:20 p. m. Daily except Sunday.
4:45 a. m.—Except Sunday. Local mixed for West Point.
2:15 p. m.—Daily except Sunday. Local for West Point.
4:20 p. m.—Except Sunday. For West Point, connecting with steamers for Baltimore and river landings. Steamers call at Yorktown and Clay Bank Mondays, Wednesdays and Fridays and at Gloucester Point and All monds Tuesdays, Thursdays and Saturdays.

TRAINS ARRIVE RICHMOND.

6:55 a. m. and 6:42 p. m.—From all the South
8:35 p. m. From Charlotte and Durham and Raleigh.
2:40 a. m.—From Keysville.
9:20 a. m.—Baltimore and West Point.
10:45 a. m.—From West Point.
5:10 p. m.—From West Point.

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4:25 a. m., daily, Byrd St. Through.
6:45 a. m., daily Main St. Through.
7:25 a. m., week days, Elba. Ashland accommodation.
8:40 a. m., daily Byrd st. Through. Local stops.
12:05 noon, week days, Byrd st. Through.
4:00 p. m., week days. Byrd st. Fredericksburg accommodation.
5:05 p. m. daily, Main st. Through.
6:30 p. m., week days. Elba. Ashland accommodation.
8:20 p. m., daily, Byrd st. Through.

Trains Arrive Richmond—Southward.

6:40 a. m., week days. Elba Ashland accommodation.
8:20 a. m., week days, Byrd St. Fredericksburg accommodation.
8:35 a. m., daily, Byrd st. Through.
11:50 a. m., week days, Byrd St. Through. Local stops.
2:14 p. m., daily Main st. Through.
5:45 p. m. week days. Elba Ashland accommodations.
7:15 p. m., daily, Byrd St. Through.
9:00 p. m., daily, Byrd St. Through. Local stops.
9:20 p. m. daily, Main St. Through

NOTE—Pullman Sleeping or Parlor Cars on all above trains except train arriving Richmond 11:50 a. m. week days and local accommodations.

Time of arrivals and departures and connections not guaranteed.

W. B. DUKE, Gen'l Man'r. C. W. CULP, Ass't Gen'l Man. W. P. TAYLOR, Traf. Man.

ATLANTIC COAST-LINE.

TRAINS LEAVE RICHMOND DAILY BYRD STREET STATION.

EFFECTIVE SUNDAY, APRIL 16TH.

9:05 a. m. A. C. L. Express to all points south.
9:00 a. m. Petersburg and Norfolk.
12:10 p. m. Petersburg and N. & W. West.
3:00 p. m. Petersburg and Norfolk.
†4:10 p. m. Goldsboro local.
6:45 p. m. Petersburg local.
7:25 p. m. "Florida and West Indian Limited" To all points South.
9:20 p. m. Petersburg and N. & W. West.
11:30 p. m. Petersburg local.

TRAINS ARRIVE RICHMOND—Daily

4:07 a. m. 7:12 a. m. 8:38 a. m. except Sunday 10:45 a. m. Sunday only, 11:40 a. m., 1 p. m., 2.05 p. m., 6:50 p. m., 7:45 p. m., 9:18 p. m.

C. S. CAMBELL, Div. Pass. Agt.
W. J. CRAIG, Gen Pass. Agt.

SEABOARD

AIR LINE RAILWAY

Short Line to the principal Cities of the South and Southwest, Florida, Cuba and Mexico.

TRAINS LEAVE RICHMOND, MAIN ST., STATION DAILY.—Schedule in effect April 16th, 1905.

9:10 a. m.—Local for Norlina, Raleigh, Hamlet and Charlotte.
2:20 p. m.—SEABOARD Mail, composed of Pullman sleeping cars to Atlanta, Savannah and Jacksonville; SEABOARD Cafe cars are also operated on this train, they are maintained at the highest degree of excellence; also large comfortable day coaches, running without change to Florida.
10:00 p. m.—SEABOARD EXPRESS, Composed of Pullman sleepers to Atlanta, Savannah, Jacksonville and Tampa. SEABOARD Cafe cars, and day coaches, running to Florida without change.

TRAINS ARRIVE RICHMOND, DAILY.

6:25 a. m.—From Florida, Atlanta and the Southwest.
4:55 p. m.—From Florida, Atlanta and the Southwest.
5:00 p. m.—From local points.

For all information as to rates, schedul and connections apply to any SEABOAR Agent, or to

R. E. LEARD, District Passenger Agt. W. M. TAYLOR, City Ticket Agt. 835 East Main St., Richmond, Va.