ON THE NICARAGUA CANAL.

Director Smith of the Bureau of American Republics Talks.

APPEALS TO AMERICAN INTERESTS.

The Attitude of the Present Administration—Advantage of the Canal in the Event of War—Opinions of Europeans—Great Importance.

WASHINGTON, D. C., September 2.—"The general subject of a canal across the Isthmus of Panama," said Director Smith, of the Bureau of American Republics, when asked for an expression of his views upon the Nicaragua Canal and its relation to the development of closer ties between the United States and the Latin American Republics, "is one that has presented itself very strongly to me since I began to familiarize myself with the work which the Bureau of American Republics was especially created to promote. I have tried to deal with the question from the standpoint of the interests of all the countries of the International American Union in an article which will appear in the Monthly Bulletin of the Bureau for September. In that article I have endeavored to show that while any canal across the Isthmus would be beneficial to the commerce and industries of the American Republics, the Nicaragua route appeals especially, not only to the patriotism of the people of the United States, but to the manifest interest of all the Latin-American countries, in the inter-continental development, under exclusively American auspices, which it would promote. I am not interested in any particular scheme for raising the money or building the canal, but an examination of all the facts has convinced me that the Nicaragua enterprise is the one which appeals most strongly to American sympathies and American interests."

"Do you think there is any likelihood of its being actively prosecuted during this administration?" was asked.

PRESENT ADMINISTRATION.

"Yes; I think there unquestionably is. The President has already appointed a commission under a recent act of Congress, appropriating $50,000 to continue the survey with a view to selecting the proper route and ascertaining the feasibility and cost of construction of the Nicaragua Canal. The object is to formulate complete plans for the entire work of construction. In my opinion, the matter will be pressed upon the attention of Congress as a national undertaking, with the object of securing not only great commercial advantages to all of the American Republics, but that distinctly American control of a waterway between the Atlantic and Pacific which is so important, in both a diplomatic and a military sense to the proper enforcement of the Monroe doctrine."

"Have you any information as to the President's attitude toward the enterprise?" inquired your correspondent.

"None at all, except such as may be obtained from his public acts and utterances. The Republican National platform adopted at St. Louis last year declared that the Nicaragua Canal should be built, owned, nd operated by the United States.' In his letter of acceptance, of August 26, 1896, Major McKinley did not specifically mention the Nicaragua Canal, but devoted his attention principally to the discussion of the free coinage of silver as a menace to labor and property, and to the protective tariff as one of the means of restoring prosperity to the country. He also referred at some length to reciprocity, foreign commerce, our soldiers and sailors, our merchant marine and navy, and as to the other declarations in the platform he contented himself with saying simply 'that they had his approval.' Undoubtedly, the clause containing the declaration as to the Nicaragua Canal was included by him. I believe he will be found to be an advocate of building the canal, because he has shown so unmistakably his desire to fully carry out the declarations of his party, and also because I am satisfied that, when he comes to consider the subject, he will be impressed by the importance of an enterprise which, for many years, has been advocated by the ablest minds of both the great political parties, and presents itself as one of the necessary features of a strong policy for securing American control of American interests without any outside interference. Although President McKinley has been in office less than six months, he has already demonstrated his earnest desire to comply with the wishes of his party as expressed in the St. Louis platform. In doing so, he has exhibited a broad-minded spirit and a sturdy firmness on at least two important questions in the face of more or less open opposition. I refer to his action on the subject of bimetallism and his recent promulgation of the civil service order concerning removals. His course in these matters, as well as in his earnest efforts in behalf of tariff legislation, and the transmittal to Congress of the treaty for the annexation of the Hawaiian Islands, sufficiently indicate, in my judgment, a firm determination on his part to promote all the national measures which received the stamp of party approval at St. Louis.

IN THE EVENT OF WAR.

"What is the attitude of the Latin-American countries toward the building of the canal by the United States?" asked your representative.

"Well, I could not, of course, presume to answer for them, but I have assumed in the article I have written that their interests are bound up with ours. If I did not think such were the case, I would not favor the Nicaraguan enterprise, for if the canal did not appeal to the Latin-American countries, it would not be a wise enterprise for the United States to undertake. The relation of the United States to its sister republics should, in my opinion, always be one of entire harmony and helpful co-operation. We ought not to seek to force our ideas or interests upon them, but endeavor to show them that we are sincere in the effort to consolidate the forces of all the countries of this hemisphere, having like forms of government, in a scheme of development which shall make them absolutely independent of European influence or control. America is not for the United States alone, but for all Americans. It is unquestionably true, in my opinion, that the interests of any one of the American Republics must suffer ultimately if left exposed to the political rivalries of European Powers. If any of the countries to the south of us, at some future time, should find itself dependent for its industrial prosperity upon Great Britain, or Germany, or France, a great European war might have most injurious consequences."

"Do you think any such difficulty is likely to ensue?" was suggested.

"No, not at all," was the prompt answer.

"I do not think that much is to be apprehended from future political aggression on the part of European countries, but if any of them should retain exclusive control of the banking, the manufactures, or export and import trade of any of the Latin-American Republics, the evil consequences in certain contingencies could not fail to be great. The United States, it seems to me, is upon the threshold of a great development of its industries and commerce. We offer to our Latin-American neighbors the opportunity of benefiting by our enterprise and activity, which, in the future, must be greatly augmented, and by diverting the channels of their trade to our shores they could emancipate themselves from European influence, which involves more or less uncertainty and risk that would not be incurred in dealing with the United States. The closer the bonds of commercial enterprise and the greater the volume of business between this country and the other Republics, the vaster the practical benefits which must follow to all the undeveloped territories to the south of us from a steady influx of United States enterprise and industry. Not only our own capital, but European capital also, assured of profitable employment in the undertakings which our restless and energetic people are certain to engage in, would rush to those countries, which at present are developing but slowly. Of course this would mean the closest political affiliation, and the realization in time of the dream of every great statesman, not only of our own country, but of those republics, of a solidarity of influence and power for America in the councils of the world."

"You regard the Nicaragua Canal, then, as something more than a scheme or mere partisan issue?" was propounded.

CO-OPERATION NECESSARY.

"Yes, indeed; a hasty examination of this little map, prepared for the bureau by Mr. Alexander D. Anderson, of this city, will illustrate its importance. It is clear to me that it ought not to be considered in a speculative light at all, and it has never been a party question. No one can say now how far it is proper for the Government of the United States to go in assuming the cost of the construction of the canal, for it ought to be built with the co-operation and active support of all the American countries concerned. As to the party aspect of the matter a glance at the platforms of the two great parties for many years back will show that the Nicaraguan route has commended itself equally to both. The Democratic platform of 1856, as to transit across the Isthmus, with particular reference to the Panama railroad, then just completed, declared: 'That the great highway which nature, as well as the assent of the States most immediately interested in its maintenance, has marked out for a free communication between the Atlantic and Pacific Oceans constitutes one of the most important achievements realized by the spirit of modern times, and the unconquerable energy of our people. That result should be secured by a timely and efficient exertion of the control which we have the right to claim over it, and no power on earth should be suffered to impede or clog its progress by any interference with the relations it may suit our policy to establish between our Government and the government of the States within whose dominion it lies. We can, under no circumstances, surrender our preponderance in the adjustment of all questions arising out of it.' And 'that, in view of so commanding an interest, the people of the United States cannot but sympathize with the efforts which are being made by the people of Central America to regenerate that portion of the continent which covers the passage across the Inter-Oceanic Isthmus.' And, finally, 'that the Democratic party will expect of the next administration that every effort be made to insure our ascendency in the Gulf of Mexico and to maintain a permanent protection to the great outlets through which are emptied into its waters the products raised out of the soil and the commodities created by the industry of the people of our Western valleys and the Union at large.'

"But the Democratic party is no longer in control," your correspondent observed.

"True, but the Republican National platform of 1864 had a clause which, while not referring directly to the canal, emphasizes most strongly a policy of ridding the Western Hemisphere of all traces of European domination. The eleventh resolution of that platform reads as follows: 'That we aprove the position taken by the Government that the people of the United States can never regard with indifference the attempt of any European power to overthrow by force or supplant by fraud the institutions of any republican government on the Western Continent, and that they will view with extreme jealousy as menacing to the peace and independence of their own country the efforts of any such power to obtain new footholds for monarchical governments, sustained by foreign military force, in near proximity to the United States.' Then, too, the Republican platform of 1888 expressly endorses the Nicaragua Canal as 'a work of vital importance to the maintenance of the Monroe doctrine and of our national influence in Central and South America, and necessary for the development of trade with our Pacific territory, with South America, and with the islands and farther coasts of the Pacific Ocean.' It will be remembered that Major McKinley was a member of the committee which reported this resolution, and that it was unanimously adopted by the convention. The Democratic platform of 1892 is also emphatic. It declares: 'For purposes of national defence and the promotion of commerce between the States, we recognize the early construction of the Nicaraguan Canal and its protection against foreign control as of great importance to the United States.' The Republican platform of the same year declares that 'the construction of the Nicaragua Canal is of the highest importance to the American people as a measure of defence and to build up and maintain American commerce, and it should be controlled by the United States Government.' These are the official declarations of the party platforms, and there may be added to them a long series of quotations from our leading statesmen under various administrations in affirmation of the same general policy. It may be said, indeed, that every President of the United States from the time of Mr. Monroe has favored the construction of a canal across the Isthmus under American auspices. The project is directly in line with the declaration of John Quincy Adams, Secretary of State, as far back as 1820, that 'with the exception of the British establishments north of the United States, the remainder of both the American continents must henceforth be left in the management of American hands.' The whole subject was admirably summed up in the article by General Grant, in the North American Review of February, 1881, in which he said, 'I commend an American canal, on American soil, to the American people.' These words of General Grant, by the way, are the expression of his conclusions after some twelve years of familiarity with the subject."

EUROPEAN ATTITUDE.

"What about the opinions of Europeans regarding the canal?"

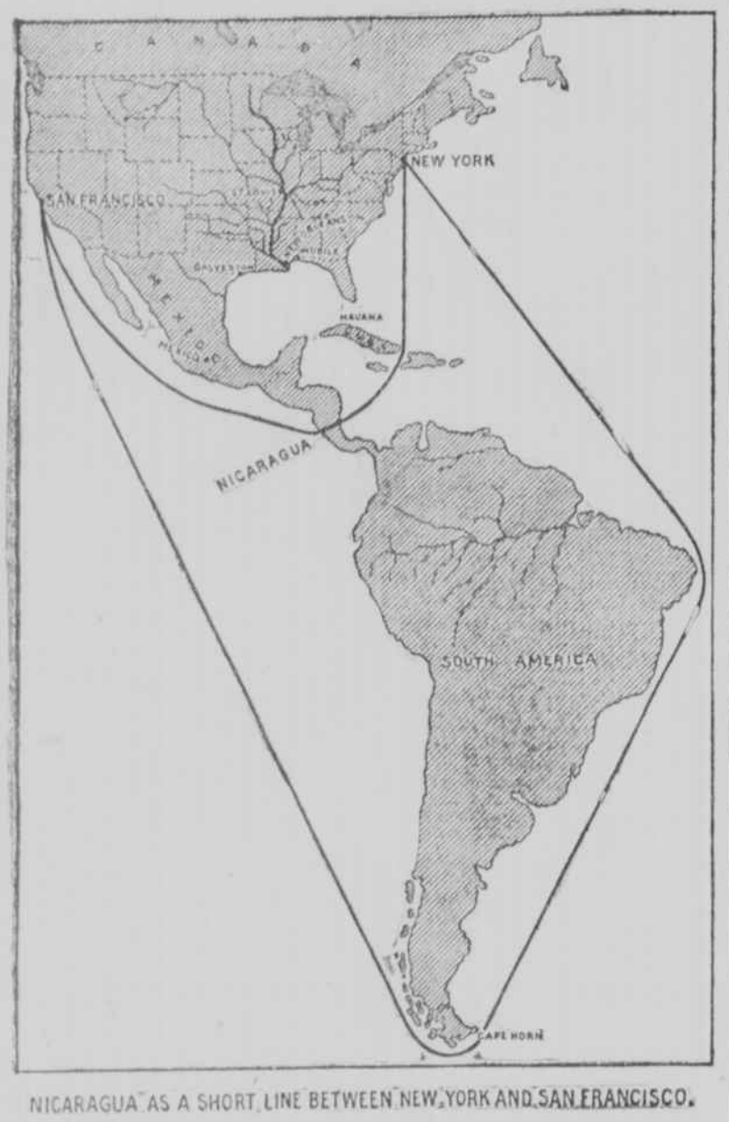
"Why, it is an interesting fact that foreigners, who might be supposed to be influenced by the rival interests of their own countries, have conceded the superior rights and interests of the American Republics in the construction of a great waterway across the Isthmus. One of the most notable admissions of this character is contained in a recent book, 'The Key of the Pacific' (meaning the Nicaragua Canal), by an eminent British author, Archibald Ross Colquhoun, who has held important posts under the British Government, and has served the London Times as its special correspondent in the far East and South Africa, and more recently in Central America. Mr. Colquhoun quotes the great German author, Goethe, as saying, 'I should wonder if the United States were to let such an opportunity to escape of getting such a work into their own hands,' and as adding, after describing the marvellous growth of the United States, and its probable future intercourse with the far East, 'In such a case, it would not only be desirable, but almost necessary, that more rapid communication should be maintained between the Eastern and Western shores of North America both by merchant ships and men-of-war than has hitherto been possible with the tardy, disagreeable, and expensive voyage around Cape Horn. I, therefore, repeat that it is absolutely indispensable for the United States to effect a passage from the Mexican Gulf to the Pacific Ocean, and I am certain that they will do it.' Mr. Colquhoun also quotes the Emperor Napoleon III. as saying that the State of Nicaragua 'can become * * * the necessary route for the great commerce of the world, for it is for the United States the shortest route to China and the East Indies, and for England and the rest of Europe to New Holland, Polynesia, and the whole of the western coast of America.' Mr. Colquhoun fully admits the importance of the canal to the United States and the other American Republics, and says, 'I believe that the canal can be made, and that long hindered by political difficulties alone, it will now be carried out under the auspices of the United States Government.'

"What is the real attitude of Great Britain towards the building of the canal?"

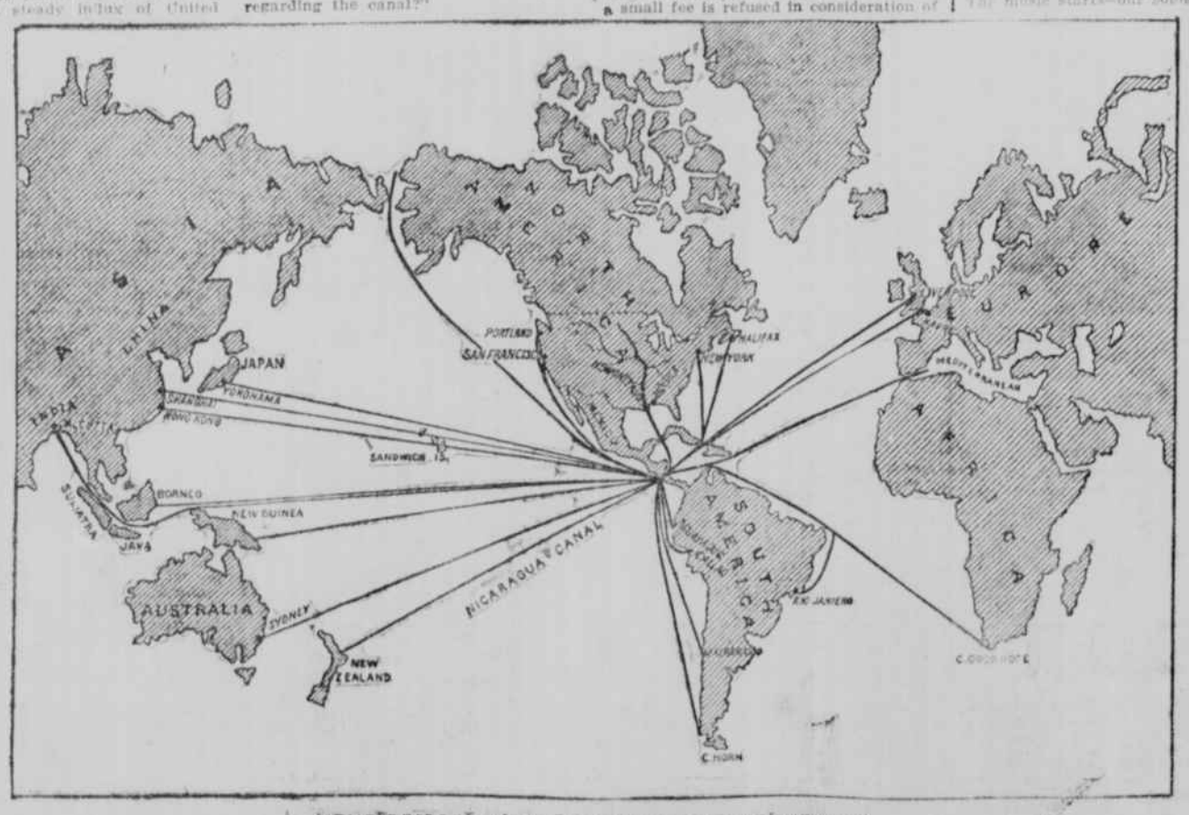
"That has been the subject of a great deal of controversy. I have no doubt that Great Britain seeks here, as everywhere, as much influence as she can possibly obtain. Although Mr. Colquhoun expresses the opinion that the construction of the Nicaragua Canal 'will, taken in connection with the vast changes occurring in the far East, bring about the most serious rivalry to the commercial supremacy of Great Britain which she has had to encounter,' he undoubtedly voices the furthest claim of British statesmanship in declaring that 'in the interest of the world it must be neutralized, and the true policy of the United States is to forward that end and thus make of this international highway a powerful factor in the preservation of peace.' That, however, is a question which must be left to our own statesmen for determination; the great object is to build a canal and to make it distinctively an American work."

"Do you believe that the canal would be as beneficial to the commerce of the world as has been claimed?" concluded your reporter.

"Yes, indeed, and far more advantageous than any one now thinks. My interest in the undertaking arises chiefly from its significance to the American Republics in promoting closer relations and trade intercourse among them; but a glance at the following map, 'The Bridge of Commerce of the World,' prepared for the bureau by Mr. Anderson, fully sustains the claim that the Nicaragua Canal is fairly entitled to that appellation. Its importance to the world's commerce is obviously greater than that of the Suez Canal, which has fully demonstrated its usefulness and its capacity to yield rich returns to the investors. The Suez Canal is utilized chiefly for the commerce of Europe. The Nicaragua Canal would not only bring Europe much closer to the Pacific littoral of the two Americas and to the South Pacific islands, but would be of immense advantage in shortening distances between the eastern and western coasts of North America, the eastern and western coasts of South America, the western coast of South America and the eastern shores of North America, and the eastern coast of South America and the western shores of North America, besides making tributary to America the whole field of Japan, China, Eastern Indo-China, Malaysia, and Australasia. One of the most interesting facts in connection with the Asiatic trade is the remarkable advancement of Russia by means of the Great Siberian railroad into the north part of China. The completion of that railroad will give an immense impetus to Asiatic trade, from which the countries of the two American continents would undoubtedly receive great benefit by means of a shorter route to the Asiatic ports. The Nicaragua route offers to the commerce of the eastern ports of the United States trading to the Pacific ports the advantage of from 2,000 to 10,000 miles in distances saved, and to those of Europe from 1,036 to 6,100 miles. The distance saved from New York by water to San Francisco would be 9,894 miles; from Liverpool to San Francisco, 6,998. From New York to Hong Kong there would be a saving of 4,163 miles; to Melbourne, Australia, 3,250 miles. These economies in distance might be multiplied almost indefinitely, and there seems to me to be no question whatever of the vast commercial importance of the canal."



NICARAGUA AS A SHORT LINE BETWEEN NEW YORK AND SAN FRANCISCO.



"THE BRIDGE OF THE COMMERCE OF THE WORLD."

Wouldn't Pay Marriage Fee.

When Robert H. Martin kissed his bride in Judge Orr's court immediately after the ceremony had been performed, says the Atlanta Constitution, he refused to pay the accommodating Justice the usual marriage fee.

Judge Orr then declined to sign the marriage certificate which the groom wished to preserve as a happy memento of the occasion.

While there is no statute in the code which compels the groom to pay the officer or minister who performs the marriage ceremony, it is quite unusual that a small fee is refused in consideration of the service performed. Martin thought differently and he took the position that the marriage license was as much as the wedding should cost.

Martin had secured a marriage certificate with the name of himself and bride handsomely engraved on the tinted paper. He said he wished the certificate signed so that he could frame it and hang it in his new home. Judge Orr thought the ceremony was worth a small fee and he told Martin so.

"I don't think it's worth any money," Martin replied. "I paid for the license and that is all I will pay for."

NEGRO DIALECT STORIES.

BY POLK MILLER.

"The Old Darkey's Idea of Lent."

He had been hauling a drummer and his sample trunks from Fredericksburg to Spottsylvania Courthouse. The drummer had made several trips during the year, and had been very liberal with his cigars, tobacco, and the contents of his flask. The driver was always delighted when he heard he was coming, because he knew he was going to enjoy the good things with which the drummer was always well supplied. Being a member of the Episcopal church, and his last visit up there being Lent, he was neither drinking, smoking, nor chewing, and the old darkey failed to get, as he had always done before, a share of what he considered bodily comforts.

I happened to need the services of this old man a week or two afterwards, and as we dragged along the muddy roads at a snail's gait, the following conversation occurred.

"Ain't you f'om Richmun'?"

"Yes," said I.

"Well, does you know Mr. ——, dat sells goods for ——?"

"Oh yes," said I.

"Well, I drives him ovah 'ere five or six times durin' de year, an' he mos' always has wid 'im some o' de bes' whiskey! He smoke de finis see-g yars! An' as for chawin' terbacker, I ain't nevah tase no terbacker like dat man gi' me! When we come to a creek he say 'hol' on Epham, we'll teck a dram.' Every time he say Ant'ny, I say Ovah, an' jines him in a drink. We crossed a good many ercks twixt here an' Spottsylvany, an' so by de time we gits up dar, bofe 'un us is a feelin' purty good. But what I wants ter ax you is dis. He come up here ergin las' week, but he ain' say, Epham have a dram nary time. He ain' smoke, an' he ain' even took a chaw terbacker. De man look so serious I thought he mout be seekin' religion, but he had done tole me befo' dat dat he was a membah o' de Chuch, but I disremembahs de name o' de Chuch dat he berlongs to. Look 'ere, what Chuch is dat, dat 'lows a man to teck a drink, smoke, chaw, an' eat all de good things he please for leb'n monts in de year, but one mont he's got ter sort'er hole off?"

I said to him that the Episcopal Church and the Catholic observed Lent for forty days in the spring. This seemed to lift from his mind a load which had been puzzling him for some time, and he exclaimed:

"Dat's de Chuch, dat's it; Lent!"

POLK MILLER.

THE EAGLE AND THE FISH.

The Talons of the Former Had to be Cut Out After Death.

Our skipper turned his quid and spun the following yarn:

It was in the spring of 1866, I was working a small sloop, trading between West Point and Walkerton, Va., on the Mattapony river. It was afternoon; the weather balmy and beautiful, the hour about 8 bells, the stream as smooth and placid as a mill pond, when suddenly I observed a great commotion on a flat just off our port bow; there was little or no wind, and we had but little headway, so I determined to investigate the unusual flutteration on the shoal.

I took a small skiff, we had on deck, launched her and tossing the oars into her, jumped in and pulled for the flat, at a leisurely stroke, feathering and watching the silver spray from my oars, and the curling ripples from the bows of my little skiff.

The violent agitation of the water on the shoal increased as I drew nearer to it, and upon examination I saw that a large eagle had attached its talons to something which was far too heavy for it to raise, and the nearer I approached the more violent were its struggles to rise from the water. I soon got near enough to see that the object to which the proud bird, the emblem of our country, had attached itself, was a huge fish, which would vainly try to dive and carry the eagle down beneath the flood; ever and anon the eagle was almost submerged, but he was too powerful for the fish to carry under, and on the other hand the fish, by his great weight and powerful flukes, parried all the efforts of the eagle to remove it from its native element.

As I have said, the nearer I got the more the excitement increased, and when I finally got close enough to the combatants, I struck the eagle over the head with my oar and killed it; then paddled up near enough to catch hold of it, and hauling on it, as on a line, I pulled the eagle into my boat, dragging in after it an enormous rock fish; the talons of the eagle were so firmly imbedded in the back of the fish that I found it impossible to remove them and was forced to cut them off, leaving the claws firmly fastened in the flesh of the fish."

There was an ominous silence for a second or so, when the ancient mariner, slowly turning his quid, remarked: "That fish, gentlemen, weighed sixty pounds."

On a Confederate Reunion.

They make me think of wilted flowers—
The soldiers of those by-gone days,
Ah! how they bring back happy hours
In memeory of their deeds of praise.

Time backward seems to turn to-day,
That we may look into the past,
But we are faded—so are they
Like Autumn leaves upon the blast.

I watch their feet and know ere long
They will peb marching to the grave.
Their steps no longer firm and strong,
And tattered banners o'er them wave.

The music starts—our souls are stirred,
To hear the songs they used to sing,
For often when those notes are heard
Sweet recollections do they bring.

And are those hoary-headed men
The same who risked their lives to save
Our country from dishonor, when
In youth their hearts were stout and brave?

Yes, these are they—God bless them all,
And when their earthly fight is done
May they in glory hear the call,
"Come, for the battle's fought and won."

MRS. H. W. S.

RAILROADS.

ATLANTIC COAST LINE.

SCHEDULE EFFECTIVE MAY 16, 1897.
TRAINS LEAVE RICHMOND—UNION DEPOT.

9:00 A. M., Daily, arrives Petersburg 9:31 A. M., Norfolk 11:24 A. M. Stops only at Petersburg, Waverly, and Suffolk, Va.

9:05 A. M., Daily, arrives Petersburg 9:50 A. M., Weldon 11:46 A. M., Fayetteville 4:15 P. M., Charleston 10:20 P. M., Savannah 12:50 A. M., Jacksonville 7:30 A. M., Port Tampa 6:20 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:10 P. M., Wilmington 5:45 P. M. Pullman Sleeper New York to Jacksonville.

2:55 P. M., Daily, arrives Petersburg 3:42 P. M. Makes local stops. Daily, except Sunday, local, arrives Petersburg 6:10 P. M. Makes all stops.

5:30 P. M., Daily, arrives Petersburg 6:10 P. M. Makes local stops on A. and P. railroad.

7:30 P. M., Daily, arrives Petersburg 8:04 P. M., connects with N. and W. for Norfolk and intermediate points. Emporia 9:10 (connects with A. and D. for stations between Emporia and Lawrenceville). Weldon 9:42 P. M., Fayetteville 1:07 A. M., Charleston 6:02 A. M., Savannah 8:00 A. M., Jacksonville 1:00 P. M., Port Tampa 9:45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Aiken 7:28 A. M., Augusta 8:10 A. M., Macon 11 A. M., Atlanta 12:15 P. M. Pullman Sleepers New York to Wilmington, Jacksonville, Port Tampa, Aiken, Augusta, and Macon.

8:56 P. M., Daily, arrives Petersburg 9:31 P. M., Weldon 11:20 P. M. Makes local stops between Petersburg and Weldon.

11:50 P. M., Daily, arrives Petersburg 12:35 A. M., Lynchburg 5:50 A. M., Roanoke 7:50 A. M., Bristol 1:15 P. M. Pullman Sleeper Richmond to Lynchburg.

7:35 A. M., Sunday Accommodation. Makes all stops R. & P. R. R.

4:40 P. M., Sunday Accommodation. Makes all stops R. & P. R. R.

TRAINS ARRIVE RICHMOND.

4:20 A. M., Daily. From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and all points South.

8:15 A. M., Daily except Sunday. Atlanta, Athens, and Raleigh, Henderson, Lynchburg, and the West.

8:37 A. M., Daily. Petersburg Local.

8:00 A. M., Sunday only. From Atlanta, Athens, Raleigh, and Henderson, Lynchburg and the West.

11:05 A. M., Daily. Norfolk, Suffolk, and Peterstburg.

6:50 P. M., Daily. Jacksonville, Savannah, Charleston, Wilmington, Goldsboro, and all points South.

7:00 P. M., Daily. Norfolk, Suffolk, Waverly, and Petersburg.

8:50 P. M., Daily. Petersburg, Lynchburg, and West.

9:40 A. M., Sunday Accommodation.

7:25 P. M., Sunday Accommodation.

J. R. KENLY, General Manager. T. M. EMERSON, Traffic Manager. Division Passenger Agent. C. S. CAMPBELL.

N. & W. RY. Norfolk and Western

Schedule in Effect JULY 4, 1897.

LEAVE RICHMOND (DAILY), BYRD-STREET STATION.

9:00 A. M., RICHMOND AND NORFOLK VESTIBULE LIMITED. Arrive Norfolk 11:25 A. M. Stops only at Petersburg, Waverly, and Suffolk. Second-class tickets not accepted on this train.

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

7:30 P. M., For Suffolk, Norfolk, and intermediate stations; arrives at Norfolk at 10:40 P. M.

11:50 P. M., For Lynchburg and Roanoke. Connects at Roanoke with Washington and Chattanooga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans. Pullman Sleeper between Richmond and Lynchburg, and berths ready for occupancy at 9:00 P. M. Also, Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 8:15 A. M. and 8:06 P. M.; from Norfolk and the East at 11:05 A. M., and VESTIBULED LIMITED 7:00 P. M.

Office: 838 Main street.

R. W. COURTNEY, District Passenger Agent. W. B. BEVILL, General Passenger Agent. General Office: Roanoke, Va.

Richmond, Fredericksburg and Potomac Railroad.

SCHEDULE IN EFFECT APRIL 15, 1897.

8:20 A. M. Sunday only, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Ruther Glen, Penola, Milford, Guinea, Fredericksburg, Brooke, and Widewater.

8:45 A. M. Daily except Sunday, for Washington and points North. Stops at Elba, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodlane, Guinea, Summit, Fredericksburg, Brooke, and Widewater. Parlor-Car.

12:00 M. Daily, except Sunday, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Parlor-Car, also connects with Congressional Limited at Washington.

7:15 P. M. Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, and other stations Sundays. Sleeper Richmond to New York.

ARRIVE BYRD STREET STATION.

8:40 A. M. Daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, and other stations Sundays. Sleeper New York to Richmond.

2:45 P. M. Daily, except Sunday. Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen and Elba. Parlor-Car from Washington.

7:10 P. M. Daily. Stops only at Fredericksburg, Doswell and Ashland. Pullman-Cars from New York and Washington.

8:36 P. M. Daily. Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Ashland, Glen Allen.

8:20 A. M. Arrives Byrd Street Station. (Daily, Except Sunday.)

ASHLAND TRAINS. and Elba. Sleeping-Car.

FREDERICKSB'G ACCOMMODATION. (Daily, Except Sunday.)

4:00 P. M. Leaves Byrd Street Station.
6:42 A. M. Leaves Elba.
6:00 P. M. Leaves Elba.
6:40 A. M. Arrives Elba.
6:00 P. M. Arrives Elba.

C. A. TAYLOR, Traffic Manager.

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RAILROADS

C&O ROUTE Chesapeake and Ohio Railway.

EFFECTIVE SEPTEMBER 5, 1897.
TRAINS LEAVE RICHMOND.
BROAD STREET STATION.

8:50 A. M. Daily, with parlor car for principal stations, Newport News, Old Point, Norfolk and Portsmouth.

3:35 P. M. Daily, with Pullman for local stations, Newport News, Old Point, Norfolk and Portsmouth. Connects daily with Old Dominion steamships for New York.

10:20 A. M. Local train, except Sunday, with parlor car, for West Clifton Forge. Connects at Gordonsville for Orange, Culpeper, Calverton, Manassas, Alexandria and Washington; at Union Station, Charlottesville, Lynchburg; at Basic for Staunton, Hagerstown, Winchester and points in Valley; at Clifton Forge for Cincinnati, Louisville, Lexington, St. Louis. Connects at Covington daily for Virginia Hot Springs. Stops only at important stations. Meals served on Dining Cars. No. 7, Local Train, except Sunday, follows above train from Gordonsville to Goshen.

5:30 P. M. Accommodation, except Sunday, for Charlottesville.

10:30 P. M. Daily for Cincinnati, with Pullman to Hinton, W. Va., and Gordonsville to Cincinnati and Louisville. Meals served on dining car. Connects at Staunton (except Sunday) for Winchester, Va., and at Covington, Va., daily for Virginia Hot Springs.

TRAINS LEAVE EIGHTH STREET STATION.

8:50 A. M. Daily, for Lynchburg and Clifton Forge. Connects at Bremo, except Sunday, for Rosney; at Lynchburg, daily, with N. & W. R. R., and the Southern Railway for Southwest and South, except Sunday at Balcony for Lexington, and at Bessemer for New Castle, and at W. Clifton Forge with No. 1 for Cincinnati.

5:00 P. M. Except Sunday. Local accommodation for Gladstone.

TRAINS ARRIVE AT RICHMOND. BROAD STREET STATION.

8:20 A. M. Daily, from Cincinnati.

10:00 A. M. Mondays only, from Waynesboro.

10:15 A. M. Daily, from Norfolk and Old Point.

3:30 P. M. Daily, from Cincinnati and Louisville.

6:50 P. M. Daily, from Norfolk and Old Point.

7:30 P. M. Except Sunday, from West Clifton Forge.

TRAINS ARRIVE EIGHTH STREET STATION.

8:40 A. M. Except Sunday, from Gladstone.

6:40 P. M. Daily, from Clifton Forge and Lynchburg, and, except Sunday, from New Castle, Lexington and Rosney.

JOHN D. POTTS, Assistant General Passenger Agent.

SR Southern Railway.

SCHEDULE IN EFFECT MAY 26, 1897.
TRAINS LEAVE RICHMOND, VA.

2:00 A. M., No. 11, Southern Express, daily for Atlanta, Augusta and points South. Sleeper Richmond to Danville, Greensboro, Salisbury, and Charlotte. Sleeper open at 9:00 P. M.

Connects at Danville, Salisbury, and Charlotte with the Washington and Southwestern Limited (No. 37), carrying sleepers New York to Asheville, Hot Springs, Chattanooga and Nashville, New York to Memphis, New York to New Orleans, New York to Tampa, and first-class day coach between Washington and Memphis. Connections are made for all points in Texas and California. Sleeper open for occupancy at 9:30 P. M.

12:00 noon, No. 5, solid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan railroad. At Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro for Durham, Raleigh, and Winston-Salem; at Danville with No. 35, United States fast mail, solid train, daily for New Orleans and points South, which carries sleepers New York to New Orleans and New York to Jacksonville. Through Sleeper Salisbury to Nashville via Chattanooga; also Pullman tourist sleeper every Wednesday Washington to San Francisco, without change.

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

TRAINS ARRIVE AT RICHMOND.

8:30 A. M. 6:25 P. M., from Atlanta, Augusta, Asheville and Nashville.

8:40 A. M., From Keysville.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and Neapolis, Va.

YORK RIVER LINE via WEST POINT. THE FAVORITE ROUTE NORTH. LEAVE RICHMOND.

4:30 P. M., No. 16, Baltimore limited, daily except Sundays, for West Point, there making close connection on Mondays, Wednesdays and Fridays with steamer for Baltimore; also, with stage at Lester Manor for Walkerton and Tappahannock on Tuesdays, Thursdays and Saturdays.

2:30 P. M., No. 10, local express, Mondays, Wednesdays, and Fridays, for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; also, at West Point with steamer for Baltimore. Stops at all stations.

5:00 A. M., No. 48, Local Mixed. Leaves daily except Sunday from Virginia-Street Station for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE AT RICHMOND.

9:17 A. M., Daily except Monday.

10:40 A. M., Mondays, Wednesdays, and Fridays.

1:45 P. M., Daily except Sunday from West Point and intermediate stations.

Steamers leave West Point at 6:00 P. M. Mondays, Wednesdays, and Fridays, and Baltimore at 5:00 P. M. Tuesdays, Thursdays, and Saturdays.

Ticket office at station foot of Virginia street. Open from 9:00 A. M. to 6:00 P. M. and from 9:30 P. M. to 2 A. M. City ticket office, 903 east Main street.

J. M. CULP, Traffic Manager. W. A. TURK, Gen. Pass. Agent. W. H. GREEN, General Superintendent, Washington, D. C. C. W. WESTBURY, Trav. Pass. Agent, 820 east Main street, Richmond, Va.

S. A. L.

SEABOARD AIR LINE.
SCHEDULE IN EFFECT FEB. 7, 1897.
LEAVE BYRD STREET STATION.

9:05 A. M. } Daily
8:56 P. M. }

for Henderson (arrive Durham daily, except Sunday), Raleigh, Sanford, Southern Pines, Wilmington, Wadesboro, Monroe, Charlotte, Lincolnton, Shelby, Rutherfordton, Chester, Clinton, Greenwood, Abbeville, Elberton, Athens, ATLANTA, Augusta, Macon, Montgomery, New Orleans, Pensacola, Jacksonville, Chattanooga, Nashville, Memphis, Texas, Mexico, California and the West via Memphis or New Orleans.

Train leaving at 8:56 P. M. runs through solid to Atlanta without change of cars. Sleeper ready for occupancy at 8:30 P. M.

TRAINS ARRIVE RICHMOND:
8:15 A. M. and 6:50 P. M.

For tickets, baggage checks, sleeping-car reservation, etc., apply to H. M. BOYKIN, General Agent, 836 east Main street.

E. ST. JOHN, Vice-President and General Manager.
W. E. McBEE, General Superintendent.
H. W. B. GLOVER, Traffic Manager.
T. J. ANDERSON, General Passenger Agent.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY, FRIDAY, and SUNDAY at daylight.

Freight received daily till 5 P. M.

Fare, $6—on Friday's and Sunday's steamer, including meals and berth.

For further information apply to J. W. McCARRICK, General Southern Agent; office, Rocketts.

M. P. CLYDE & CO.