"CORRECT DRESS FOR MEN AND BOYS."

Every person who finds it necessary to provide for some boy or boys should be deeply interested in this reduction sale of ours.

With nearly all of the winter before you—you have the opportunity of purchasing Boys' Suits, Overcoats and Reefers at almost ridiculous prices, and then, too, from the best assorted and most worthy stock of juvenile apparel in the city.

Gans-Rady Company

Entire Building. 1005 East Main Street. Opposite Postoffice.

IT WAS BIG DAY WITH POLITICIANS

Electoral College Votes for Bryan and Stevenson.

MACHEN CHOSEN MESSENGER.

Mr. Hankins Did Not Allow the Use of His Name as He Did Not Care to Oppose an Elector—Gossip of the Leaders.

The Virginia Electoral College met at noon yesterday in the office of the clerk of the House of Delegates; cast the vote of the State for Bryan and Stevenson for President and Vice-President respectively; elected Hon. Lewis H. Machen, of Fairfax—Elector for the Eight District—messenger to bear the returns to Washington and then adjourned sine die.

All the electors were present as follows:

Electors at large: William Hodges Mann, of Nottoway; J. L. Jeffries, of Culpeper.

District Electors: First—T. J. Downing, of Lancaster; Second—John Whitehead, of Norfolk city; Third—S. L. Kelley, of Richmond city; Fourth—Robert Turnbull, of Brunswick; Fifth—Eugene Withers, of Danville; Sixth—Graham Clayton, of Bedford; Seventh—R. S. Parks, of Page; Eighth—L. H. Machen, of Fairfax; Ninth—R. T. Irvine, of Wise; Tenth—Pembroke Pettit, of Fluvanna.

It was as fine a looking body of Democrats as has assembled in the Capitol for a long time, and was typically representative of the intelligence of the dominant party in the State.

Secretary of the Commonwealth Joseph T. Lawless administered the oath of office to the electors, and the distinguished gentlemen then seated themselves around a long committee table and began the work of the session. Each member of the college affixed his signature to the oath, the electors at large signing first, and the others following in the order of their several districts. Secretary Lawless then signed a paper setting forth that all the electors were present and had been duly sworn by him.

JUDGE MANN PRESIDES.

Judge William Hodges Mann, of Nottoway, called the meeting to order, and on motion of Captain R. S. Parks, of Page, was unanimously chosen chairman.

Hon. Joseph T. Lawless acted as secretary. Judge Mann laid before the college the certificates of the Governor and Secretary of the Commonwealth, setting forth that Bryan and Stevenson had received a majority of the votes cast in Virginia at the recent election, held for the offices of President and Vice-President respectively, and on motion of Senator John L. Jeffries, the balloting was proceeded with. Messrs. Pettit and Turnbull were appointed tellers, and after the votes had been cast they announced that William Jennings Bryan, of Nebraska, had received the unanimous vote of the college. The same result was announced as to Adlai E. Stevenson for Vice-President.

Nominations being in order for the position of messenger, to bear the returns of the college to the Secretary of the United States Senate at Washington, Mr. Irvine, of Wise, placed in nomination, Hon. Lewis H. Machen, of the Eighth District. The nomination was seconded by Senator Jeffries and Hon. T. J. Downing, and Mr. Machen was unanimously chosen. Mr. Machen returned his thanks for the honor in a neat speech, which was liberally applauded.

Mr. J. G. Hankins, whose name had been frequently mentioned in connection with the position, declined to stand for the honor, as he did not feel that he should oppose a member of the college. At his own request his name was not put in nomination.

SEALED BY MR. HANKINS.

Mr. J. G. Hankins, chief clerk to the Secretary of the Commonwealth, was delegated to seal the package containing the returns on behalf of the college, and after this had been done and the thanks of the college extended to Messrs. Lawless and Hankins and Colonel Mann for their courtesies, the college adjourned sine die.

One copy of the returns was handed Mr. Machen, one filed with the clerk of the United States District Court here, and one kept in the office of the Secretary of the Commonwealth.

The members of the college, after adjournment, went to Foster's art gallery, where a picture was made of the group.

Some of the prominent Democrats, who witnessed the proceedings of the college were: Hon. T. H. Edwards, of West Point; Col. William Henry Mann, Col. R. C. Marshall, of Portsmouth; Col. Joseph Button, of Appomattox; Col. John W. Richardson, Register of the Land Office; Superintendent George M. Helms, of the penitentiary; Hon. Joseph T. Lawless and Mr. J. G. Hankins.

MANY LEADERS HERE.

A number of prominent Democrats, many of whom came to attend the meeting of the Electoral College, were at Murphy's last night.

Col. Joseph Button, Captain R. S. Parks, Senator John L. Jeffries, Hon. Lewis H. Machen, Hon. Thomas J. Downing and Colonel James Mann, were among them. Colonel Button when asked what he thought of the judgeship, said he believed Judge Mann would win out. He will go into the caucus with more than forty votes, and will gain rapidly when the dropping begins.

Captain Parks in discussing the work of the extra session of the General Assembly, said he was opposed to taking up general legislation and thought the question should be settled in the caucus. Captain Parks said he thought there should be one hundred delegates in the Constitutional conventions—two from each Senatorial District, and two from each Congressional District. He will vote for Judge Phlegar for Judge of the Supreme Court. If he should be dropped Captain Parks thought it probable that he would then give his support to Judge Whittle. In discussing the probable personnel of the delegation to the Constitutional Convention from his section, Hon. L. L. Macon said he thought Mr. J. G. T. Thornton would most likely come from Prince William; Col. Frank Smith, from Alexandria City; Hon. Henry Fairfax, from Loudoun; Hon. Eppa Hunton, Jr., from Fauquier, and Hon. R. Walton Moore, from Fairfax, assuming that the delegates would be appointed according to the membership of the House of Delegates. Most of the leaders will leave today. Mr. Machen will go directly to Washington and present the returns to the secretary of the Senate.

MR. HILL MONTAGUE OUT.

Mr. Hill Montague has decided to yield to the wishes of his many friends and allow the use of his name for one of the delegates to the Constitutional Convention from this city. Mr. Montague stated yesterday that from assurances which had come to him from his friends all over the city, he had reason to believe that he would make a good run, and was very hopeful that he would win out.

He is a member of the City Democratic Committee from Clay Ward and has for some time taken an active interest in local politics.

Mr. Montague is a lawyer of prominence and will no doubt make a good run.

In Other States,

(By Associated Press.)

NEW YORK, Jan. 14.—The Electoral College of New York met at Albany today and cast its vote for William McKinley for President and Theodore Roosevelt for Vice-President. Similar action was taken at the respective capitals by the Electoral Colleges of Massachusetts, Maine, Vermont, Connecticut, New Hampshire, New Jersey, Pennsylvania, Delaware, Maryland, Michigan, and other States.

ATLANTA, GA., Jan. 14. The Democratic electors of Georgia met at the Capitol to-day and cast their votes for Bryan and Stevenson. W. T. Revill, of Greenville, was chosen messenger.

MONTGOMERY, ALA., Jan. 14.—The Electoral College of Alabama met here to-day and cast the vote of Alabama for Bryan and Stevenson. W. T. Selbs, of Montgomery, was elected messenger.

TALLAHASSEE, FLA., Jan. 14.—The electoral vote of Florida was cast for Bryan and Stevenson at noon. W. H. Ellis was elected messenger to carry the returns to Washington.

BADLY DAMAGED SCHOONER.

Churchman Rammed and Beached' She Fills and Capsizes.

(Special Dispatch to The Times.)

NORFOLK, VA., Jan. 14.—The steamer Santuit, bound from Jamaica for Norfolk with cargo of bananas, rammed the big three-masted schooner George Churchman in Chesapeake Bay this morning at dawn, cutting a hole in her four feet wide below the water line. A temporary patch was hurriedly clapped on and the schooner was towed to Norfolk and run on a shoal. This afternoon, while her crew were aboard, the Churchman began to fill and suddenly sapsized and lay down in water twelve feet deep, and so lies a wreck to-night. The crew all managed to escape, but all their effects went under water. Wreckers hope to right the schooner which was light bound from New York for Norfolk when she tried to cross the Santuit's bow on the starboard tack and failed.

David Kitson, of Erieville, N. Y., a peripatetic medico electric battery operator, was found dead in his room here to-day. He was old and has been ailing.

Walter O. Fraser sued the Norfolk and Western Railroad Company to-day, asking $5,000 damages for alleged injuries caused by a Lambert's Point train striking him as it passed him.

NEWS OF THE RAILROADS.

Sharp Rise in Big Four Stock—Other Items.

The rumors of a deal pending between the New York Central and the Cleveland, Cincinnati, Chicago and St. Louis (the Big Four), two Vanderbilt properties, caused a slight flurry in the local market, which resulted in a sharp rise in Big Four stock. When the market opened Big Four common was quoted at 78, but a few hours later the figures read 80 1-8. At the closing, however, the figures were 79 3-4.

The purported deal about to be consummated is probably based on the old and oft-revived rumor that the New York Central will assume the active management of the Big Four. This rumor, however, could never be traced to an authoritative source.

Mr. George W. Stevens, president of the Chesapeake and Ohio, is in New York.

Mr. E. D. Hotchkiss, general freight agent of the Chesapeake and Ohio, has returned from a tour along the system.

The Cincinnati Enquirer says:

"Upon the highest authority it can be stated that the Cincinnati Portsmouth and Virginia Railroad has been sold to the Norfolk and Western Railway Company. Though there has been much in public print concerning the sale of the Cincinnati, Portsmouth and Virginia road, nothing of a really definite nature in that connection took place until Saturday, when papers passed in New York between those in control of each property, binding a sale and purchase.

Owing to the exceedingly heavy exp[illegible] traffic on the Atlantic Coast Line train No. 78 was run in two section from Richmond last night. A special was made up here owing to the lateness of the regular train.

The Seaboard Air Line yesterday began the operation of the Florida and Metropolitan Limited between New York and St. Augustine. This train is a solid vestibuled Pullman train and carries a day coach between Washington and St. Augustine. A dinner car is also run from Hamlet to St. Augustine, instead of only to Savannah as formerly.

The Seaboard yesterday handled a train of ten coaches, carrying colored help from New York and Washington to Jacksonville and other Florida points, where they will be employed during the season.

THE WIDOW DISSENTS.

Mrs. Faircloth Declines to Accept the Provisions of Her Husband's Will.

(Special Dispatch to The Times.)

GOLDSBORO, N. C., Jan. 14.—The widow of the late Chief Justice W. T. Faircloth dissents from the will of her late husband, and claims and demands, through the courts, as his widow, and as a creditor of his estate, all and the same rights and estates in the real and personal property of her husband as if he had died intestate.

Governor Charles B. Aycock was tendered a banquet here to-night by the Olympia Club, of this city. The legislative Committee of Escort and a large number of prominent citizens were the guests of the club. The affair was quite a brilliant one.

MR. SAM HAWKES TO BE MARRIED

To Wed Miss Ford, of Dinwiddie County.

DEATH OF MRS. W. W. FRIEND.

Wedding of Mr. Knapp and Miss Nunnally—At Central Church. News, Personal and Brief of Manchester.

Manchester Bureau, Richmond Times,
No. 1102 Hull Street.

Invitations have been issued by Mr. and Mrs. John W. Ford, of Dinwiddie county, to the marriage of their daughter, Miss Essie Pauline, to Mr. Samuel Leslie Hawkes, of this city. The wedding will take place Wednesday evening, January 23d, at 5:30 o'clock, at Trinity Methodist Church, in Dinwiddie county. Mr. Hawkes has made Manchester his home for several years, all of which time he has been associated with Mr. H. C. Beattie, in the dry good business. He is a young man of splendid business qualities, and has a host of friends in the city. After the marriage they will make Manchester their home.

MRS. W. W. FRIEND.

Mrs. W. W. Friend died died yesterday morning at 4 o'clock, at her late home, on Holland Hill. For more than a week she had been extremely ill, and the end had been expected almost hourly since Friday. Prior to her marriage to Mr. Friend, which took place on October the 27th, 1897, she was Miss Susie Holland, daughter of Mr. Henry Holland, of Holland Hill. Mrs. Friend was in the twenty-seventh year of her age, and is survived by her husband and two small children. She also leaves her father and mother, two brothers and one sister.

The funeral service will take place at Meade Memorial Episcopal Church this afternoon at 3 o'clock, conducted by Rev. Benjamin Dennis. Burial will be made in Maury Cemetery.

The following have been chosen as pallbearers:

Honorary—Augustin Royall, B. P. Owen, Jr., Dr. T. P. Mathews, Dr. Lawrence Ingram.

Active—B. P. Vaden, T. E. Owen, Grayson Fairbank, B. M. Robertson, Emmett Tabb, H. C. Parham, W. B. Ball, George E. Cary.

QUIET MARRIAGE.

Mr. Clarence A. Knapp and Miss Rosie G. Nunnally were married last Saturday evening at the home of Mr. F. A. Lamb, on West Thirteenth Street. Both persons formerly resided in Chesterfield county.

AT CENTRAL CHURCH.

The services at Central Methodist Church on Sunday were of a most interesting character. At the morning service Professor J. A. Sprenkle gave a most interesting and helpful exposition of I. Corinthians, third chapter, eleventh to the fifteenth verses.

Rev. J. S. Wallace preached at night a helpful sermon, to the delight of the congregation.

The congregations at both services were large.

At the morning service Mrs. Josephine Embry, a number of Central Church, presented to the church five plush-lined silver collection plates. The presentation was made by M. A. Campbell.

ROBING-ROOM.

A robing-room, to be used by the vested choir of Meade Memorial Church, is being built as an addition to the building, and when completed will prove a most convenient and useful improvement. Though this choir has only recently been organized, its work has been successful so far, and has added greatly to the service.

County Court of Chesterfield was in session yesterday and many of the lawyers of Manchester were in attendance.

Rev. J. C. Reed is somewhat better.

Mr. Thomas Turpin continues to improve from his recent illness.

BUILDING STATISTICS.

New York Shows a Decrease, But Others Gain.

It is significant that nineteen cities in different sections of the country show an increase of 61-4 per cent in building operations for 1900, as compared with 1899, and that if New York city be added to the list, making twenty cities in all, the figures show a decrease of 29 1-5 per cent. During the year there were expended, according to special reports to Construction News, in the twenty cities enumerated, $159,842,324 in building improvements, against $225,745,380 for the preceding year. The most notable decline was in New York city where $64,949,723 was expended in 1900, against $136,437,810 in 1899, a decrease of $71,488,087, or 52 2-5 per cent. It is difficult to account for this remarkable falling off. It may be that owing to the change in the building code of that city, which went into effect on December 23, 1899, a great number of projects were hastened forward to escape its exactions. The high prices of materials early in the year may have been in a measure responsible for a part of the decrease. There were no serious labor troubles in that city.

The other cities, all of which were to a greater or less degree afflicted with labor troubles, show as a rule, an increase. Fourteen out of the twenty show an increase ranging from 1.9 per cent. in Philadelphia to 109 1-5 per cent in Seattle, in which city the activity is remarkable. Six cities show losses of from 14-5 per cent. in Omaha, increasing to 52 2-5 per cent in New York city. Chicago shows a decrease of only 8 2-5 per cent. The high prices of materials and labor troubles were the most serious obstacles in the way of a greater volume of business.

The Philadelphia at Panama.

(By Associated Press.)

WASHINGTON, Jan. 14.—The Navy Department has been informed of the arrival of the Philadelphia at Panama, Colombia, to-day.

AN AUTOMOBILE IS WHAT HE ORDERED

Counsel Ayme Tells of the Exchange at Guadaloupe.

HOW TO DO BUSINESS.

One Sample Talks Much Louder Than Catalogues, and the Trade Horizon Will Be Broadened.

The wide-awake producers in the United States and Canada who are looking for new markets for their goods will gladly avail themselves of the splendid opportunity which will be afforded them at the Pan-American Exposition at Buffalo the coming summer to secure the extension of their trade in Central and South America and the West Indies. They will serve their own interests by making complete displays of their products, so that the visiting representatives of the various countries may see just what they have for sale, and meeting the visitors and learning from them the actual conditions and needs of the different sections. It will be an auspicious time to remove the barriers which have so long restricted international trade in the Western Hemisphere, and lay the foundation for an active exchange.

Products of the United States and Canada are at present introduced in Central and South America principally through the medium of exchanges, located in the larger cities, where samples are shown and whence catalogues are distributed. Trade is limited, however, and the question is, how to expand it. The method of doing business at the exchanges is briefly and well told by Mr. Louis H. Ayme, United States Consul at Guadaloupe, West Indies, in a consular report. Consul Ayme writes of the American exchange which has recently been established at Point a Pitre, with the purpose of introducing various lines of United States manufactures not known in that market, and of substituting our manufactures for other goods in lines already established. He says:

"The exchange is to be situated in the building occupied by the Chamber of Commerce, and all samples and catalogues are to be well displayed and inducements offered to all interested to visit it. The manager speaks and writes English and is thoroughly acquainted with trade relations between this country and the United States, France and England. He will send out circulars of inquiry, and will solicit from manufacturers and others desirous of doing business here who will send catalogues and samples of what they have to sell.

GREAT EXHIBITS.

"I cannot pretend to give an exhaustive list of goods, but they will include steam engines and fittings of all kinds, steam and small pumps, sugar machinery of all kinds, coffee machinery; apparatus for distilleries, for tanneries; small hardware, tools, small power mills for animal power, light architectural iron, corrugated iron, metal roofing materials of all kinds, light portable railroads, wagons, both for road and railroads; nails and screws, china tableware, glassware, cotton prints and head handkerchiefs of bright colors and patterns, table napery, sheetings, textiles in general, bent-wood furniture, paints and varnishes, paint brushes, lamps, calcium carbide, acetylene lamps for bicycle and house use, photographic materials of all kinds; boots and shoes for men, women and children; clocks, novelties, rubber stamps and outfits for manufacturing, candies, etc."

American manufacturers are warned that it is useless to send to Guadaloupe catalogues without prices. The most detailed information should be given, with prices and discounts. Consul Ayme declares:

"One sample talks more loudly than a dozen catalogues in a foreign language. With samples, catalogues, prices and discounts, the managers of the American Exchange can explain and can induce merchants to try the goods.

"During the last three years I have received tons of catalogues, representing a very large expenditure in printing, postage, etc., and for the most part it was so much money thrown away. The same amount invested in samples sent to an energetic and responsible agent would be far more likely to produce results.

"The exchange will pay all freight expenses, duties here, etc., and will depend upon the discounts and other legitimate profits of regular business for its gains. It also will receive, on consignment, sample orders of articles in well-established lines, such as flour, beef, pork, beans, peas, biscuit, etc., from parties desiring to enter into competition for the business."

ARE UP TO DATE.

One of the early orders received by the exchange was an automobile. A French machine was ordered, with option to purchase an American one, if quality and price were suitable. It is hoped to secure for the United States all future orders for automobiles.

Guadaloupe will be fittingly represented at the Pan-American Exposition. Its exhibit at the Paris Exposition will be taken to Buffalo and representative men of the country will be in attendance.

With the European nations striving for a monopoly of the trade in Latin-America and the West Indies the task of turning it in the direction of the United States is not an easy one, but still certainly possible with proper effort. The assembly of representative men of the various countries interested and a free exchange of ideas at the Pan-American Exposition will go very far toward accomplishing the desired end.

JUDGE TUCKER TAKES HIS SEAT.

Judge Aikin Will Not Travel on Sunday and Is Late.

(Special Dispatch to The Times.)

ROANOKE, VA., Jan. 14.—Judge Tucker, the new judge of this circuit, occupied the bench in the Roanoke Circuit Court-room for the first time this morning. There was a full attendance of the bar to welcome him, and he made a most pleasing impression.

Judge Aiken, who is to preside over the Hustings Court in the absence of Judge Woods, failed to arrive. He is religiously opposed to traveling on the Sabbath day, and found, when it was too, late that he could not get here until this afternoon.

General Walker at Marion.

(Special Dispatch to The Times.)

MARION, Jan. 14.—General Walker was here last Friday examining witnesses in his contest with Judge Rhea. The day was consumed examining Mr. H. B. Hall and Dr. Houston, members of the electoral board, but nothing was found which will in the least help General Walker.

General Walker seems to be trying to prove that all the tickets in this district were printed from forms sent out from Bristol, and that Judge Rhea had something to do with these tickets. A friend of the General says he can show this was true as to Washington and Pulaski counties.

It was expected the examination of witnesses would continue through Saturday, but General Walker left for home on the morning train and it is not certain that any other witnesses will be examined in this county.

Judge Rhea's lawyers say they feel sure the General was greatly disappointed in the result of his investigation.

AMONG THE MANY THINGS

that have enabled us to achieve an enviable reputation in our new department, not the least of all have been our HOT DRINKS. Aside from the unusual excellence of the ingredients we use, the drinks are served HOT, and hence are appreciated by every one. Our great specialty this season has been our CHOCOLATE, which in point of flavor cannot be excelled. Our entire menu of hot drinks sell for

5c.,

there being nothing of higher price on the list.

POLK MILLER DRUG CO.,
Ninth and Main Streets.

S. ULLMAN'S SON.

Save 25 Per Cent. On Your

Groceries

French Candy, 5c lb.
Best Granulated Sugar, 5 1-2c lb.
Small Smithfield Hams, 12 1-2 cents lb
Half bbl. new Roe Herrings, $2.25.
New Cleaned Currants, 12 1-2 cents package.
Try our country Blackberry Wine, 40c a gallon.
Arbuckle's Coffee, 12c lb.
Good Cheese, 12 1-2c.
Rival Gelatine, 5c package.
Sugar-Cured Hams, 8 1-2c lb.
Large Irish Potatoes, 18c pk.
10 Large Bars Octagon-Shaped Soap for 25c.
Snowflake Patent Family Flour $4.00 bbl. or 25c bag.
New Dates, 5 lbs for 25c.
New Figs, 7c or 4 lbs. 25c.
New Roe Herrings, 18c doz.
New Boneless Codfish, 5c lb.
Large Juicy Lemons, 12c doz.
Large Palm Soap, 25c dozen.
Plum Tobacco, 3 for 25c.
Large 3-String Brooms, 15c.
Pure Cider Vinegar, 20c. gal.
Dunlop Patent Flour, $4.30 barrel or 25c sack.
Sweet Cider, 25c gallon.
Pure Lard, 7c.
Salt Pork, 6 1-2c.
Brown Stuff, 90c. hundred.
Lion Coffee, 11c lb.
Large cans Canned Tomatoes, 7c can.
Fine Sweet Pickles, 10c bottle.
Best Canned Corn, 7c can.
Fine Catawba and Blackberry Wine, 40c gallon.

S. ULLMAN'S SON,
1820 AND 1822 E. MAIN ST.
Up-Town Store, 506 East Marshall.
MANCHESTER STORES,
Nos. 1212 and 1214 Hull Street.

RICHMOND COLLEGE

SESSION OPENS SEPTEMBER 20th. For catalogue and information address President F. W. BOATWRIGHT, Richmond, Va.

N & W Ry. Norfolk and Western
Schedule in Effect

LEAVE RICHMOND (DAILY), BYRD-STREET STATION.
9:00 A. M., NORFOLK LIMITED. Arrive at Norfolk 11:20 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. Buffet Parlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus; also, for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.
3:15 P. M., OCEAN SHORE LIMITED. Arrive Norfolk 5:35 P. M. Stops only at Petersburg, Waverly, Suffolk. Second-class tickets not good on this train.
6:50 P. M., for Suffolk, Norfolk and intermediate stations. Arrives at Norfolk at 10:40 P. M.
9:10 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 Car Radford to Attalla, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 5:30 P. M. Also, Pullman Sleeper Petersburg and Roanoke.
Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. 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: No. 838 Main Street.
JNO. E. WAGNER, City Pass. and Ticket Agent.
C. H. BOSLEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.

Old Dominion Steamship Co.

Daily Line for New York, the North and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, at 9:00 A. M. via C. and O. Ry., or 9:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Norfolk with direct steamers sailing same day, 6:00 P. M.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Norfolk.

FREIGHT for all northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts.

FROM NEW YORK.

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk, connecting with C. and O. and N. and W. trains for Richmond.

FREIGHT received and forwarded daily, except Sunday.

Tickets on sale at company's office, 1212 East Main Street, Richmond Transfer Company, 908 East Main Street; Jefferson Hotel, C. and O. and R. and P. depots, Richmond. Baggage checked through to all points.

For further information apply to
JOHN F. MAYER, Agent,
1212 East Main Street, Richmond, Va.
General Offices: 81 Beach Street, corner West Street, New York, N. Y.
J. J. BROWN, Gen. Pass. Agent.
H. B. WALKER, Traffic Manager.

RAILROADS

SOUTHERN R'Y

SCHEDULE EFFECTIVE DEC. 25, 1900.
TRAINS LEAVE RICHMOND, VA.
11:00 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Salisbury, and Charlotte, open at Richmond 9:20 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through sleepers between New York and Tampa, with connections for all Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37), carrying through sleepers between New York and Nashville, New York and Memphis, New York and New Orleans; also, Pullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with connections for all points in Texas, Mexico and California.
12:01 P. M., No. 7, 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, connecting for Nassau and Havana. Buffet drawing-room sleeper Richmond to Atlanta and Birmingham. Through sleeper Salisbury to Memphis.
6:00 P. M., No. 17, local, daily except Sunday, for Keysville and intermediate points.
TRAINS ARRIVE AT RICHMOND.
6:25 P. M. } From Atlanta, Augusta and
6:00 A. M. } Asheville and all points South.
8:40 A. M. From Keysville and local stations.
LOCAL FREIGHT TRAINS.
Nos. 51 and 52, between Manchester and Neapolis.
YORK RIVER LINE via WEST POINT, THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.
4:30 P. M., No. 16, Baltimore Limited, daily except Sundays, for West Point and intermediate stations, making close connection at West Point with steamer for Baltimore Mondays, Wednesdays and Fridays.
2:30 P. M., No. 19, 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. 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 IN RICHMOND.
9:15 A. M., daily from West Point, with connection from Baltimore, Wednesdays, Fridays and Sundays.
10:45 A. M., Wednesdays and Fridays.
6:03 P. M., daily, except Sunday, from West Point and intermediate stations.
Steamers leave West Point Mondays, Wednesdays and Fridays 5:50 P. M., arriving Baltimore 8:30 A. M.; returning, leave Baltimore Tuesdays, Thursdays and Saturdays 5:00 P. M., arriving West Point 8:00 A. M., and Richmond 9:15 A. M.
Steamers call at Gloucester Point, Clay Bank, Allmonds.
C. W. WESTBURY, Travelling Passenger Agent, No. 920 East Main Street, Richmond, Va.
S. H. HARDWICK, Gen. Pas. Agent.
F. S. GANNON, Third Vice-President and General Manager, Washington, D. C.

Chesapeake & Ohio Ry. (C&O ROUTE)

SCHEDULE IN EFFECT JAN. 5, 1901.
FROM RICHMOND.
LEAVE BROAD-STREET STATION
9:00 A. M., Daily for principal stations, Newport News, Old Point, Norfolk and Portsmouth. Parlor car. Connects at Norfolk with O. D. S. S. for New York, except Sunday.
3:40 P. M., Daily Local, for Newport News, Old Point, Norfolk and Portsmouth. Pullman to Old Point.
10:00 A. M., except Sunday, Local train for Clifton Forge. Connects at Gordonsville for Orange, Warrenton, points on Manassas Branch and Washington, only. Connects at Charlottesville for Lynchburg, at Basic City for Hagerstown, and at Staunton for Lexington.
2:45 P. M., Daily Limited, to Cincinnati, Louisville and St. Louis. Pullman Sleeping cars. Connects at Gordonsville for Orange and at Orange with Southern Railway train leaving Orange at 6:40 P. M. Daily for stations between Orange and Washington. Connects for Virginia Hot Springs. No. 7 Local Train follows No. 1, except Sunday, from Gordonsville to Staunton.
5:30 P. M., Accommodation, except Sunday, to Doswell.
10:45 P. M., Daily, F. F. V., to Cincinnati and Louisville. Pullman Sleeping car. CONNECTS FOR VIRGINIA HOT SPRINGS, and at Ronceverte with Greenbrier River Railroad, except Sunday.
LEAVE EIGHTH-STREET STATION.
10:30 A. M., Daily, for Lynchburg, Lexington and Clifton Forge. Connects, except Sunday, with Buckingham and Alberene branches.
5:15 P. M., except Sunday, to Columbia.
TRAINS ARRIVE BROAD-STREET STATION
8:00 A. M., except Sunday, from Doswell.
8:30 A. M. and 3:30 P. M., Daily, from Cincinnati and Louisville.
11:35 A. M. and 6:50 P. M., Daily, from Norfolk and Old Point.
8:15 P. M., except Sunday, from Clifton Forge.
TRAINS ARRIVE EIGHTH-STREET STATION.
8:40 A. M., except Sunday, from Columbia.
6:20 P. M., Daily, from Lynchburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.
For detail information, connections, etc., apply at Richmond Transfer office, No. 903 East Main Street; Chesapeake and Ohio Passenger Office, No. 809 East Main Street; Station Ticket Offices, or address JOHN D. POTTS, Assistant General Passenger Agent.

S. A. L. R'y.

SEABOARD AIR LINE RAILWAY.

LEAVES CHESAPEAKE AND OHIO DEPOT—BROAD-STREET STATION.

SCHEDULE IN EFFECT JAN. 13, 1901.

TRAINS LEAVE RICHMOND.
9:20 A. M. DAILY, for Petersburg, Henderson, and all intermediate local points. This train makes close connection at Ridgeway Junction with through train for Raleigh, Atlanta, and all points South and Southwest, and runs through daily to Durham, except Sunday.
2:40 P. M. DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West and all Florida points. This train runs through solid to Jacksonville.
10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montgomery, Mobile, New Orleans and all points South and Southwest. This train carries through Sleeper for Atlanta, Columbia, Savannah, Jacksonville and Tampa.
TRAINS ARRIVE RICHMOND.
4:55 A. M., DAILY, from Tampa, Jacksonville, Savannah, Columbia, Raleigh and all points South.
5:35 P. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Atlanta, Charlotte, Raleigh, Petersburg and all points South and Southwest.
6:12 P. M., DAILY, from Henderson, Petersburg, and all local intermediate stations. From Durham daily, except Sunday.
For further information, tickets, Pullman and Sleeping-car reservations, rates, maps and schedules, apply to any agent of the SEABOARD AIR LINE RAILWAY or to C. W. Morris, Depot Ticket Agent, Broad-Street Station (Chesapeake and Ohio Depot), the Richmond Transfer Company, 903 East Main Street, or the Jefferson Hotel.
Z. P. SMITH, District Passenger Agent.
E. ST. JOHN, V. P. & Gen. Man. 836 E. Main St.
R. E. L. BUNCH, General Passenger Agent.

CASH for acceptable ideas. State if patented. THE PATENT RECORD, Baltimore, Md.

RAILROADS

Atlantic Coast Line

SCHEDULE EFFECTIVE JAN. 11, 1901

TRAINS LEAVE RICHMOND—BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED, Daily. Arrives Petersburg 9:50 A. M., Norfolk 11:24 A. M. Stops only at Petersburg, Waverly and Suffolk.
9:05 A. M., Daily. Arrives Petersburg 9:50 A. M., Weldon 11:50 A. M., Fayetteville 1:25 P. M., Charleston 10:55 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 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.
11:55 A. M. Daily, except Sunday. Arrive Petersburg 12:30 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.
3:15 P. M., OCEAN SHORE LIMITED, Daily. Arrive Petersburg 5:40 P. M., Norfolk 8:55 P. M. Stops only at Petersburg, Waverly and Suffolk.
4:30 P. M. Daily, except Sunday. Arrives Petersburg 5:20 P. M., Weldon 7:42 P. M., and Rocky Mount 8:55 P. M. Makes all intermediate stops.
6:00 P. M. Daily. Local. Arrives Petersburg 6:50 P. M. Makes all stops.
6:57 P. M., FLORIDA AND WEST INDIA LIMITED, Daily. Arrives Petersburg 7:37 P. M. Connects with Norfolk and Western for Norfolk and intermediate points; Emporia 9:10 (connects with A. and D. for stations between Emporia and Lawrenceville), Weldon 9:10 P. M., Fayetteville 12:32 A. M., Charleston 5:25 A. M., Savannah 7:50 A. M., Jacksonville 12:50 A. M., Port Tampa 10:00 P. M.
NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Augusta 7:55 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M. Pullman Sleepers New York to Wilmington, Charleston, Jacksonville, Port Tampa, Augusta and Macon.
9:10 P. M., Daily. Arriving Petersburg 9:55 P. M., connect at Petersburg with Norfolk and Western Railway, arriving 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.
11:50 P. M. Daily, except Sunday. THE NEW YORK AND FLORIDA SPECIAL. Arrives Charleston 9:35 A. M., Savannah 10:50 A. M., Jacksonville 2:50 P. M., St. Augustine 4:20 P. M.
TRAINS ARRIVE RICHMOND.
4:00 A. M., Daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.
6:40 A. M., Daily, except Monday, from St. Augustine, Jacksonville, Savannah and Charleston.
7:35 A. M., Daily, from Petersburg, Lynchburg and the West.
8:45 A. M., Daily, except Sunday, Petersburg local.
11:10 A. M., Daily, except Sunday, from Goldsboro and intermediate stations, Norfolk and Suffolk.
11:05 A. M., Sunday only, from Norfolk, Suffolk and Petersburg.
11:42 A. M., Daily, from Norfolk, Suffolk and Petersburg.
2:10 P. M., Daily, except Sunday, from Petersburg.
6:50 P. M., Daily, from Norfolk, Suffolk and Petersburg.
7:22 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 the West.
T. M. EMERSON, Traffic Manager.
J. R. KENLEY, General Manager.
H. M. EMERSON, General Passenger Agent.
G. S. CAMPBELL, Division Passenger Agent, 833 East Main Street.

Richmond Fredericksburg and Potomac Railroad.

Schedule in effect JANUARY 14, 1901.
LEAVE BYRD-STREET STATION.
4:10 A. M., Daily for Washington and points North. Stops at Milford, Fredericksburg and Quantico. Sleepers to