PETERSBURG ROAD NEARLY THROUGH

Tracks Were Laid Yesterday Within a Mile of the City.

HUSTINGS COURT IN SESSION

Funeral of Mrs. Baugh—Discuss Increase of Police—News, Personal and Brief Items from Manchester.

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

The Richmond and Petersburg Electric Railway Company may ask the Board of Supervisors of Chesterfield county for another extension of the time limit for the completion and operation of the line at Monday's meeting. The company is under bond to have the line in operation between Petersburg and Manchester by February 6th. If the weather permits the road will be completed before that date, but as a precautionary measure the request may be made. Yesterday the tracks were laid within one mile of Petersburg, and it was said if nothing unforeseen happened the bridge would be crossed and the first car run into the "Cockade City" on Wednesday.

HUSTINGS COURT.

The case of Grant and Elvina Shaw and Alice Patterson, colored, charged with assaulting Milly Moon, colored, will be called in the Hustings Court this morning. There are twenty-five witnesses to be examined, which will probably consume two days.

The funeral of Mrs. Everett Baugh took place yesterday afternoon at 3 o'clock from Central Methodist Church. The service was conducted by Rev. Dr. John Hannon, of Richmond. Interment was made in Maury Cemetery.

SUPERVISORS TO MEET.

The Board of Supervisors of Chesterfield will meet Monday at the courthouse.

Oak Grove Baptist Church, Manchester: The pastor, Rev. E. L. K. Tune, will preach at both services to-morrow. Morning subject, the Christian's Hope; evening, He Lifted up his Eyes in Hell.

IMPORTANT MATTERS.

Will the police force be increased?

This question is doubted very seriously now, and the tide of citizens which once were clamoring for "protection of homes from burglars" is gradually turning to the more reasonable and logical side of the question and thinking of the improvement of the streets, the real estate and the Fire Department, and last but not least the adding of more room to the school building.

Several months ago, when Mr. Wakefield, the active member of the City Council from the First Ward, offered a resolution in the Council, asking for additional police, the matter was referred to the Finance Committee and was forgotten by a number of people, until the recent robberies in the city and the utter inability of the present police force to cope with the mysterious thieves, when the matter was very forcibly brought to their attention and Mayor Maurice asked the Council to increase the force, stating in the communication that, while he had nothing but praise for the four men now on the force, their number was inadequate for the demands made upon them by the citizens.

INCREASING FORCE.

This feeling of increasing the force ran high for some time, and the police commissioners were kept busy answering questions from people as to when the new men would begin their duties, and from several applicants for the position of policemen.

The School Board at their meeting last night brought the question up as to asking the Council for more money to carry on the school and also for the building of additional school room. This question was one of much importance to the members of the Board, and should be to the patrons of the school, for in a short time, if more room is not added to the school, scholars may have to be turned away.

Paving the streets is another question, and it is a settled fact that the City Council cannot do all of this out of the $15,000, which will be saved by the free lights given by the Richmond Passenger and Power Company. If an attempt is made to answer all the appeals of the citizens the city will find themselves in a deeper debt than they have been for some time. The tide from the policemen fever is slowly yet surely changing, and the education of the children and room for the school is supplanting it.

To lend more effectiveness to the doing away of the police and the helping of the school, there appears now that the thieves have gone to other fields for operation and left Manchester.

PERSONALS AND BRIEFS.

Mr. Leslie Anderson, of Philadelphia, is visiting his family on Porter Street.

Mrs. Martha Buller, who was paralyzed Thursday, was somewhat better yesterday.

Mr. Willis C. Pulliam, the bright and genial young attorney, is confined to his home by sickness.

Dr. Lawrence Ingram left Thursday for King William county to treat Mrs. William George Pollard, who is critically ill.

Several young men of the city have found a nice boarding-house at No. 1025 Perry Street.

Earl, the little son of Mr. J. S. Wakefield, is somewhat better. Drs. Gill and Rucker are in attendance.

DEATHS OF A DAY.

(By Associated Press.)

TALLAHASSEE, FLA., Jan. 24.—Dr. John L. Crawford, who has been Secretary of State since 1881, died here to-day. He was eighty-six years old and a native of Georgia.

Two Hundred Missing.

(By Associated Press.)

YOKOHOMA, Jan. 24.—A furious gale has swept the Japanese coasts, and the fishing fleet has met with disaster. Two hundred fishermen are missing.

Miss Stone's Ransom.

(By Associated Press.)

CERES, MACEDONIA, EUROPEAN TURKEY, Jan. 24.—The bearers of the ransom of Miss Ellen M. Stone and Madame Tsilka, having with them $72,500, reached Demir-Hissar (Roumelia) January 21st, and proceeded to the mountains on horseback, accompanied by a strong escort.

Disfigured Skin

wasted muscles and decaying bones.

What havoc!

Scrofula, let alone, is capable of all that, and more.

It is commonly marked by bunches in the neck, inflammations in the eyes, dyspepsia, catarrh, and general debility.

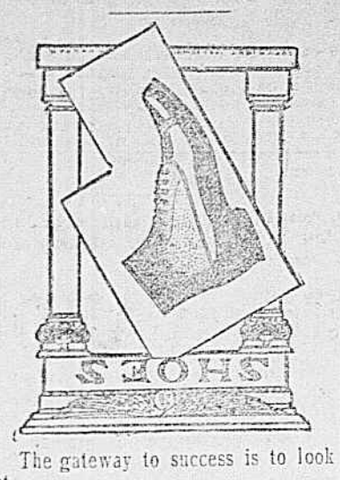
It is always radically and permanently cured by

Hood's Sarsaparilla

Which expels all humors, cures all eruptions, and builds up the whole system, whether young or old.

Hood's Pills cure liver ills; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

"BERRY'S FOR SHOES"



The gateway to success is to look it.

Our styles give every man the prosperous look of success. To look successful is capital—a capital idea, to examine our stock of shoes.

You'll put your foot in it if you neglect the foundation of your appearance.

Good foundations here at $3.50. Hanan's $5.50.

All Broken Sizes Lotted for a Big Sale.

Incomplete lines of sizes from the $6.00, $5.50 and $5.00 grades—in Patent Leather, Patent Kid, Black Vici, Box Calf and Velour—many Hanan's Shoes in the lot—for choice and your choice for only..... $3.50

Fine Shoes, $2.50.

Broken lots $5.00, $4.00 and $3.50 Shoes—all leathers—for choice only..... $2.50

O. H. Berry & Co.
MEN'S & BOYS' OUTFITTERS

STORIES ABOUT FISH OF THE SEA

Mrs. Armstrong's Delightful Lecture Before Education Society.

Mrs. M. A. Armstrong, of Washington, gave her lecture on "Animal Life in the Sea" before the Richmond Educational Association last night.

The meeting of the Association was held, as usual, in the building which was formerly occupied by the All Saints' Church. The attendance was quite good, but was lessened some, no doubt, by the threatening weather, which realized in a light fall of snow before the lecture was concluded.

Mrs. Armstrong was presented to her audience by Prof. S. C. Mitchell, of Richmond College, who paid her a high tribute and excited the desire of all to hear. She proved a graceful, fluent, and attractive speaker, was thoroughly self-possessed, and chained attention of those whom she addressed.

DEEPLY INTERESTING THEME.

The theme was one of great interest. There is not the smallest child which is not attracted by tales about the animals which live at the bottom of the sea or swim its waters. And Mrs. Armstrong handled it well. She first talked about those curious specimens of life beneath the waves known as jelly fish, called by that name because of their soft bodies, which shake and tremble like jelly.

She told of their formation, organs and growth, and gave an interesting account of how they fed. They have tendrils, she explained, which are thrown out. When they fall on what will make a good dinner for his majesty, the jelly fish, the arms are drawn in and an enjoyable meal is served. The sedentary habits of the star fish were also outlined graphically. The stellar occupant of the sea has a good record behind him, and Mrs. Armstrong told the story of his life and natural conduct in a pleasing way, well calculated to impress her words on the minds of all present.

OUR SILENT FRIEND.

The other interesting "animal of the sea" included in the lecture was the friend of every one, the attendant on every banquet from October to April, the patient, long-suffering and proverbially silent oyster. Mrs. Armstrong particularly interested every one by her account of the bivalve. She said among other things about his various traits of character that his shell always had the impulse to spring open, and would stay open all the time, except for the muscles which were attached to each shell and gave the oyster strength to keep his mouth shut and be worthy of the reputation for being always mum that has been thrust upon him.

THE LONELY TADPOLE.

Turning from the "salt sea" to fresh water, Mrs. Armstrong discussed several animals which find their habitat beneath these still waters. Among the specimens mentioned were the frog and the mosquito. She told how the frog was once better than an humble tadpole in a mud puddle, and how in the course of time he exchanged his tail for a pair of legs, and stopped swimming along always at the bottom of the pool, but came on shore in dry weather and hopped around catching flies for three meals a day.

She told also of how a little nest of tiny eggs or insects in the water after an inconceivably short time grew up to be mosquitoes with wings, a sharp bill and insinuating manner.

At the conclusion of the lecture Mrs. Armstrong was warmly congratulated. While in the city Mrs. Armstrong is the guest of Mrs. B. B. Valentine.

BLAME IS FIXED ON APPLIANCES

Crew of Engine in Tunnel Disaster Exonerated by Coroner's Investigation.

(By Associated Press.)

NEW YORK, Jan. 24.—The coroner's investigation into the causes of the recent disaster in the New York Central Railroad tunnel was brought to a close to-night, when the jury, after being out three hours and five minutes, returned a verdict completely exonerating John M. Wisker and E. C. Fyler, the crew of the engine that crashed into the rear end of the train, causing the death of seventeen people. The verdict places the blame for the conditions leading to the accident on the officials of the railroad. Both Wisker and Fyler were immediately discharged from custody.

COMBINATION OF STEAMSHIP LINES

Negotiations Under Consideration for Consolidation or Understanding to Fix Rates.

(By Associated Press.)

NEW YORK, Jan. 24.—The White Star steamer Celtic arrived to-day from Liverpool and Queenstown. Among her passengers was a number of English shipping men whose mission, it is rumored, is to form a combination of trans-Atlantic passenger and freight lines. The party includes the Right Hon. W. J. Pirrie, chairman of the Harlan and Wolff Ship-Building Company, and director of the Leyland and White Star Lines; Henry Wilding, of Richardson, Spence & Co., English agents of the International Navigation Company, and who succeed J. R. Ellerman as chairman of the Leyland Line, and J. Bruce Ismay and W. S. Graves, director of the White Star Line. They are accompanied by Ralph Neville and John Dickinson, maritime lawyers.

Mr. Ismay, when seen at Quarantine, said: "These same rumors were current one year ago, but there is nothing in the reports. My visit here is to study the Celtic and fit her for a trip to the Mediterranean. I can give no other statement at this time."

The Journal of Commerce to-morrow will quote a person claimed to be an authority on the subject, who says that two distinct lines of negotiations are under way, namely:

Negotiations are under consideration for a financial consolidation of a number of steamship lines, and negotiations for an understanding which shall fix minimum rates and which, therefore, will be, to a certain extent, self-acting in the matter regulating the supply of tonnage. Negotiations in neither case have arrived at the stage of completion, though in the latter instance the prospects were exceedingly bright up to a few days ago for a prompt culmination.

The statement continues that as the White Star Line is not for sale, except possibly on a cash basis, the prospects are bright for the formation of a combination between the Atlantic Transport Line, the Leyland and the International Navigation and the various services under the last-named—the American Line, Red Star Line and Philadelphia service.

This, according to the statement, may be brought about through exchange of securities into a new corporation to be headed possibly by President Griscom, of the International Company. With the exception of the White Star, no other British lines are interested in the proposed consolidation, outside the Dominion Line out of Boston.

CONTINUOUS OVATION.

Schley Greeted Enthusiastically Along the Whole Route.

(By Associated Press.)

PITTSBURG, PA., Jan. 24.—Rear-Admiral W. S. Schley passed through the city to-night en route to Chicago, where he is to be the guest of the Hamilton Club. The train was delayed here 35 minutes and during that time the Admiral shook hands with about 500 people made a nice little speech, was cheered vociferously, and appeared to enjoy himself immensely.

The crowd gathered at the Baltimore and Ohio Station numbered nearly one thousand. It was demonstrative to a degree.

Reports from along the route from Baltimore to Pittsburg tell of a succession of ovations at all places where the train stopped, Cumberland, Connellsville, West Newton and McKeesport vieing with each other in the heartiness of their receptions of the Admiral.

GEORGE DIXON KNOCKED OUT.

Veteran Colored Pugilist Worsted in Ninth Round.

(By Associated Press.)

BALTIMORE, Jan. 24.—George Dixon, the veteran colored pugilist, went down and out to-night in the ninth round under a rain of body blows delivered by Eddie Lenny. It was an excellent exhibition of sparring, Lenny had the better of the argument throughout. His blocking rendered it impossible for the colored man to land a telling blow, while Dixon proved to be shifftier than his old friends had expected and avoided many hard leads.

WANT GOVERNMENT TO BUY

Chesapeake and Albemarle Canal to Prevent Private Control.

(Special Dispatch to The Times.)

NORFOLK, VA., Jan. 24.—The Committee on Commerce of the Portsmouth Business Men's Association have under consideration a proposition that the association shall ask the United States Government to buy the Albemarle and Chesapeake Canal and thus insure that this important inland waterway between North Carolina and this port shall not be controlled by a private corporation.

It is believed here that Norfolk and Southern Railroad, a New York Central Auxiliary line, seeks to obtain control of the canal under a community of interest arrangement, and to that end recently incorporated the Norfolk and Southern Company, with a large issue of securities.

Derelict With Crew Missing.

(By Associated Press.)

WILMINGTON, N. C., Jan. 24.—Wilmington tug Alexander Jones left Southport 8 P. M. 23d for schooner Mary L. Crosby, lumber laden, Pensacola to New York, reported waterlogged and anchored near Frying-Pan Lighship. She returned this afternoon to Southport with derelict; crew probably taken off by some passing vessel.

Story Was Unfounded.

(By Associated Press.)

ATHENS, Jan. 24.—Investigation of the report that an attempt had been made upon the life of King George, of Greece, in the park of Phaleron, proves the story to be without foundation.

Big Haul Made.

(By Associated Press.)

NEW YORK, Jan. 24.—A raid of unusual proportions was made by nearly one hundred policemen on the Bowery to-night. Several notorious resorts were closed and thirty-two prisoners locked up.

Petersburg Man Arrested.

Sanford, a young white man, was arrested here last night for the Petersburg authorities. It is not known here what the charge against him is. A talk with a policeman in Petersburg this morning elicited the information that the father of the young man had him apprehended. His sister, it was learned, died yesterday afternoon.

Said He Was Robbed.

Dan Hanley, a white man, was arrested in the First District last night on complaint of R. M. Hardy, also white, that he had stolen the latter's watch. Hardy claims that Hanley and another man forcibly took the watch from him.

ECZEMA: NO CURE NO PAY.

Your druggist will refund your money if PAZO OINTMENT fails to cure Ringworm, Tetter, Old Ulcers and Sores, Pimples and Blackheads on the face, and all skin disease, 50c.

THE FLASHING OF THE "LIVE WIRE"

(Continued From First Page.)

ing fund, and he also referred to the experience of the British Government on the subject to sustain his contention. He quoted high American authority on the subject, and declared that the commissioners should have known better.

If our sinking fund had been managed properly we could have had $1,209 to pay every $1,000 when due. As it is, we would not have a single dollar for this purpose. Maturity begins in 1904 and ends in 1930.

RECORD OF BOND ISSUE.

"Where is the record of the bond issue?" asked the speaker. "I say it can't be found. Colonel Cutshaw spent twelve months trying to find how much had gone to streets, and gave it up as a hopeless task. The debt of Richmond is a huge mass of obligations without a history."

Here the speaker read a list of the annual increases of the bonded debt since it began, and it averaged something like $150,000 per year. He said the floating debt had kept pace with this. Another absolute violation of the charter was allowing the floating debt to become more than a year old. It had been carried on by subterfuge. It had not been funded, because they were afraid of public sentiment. When he went into the city government all the revenues had gone to the Merchants Bank, or some other bank, to pay notes, and new loans had been contracted at a heavy rate of interest.

WHACK AT OPPONENT.

"My opponent says he thinks the campaign opened about three months too soon. It is not too soon for me. I want to tell you the whole story."

"Go on, go on," came from the sea of faces in front of the speaker, and he was loudly applauded.

He said Mr. Meredith had told him that during his twelve years' incumbency as City Attorney the Commissioners had never asked him a single question.

"Don't you think a man to be in the Council and manage this fund ought to be a little more than an honest good fellow? Don't you think he ought to have a little common, ordinary intelligence?" Here there was a great demonstration, and loud yells came from the gallery.

The commissioners had not gone about these things in the right way. Although there were great questions to be dealt with, often the commissioners had held only five-minute sessions. The Capain gave an interesting account of his first attendance upon a session of the commission, and created great laughter and applause. He quoted Mayor Taylor as having said: "We've just been going along, doing like the other fellows did," when asked how he had managed the fund.

BETTER ASK SOMEBODY ELSE.

When asked how the other fellows had done, Mayor Taylor answered: "I reckon you had better ask somebody else."

Captain McCarthy strutted across the stage as if imitating His Honor, and there was a remarkable demonstration, which lasted for more than a minute, and which was renewed shortly again with great vigor and enthusiasm.

The speaker enumerated reforms the newspapers had demanded, and said they were impossible without dishonor under the present system. He would have some plans to suggest before the campaign was over, by which there could be water mains, school-houses and other improvements without dishonor.

This caused a wild burst of applause, and the speaker said: "I have a few more fairy tales here, but if you like I will stop." Again there were loud cries of "Go on," and he went on. He believed there was a way out of the trouble. There could be an arrangement satisfactory to all parties, but, he said, the Councilmen would "chew the rag" on anything else but the city's business. Nothing else could be done as long as a street railway company wanted anything done.

ANOTHER FAIRY TALE.

The speaker then took up what he called a "fairy tale" on street railways, and he went after the Traction Company without gloves. Neither did he spare the Passenger and Power Company. He cited the operation of street railway companies in other cities, and undertook to show that Richmond was not getting all that was coming to her in this line.

But for one item in the balance sheets of both street-car companies they would show that they were bankrupt. This item was "franchise." It cost them nothing, and yet they talked about the great public spirit they had shown in building and operating their roads. He said they could pay everything else but taxes, but they told the Council that taxes would bankrupt them. "They can pay promoters $40,000 and can hand a batch of their stock to a man in the basement of the City Hall to help get something through the Council," he said, "but taxes will ruin them." Here he "tripped" the attorneys for corporations "up the back," and was loudly cheered. He paid a great tribute to Superintendent Bolling, of the water-works, and said the people should listen to him. "He knows more about it than the fire board and the chief, all together.

"The only man who will not be heard by the Council is the faithful city officer as to the city's needs.

"Although attorneys representing anything from a street railway down to a street fakir, will be heard from five minutes to five hours, and is almost 'bootlicked' by Councilmen, they will not hear the story of the city's needs."

WAS DRIVEN OUT.

He said Colonel Cutshaw had been insulted and driven out of a committee room when he went there to discuss the city's affairs. Paid attorneys for corporations are allowed more influence with Councilmen than 5,000 citizens of Richmond. Here the speaker read a list of members of the Council whom he declared were high men, and their names were loudly cheered. He paid a tribute to Treasurer Phillips and to Mr. Hardwicke, whom he said were high men and good officers.

He said it was a pure and unadulterated assumption of authority for the Finance Committee to make up the budget. He said some of them used to be very curious budgets, too. He declared that the city of Richmond was living very largely today on bond issues.

Mr. McCarthy discussed at some length the subject of delinquent taxes, and he said the laws in relation to their collection had not been complied with. He said the contingent fund was elastic and unlimited, and that there should be some reforms on this line. The speaker contended that the only hope of the future of the city was to send the best men to the Council, and he advocated a civil service system which would protect faithful employes against the underminings of those whose only virtue was "pull."

NEEDS A HEAD.

He said the city needed a man at its head who would suggest something reasonable and sensible to the Council. He dwelt at some length upon the duties of Mayor. He did not want an early primary; for once in thirty-five years he wanted a campaign in which something else than the getting of a job for Dick Jones or Bill Brown was to be considered. He was not a cat's-paw for any one, but was in the race to the end. The speaker closed with a rally eloquent peroration, in which he dwelt upon the duties of the citizen at this crisis and appealed to all to take an interest in the city's affairs. Although Captain McCarthy spoke for nearly two hours he was given the closest attention, and at times the cheering was vociferous.

Lorillard's Jack Won.

(By Associated Press.)

GRAND JUNCTION, TENN., Jan. 24.—The all-stake of the United States Club field trials was finished to-day. The awards gave Jack, owned by Pierre Lorillard, New York, first prize; second going to Uncle B., owned by Devereux and Edwards, Cleveland, Ohio; third prize was won by Senator P., owned by J. W. Flynn, San Francisco.

INSULAR FUNDS UNINSULATED

Colonel Burton Admitted Buying Himself a Carriage and Bath Tub With Them.

(By Associated Press.)

HAVANA, Jan. 24.—In the hearing today of the charges growing out of the Cuban postal frauds, Colonel Charles H. Burton, formerly inspector-general of the division of Cuba, testified to having made an investigation of the Cuban Postal Department, during which he had found irregularities in the Auditor's office, showing double credits amounting to $15,000. His examination of the books of C. F. W. Neely, he said, disclosed the probable embezzlement of $45,000 during the months of January, February and March of 1899, and a total embezzlement of about $100,000 since July, 1899.

Cross-examined, Colonel Burton said he had bought a carriage from the insular funds. He had put in a bath tub and a heater in his private house, payment for which was also made from the insular funds. Other army officers, he said, had done the same.

BOERS' POWER INCREASES DAILY

Their Position Far Less Desperate Than is Generally Supposed.

(By Associated Press.)

LONDON, Jan. 25.—The Daily News has published from its correspondent at The Hague, whom it claims to have been very accurate, the following dispatch, taken from private advices:

"News from South Africa has reached here that the power of the Boers over Cape Colony is increasing daily, that the rebellion is constantly spreading and that the colonists are joining the Boers in increasing numbers. The executions of Commandant Lotter and Commandant Scheepers have had the result of deciding the loyalists to join the Boers, whose position is persistently reported to be more favorable than ever."

The same private advices assert that the British suffered a dozen defeats from September to November, 1901, of which no mention is made in Lord Kitchener's reports.

The Daily News, commenting upon this dispatch, confesses that its statements are probably exaggerated, but is of opinion that the denial of Mr. Balfour, the Government leader in the House of Commons, that there had been any Boer overtures for peace, points to the fact that the Boers believe their position to be less desperate than is generally supposed.

LAD INJURED BY A CAR.

Little Raymond Angel Struck and Painfully Injured on Broad.

Raymond, the little son of Mr. Jacob P. Angel, ladderman of Hook and Ladder Company No. 1, was struck by a Traction car near Ninth and Broad Streets last evening about 6:30 o'clock and painfully hurt.

The motorman of the car was Mr. P. W. Slodd. The car did not run over the child, but knocked him from the track. The apparent hurts were bruises about the back and head.

One account given of the accident is that the lad is a newsboy, and some one calling him for a paper he ran to his customer, and not seeing the car, ran into it. It all happened so quickly and unexpectedly, however, that it would be difficult to tell with absolute assurance of accuracy just how it came about. The ambulance surgeon and Dr. C. V. Carrington, the company's physician, attended the child. He was taken to his home, No. 517 North Fifth Street.

Made Her Own Defense.

(By Associated Press.)

PLATTSBURG, MO., Jan. 24.—Between sobs Mrs. Addie B. Richardson to-day made her own defense of the charge of having killed her husband, Frank W. Richardson, who was murdered at their home at Savannah, on the night before Christmas in 1900. As a climax in her defense her attorneys procured a letter written by Richardson to his wife while he was an inmate of an asylum for inebriates.

It exonerated the defendant of the slurs made against her character, acknowledged the writer's own guilt, and begged humbly for forgiveness. The reading of the letter, which was admitted as evidence, proved a sensational bit of evidence.

Mr. Eddleton's Condition.

There was no change yesterday in the condition of Mr. J. W. Eddleton, who sustained a fracture of the skull Thursday night. He is still unconscious and is likely to die.

TO CURE GRIP IN TWO DAYS

Laxative Bromo-Quinine removes the cause. E. W. Grove's signature on every box.

TRANSPORTATION LINES.

Old Dominion Steamship Co.

Daily Line for New York, the North and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, by Chesapeake & Ohio Railway at 9 A. M. via Norfolk or 3 A. M. and 3 P. M. by N. & W. Railway via Norfolk, both lines connecting with direct steamers sailing same day.

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 P. M., for Old Point Comfort and Norfolk, connecting with Chesapeake and Ohio and Norfolk and Western trains for Richmond.

FREIGHT received and forwarded daily except Sunday.

Tickets on sale at company's office, No. 1212 East Main Street, Richmond Transfer Company, No. 903 East Main Street; Murphy's Hotel, Chesapeake and Ohio and Richmond and Petersburg depots, Richmond. Baggage checked through to all points.

For further information apply to

JOHN P. MAYER, Agent, No. 1212 E. Main Street, Richmond, Va.

General offices: No. 81 Beech Street, corner West Street, New York, N. Y.

J. J. BROWN, Gen. Pas. Agt.

H. B. WALKER, Traffic Manager.

TRANSPORTATION LINES.

Atlantic-Coast Line.

SCHEDULE EFFECTIVE JAN. 14, 1902.

TRAINS LEAVE RICHMOND—BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED, daily. Arrives Petersburg 9:31 A. M., Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk.

9:05 A. M., daily. Arrives Petersburg 9:38 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:55 P. M., Savannah 2:55 A. M., Jacksonville 8:30 A. M., Port Tampa 7:10 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.

11:35 A. M., daily, except Sunday. Arrives Petersburg 12:23 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.

3:00 P. M., OCEAN SHORE LIMITED, daily. Arrive Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops only at Petersburg, Waverly and Suffolk.

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

6:06 P. M., daily, local. Arrives Petersburg 7:00 P. M. Makes all stops.

7:23 P. M., FLORIDA AND WEST INDIA LIMITED, daily. Arrive Petersburg 7:50 P. M. (connects with Norfolk and Western for Norfolk and intermediate points), Emporia 9:03 P. M. (connects with A. and D. for stations between Emporia and Lawrenceville), Weldon 9:35 P. M., Fayetteville 1:10 A. M., Charleston 6:00 A. M., Savannah 8:10 A. M., Jacksonville 12:45 P. M., Port Tampa 10:30 P. M.

NEW RIVER AND MIDDLE GEORGIA POINTS—Arriving Augusta 7:05 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M., Birmingham 2:45 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 2:20 A. M., Roanoke 5:00 A. M., Bristol 10:30 A. M. Pullman Sleeper Richmond to Lynchburg.

11:30 P. M., daily. Arrive Petersburg 12:10 A. M.

11:50 P. M., daily, except Sunday, the New York and Florida Special. Arrive Charleston 9:30 A. M., Savannah 10:50 A. M., Jacksonville 2:30 P. M., St. Augustine 4:00 P. M., Tampa, 10:40 P. M.

TRAINS ARRIVE RICHMOND.

3:57 A. M., daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

6:40 A. M., daily, except Monday, from Tampa, St. Augustine, Jacksonville, Savannah and Charleston.

7:35 A. M., daily, from Petersburg, Lynchburg and the West.

8:25 A. M., daily, except Sunday, Petersburg local.

11:10 A. M., daily, except Sunday, from Goldsboro and intermediate stations, Norfolk and Suffolk.

11:10 A. M., Sunday only, from Norfolk, Suffolk and Petersburg.

11:42 A. M., daily, from Norfolk, Suffolk and Petersburg.

2:19 P. M., daily, except Sunday, from Petersburg.

6:00 P. M., daily, from Norfolk, Suffolk and Petersburg.

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

8:55 P. M., daily, from Petersburg, Lynchburg and the West.

T. M. EMERSON, Traffic Manager.
J. R. KENLY, General Manager.
H. M. EMERSON, Gen'l Pass. Agt.
C. S. CAMPBELL, Div. Pass. Agt.
838 East Main Street.

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT NOV. 24, 1901.

TRAINS LEAVE RICHMOND, VA.

9:20 A. M., No. 7, daily for Durham, N. C., Danville, and all local stations South, connecting at Burkeville for Farmville and Lynchburg; at Jeffreys for local stations on Norfolk Division to Danville; at Oxford for Henderson; at Durham for Raleigh, Goldsboro and all North Carolina points.

2:50 P. M., No. 29, limited train daily for Jacksonville and all Florida points, Havana, Nassau, etc. Connects at Monroe with Atlantic and Powhatan Railroads at Greensboro for Durham, Raleigh and Winston-Salem; at Charlotte with No. 35, United States Fast Mail, solid train, daily for New Orleans and points South, which carries sleepers to New Orleans, Drawing-Room Sleeper Richmond to Atlanta and Birmingham. Through train with sleeper, Salisbury to Memphis. Dining Car service.

11:50 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Salisbury and Charlotte, open at Richmond 9:00 P. M. Connections with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta, Savannah, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, etc. Complete Dining Car service. Also Pullman Tourist Sleeper Mondays, Wednesdays and Fridays, Washington to San Francisco, without change, with connection for all points in Texas, Mexico and California.

6:05 P. M., No. 17, local daily, except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE RICHMOND.

6:00 A. M. and 5:43 P. M., from Atlanta, Augusta, Asheville and all points South.

8:40 A. M., from Keysville and local stations.

3:25 P. M., from Durham, Charlotte, Danville and intermediate stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and Neapsico.

W. A. TURK, Traffic Manager.
S. H. HARDWICK, General Passenger Agent.
F. S. GANNON, Third Vice-President and General Manager, Washington, D. C.

N. & W. Norfolk and Western

NOVEMBER 24, 1901.

LEAVE RICHMOND (EAST END) BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED. Arrive at Norfolk 11:20 A. M. Stops only at Petersburg.

3:45 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.

3:00 P. M., OCEAN SHORE LIMITED. Arrive Norfolk 5:30 P. M. Stops only at Petersburg, Waverly and Suffolk. Connects at Norfolk with steamers to Boston, Providence, New York, Baltimore and Washington.

7:35 P. M., for Norfolk, Norfolk and intermediate stations. Arrive Norfolk at 9:45 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 Bedford to Atlanta. Also Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 8:30 P. M. Also Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 7:55 A. M. and 5:50 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 Agt.
C. H. BOSLEY, Dis. Pass. Agt.
W. B. BEVILL, Gen. Pass. Agt.

Bay Line to Baltimore

Via C. & O. Railway and Old Point.

U. S. MAIL ROUTE.

Leave Richmond Via Chesapeake and Ohio Railway daily, except Sunday, at 4:45 P. M., connecting at Old Point with the superb steamers of the Old Bay Line, leaving at 7:15 P. M., arriving Baltimore 8:40 A. M., in time to make connection with all trains North, East and West. Short rail route, and all night on one of the finest steamers in Southern waters.

For tickets and general information apply at general offices Chesapeake and Ohio Railway, Richmond Transfer Company, and 836 East Main Street.

Crew Picked Up.

(By Associated Press.)

BALTIMORE, MD., Jan. 24.—Steamer Hudson, Captin Robinson, from Savannah, picked up off Frying Pan Shoals on January 22d, 11 A. M., crew of seven men of the three-masted schooner Mary L. Crosby, from Pensacola for New York, lumber laden, and landed them in Baltimore.

TRANSPORTATION LINES.

Richmond, Fredericksburg & Potomac Railroad.

SCHEDULE IN EFFECT JAN. 14, 1902.

TRAINS LEAVE RICHMOND—NORTHWARD

2:07 A. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Milford, Fredericksburg and Alexandria. Sleeping cars to Washington and New York. Dining Car.

6:45 A. M., daily, from Main-Street Station, Florida and Metropolitan Limited for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping cars to New York. Dining Car.

8:34 A. M., except Monday, from Byrd-Street Station, New York and Florida Special for Washington and beyond. Makes no stops. All Pullman cars. No extra fare other than usual Pullman charge. Dining Car.

7:04 A. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate points.

8:00 A. M., Sunday only, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Allen and local stations, Ashland to Quantico, inclusive, Occoquan and Alexandria. Buffet Parlor Car.

4:50 A. M., except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Allen and local stations, Ashland to Quantico, inclusive, Occoquan and Alexandria.

12:00 noon, except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg and Alexandria. Buffet Parlor Car. Connects with Congressional Limited.

3:12 P. M., daily, from Main-Street Station for Washington and beyond. Stops at Doswell, Fredericksburg and Alexandria. Sleeping Car to New York.

4:00 P. M., except Sunday, from Byrd-Street Station, accommodation for Fredericksburg and intermediate points.

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

6:30 P. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate points.

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

11:15 P. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate points.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:40 A. M., except Sunday, at Elba Station, accommodation from Ashland and intermediate points.

8:25 A. M., except Sunday, at Byrd-Street Station, accommodation from Fredericksburg and intermediate points.

9:20 A. M., daily, at Byrd-Street Station, stops at Alexandria, Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland and Elba. Stops at other stations Sunday. Sleeping Car New York to Richmond.

12:53 P. M., except Sunday, at Byrd-Street Station, stops at Byrd Station, Washington to Ashland, Glen Allen and Elba.

2:00 P. M., daily, at Elba Station, stops at Alexandria and Fredericksburg. Sleeping Car from New York. Dining Car.

3:20 P. M., daily, at Main-Street Station, stops at Alexandria, Fredericksburg, Doswell and Ashland. Sleeping Car from New York.

5:22 P. M., except Sunday, at Elba Station, accommodation from Ashland and intermediate points.

7:13 P. M., daily, at Byrd-