WHAT A QUEEN EATS.

TRANSLATIONS OF BILLS OF FARE FROM WINDSOR CASTLE.

Dainty Viands Which Form Portions of the Luncheons and Dinners—Roast Beef and Scotch Whiskey.

Royalty has its ups and downs, but every one believes that the good Queen of Great Britain lives well, as the expression goes. Certainly her appearance would not give any one the impression that she lives as King Alfred was once compelled to live—on husks.

In fact, Queen Victoria has not scrupled in the past to assume the function of cook and dairymaid. And her daughters, though princesses, have been taught to make bread and butter, if not to earn it. While it is not probable that the product of the royal farm and bakeshop would find intelligent and discriminative patronage, yet the aspiration—the motive—is creditable, and must be pleasing to the democracy of which her Majesty is the revered principal, says a writer in the New York Herald.

While in England a few months ago an American traveller succeeded in getting a pretty good idea of just what Queen Victoria eats. He enjoyed the rare privilege of a visit to the interior of the Queen's favorite home, Windson Castle, and he visited some portions of Windsor which the usual visitor is not allowed to see.

There are the great halls and corridors and special apartments of this home of royalty, which covers nearly eighteen acres of ground, that one who behaves himself may see. Of course the American traveller preferred to see these rooms. Through the long corridor, with its busts and statues and statuettes, he strolled; into the Queen's audience chamber, into the old ball-room, or Vandyke room, where hang the Zuccarelli portraits of George I., George II., George III., and others. He went, too, into the Waterloo chamber, in which are hung about forty paintings, mostly by Sir Thomas Lawrence. He saw the guard-room, with its collection of arms and armor ingeniously disposed, and he was taken into the Queen's presence chamber, whose ceiling shows the fruit of Verrio's art.

THE ROYAL LARDER.

But this traveller was a hotel-man, and he wanted to see how royalty dined, and how food was prepared for royalty, and what royalty was in the habit of eating. He was first given the privilege of any visitor on public days, and was shown, of course, St. George's Hall, that immense room, 200 feet long and thirty-four feet broad, where many a state banquet has been served. The royal dining-room was also opened to his inspection, and he was allowed to look as long as he pleased at the enormous wine-cooler with itse Bacchanalian groups, and clusters of grapes and lizards, and caterpillars, and the bowl and ladle appertaining thereto, which are in one corner of this handsome dining-room.

Finally he succeeded in getting an entrance into culinary department of the famous house. He was smuggled into it under the guard of the royal cook and permitted to glance from a distance at the royal saucepan, her Highness's favorite chop grill, and the antiquated-looking pot in which is brewed the cup that cheers Victoria. Love of the truth compels the statement that the kitchen of any of America's modern hotels eclipses the celebrated castle's scullery, both in the matter of appointment and conveniences. The natural inquiry as to what her Majesty eats when she feels hungry was a step too far, and came near causing the visitor's ejection from the premises.

Now, who wouldn't like to know what the Queen of England finds palatable in her declining years? That is what the inquiring tourist wanted to know, and he determined to find out, American like, at almost any cost.

THE BILL OF FARE.

The full translation of these two bills of fare was given by a well-known chef. The "royal luncheon" of August 9, 1893, in plain English is about as follows:

It is pretty well known that the Queen drinks good Scotch whiskey, at the advice of the court physician, of course, but the strictly alimentary side to her domestic economy had been, so far as the traveller was concerned, enshrouded in mystery. His curiosity was finally satisfied. Several bills of fare that had been placed before her Majesty were in plain sight. Great care is taken that these cards shall not get out into the hands of the hoi polloi, but the royal cook wasn't looking, and, well, the American hotel man was fortunate to secure menus for two royal repasts, which are something of a novelty on this side of the Atlantic, and of which a reproduction is given.

The dishes are given, as will be seen, in three languages—English, French, and German. While nothing very elaborate is indicated, yet the bills are substantial, as befits a sturdy English woman and Queen. But at the Waldorf, or any other modern American hotel, the person who can pay will be served equally as well. In the maze of foreign words which covers most of the more or less attractive dishes it is noticeable that the patriotic instinct has decreed that roast beef shall not masquerade in a foreign dress, but shall stand forth in all its British ruggedness. "Roti," however, follows close upon its heels, as if to mock and undo her Majesty's concession to the pride and glory of her English:

Scotch broth.
Lamb chops, breaded.
Cold chicken, boned, with jelly.
Chicken curry, Indian style.
Spinach.
Hot and cold fowls, tongue, and beef with gelatine.
Cold wine punch.
Chocolate cake.

Her Majesty's dinner of that November day last year was something like this:

SOUP.
Mock turtle. Clear rice.
FISH.
Fried moulets.
ENTREES.
Croquettes of chicken.
RELEVE.
Roast beef.
ROTI.
Venison. Grouse.
Apple turnover, with cream.
Apple cake a la Chantelli.
SIDE TABLE.
Hot and cold fowl, tongue, beef.

It is quite evident that feasting with the Queen is not an exhilarating function. The routine never varies. The visitor is conducted immediately to a guest-room. There he or she remains until a quarter of an hour before dinner, which is set for a quarter of 9. Punctually at the minute the Queen enters, and the company proceeds to the oak-room, where the dinner is served. There is no general conversation. If the Queen and her family speaks together it is undertones. After dinner the Queen addresses every guest briefly and retires.

The Queen's chef does not receive the salary which a Vanderbilt or an Astor would pay, but he "comes in" on other things, and, after all, is better off than his American fellow.

AN INTERESTING WOMAN.

The Death of Mrs. Lucy Evans in Missouri at the Age of 111 Years.

(Kansas City Times.)

Mrs. Lucy Evans, the oldest woman of the county, and probably the oldest person in the State, died at the home of her daughter, near Independence, Tuesday night. Mrs. Evans was born in 1783, and was 111 years old on January 6, 1894.

During her last years Mrs. Evans, unlike most persons of extreme age, was neither bent nor feeble. Her memory was good of events in her early life, but she had forgotten those of the past thirty years. The events of the war of 1812 were to her as occurrences of yesterday, but the war between the States was only remembered as a little disturbance. She has outlived all her children save one, the daughter with whom she resided, who is herself advanced in years.

Born in the mountains of Cook county, Tenn., on January 6, 1783, on "old Christmas-Day," as she called it, she was 29 years old when the English attempted the subjugation of this country a second time. Of this war she especially loved to tell the story in her own way. She was an interesting talker, and delighted to tell of the great changes she had witnessed, most of which belonged to the early days of the present century. She was almost as old as the republic itself. In her day it was a hardship to live in this State, or even in Tennessee. She talked interestingly of the journey from Tennessee to Jackson county and Independence in 1822—just seventy-two years ago. The trip was one of suffering and privation, and from her story it appears that several members of the party died, and were buried along the lonely trail. This section was overrun at that time with wolves. Deer and antelope were plentiful, and red men were still more plentiful. Even after trees were felled and log cabins were erected by venturesome settlers the worst suffering came, the feeling of loneliness and longing for the old home and faces of friends.

Speaking of her age to a reporter not long since, Mrs. Evans said that in her opinion the custom of women doing much harder work in the days past, together with the severe hardships to which she had been subjected, was the cause of her unusual physical condition. "I always loved," she said, "to run around and do turns. If you want to live a long time keep stirring."

In her day, she said, the women wore "galluses," the old Missouri name for suspenders, attached to a petticoat, and all wore "Calamanker" shoes. Deaths were very rare occurrences, and when one occurred it was a great event in the county. One of the events impressed on her mind was the "plague," which, she said, was a disease which began in the foot or hand and rapidly extended all through the body until the heart was reached, causing death in great agony. In those days "tea" was made of birch-bark, and coffee was an unknown luxury, but in the last years of her life a steaming cup of Java was enjoyed immensely. In the days of the youth of this aged woman men were not allowed to vote in the mountains of Tennessee unless they owned either property or a horse. She told how a dozen men would vote with one horse. The plan was for the original owner to vote first and then nominally sell his horse to a neighbor, who would cast his ballot, and this would continue until each had voted. Others would build wooden horses and could then swear that they owned a horse. In those days honesty in all was demanded, and a man caught stealing was hung without a trial.

The venerable woman's impression of the first steamboat was a terrible one. She said it was just about midnight when the party, en route for Missouri from Tennessee, reached the bank of the Ohio river, and there camped. During the day the march had been very tiresome, and the weary emigrants were sound asleep, when the shrill whistle of an up-river steamer broke upon the quietude of the camp. It was out of sight around a bend, and the thoroughly-frightened men and women immediately organized a prayer-meeting. The steamer slowly advanced, and, as the light came into view, the excitement became intense, and several women fainted. The danger passed by, and for several years the members of that little band believed that their delivery was due to their prayers.

The age of Mrs. Evans is not disputed, as the family is well known, and there is no doubt their statement verifying Mrs. Evans's claim is true. She leaves a number of grandchildren and great-grandchildren.

No Room to Explain.

(Detroit Free Press.)

The tramp with a new gag approached the man with money in his pocket.

"Please, sir," he said, "will you give Mahmemosic something to-day?"

"Who's Mahmemosic?" asked the gentleman, somewhat puzzled.

"It's Indian, sir, for Man-Not-Afraid-to-Ask-for-a-Dime."

"That's all right, but I never heard of Mahmemosic before."

The tramp assumed a look of amazement.

"What," he exclaimed, "never heard of Mahmemosic?"

"No; never did."

"Did you ever hear of Abraham Lincoln?"

"Lincoln? Lincoln?" queried the gentleman, catching a cue. "Who's he?"

The tramp ignored the question.

"Perhaps you've heard of General Grant?"

"Can't say I ever did."

"You've certainly heard of Washington?"

"Washington? Washington?" and the gentleman rubbed his chin thoughtfully. "Let me see; what was his first name?"

"George, sir—George Washington."

"No; I never heard of him. Who was he?"

The tramp looked a long look at his proposed benefactor.

"Well," he said, "he was a man who never did what you are doin' now in great shape," and the tramp had the gentleman in a hole he couldn't get out of without paying a dime and cutting short further explanation.

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Made Perfectly Well By Hood's Sarsaparilla.

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"Allow me to thank you for the great good Hood's Sarsaparilla has done me. It is one of the best medicines I ever saw. For years I suffered with rheumatism and headache, hereditary in our family. I tried everything I could hear of for my own case, but could not find any relief until I began to take Hood's Sarsaparilla. I must say I was one of the

Most Surprised Men

ever seen, for long before I finished the first bottle I was so much improved and felt so much better that I would often pinch myself to see if I was the same man. I could hardly believe that I was, for I could eat and sleep well, and I could go without my crutches, and after I had taken my third bottle was a new man and able to do as much work as I ever could. I have laid my old crutches away as a

Memento of My Rheumatism

in the past. I always take pleasure in recommending Hood's Sarsaparilla to suffering humanity as the best and only medicine that ever did me any good. It has made a stout, healthy man out of me, when I was such a wreck. I

Hood's Sarsaparilla Cures

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RICHMOND & DANVILLE and NORTH CAROLINA DIVISIONS.

CONDENSED SCHEDULE.

IN EFFECT DECEMBER 31, 1893.

TRAINS LEAVE RICHMOND, VA.,

12:50 A. M. SOUTHERN EXPRESS, daily for Danville, Greensboro, Winston-Salem. Connects at Danville with the Washington and Southwestern Vestibuled Limited, carrying sleepers to Asheville and Hot Springs, Columbia, Augusta, Savannah, Jacksonville, and Tampa, Atlanta, Birmingham, Memphis, Shreeveport, New Orleans, and Memphis. Connections made at Memphis and New Orleans for all points in Texas and California.

Sleepers Richmond, Va., to Danville and Greensboro'.

12:40 P. M. FAST MAIL, daily, for Atlanta, Augusta, and points South. 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. Carries Sleepers Danville to Columbia, Augusta, Savannah, Jacksonville, and Atlanta. Parlor-Car Atlanta to Birmingham.

6:00 P. M. LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points.

5:40 A. M. Daily, except Sunday, carrying passenger coach to Amelia Courthouse. Stops at all stations.

TRAINS ARRIVE AT RICHMOND:

7:00 A. M.
1:25 P. M. From Atlanta and Augusta.
8:45 A. M. From Amelia Courthouse.
4:45 P. M. Arriving at Manchester.

YORK-RIVER LINE, VIA WEST POINT,

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

TRAIN No. 10, 3:20 P. M.

LOCAL EXPRESS, daily. Stops at all stations. At Lester Manor connects with stage for Walkerton; with Baltimore steamer at West Point. At Baltimore steamers connect with Baltimore and Ohio and Pennsylvania roads for Washington, Philadelphia, and New York.

Steamers leave Baltimore at 5 P. M. daily except Sunday.

Trains from West Point arrive at Richmond at 10:30 A. M. and 8:35 P. M., daily, except Sunday.

TRAIN No. 44, 7:05 A. M.

LOCAL MIXED, daily except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street. Open 8 A. M. to 6 P. M. and from 9 P. M. to 12:30 A. M.

City ticket-office—901 east Main street.

SOL. HAAS, Traffic Manager. W. A. TURK, General Passenger Agent.

W. H. GREEN, General Manager.

J. S. B. THOMPSON, Superintendent.

JOHN M. BEALL, Travelling Passenger Agent, 920 east Main street, Richmond, Va. no 8

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD—Schedule

commencing JANUARY 28, 1894. Eastern standard time:

7:40 A. M., leaves Byrd-Street Station daily (except Sunday). Stops at Elba and local stations. Arrives at Washington at 12:01 P. M.; Baltimore, 1:37 P. M.; Philadelphia, 3:47 P. M.; New York, 6:23 P. M. Buffet Parlor-Car to Washington.

8:50 A. M., New York and Florida Special, all Pullman Vestibuled-cars, leaves Byrd-Street Station daily, except Monday. No extra charge other than usual Pullman fare.

12:00 noon, leaves Byrd-Street Station daily. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Arrives at Washington at 3:40 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 10:38 P. M. Also connects at Washington with the Congressional limited (all Pullman parlor-cars and Pennsylvania railroad dining-car), leaving at 4 P. M. daily, arriving at Baltimore, 4:54 P. M., and New York, 9:08 P. M.

7:15 P. M., leaves Byrd-Street Station daily. Sleeping-cars Richmond to New York and Washington to Philadelphia. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:55 A. M.

8:05 A. M., arrives at Byrd-Street Station daily. Sleeper from New York. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba. Stops at other stations on Sundays. Leaves Washington at 4:00 A. M.

2:33 P. M., arrives at Byrd-Street Station daily, except Sunday. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba. Leaves Washington 10:57 A. M. Buffet Parlor-Car from Washington.

7:15 P. M., arrives at Byrd-Street Station daily. Stops at Fredericksburg, Milford, and Doswell. Pullman-cars from New York and Washingonton. Leaves Washington at 3:46 P. M. Does not stop at Elba.

8:50 P. M., arrives at Byrd-Street Station daily. Leaves Washington at 4:52 P. M. Stops at Elba and local stations. Pullman-Car from Washington.

9:29 P. M., New York and Florida Special, all Pullman Vestibuled cars, arrives at Byrd-Street Station daily, except Sunday. No extra charge, other than usual Pullman fare.

FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY.

4:00 P. M., leaves Byrd-Street Station. Arrives at Fredericksburg at 6:33 P. M.

8:38 A. M., arrives at Byrd-Street Station. Leaves Fredericksburg at 5:50 A. M.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAY.

6:48 A. M., leaves Elba. Arrives at Ashland at 7:39 A. M.

6:20 P. M., leaves Elba. Arrives at Ashland at 7:07 P. M.

6:45 A. M., arrives at Elba. Leaves Ashland at 6:06 A. M.

6:04 P. M., arrives at Elba. Leaves Ashland at 5:18 P. M.

C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, General Sup't.

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing SUNDAY, January 28, 1894, at 12:30 P. M., trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond.	Arrive Petersburg.	
45	*9:00 A.M.	9:31 A.M.	Norfolk special
23	*8:25 A.M.	9:15 A.M.	Through train.
43	*2:50 P.M.	3:37 P.M.	Accommodation.
403	*9:00 P.M.	9:33 P.M.	Atlanta special.
51	*5:20 P.M.	6:15 P.M.	Norfolk train.
35	*7:35 P.M.	8:10 P.M.	Fast Express.
37	*11:50 P.M.	12:35 A.M.	Accommodation.

TRAINS NORTHWARD.

No.	Leave Petersburg.	Arrive Richmond.	
14	*2:43 A.M.	3:40 A.M.	Fast mail.
32	*7:20 A.M.	8:20 A.M.	Accommodation
34	*10:05 A.M.	10:50 A.M.	Norfolk train.
134	*11:07 A.M.	11:45 A.M.	Atlanta special.
38	*6:45 P.M.	7:30 P.M.	N. & W. con't'n
78	*5:53 P.M.	6:50 P.M.	Through train.
46	*6:29 P.M.	7:00 P.M.	Norfolk Special

*Daily.

STOPPING PLACES.

Nos. 14, 45, 46, 35, 500, and 501 make no stops. Nos. 43C and 134 stop at Belfield and Stony Creek on signal. Nos. 23, 34, 38, 43, and 78 stop on signal at Manchester, Drewry's, Centralia, and Chester. Nos. 32, 51, and 37 will stop on signal at all stations.

Pullman Palace Buffet Sleeping-Car on all through trains. On Trains Nos. 37 and 32 Sleeping-Cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leaving Richmond at 9:00 P. M. daily and arriving at Weldon at 11:22 P. M., and at Atlanta at 4:00 P. M. via S. A. L. Through sleepers—Richmond to Atlanta.

In addition to the above, THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestibule Pullman-cars only, leaves Richmond south-bound 9:39 P. M., daily, except Sunday, and leaves Petersburg north-bound 7:52 A. M., daily, except Monday. No extra fare charged on this train, except regular Pullman.

THE ONLY ALL-RAIL LINE TO NORFOLK.

Leave.		Arrive.	
Richmond	*9:00 A.M.	Norfolk	...11:25 A.M.
Richmond	*5:20 P.M.	Norfolk	....8:45 P.M.
Norfolk...	*7:30 A.M.	Richmond	10:50 A.M.
Norfolk...	*4:35 P.M.	Richmond	7:00 P.M.

The trains leaving Richmond at 9 A. M. and Norfolk at 4 P. M. are solid trains between these two points, and passengers go through without change of cars.

Trains leaving Richmond at 9 A. M. and 11:50 P. M., and arriving at Richmond at 8:20 A. M. 7:30 P. M., make close connection at Petersburg to and from Farmville, Lynchburg, and west.

R. M. SULLY, Superintendent.
E. T. D. MYERS, General Sup't.
S. L. EMERSON, Traffic Manager. fr2

RAILROAD LINES.

S. A. L.

SEABOARD AIR-LINE.

SCHEDULE IN EFFECT SUNDAY, JANUARY 28, 1894.

S. A. L.	No. 123. Daily.	No. 41. Daily, except Sunday.
Lv. Richmond	9:00 P.M.	4:25 A.M.
Lv. Petersb'g (Union Station)	9:23 P.M.	9:35 A.M.
Lv. Peters'bg (Washington street)	9:42 P.M.	9:55 A.M.
Ar. Weldon	11:20 P.M.	11:15 A.M.
Ar. Henderson D	12:50 A.M.	12:45 P.M.
Ar. Durham	2:05 A.M.	1:50 P.M.
Ar. Raleigh	2:35 A.M.	1:20 P.M.
		No. 40.
Lv. Raleigh	2:35 A.M.	1:30 A.M.
Ar. Southern Pines	4:28 A.M.	3:38 A.M.
Ar. Hamlet	5:20 A.M.	4:35 A.M.
Ar. Wadesboro'	6:20 A.M.	5:35 A.M.
Ar. Monroe	7:15 A.M.	6:35 A.M.
Ar. Charlotte	8:40 A.M.	8:00 A.M.
	Daily, except Monday.	
Lv. Monroe	7:20 A.M.	
Ar. Chester	8:50 A.M.	
Ar. Clinton B	10:05 A.M.	
Ar. Greenwood	11:17 A.M.	
Ar. Abbeville	11:47 A.M.	
Ar. Elberton	12:30 P.M.	
Ar. Athens	1:37 P.M.	
Ar. Atlanta	3:50 P.M.	

D—Dinner. B—Breakfast.

No. 23 makes all local stops [illegible] at Raleigh with Piedmont Air-Line [illegible] Asheville, N. C., and all points on the Western North Carolina railroad.

No. 27, "Vestibule Limited Train," Pullman Buffet Sleepers Richmond to Atlanta [illegible] connects directly at Atlanta with [illegible] A. R. R. for Chattanooga, Nashville, [illegible] all points West. Connects with [illegible] W. P. R. R. for Mobile, [illegible] New Orleans, and all points [illegible] No extra charge on "Vestibuled [illegible]

ARRIVE RICHMOND.

No. 124, "Atlanta Special" [illegible] Limited Train, 11:50 A. M. daily.

No. 78—Mail and express [illegible] P. M. daily, except Sunday.

For tickets, Pullman reservations, [illegible] apply at ticket-office, Ballard [illegible] ton; Richmond Transfer Company, [illegible] east Main street, and company's [illegible] 826 east Main street.

John C. WINDER, General Manager. L. T. MYERS, [illegible] T. J. ANDERSON, General Passenger [illegible]

H. M. BOYKIN, City Passenger Agent.

N. & W. R. R. Norfolk & Western R. R.

SCHEDULE IN EFFECT NOV. [illegible]

LEAVE RICHMOND, BROAD STREET STATION.

9:00 A. M. Daily—Richmond and Norfolk VESTIBULE LIMITED. Arrive Norfolk [illegible] Stops only at [illegible] Waverly, and Second-class tickets [illegible] for passengers [illegible]

9:00 A. M. Daily "THE CHICAGO PRESS" for [illegible] Roanoke, Bluefield, [illegible] tas, Kenova, Columbus, Chicago. Pullman sleeper Roanoke to [illegible] without change. [illegible] Radford, Bristol, [illegible] Chattanooga, and [illegible] diate points. Pullman [illegible] Radford to Chattanooga.

5:20 P. M. Daily for Norfolk, [illegible] intermediate stations. Arrive Norfolk 8:50 P. M.

11:50 P. M. Daily for Roanoke, Bluefield, Pulaski, and [illegible] points at Roanoke with Washington [illegible] tanooga Limited. [illegible] sleepers Roanoke to Memphis and New Orleans [illegible] ing-car attached [illegible] Bluefield and [illegible] also for Rocky Mount [illegible] all stations [illegible] Division.

PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG ready for occupancy at 9 P. M. [illegible] man sleeper Petersburg to Roanoke.

Trains arrive Richmond from Petersburg and the West daily [illegible] 7:00 P. M. From Norfolk and points [illegible] 10:50 A. M., and Vestibuled Limited [illegible] M.

R. W. COURTNEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.
General office, Roanoke, Va. no 8

C&O CHESAPEAKE AND OHIO RAILWAY ROUTE

EFFECTIVE JANUARY [illegible]

TRAINS LEAVE RICHMOND, BROAD STREET STATION.

8:40 A. M. Daily, with Pullman [illegible] for Norfolk, Portsmouth, Old Point, Newport News and intermediate stations.

3:00 P. M. Daily, with Pullman [illegible] local stations, Newport News, Old Point, Norfolk, Portsmouth.

7:45 A. M. Local train, except Sunday, [illegible] Clifton Forge, Covington, Gordonsville for [illegible] at Virginia Midland for Lynchburg, at [illegible] Hagerstown, and at [illegible] for Winchester.

2:00 P. M. The Cincinnati and St. Louis Limited, daily, with Pullman Car to Gordonsville and Pullman Sleepers Gordonsville to Cincinnati and St. Louis. Stops only at important stations.

5:20 P. M. Local train, except Sunday. Accommodation for Gordonsville.

10:00 P. M. Daily, for Cincinnati, with F. F. V. Pullman to Hinton, [illegible] donsville to Cincinnati, [illegible] Louisville. Dining-car [illegible] ington to Cincinnati [illegible] at Covington, Va., for [illegible] ginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

9:00 A. M. Daily, with Pullman-car for Lynchburg, Lexington and Clifton Forge, [illegible] except Sunday, for Amherst.

4:20 P. M. Except Sunday, local accommodation for Columbia.

TRAINS ARRIVE AT RICHMOND BROAD-STREET STATION.

8:20 A. M. Daily from Cincinnati.

11:50 A. M. Daily, from Norfolk and Old Point.

2:00 P. M. Daily, from Cincinnati and Louisville.

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

7:45 P. M. Except Sunday from Clifton Forge.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:45 A. M. Except Sunday, from Columbia.

6:00 P. M. Daily, from Lynchburg and Clifton Forge.

JOHN D. POTTS, Division Passenger Agent.

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DEPARTURE OF STEAMERS.

OLD DOMINION STEAMSHIP COMPANY.

SEMI-WEEKLY LINE BETWEEN NEW YORK.

Steamers leave Richmond EVERY TUESDAY and FRIDAY at 5 o'clock P. M. Manifest [illegible] hour before sailing time.

Steamers leave New York from Pier 26, North River, foot Richmond [illegible] WEDNESDAY and SATURDAY [illegible] M., arriving in Richmond MONDAY and FRIDAY MORNINGS.

Passenger accommodations [illegible]

Cabin fare to New York including meals and berth via James-river route [illegible]

Round-trip tickets, limited to thirty days after date of issue [illegible]

Steerage fare, with subsistence [illegible]

Steerage fare, without subsistence [illegible]

Cabin fare via Chesapeake and Ohio railway and Richmond and Petersburg railroad (tickets limited to four days) [illegible]

Round-trip tickets (limited to thirty days) [illegible]

Tickets can be obtained at the Transfer Company's, 901 east Main, Chesapeake and Ohio and Richmond and Petersburg depots, and at the company's office, 1301 Main street, and wharves [illegible]

Freight forwarded and through bills of lading issued for points beyond New York.

Freight received daily until 5 P. M.

Passengers leaving Richmond on [illegible] DAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) 8:40 and by the Richmond and Petersburg railroad (same days) at 9:00 A. M. make connection at NORFOLK with steamer leaving those days.

GEORGE W. ALLEN & CO., Agents, No. 1301 Main street.

Ly15 and company's wharf, Rockett's.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY and FRIDAY at 4 P. M., and every SUNDAY at 5 A. M.

Freight for Tuesdays' and Fridays' steamers received till sailing hour. [illegible] Sunday's steamer till 5 P. M. Saturday. Freight received daily until 5 P. M.

Fare, $5.00.

For further information apply to

J. W. McCARRICK, General Southern Agent, office Richmond [illegible]
W. P. CLYDE & CO., General Agents, Philadelphia.

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VIRGINIA NAVIGATION COMPANY'S JAMES-RIVER LINE

for Norfolk, Portsmouth, Old Point, Newport News, Claremont, and James-river landings, and connecting at Old Point and Norfolk for Washington, Baltimore, and the North.

STEAMER POCAHONTAS LEAVES RICHMOND EVERY MONDAY, WEDNESDAY, AND FRIDAY AT 7:00 A. M.

Electric-cars direct to wharf. Fare only $1.50 and $1.00 to Norfolk, Portsmouth, Old Point, and Newport News. Music by a Grand Orchestrion.

Freight received daily for above-named places and all points in Eastern Virginia and North Carolina.

EDWARD E. BARNEY, President.
IRVIN WEISIGER, Superintendent.
General Offices: Planters' Bank Building.