# Kodol Dyspepsia Cure

Digests what you Eat

A healthy stomach, capable of digesting a good, square meal, is a great blessing. It keeps the body strong by insuring plenty of nourishment. In fact, it means perfect health. But something must be done when the stomach is so tired that it can't digest what you eat, for undigested food poisons the blood.

We can recommend a preparation that completely digests all classes of foods—that is KODOL DYSPEPSIA CURE. It gives the stomach perfect rest and allows you to eat and enjoy the variety of food that is so necessary for maintaining health. It never fails to cure indigestion, even after everything else has failed. It is pleasant to take and can be used in all conditions.

"For many years I suffered from chronic indigestion, and it seemed as though nothing was ever going to do me any good. On the advice of a friend I commenced using Kodol Dyspepsia Cure. It gave me immediate relief and I continued its use until now I feel that I am cured."—Henry N. Kramer, Wendelville, N. Y.

**It can't help but do you good**

Prepared by E. C. DeWitt & Co., Chicago. The $1 bottle contains 2½ times the 50c. size

(ja 4-Th & Tu-t c, n r)


# FEDERAL ASSEMBLY.

PRITCHARD SPEAKS IN FAVOR OF THE SUBSIDY BILL.

TILLMAN FOR GIVING RADICALS ROPE

The More They Have in the Way of Drawing Money from Treasury the Sooner They Will Hang Themselves.

WASHINGTON, February 8.—An informal effort was made in the Senate to-day to secure an agreement upon a time for a final vote upon the shipping bill. Vigorous protests were made by opponents of the measure, against any such agreement, even for a date in the indefinite future.

Mr. Pritchard (Republican), of North Carolina, spoke to-day in support of the shipping bill, and the naval appropriation bill was considered the rest of the day, the shipping bill being laid aside informally. The naval bill had not been acted on when the Senate adjourned.

The Pettigrew resolution, calling upon the Secretary of War for a copy of General MacArthur's report as to the conditions in the Philippines, and for other papers relating to the Philippines, was adopted.

Consideration of the shipping bill was resumed. Mr. Frye then made an appeal to the Senate that a time be fixed for a vote upon the pending measure.

Mr. Jones, of Arkansas, said he did not think that at this time, any agreement could be made for a vote.

Mr. Hale, of Maine, thought the Senate would be indulgent with senators who desired to prepare speeches on the measure.

NO TIME TO PREPARE SPEECHES.

Mr. Tillman, of South Carolina, expressed his admiration for the "wisdom and diplomacy always exhibited by the Senator from Maine" (Mr. Hale), and for the "placid way in which he has attempted to smooth the troubled waters here." He inquired, however, how senators could prepare speeches when they were now under a full head of steam from 7 o'clock in the morning until 11 o'clock at night.

Mr. Tillman said he had no great objection to a vote upon the bill, provided he could be absolved from any responsibility for permitting the passage of the measure, because, in his opinion, the more rope the Republicans were given in drawing money from the Treasury, the sooner would they hang themselves.

Mr. Chandler, of New Hampshire, thought the solution of the pending question was to be found in an extra session of Congress.

Mr. Money, of Mississippi, declared his willingness to accept responsibility for an extra session, called to pass appropriation bills which might fail by reason of debate upon the shipping bill. "The extra session would be your affair," said he. "We can go fishing."

PRITCHARD FOR SUBSIDIES.

Mr. Pritchard, of North Carolina, spoke in support of the measure, dealing particularly with it in connection with the development of southern industries and southern agriculture. It was, in his opinion, the most vital measure presented to Congress in recent years, as it proposed to build up an industry not only valuable in itself, but specially valuable in advancing the interests of the entire country. He produced facts and figures to prove that the South was particularly interested in the enactment of the pending measure.

The naval bill was taken up and read in full. All but two of the committee amendments were agreed to.

A committee amendment was agreed to, providing that the promotion of officers of the navy and marine corps made on account of war service, shall not interfere with the regular promotion of officers.

COMMISSIONING NAVAL CADETS.

The first amendment of the committee's related to the issuing of commissions to naval cadets, and involved the length of the course of study at the Naval Academy. The House provision, which the Senate Committee had stricken out, was that the cadets who had completed the four-years' course at the Academy should be commissioned at once.

Mr. Hale explained that the House provision would have created a "hump" in the list, stopping the promotion of the younger officers.

Mr. Caffery, of Louisiana; Mr. McEnery, of Louisiana; Mr. Butler, of North Carolina, and Mr. Foraker, of Ohio, supported the House provision.

Mr. Tillman supported the Senate amendment. He complained that too many of the naval officers now were holding down soft berths ashore, frolicking and dancing, instead of doing duty at sea.

After a brief executive session, the Senate, at 6 o'clock, adjourned.

**House of Representatives.**

This was probably the last day to be devoted to private pension legislation by the House of Representatives in this Congress. High-water mark, made in the Fifty-first Congress, was almost reached today, when 184 bills were passed, against 187 passed at a single session in the former Congress. In all, the House at this Congress has passed about 900 bills, a number considerably exceeded in the Fifty-first Congress. A general pension bill was passed, to restore to the pension rolls the widows of soldiers of the war between the States, who subsequently married and became widows or divorced. By the terms of the bill, however, its benefits are limited to the widows of soldiers who were married before the close of the war, and who are now dependent upon their own labor for support.

LIGHT-HOUSE AT "NO POINT."

A bill was passed to establish a light-house and fog signal at No Point, Chesapeake Bay.

The Speaker laid before the House a letter from Acting-Secretary-of-State Hill, saying that the House resolution relative to Queen Victoria's death had been laid before the King, and that, by the King's command, Lord Lansdowne expresses the royal appreciation of the mark of respect shown by the House.

At 5:40 P. M. the House adjourned.

**The German Power in Austria.**

(Chicago Times Herald.)

Bishop Thoburn's prediction that portions of the Austrian empire will be absorbed by Germany is by no means a wild speculation. In fact, it is highly probable that German Austria will some day seek a direct connection with the great German confederation to the North, so that the absorption may come about with perfect good will on both sides. This would be the natural outcome of race attractions and race repulsions, too. Austria is the most artificial political entity in the world, as a glance at its parts will show.

In the first place, if we look at the Germanic and non-Germanic elements in their entirety we shall find that the former are far outnumbered by the latter. For the purposes of the comparison we shall take the provinces in three groups, the first comprising Hungary, Croatia, and Slavonia; the second Bosnia and Herzegovina; the third the various divisions that remain. In the first the population is rated:

| | |
|---|---|
| Non-Germanic | 15,241,821 |
| Germanic | 2,107,577 |
| Total | 17,349,398 |

It will be observed that in this quarter of the empire the Germans are completely swamped, being outnumbered more than 7 to 1. The extent of the territory is 125,039 square miles, and it is more than half the total, exclusive of Bosnia and Herzegovina, which are Turkish provinces under Austrian administration. They have an almost wholly alien population, mostly Servian, of 1,568,092, and comprise about 23,000 square miles back of Dalmatia on the Adriatic.

The third group, which includes upper and lower Austria with the capital, Vienna, has a population divided as follows:

| | |
|---|---|
| Non-Germanic | 15,433,835 |
| Germanic | 8,641,580 |

The race enumeration includes German, Bohemian, Moravian, Slovak, Polish, Ruthenian, Slovene, Servian, Croatian, Italian, Ladin, Roumanian, and Magyar. There is an area, all told, of 115,903 square miles, and of this more than 50,000 is credited to Bohemia (20,000), and Galicia (30,307), the former of which is distinctly hostile to the Germans, while the latter is even more isolated, being northeast of Hungary in the region of old Poland.

Relatively speaking, the strongest German representation is in the provinces south of Bohemia and west of Hungary which reach to the Adriatic. They would form a natural extension to Bavaria, as the bishop intimates, and might be governed with less friction from Berlin than are Bohemia, Hungary, and Galicia from Vienna.

The obstacle to Austria's disintegration really does not lie so much within as without the Germanic element. Banish the Germans and there is still too much variety of race to permit of harmonious action. The Magyars differ from the Slavs and the Slavs differ among themselves. Outside these controlling factors there are others which hate them both. Hence, though the revolutionary spirit is strong with them all, it is a most perplexing thing to figure out a feasible government or feasible governments for such a compound.

**Page of the Pipe.**

(Chicago Record.)

An ancient supernumerary is the page of the pipe, who also holds a hereditary office, which dates back to the time of Charles II. That merry monarch acquired the tobacco habit from some of his Virginia Colonists and required a page, who was paid a salary of $500 a year, to keep his smoking apparatus in order. In a moment of generosity his Majesty made the appointment permanent. Until 1765 the honor was held by the Duke of Grafton, who got hard up and sold it to a merchant named Harrison. As Queen Victoria did not smoke, the office was a sinecure, but the descendants of Harrison are entitled to the privilege of entering the presence of their sovereign at any time.

**Dr. Patton at the Seminary.**

Rev. Dr. Francis L. Patton, president of Princeton University, will deliver the address upon the occasion of the dedication of the handsome chapel at the Union Theological Seminary, at the commencement next May.

**Meeting of Clay-Ward Actives.**

The Clay Ward Actives will hold a meeting next Saturday night, at Belvidere Hall, Belvidere and Main streets. Routine matter and the election of a president will be the business before the meeting.


**For a Cold in the Head**
Laxative Bromo-Quinine Tablets.


# TRADE FAVORABLE.

THIS ASIDE FROM RUMORED BIG COMBINATIONS.

GROWTH OF DEMAND IN THE SOUTH.

This the Feature of the Week, and is Reflected in Enlarged Sales—Iron and Steel Rather Quiet, But Steady.

NEW YORK, February 8.—Bradstreet's to-morrow will say:

Trade developments this week, aside from those connected with rumors of combination in great industries, of which it seems as yet too early to speak authoritatively, has been in the main favorable. Several lines of trade and many staple prices show irregularity, but this probably is no more pronounced than usual at this season of the year.

The feature of the week in distributive jobbing lines has been the growth of spring demand in the South and Southwest, reflected in enlarged sales of dry-goods, boots and shoes, clothing, and milinery at leading centres. Better advices as to the outlook for trade coming from the Northwest and the Pacific coast are no less encouraging. Retail distribution of winter goods reflects the stimulus afforded by winter weather, but the large stocks still carried are probably responsible for the slowness of collections to improve.

CEREALS DULL.

The cereals are dull and rather lower, on large Argentine shipments and large Northwest movement, the supporting feature being the good export inquiry. The strength in sole leather is a feature noted at many markets. Shoe-buyers are in full force at Boston, but sample orders are numerous. Factories are well kept up, on immediate delivery orders.

Lumber has lagged, among building materials, but is stiffening in price, as the season of active operations approaches. The textiles are rather quiet as to first hands.

Cotton has weakened, despite smaller receipts because of low trade reports from goods markets and advices of shading of gray goods. The better advices from the distributive trade may, however, help the situation. Demand for wool is only to cover manufacturers' sales, and some soft spots are reported. Plain dress woollens are in chief demand, and men's wear goods are slow of sale.

IRON AND STEEL QUIET.

Iron and steel have been rather quiet, but steady, and even strong as to price with finished products, particularly structural material, in active inquiry. Immediate demand for steel billets can only be obtained at 50 cents, to cover pool price. Bessemer pig-iron is strong and 25 to 50 cents higher on the week. Sales of foundry pig-iron to pipe manufacturers are liberal at Chicago and St. Louis. Stocks are claimed to be not accumulating at furnaces in the former district. Birmingham reports the coal supply inadequate to the demands of iron furnaces, which are reported sold two months ahead.

Wheat, including flour, shipments for the week aggregate 4,997,813 bushels, against 3,776,100 last week, 2,902,357 in the corresponding week of 1900, 5,730,500 in 1899, and 3,419,504 in 1899. From July 1st to date wheat exports are 120,975,496 bushels, against 123,022,292 last season, and 156,598,159 in 1898-'99.

Corn export for the week aggregated 4,171,440 bushels against 3,907,707 (corrected) last week, 3,450,909 in this week a year ago, 3,865,622 in 1899, and 4,508,012 in 1898. From July 1st to date this season, corn exports are 119,943,884 bushels, against 132,096,774 last season, and 103,297,274 in 1898-'99.

FAILURES.

Business failures for the week in the United States, 245; against 238 last week, 221 this week a year ago, 193 in 1899, 278 in 1898, and 301 in 1897.

**REPLY SOON ON CANAL MATTER.**

**Will Not Comply With Senate's Demands—Counter-Proposals.**

LONDON, February 8.—It has been learned by a representative of the Associated Press that a reply will shortly be sent to the United States Nicaragua canal project. It will not comply with the Senate's demands. Neither will it be in the nature of a flat refusal, though for purposes of immediate construction it will be tantamount to such a refusal. It will consist, mainly, in a counter-proposition, or proposals, likely to necessitate extended negotiations.

The nature of the proposal is not yet ascertainable. Lord Pauncefote will probably be the medium through whom the answer will be sent, and by whom the subsequent negotiations will chiefly be conducted. In British official opinion, it is likely that several months will elapse before the matter reaches a conclusion, by which time the Hay-Pauncefote treaty will have lapsed, on the basis of the Senate's amendments.

The British counter-proposals are now formulating, and it is hoped an entirely new agreement, satisfactory to both countries, will eventually be reached.

**STAUNTON AND VICINITY.**

**A Marriage—Farm Sold—Religious Note.**

STAUNTON, VA., February 8.—(Special.)—Mr. Wade Hampton Hedrick and Miss Julia M. Durham, both of Staunton, were married last night by the Rev. M. L. Wood at the Baptist parsonage. Mr. W. B. Simpson was present as best man to the bridegroom. A recent bereavement in the bride's family made a quiet wedding eminently appropriate.

Messrs. M. Miller, J. H. McIlwaine, and S. H. Ellerson, of Richmond, are in town.

The old homestead near Fisherville, the residence of the late Dr. David W. Hanger, has been sold to Mr. J. C. Calhoun. The farm measures fifty acres, and at the selling price, $56.50 per acre, it brought $14,125.

Father F. J. Golding, who has been conducting a successful and largely-attended mission at St. Francis church, has returned to Georgetown.

Miss Jennie Gray is visiting friends in Washington city.

**Charlottesville News.**

CHARLOTTESVILLE, VA., February 8. (Special.)—The funeral of Mrs. Catherine L. Fitzhugh, who died yesterday at "Rugby," the home of General Thomas L. Rosser, took place at 3:30 o'clock this afternoon from the University chapel, and was largely attended. The Revs. H. B. Lee and George L. Petrie conducted the services. The interment was in the University Cemetery. Mrs. Fitzhugh was the wife of Dr. Thomas Fitzhugh, professor-elect to fill the chair of Latin in the University of Virginia. She was born in Baltimore in 1836, the daughter of the Rev. J. A. Le Sevre. She is survived by two children—a boy and a girl.

Mrs. Sarah M. Bragg, wife of W. J. Bragg, died last evening at her home, near Nahor, in Fluvanna county, in the 79th year of her age. The deceased is survived by two sons and three daughters. The funeral will take place from her late residence at noon to-morrow.

**Court of Appeals Yesterday.**

Hughes vs. Williams et als. Argued by F. S. Kirkpatrick for appellant and John L. Lee for appellee and submitted.

Briggs vs. Cooke. Argued by Edward R. Baird for appellant and H. A. Brinkley and C. E. Irvine for appellees and submitted.

Baker vs. Briggs, &c., and Baker vs. Buckner, &c. Submitted.

Thomas vs. Snead, Commissioner of Revenue. Passed until March term.

The next cases to be called are L. Schreiber & Sons Company vs. Citizens' Bank of Norfolk et als., and First National Bank of Richmond et als vs. Holland et als.—Nos. 66 and 67.


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NEVER IMITATED BY QUALITY.

**An Excellent Combination.**

The pleasant method and beneficial effects of the well known remedy, SYRUP OF FIGS, manufactured by the CALIFORNIA FIG SYRUP CO., illustrate the value of obtaining the liquid laxative principles of plants known to be medicinally laxative and presenting them in the form most refreshing to the taste and acceptable to the system. It is the one perfect strengthening laxative, cleansing the system effectually, dispelling colds, headaches and fevers gently yet promptly and enabling one to overcome habitual constipation permanently. Its perfect freedom from every objectionable quality and substance, and its acting on the kidneys, liver and bowels, without weakening or irritating them, make it the ideal laxative.

In the process of manufacturing figs are used, as they are pleasant to the taste, but the medicinal qualities of the remedy are obtained from senna and other aromatic plants, by a method known to the CALIFORNIA FIG SYRUP CO. only. In order to get its beneficial effects and to avoid imitations, please remember the full name of the Company printed on the front of every package.

**CALIFORNIA FIG SYRUP CO.**

SAN FRANCISCO, CAL.

LOUISVILLE, KY. NEW YORK, N. Y.

For sale by all Druggists.—Price 50c. per bottle.

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CLOVER, TIMOTHY, GRASS SEED, SEED OATS, CORN, NORTHERN GROWN SEED POTATOES, Etc.

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Grain and Seed Merchants,
Richmond, Va.

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It's a fatal mistake to allow a Cold or Catarrh to stop up the nostrils. Letting cold air on the chest is responsible for many fatal diseases. A few applications of Crown Catarrh Powder will allay the the inflammation and stoppage of the nostrils and cure the disease. Best remedy for Catarrh.

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16,600 frs.
National Prize at Paris
Quina LAROCHE
A Ferruginous Tonic
Pleasant to the taste; assimilate quickly and thoroughly in all cases of Stomach troubles, Anemia and Poorness of the Blood.
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Headachene Will Relieve
Neuralgia. Price, 25c.
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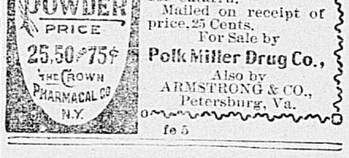

WILL ERADICATE WORMS FROM THE HUMAN BODY
PRICE 25 cts PER VIAL

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WINE OF CARDUI
CURES WOMAN'S ILLS

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PARKER'S HAIR BALSAM
Cleanses and beautifies the hair. Promotes a luxuriant growth. Never Fails to Restore Gray Hair to its Youthful Color. Prevents Dandruff and hair falling. 50c. and $1.00 at Druggists.

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Old papers for sale at the Dispatch Office at 15c. per hundred.


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SEABOARD AIR-LINE RAILWAY.

LEAVES CHESAPEAKE AND OHIO DEPOT—BROAD-STREET STATION.

Schedule in Effect January 27, 1901.

TRAINS LEAVE RICHMOND.

9:30 A. M., DAILY, for Petersburg, Henderson, and all intermediate local points. This train makes close connection at Norlina Junction with through train for Raleigh. Connects at Henderson for Durham daily, except Sunday, and makes all local stops between Richmond and Hamlet.

12:23 P. M., DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West, and all Florida points. This train runs through solid to Jacksonville, and makes close connection at Hamlet, N. C., for Atlanta, Montgomery, New Orleans, and all points South and Southwest.

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, and operates through day coach, Pullman sleepers, compartment- and observation-cars to St. Augustine, Fla. Dining-Car between Hamlet and St. Augustine.

TRAINS ARRIVE RICHMOND.

4:55 A. M., DAILY, from Tampa, Jacksonville, Savannah, Columbia, New Orleans, Montgomery, Atlanta, 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.

6:13 P. M., DAILY, from Hamlet, Southern Pines, Raleigh, Durham, Henderson, Norlina Junction, 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.
V. E. M'BEE, $35 east Main street.
General Supt. R. E. L. BUNCH,
ja 27 General Passenger Agent.

N&W RY. Norfolk and Western

Schedule in Effect May 27, 1900.

LEAVE RICHMOND (DAILY), BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED. Arrives 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. Arrives Norfolk 5:35 P. M. Stops only at Petersburg, Waverly, and Suffolk. Second-class tickets not good on this train.

6:57 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 cars Radford to Attala, Ala. 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 7:35 A. M. and 8:50 P. M.; from Norfolk and the East at 11.10 A. M., 11:42 A. M., and 6:50 P. M.

Office: 838 Main street.

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General Office: Roanoke, Va. ja 13

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Original and Only Genuine. SAFE. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in RED and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse Dangerous Substitutions and Imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by all Druggists. Chichester Chemical Co., Mention this paper. Madison Square, PHILA., PA.


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JAMES RIVER DAY LINE.

Steamer Pocahontas leaves every MONDAY, WEDNESDAY, and FRIDAY, at 7 A. M., 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.

State-rooms reserved for the night at moderate prices.

Electric-cars direct to the wharf. Fare only $1.50 and $1 to Norfolk. Music by Grand Orchestrion.

Freight received for above-named places and all points in Eastern Virginia and North Carolina. IRVIN WEISIGER,
General Manager.
E. A. Barber, Jr., Secretary. fe 2

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

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NEW YORK, SOUTHAMPTON, LONDON
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NEW YORK—ANTWERP—PARIS.
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OLD PAPERS FOR SALE at 15c. PER HUNDRED at the DISPATCH OFFICE.

RAILROAD LINES.

# SOUTHERN RAILWAY.

Schedule Effective January 27, 1901.

TRAINS LEAVE RICHMOND, VA.

11:30 P. M., No. 11, Southern Express, daily, for Atlanta, Augusta, Jacksonville, and points South. Sleeper for Danville, Greensboro', Salisbury, and Charlotte, open at Richmond 9:30 P. M. Stops for passengers at local statrons.

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 train with sleeper Salisbury to Memphis.

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

TRAINS ARRIVE IN RICHMOND.

6:00 A. M.)
6:25 P. M.) From Atlanta, Augusta, Asheville, and all points South.
8:40 A. M., from Keysville and local stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 52, between Manchester and Neapolis.

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THE FAVORITE ROUTE NORTH.

LEAVE 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 steamers for Baltimore Mondays, Wednesdays, and Fridays.

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

5:00 A. M., No. 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 P. M., arriving West Point 8 A. M. and Richmond 9:15 A. M.

Steamers call at Gloucester Point, Clay Bank, and Allmonds.

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920 east Main street,
Richmond, Va.
S. H. HARDWICK,
General Passenger Agent.
F. S. GANNON,
Third Vice-President and General Manager, Washington, D. C. de 25

CHESAPEAKE AND OHIO RAILWAY.

Schedule in Effect January 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 Old Dominion steamships 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, Va.

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 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.

DEPARTURE OF STEAMERS.

OLD DOMINION STEAMSHIP COMPANY'S DAILY LINE

For New York, the North, and East.

PASSENGERS can leave daily except Sunday at 9 A. M. via Chesapeake and Ohio, or 9 A. M. and 3:15 P. M. via Norfolk and Western railway, connecting at Norfolk with direct steamers sailing same day 6 P. M.

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

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

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, 1212 east Main street; Richmond Transfer Company's, 903 east Main street, Jefferson Hotel, Chesapeake and Ohio, and Richmond and Petersburg 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,
H. B. WALKER, Gen'l Pass. Agent.
Traffic Manager. ap 1

RAILROAD LINES.

# ATLANTIC-COAST LINE.

Schedule in Effect January 14, 1901.

TRAINS LEAVE RICHMOND—BYRD-STREET STATION.

9:00 A. M. NORFOLK LIMITED, Daily. Arrives Petersburg 9:20 A. M., Norfolk 11:27 A. M. Stops only at Petersburg, Waverly, and Suffolk, Va.

9:05 A. M. Daily. Arrives Petersburg 9:55 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:55 P. M., Savannah 2:56 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 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M. Daily, except Sunday. Arrives Petersburg 12:30 P. M. Stops Manchester, Drewry's Bluff, Centralia, and Chester on signal.

3:15 P. M. OCEAN SHORE LIMITED. Daily. Arrives 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 5:20 P. M., Weldon 7:12 P. M., and Rocky Mount 8:59 P. M. Makes all intermediate stops.

6:00 P. M. Daily. Arrives Petersburg 6:50 P. M. Makes all stops.

6:57 P. M. FLORIDA AND WEST INDIAN LIMITED. Daily. Arrives Petersburg 7:37 P. M. Connects with Norfolk and Western for Norfolk and intermediate points; Emporia 8:40 P. M. (connects with Atlantic and Danville for stations between Emporia and Lawrenceville); Weldon 9:10 P. M., Fayetteville 12:32 A. M., Charleston 5:23 A. M., Savannah 7:50 A. M., Jacksonville 12:15 P. M., Port Tampa 11:30 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS—Arriving Augusta 7:55 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M., Thomasville 2:25 P. M. Pullman Sleepers New York to Wilmington, Charleston, Port Tampa, Jacksonville, Augusta, and Macon. New York to Thomasville every Tuesday.

9:10 P. M. Daily. Arriving Petersburg 9:55 P. M. Connects 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., Port Tampa 11:30 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.

11:42 A. M. Daily. From Norfolk, Suffolk, and Petersburg.

11:05 A. M. Sunday only. From Norfolk, Suffolk, and Petersburg.

2:10 P. M. Daily, except Sunday. From Petersburg.

7:22 P. M. Daily. From Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro', and all points South.

6:50 P. M. Daily. From Norfolk, Suffolk, and Petersburg.

8:56 P. M. Daily. From Petersburg, Lynchburg, and West.

J. R. KENLY, General Manager. T. M. EMERSON, Traffic Manager.
H. M. EMERSON, General Passenger Agent.
C. S. CAMPBELL, Division Passenger Agent.
ja 13 824 east Main street.

R., F. & P. Richmond, Fredericksburg & Potomac R. R

Schedule in Effect January 27, 1901.

LEAVE BYRD-STREET STATION.

4:10 A. M., Daily, for Washington and points North. Stops at Milford, Fredericksburg, and Quantico. Sleepers to