Book Reviews.

THE RIGHT OF WAY. Gilbert Parker. Cloth, $1.50. Harper & Brothers, New York. For sale here by the Bell Book and Stationery Company.

This very popular story by Gilbert Parker is one which has the unusual distinction of being so interesting as to plot, so sympathetic and appreciative in its style and expression, and so human in its character delineations that it is apt to induce in its reader a complete abandonment to its portrayals to the utter forgetting of critical comment or fault-finding.

The plot of the story is an unusual one and turns on a peculiar phychical and mental phenomenon, one indeed whose possibility may easily be made a matter of doubt. Charley Steele, a young man of the keenest, cruelest, most selfish cynicism, a man already given over to drunkenness and debauchery, no less degrading because intellectual, takes a strange part in a tavern brawl and receives a blow on the head which deprives him of memory. After many months of irresponsible and childish life in a place far removed in space and circumstance from his old habits, his memory is restored to him, and with it the tiny spark of humanity that at one time only in his former life had dully glowed within him now springs into a clear flame of earnestness and endeavor. Where before, keen and penetrating intellectuality, cold-hearted selfishness, and cynicism had seemed to make up his whole nature there now came unselfishness, self-repression, earnestness, sympathy, and a very human tenderness and sweetness of heart.

It is a living out of Maeterlink's belief in the reality of a divine nature held fast in the consciousness of every man, a human expression of his faith in the angel that abides in every one of us, it is a turning towards optimism, an incentive to sincere endeavor. And yet the story does not carry out the large hope that comes with the first thought of it. It is true that Charley Steele, by reason of his earnestness and strength of will turned his habits of intellectual selfishness and cynicism into ways of human kindness and very real heroism, but in his great effort he was given material help far above any to be hoped for by the ordinary striver after good. He was given months of memoriless and childlike living to recover from the temptations of his former dissipation, and he took up his new life among scenes almost Arcadian in simplicity and a people unprejudiced by any previous knowledge of his unworthiness.

He was born anew, as it were, into an environment capable of inspiring the good that was in him, while to the ordinary mortal who seeks to reform a wasted character, there is added to his own tendency to evil all the dead weights of former association, recollection, and reputation to hinder his high climbing. Freed from all this impediment, Charley Steele did make a man of himself, and one's heart goes out in intense appreciation of the nobleness with which he wrought a beautiful manhood from a heartless and distorted youth. And yet with all the sincerity of purpose and power of sympathy with which his life had become endowed, he was in the end guilty of a sin so selfish in its thoughtlessness, and so forgetful of results that the youth of another heart beside his own had to be given to pay the penalty of its commission, and that asked far more than the heroism of his later life and of his brave death to atone for its guilt. It is true that the manhood that had lain hidden in the character of Charley Seele, the Montreal lawyer, had been waked to vivid endeavor in the life of Monsieur Charles, the humble tailor of a little Canadian village, but it is a thought, whose development perhaps the author did not intend, that it was a reasserting of the old character, a predominance after all of selfishness over selfishness that brought about the central tragedy of the story.

The book is many-sided in its presentations, but the most lingering of its pictures is perhaps found in its description of the little Canadian village in which the hero worked out his ineffectual salvation. Here men and women stood near to nature by the evil that was in them as well as by the good, and the simplicity of their emotions made but the more dramatic the tale of their joys and pains. Here, too, the Protestant heart warms in appreciation of that great mother church within whose sheltering arms is found comfort and help for the wretched and sinful of her children as well as for the pious, and whose too frequent overweight of worldy richness and pomp becomes in this Arcadian village but a tangible, visible symbol of the eternal tenderness and beauty of the world to come.

The characters in the book are firmly and clearly drawn, and take a very human hold on the memory. Of them all, that of the hero in his dual picturing, is the most interesting and unique; but that of Rosalie is more deeply touching in the pathetic appeal of its frail, sweet girlhood and its tragic and blighting dishonor.

Taken altogether, the story is made up of many elements of interest. Its plot is strangely disturbing; its details of Canadian scenes and people possess all the charm which its writer knows so well how to exert, and its ethics are productive of almost unending thought and discussion.

NOTES.

Mr. J. F. Roach, who recently died in New York, was a man whose name was unknown to fame, yet whose poetical effusions are read from one end of the country to the other. He was no less a person than the author of the "Spotless Town," verses that illuminate our street-cars, and which tell in poetic cadences of that famous and well-scrubbed town and its immaculate inhabitants.

It seems that this Mr. Roach was a college man, who had been educated in Dublin, but who, through a series of misfortunes, had been reduced in life and had finally become a street-car conductor. It was he who suggested poetry as a taking form for street-car advertisements, and to illustrate his meaning he produced the famous verses which are far and away the most delicious of their kind.

The pleasing announcement has been made that Miss Howard Weeden is at work on another one of her charming and characteristic books. The new work is to be a companion volume to "Bandana Ballads" and "Shadows on the Wall," and is to illustrate, as they do, by picture and verse, the most ideal phases of the old southern relationship of master and slave, and to preserve with the tenderness and sincerity of true understanding some faithful pictures of an age that is fast fading from the memory of man. Within fifty years the aristocratic and patriarchal life of the old South will be but a long-gone ideal. It will have vanished from actualities and become only a part of literature and tradition, and among those men and women whose talents have done most to make it enduring, Miss Weeden will be known as one who stood close to its very heart and preserved its memory, not only in its outward semblance, but in its inner and deeper significance.

It will be remembered that Miss Weeden first became known by her delicately-tinted and faithfully-drawn water-color portraits of negro men and women as she had known them in her home near Huntsville, Ala. Later, she began to illuminate these dusky fancies with charming bits of simple and tender verse, until at last, with her pen as well as by her brush, she has touched the heart of the public and has won a sincere and widespread appreciation.

Personally, Miss Weeden is the perfect human expression of the tenderness and sympathy of her verses. The fragrance of all the old-time womanly graces of sweetness, gentleness, and modesty exhale from her as the perfume from a flower, and her whole life is an embodiment of her frequently-expressed thought that a woman's mission is above all else to be kind, and that unfailing kindness leaves but little time for ambition. Nor has all the praise and flattery with which of late years she has been showered lessened her modesty nor dimmed her constant wonder and pleasure in her own success. One of the tributes that has pleased her most is an account but recently given her of the way in which Robert Louis Stephenson received her "Shadows on the Wall." The little volume was given to Stephenson by an American friend of his who was staying at the same hotel with him one summer in Switzerland, and she has told how he read it seated on the banisters of the broad porch, never moving until he had finished it, and interrupting his reading with exclamations of surprise and delight.

ANNIE PENDLETON.

Clippings.

"Mrs. Wiggs, of the Cabbage Patch," the first book of Miss Alice Caldwell Hegan, of Louisville, is in its fifth large edition. The Century Company is the publisher.

"The Love Sonnets of a Hoodlum," by Wallace Irwin, editor of the Overland Monthly, with an introduction by Gelett Burgess, of the Lark, is being published in the Bandanna edition bound in genuine handkerchief, by Elder & Shepard San Francisco.

The review of American fiction for the coming issue of Appleton's Annual Cyclopedia has been written by Edward S. Zan Zile. In Mr. Zan Zile's opinion the best novel published in this country last year was "The Octopus," by Frank Norris.

R. H. Russell announces for early publication of "American Sea Fights," a portfolio of twelve fac-smile reproduction in color of fights from paintings by George Gibbs. "The True Napoleon, a Cyclopedia of Events in His Life," by Charles Josselyn; "The Speckled Brook Trout," by experts with the rod and reel, edited and illustrated by Louis Rhead, and illustrated by Louis Rhead, and a souvenir of Mme. Calve.

"The Pageant and Ceremony of the Coronation of Their Majesties King Edward VII. and Queen Alexandra in Westminster Abbey," by Charles Eyre Pascoe, author of "London of To-Day," will shortly be published by D. Appleton & Co. It will consist of 300 octavo pages, eight pages in color, numerous black and white illustrations, and will have an especially designed cover.

If one may judge of the advance notices that have appeared in the southern press concerning Thomas Dixon, Jr's., novel, "The Leopard's Spots: A Romance of the White Man's Burdens," the South has at last found an interpreter in fiction who will be to it what the writer of "Uncle Tom's Cabin" was to the North before the civil war. The novel in question is a tale of the South since the war; it treats of the negro question from the southerner's point of view, and the events are said to be portrayed with absolute historical accuracy.

In the tenth volume of the Riverside Art Series, Miss Estelle M. Hurll continues her interpretation of famous pictures with a collection of fifteen masterpieces by Correggio. The introduction gives an estimate of Correggio as an artist. The illustrations, which are printed in tints, include. "The Holy Night," (detail,) "St. Catherine Reading," "The Marriage of St. Catherine," "Ceiling Decoration in the Sala del Fergolato," "Diana," "St. John the Evangelist," "St. John and St. Augustine," "St. Mathew and St. Jerome," "Madonna della Scodella," "Ecce Home," "Appostles and Genii," "St. John the Baptist," "Noli me Tangere," "The Madonna of St. Jerome," and "Cupid Sharpening His Arrows," (detail of Danae). A photograph of the supposed portrait of Correggio in the Parma Gallery is also given. Houghton, Mifflin & Co., are the publishers of the series, which are bound in library style.

The New York Times has published the following complimentary review of Miss Nannie B. Winston's new story:

Miss Winston is the author of the painful but strong story, "Waters That Pass Away," which excited interest two years ago. Her new novel, "The Grace of Orders," is no less sincere and thoughtful, and shows growth of power, and a clearer vision for "things as they are." She gives an accurate picture of life and character developed by the influences of Virginia as it was before the great cataclysm, and as it is now. "Plantersville" is the rather undignified name under which Richmond is introduced, and, the dwellers in that city will perhaps recognize certain well-known characters scarcely hidden beneath their fictitious name and garb.

The plot is of secondary interest to the delineation of character, and to the conversations which touch intelligently upon many subjects of present and vital interest. The young historian, David Alexander, is particularly well done, a sort of youthful Casaubon with heart and fancy "as dry as summer dust," an unusual character at the South, and well contrasted with Archibald Gordon, an only too typical Virginian. The maiden aunt, Miss Rachel, is the best among the womankind. Have readers to thank the incomparable Miss Marlinspuyk for the racy and charming old maids who are beginning to venture into the realm of fiction?

To paraphrase the famous Spanish recipe for a salad, one who would write a successful novel must be a miser in description, a spendthrift in conversation. Had Miss Winston observed this rule, her story would have appealed to a larger public. It is somewhat burdener with descriptive and analytic pages, the Greek chorus is rather too insistent; but the purpose of the novel is so high, and it is so pervaded by the unique and earnest personality of the writer, that it will command the sympathetic interest of unhurried readers who refuse to permot the pressing crowd of new literary arrivals to elbow rudely out of the way books in whose companionship it is worth while to linger.

The Longmans have done readers of verse a very great service by publishing Adam Lindsay Gordon's striking verses, for he is interesting not only on his own account, but as the very beginning of Australian literature. The lyrical quality of the Australian is altogether remarkable. Several war correspondents at the front have told us how Australian troopers, seated around the camp-fire, can repeat not only Lindsay Gordon's verses, but also long screeds on their own account; and Mr. Hales, the Australian journalist, who has since done a great deal of work in London, used to send home special articles which actually scanned like blank verse. Another Australian poet who has gone through the war, is Mr. A. B. Paterson, the author of "The Man from Snowy River," which is written in the same strain as Gordon's verse. Gordon, whose work has not had a fair chance in England, had an extraordinary career. Belonging to a younger line of a very old Scots family, he was the son of a Professor of Hindustani, and after a stormy youth, left England for South Australia at the age of 20. He began his career as a police trooper; he became in turn a horsebreaker, a member of Parliament, a livery-stable-keeper, and a steeplechaser of the most daring kind. His first volume appeared in 1867, when he was just 34, and he shot himself dead in 1870 as the result of the failure of a lawsuit to secure the estate of his father's family.

Notices of Other New Publications.

WALLANNAH. By William Loftin Hargrave. B. F. Johnson Company. Richmond, Va. Price, $1.50.

This attractive work, which comes to the public in a most pleasing form so far as typography and binding are concerned, is another illustration of Richmond's progress in book-making. And what is more, a Richmond citizen had no little to do with shaping the fascinating story.

Although the author is a North Carolinian, who died many years ago, some of the most delicate touches in the story were added by Mr. Frank J. Craigie, Jr., of this city. Indeed the novel may almost be called the joint production of two authors, for many of the chapters were written entirely by Mr. Craigie.

As we understand it, the manuscript of the work was kept many years by Mr. Hargrave's family, and then put into the hands of the Richmond publishers, with a proviso that it might be altered to suit modern ideas and the latter-day standards of novel-writing. This duty, which at best, is no easy one, was imposed upon Mr. Craigie, who has had considerable experience as a short story writer.

And thus "Wallannah" has come to light and gone through the presses. In a certain sence it is posthumous work, though Mr. Craigie—a very live individual—cannot be overlooked when the story is praised.

Mr. Hargrave suppiled the interesting and intricate plot, which abounds in stirring scenes and dramatic situations. Never for an instant does he allow the reader's interest to lag, for his ingenuity as a story writer is remarkable.

Mr. Craigie's function has been entirely different. To him we owe the pleasure of some exquisite pen pictures which describe Nature in an almost inimitable way.

All through the story we come upon these richly-colored glimpses of the forests, the mountains and the wilds of North Carolina in Colonial days.

Here is a sample of the incomonder's work, snatched at random from the text:

"A low wail came from the Cherokee warriors, and, as they broke into a crooning chant, Ocebee strode to the edge of the rocky shelf, and raising his head, stretched his arms toward the sun-kissed peak. "Yaunocca! Yaunocca!" he cried, his voice ringing loud above the noise of the warring elements. "Wallannah! Manita!" The wind picked up his cry and swept it down the valley of darkness. But Ocebee's arms were still outstretched, and his lips moved with words that Motier could not hear.

"The peak dropped back again into the gloom; the finger of light crept through the crevice at the canyon's upper end, and, moving across the shadowed hollow, blazed a path of green and brown across the forest and the rocks. Then it shone for a moment on the rim of the ledge on the cliff's wall. Ocebee's lirted arms and bare shoulders gleamed in the light, his war-lock with its blood-tipped white feathers nodded to the sun, and he stood for a moment the only dash of color in the black-domed landscape, his form painted vividly against a background as dark as the depths of an Inferno. Then the light went out like a candle in the wind; a lightning flash snaked slantwise down the gorge; and with a sudden uplifting quiver the ledge trembled beneath their feet. Once, twice, thrice, and a last and terrible fourth time, did the earth reel and the cliffs rock to the base; but through it all came the wild song of Ocebee, and his dark figure stood motionless against the darker sky. Great pieces of stone crashed down the walls of the canyon; and one huge rock hurtled down from the cliff's very top, and with a great leap struck upon the ledge and took a jagged bite from its outer rim, then whirled to the depths below. The Indians, save that one who stood alone on the chasm's brink, fell upon their faces and wept and groaned with terror. But Ocebee, like a gloomy statue, still held his arms outstretched and sang his song to the Wallannah, Manita of Yaunocca."

It would be hard to conceive a more weirdly beautiful or more vigorous bit of prose than this.

The opening scenes of the narrative are laid in and around Newbern province of North Carolina, in 1754.

At that time the country, politically speaking, was in a state of comparative quiet, and in the early chapters "Wallannah" makes history subservient to the romance.

Events, however, moved quickly and strenuously in those days, and the chapter entitled "A Bit of History," treats of seventeen years of turbulence, much of it the offspring of Governor Tryon's infamous tyranny.

In this chapter is shown with graphic terseness the growth of the movement which formed the bitter "Regulation," and which died only when its flame was lost in the fury of the Revolution.

Following the course of the Regulation "Wallannah," with vivid portrayal of Tryon and his minions, depicts the scenes leading to the battle of Alamance.

Before this Motier Du Val, fresh from the Court of Louis XV., enters into the plot, and with him Lucille Creighton, whose brilliant beauty covers a multitude of interesting shortcomings.

From Alamance onward the story moves with thrilling interest. The scenes centered about Du Val and Miss Creighton are deeply human, while a dash of war and of Indians gives added zest to the romance.

The story ends with the opening of the Revolution.

There is much in "Wallannah" bearing upon the social life in the old North Province. While the greater part of this is within the walls of Tryon's palace, "Beechwood," the home of the De Vere, is the background for several romantic scenes.

The novel has a good, substantial villian in it—a villian who triumphs long, but is withal a fascinating rascal. His deeds cause many complications which extend over a long period, but ultimately he becomes enmeshed in the many nets he sets for others.

"Wallannah's" chief fault—if fault it really be in these days—lies in the complexity of its plot, which is both intricate and full of action from cover to cover. But it is here that Mr. Craigie's excellent workmanship assists and delights the reader, for he meets the difficulty by many charming little digressions and dainty touches of descriptive work.

The work should meet a very cordial reception in the old North State, as well as among that immense class of readers who constantly cry for more Colonial literature.

"TALES OF THE CAPE FEAR BLOCKADE." By James Sprunt, of Wilmington, N. C.

The February number of the North Carolina Booklet series is "Tales of the Cape Fear Blockade," by Mr. James Sprunt, of Wilmington. It is written in excellent style, and presents a vivid, realistic picture of the South's great period of "storm and stress."

It will be remembered that Wilmington was the very heart of that vital intercourse between the Confederate States and foreign countries, which depended almost wholly upon the heroic pluck and dauntless courage of the "blockade runners," who, in the face of the greatest dangers, and despite innumerable losses, brought through the vigilantly-guarded channels munitions of war, blankets, and clothing for the soldiers; cotton cards and medicines for the women at home, and supplies of all kinds.

From the beginning, long after all other ports in the South were closed, and until within a few months of Lee's surrender, Wilmington kept her gates open, and through these the very bone and sinew of the Confederacy flowed into the war-ridden South.

The "Booklet" just out contains much matter of historical interest that has never before been published, and is of great value to the whole South.

Orders should be sent to the publishers of the series, Miss Martha Helen Haywood and Mrs. Hubert Haywood, whose address is Post-Office Box 125, Raleigh, N. C. These ladies are acting, in the publication of the "Booklets," under the auspices of the North Carolina Society of the Daughters of the Revolution. The series is entitled "Great Events in North Carolina History," and one booklet is issued each month.

RIEHL'S DAS SPIELMANNSKIND AND DER STUMME RATSHERR. Edited, with Notes and a Vocabulary, by George M. Priest, A. M., Instructor in German, Princeton University. Cloth, 12mo., 134 pages. Price, 35 cents. American Book Company, New York, Cincinnati, and Chicago.

This is the latest addition to the American Book Company's series of Modern German Readings, and furnishes in suitable form for class reading two of those interesting studies of folklife in the Middle Ages which have done so much to make Heinrich Riehl one of the most popular of German story-tellers. The style in which the selections are written is clear and simple, and a complete vocabulary and numerous notes furnish all necessary assistance to the student. Both of the stories are among those recommended by the Modern Language Association.

BRADISH'S STORIES OF COUNTRY LIFE. By Sarah Powers Bradish, Author of "Old Norse Stories," Cloth, 12mo; Illustrated, 170 pages. Price, 40 cents American Book Company, New York, Cincinnati; and Chicago.

This is one of the latest additions to the well-known series of Eclectic School Readings, and the stories are suitable for reading in the fourth or fifth years. It presents in easy and interesting manner the yearly round of country life on a farm, with especial reference to the history of wheat, from its planting to its grinding into flour at one of the great modern mills. Into this general framework are interwoven true narratives of horses and dogs, birds and little wild animals, describing traits that may be watched and verified by any observant child. To lend variety to the themes and to give a broader view of industrial life, among the farm stories are scattered others relating to lumbering, coal, and iron mining, and the industries to which they give rise. The book is attractively illustrated, and cannot fail to awaken interest in life in the country and to give the pupil a new and better knowledge of its varied activities.

A New Magazzine.

VIRGINIA LAW REGISTER. February, 1902. W. M. Lile, University of Virginia, Editor; George Bryan, Richmond, Va., Associate Editor. J. P. Bell Company, Lynchburg, Va., Publishers.

The leading articles in this month's issue of this valuable periodical concern "The Contract of Reinsurance," by Professor W. R. Vance, of Washington and Lee University, and "The Relation Between the Medical and Law Departments of a Railway Company," by Charles M. Blackford, Esq., of the Lynchburg Bar.

Both treat of live topics, the recent heavy fire losses throughout Virginia giving especial interest to the former.

The cases reported in full, and reviewed, are O'Boyle vs. Commonwealth, and Connelly vs. Western Union Telegraph Company, decided by the Supreme Court of Appeals of Virginia, and Commonwealth vs. Baroff, by the Hustings Court of the city of Richmond.

Among the editorials is a discussion of recent decisions touching the right of a railroad company to lease to one party the exclusive right to solicit baggage at a railroad station.

The "Notes of Cases" contain a useful summary of the powers of a judge in Federal trial courts to control the verdict and call attention to the weight given to his ruling by an appellate court—differing radically in this respect from the practice in the Virginia State courts.

Other Notes.

Lucy M. Thurston, author of "Mistress Brent," a story of Lord Baltimore's colony in 1638, has been at work on another book, which will be brought out by her publishers, Little, Brown & Company, of Boston, this year. Mrs. Thurston is a Baltimore woman. She was graduated from the Baltimore schools, and taught history for two or three years. Since her marriage her leisure has been devoted to the study of history and literature, and she is known locally as an authority on those two topics. About five years ago her interest was awakened in Maryland's colonial history, and, after a prolonged and thorough study, she used the material for the historical romance entitled "Mistress Brent," which was actually written in the mountains of Virginia. Those competent to judge state that the story is a faithful picture of Maryland's early history.

"IT STIRS THE BLOOD."

WALLANNAH.

A COLONIAL ROMANCE.

By Will Loftin Hargrave.

A Vivid and Thrilling Picture of Life in the Carolina Colonies.

Published Monday. At All Bookstores.

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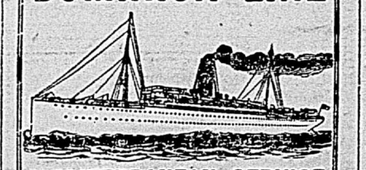

MEDITERRANEAN SERVICE

BOSTON to GIBRALTAR, NAPLES, GENOA and ALEXANDRIA, EGYPT.

SAILINGS AS FOLLOWS:

Cambroman April 9th, May 21st.

BOSTON TO LIVERPOOL,

(Via Queenstown).

New England, March 8. | Merion, (new), March 22.

Commonwealth, March 29. | New England, April 5.

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RAILROAD LINES.

ATLANTIC-COAST LINE.

Schedule in Effect January 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 9:49 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 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M. Daily, except Sunday. Arrives Petersburg 12:35 P. M. Stops Manchester, Drewry's Bluff, Centralia, and Chester on signal.

3:00 P. M. OCEAN SHORE LIMITED, Daily. Arrives Petersburg 3:30 P. M., Norfolk 5:20 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 P. M. Makes all intermediate stops.

6:06 P. M. Daily. Arrives Petersburg 7 P. M. Makes all stops.

7:23 P. M. FLORIDA AND WEST INDIAN LIMITED. Daily. Arrives Petersburg 7:59 P. M. Connects with Norfolk and Western for Norfolk and intermediate points; Emporia 9:03 P. M. (connects with Atlantic and Danville for stations between Emporia and Lawrenceville); Weldon 9:38 P. M., Fayetteville 12:32 A. M., Charleston 6 A. M., Savannah 9:06 A. M., Jacksonville 12:45 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 Sleeper New York to Wilmington, Charleston, Port Tampa, Jacksonville, Augusta, and Macon.

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 9:36 A. M., Savannah 10:50 A. M., Jacksonville 2:50 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.

8:48 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.

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

2:15 P. M. Daily, except Sunday. From Petersburg.

7:45 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.

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N&W RY. Norfolk AND Western

November 24, 1901.

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. Stops at Wakefield only to let off passengers holding tickets from Richmond and Petersburg.

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, Konxville, and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

3:00 P. M., Ocean Shore Limited. Arrives Norfolk 5:20 P. M. Stops only at Petersburg, Waverly, and Suffolk. Connects at Norfolk with steamers to Boston, Providence, New York, Baltimore, and Washington.

7:23 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 8:56 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.

JOHN E. WAGNER, City Passenger and Ticket Agent.

C. H. BOSLEY, District Passenger Agent.

W. B. BEVILL, General Passenger Agent.

General Office: Roanoke, Va. fe 23

DEPARTURE OF STEAMERS.

OLD DOMINION STEAMSHIP COMPANY.

DAILY LINE

For New York, the North, and East.

PASSENGERS can leave daily, except Sunday, by Chesapeake and Ohio railway at 9 A. M. via Norfolk, and 2:10 P. M. via Old Point and Norfolk, or 9 A. M. and 3 P. M. by Norfolk and Western railway, via Norfolk, both lines connecting with direct steamers sailing same day or by company's new steamer Brandon, leaving Monday, Wednesday, and Friday at 7 P. M., arriving at Norfolk at 6 A. M., there transferring to New York steamer.

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, or with new steamer Brandon, leaving Norfolk Tuesday, Thursday, and Sunday 7 P. M.

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; Murphy's 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.

H. B. WALKER, Traffic Manager. J. J. BROWN, Gen'l Pass. Agent.

CLYDE STEAMSHIP COMPANY.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

Appointed sailing days every TUESDAY, FRIDAY, and SUNDAY at daylight.

Freight received daily until 5 P. M.

For further information apply to J. W. M'CARRICK, General Southern Agent; Office, Rocketts.

W. P. CLYDE & CO., General Agents, Philadelphia. ja 2

RAILROAD LINES.

SEABOARD Air Line Railway.

"CAPITAL CITY ROUTE."

SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA, AND MEXICO. REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect March 2, 1902.

TRAINS LEAVE RICHMOND, DAILY—MAIN-STREET STATION.

10:37 P. M. "Florida and Metropolitan Limited," for Petersburg, Henderson, Raleigh, Southern Pines, Columbia, Savannah, Jacksonville, Tampa, Miami, all points Southwest, Cuba, and the West Indies.

10:37 P. M. "Atlanta Special," for Petersburg, Henderson, Raleigh, Camden, Southern Pines, Pinehurst, Athens, Atlanta, Montgomery, Chattanooga, Nashville, Memphis, and all points South and Southwest.

2:18 P. M., "Seaboard Fast Mail," for Petersburg, Henderson, Raleigh, Southern Pines, Pinehurst, all points in Florida, Athens, Atlanta, Nashville, Memphis, and all points South and Southwest.

9:10 A. M., "Seaboard Express," Daily, for Petersburg, Norlina, N. C., and all intermediate stations. Connection at Norlina with train arriving at Henderson 2:09 P. M.; Raleigh, N. C., 3:50 P. M., and Durham, N. C., 3:53 P. M. daily, except Sunday.

Trains leave Richmond for Washington, New York, and the East daily. No. 34 at 6:45 A. M. and No. 46 at 5.05 P. M.

Connections at Jacksonville and Tampa for all Florida East Coast points, and Cuba and Porto Rico. At New Orleans for all points in Texas, Mexico, and California.

TRAINS ARRIVE AT RICHMOND DAILY.

6:35 A. M. | From all points South and
5:00 P. M. | Southwest.
5:45 P. M., from Norlina, N. C., Petersburg, and local points.

CAFE-CAR SERVICE

Cafe Dining-Cars will be operated in Trains Nos. 31 and 34, "Florida and Metropolitan Limited," between Hamlet, N. C., Savannah, Ga., and in Trains Nos. 32 and 33, "Atlanta Special," between Hamlet, N. C., and Atlanta, Ga. Service a la Carte. Prices moderate; no canned goods handled, but the freshest and finest meats, vegetables, and staples served. This is an innovation, and will be found a great convenience to travellers, as against meal stations or table d'hote dining-cars.

SLEEPING-CAR SERVICE.

Nos. 31 and 34—Florida and Metropolitan Limited. Drawing-Room, Sleeping Cars, and Through Day Coaches, between New York and Tampa. Also, Through Drawing-Room Buffet Sleeping Cars between New York and Atlanta.

Nos. 27 and 66—"Seaboard Fast Mail." Through Drawing-Room and Buffet Sleeping-Cars between New York and Tampa, connecting at Hamlet with Sleeping-Car to and from Atlanta, in connection with which Through Pullman Tickets are sold. Finest Day Coaches.

Z. P. SMITH, District Passenger Agent, 836 east Main street. 'Phone 405.

J. M. BARR, 1st V.-P. and G. M.

R. E. L. BUNCH, G. P. A., de 7 Portsmouth, Va.

SOUTHERN RAILWAY

Schedule in Effect Feb. 16, 1902.

Trains Leave and Arrive 14th-Street Station.

TRAINS LEAVE RICHMOND, VA.

10:20 A. M., No. 9, daily for Durham, N. C., Danville, and all local stations south, connecting at Burkeville with Norfolk and Western railway for Farmville, Lynchburg and all local stations West; at Jeffreys for local stations on Norfolk Division to Danville; at Oxford for Henderson.

2:30 P. M., No. 29, limited train daily, for Jacksonville and all Florida points; Havana, Nassau, etc. Connects at Moseley with Farmville and Powhatan railroad; 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.

11:30 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. Connection 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 connections for all points in Texas, Mexico, and California.

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

TRAINS ARRIVE IN RICHMOND.

6:00 A. M.)
5:43 P. M.) From Atlanta, Augusta, Jacksonville, 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.

Nos. 61 and 62, between Manchester and Neapolis.

YORK-RIVER LINE, VIA WEST POINT.

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

4:30 P. M., No. 16, Baltimore Limited, daily, except Sundays, for West Point, connecting at West Point with steamers for Baltimore and York-river landings Mondays, Wednesdays, and Fridays.

2:15 P. M., No. 10, Mondays, Wednesdays, and Fridays, local express for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

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 RICHMOND.

9:15 A. M., daily, from West Point, with connection from Baltimore, Wednesdays, Fridays, and Sundays.

10:45 A. M., No. 9, Wednesdays and Fridays.

5:15 P. M., daily, except Sundays, from West Point and intermediate stations.

Steamers leave West Point Mondays, Wednesdays, and Fridays 5:50 P. M., arriving Baltimore 8:30 A. M. Steamers call at Almonds, Clay Bank, and Gloucester Point.

C. W. WESTBURY, District Passenger Agent, 920 east Main street, Richmond, Va.

S. H. HARDWICK, General Passenger Agent.

F. S. GANNON, Third Vice-President and General Manager, Washington, D. C. fe 15

DEPARTURE OF STEAMERS.

VIRGINIA NAVIGATION CO.

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 Norf