EIGHT-HOUR BILL

REPORT OF HOUSE COMMITTEE IN ITS FAVOR.

OBJECTIONS TO THE MEASURE.

Practical Workingmen Say It Will Abridge Their Freedom to Labor as Long as They Please.

WASHINGTON, D. C., April 28.—(Special.)—In reporting favorably on Saturday the bill which limits work done on all government contracts by laborers or mechanics to eight hours a day, the Labor Committee of the House, through its chairman, Mr. Gardner, submit a lengthy report in support of their action. The report says that the single new contention made by the opponents of the bill, and not urged against previous bills of like purpose, is that the completion of some work, like large castings, particularly, by different workmen, under an eight-hour plan, would fail to produce the best results. In other words, that satisfactory results could not be obtained under an eight-hour system.

"The correctness of this contention," remarks Mr. Gardner, "was stoutly denied by practical workers, and it is believed by the committee that any real difficulty in this particular is met by the amendment proposed in this report." The amendment causes the bill to read as follows: "No penalty shall be exacted for violations of such provisions due to extraordinary emergency by fire or flood or due to danger to life or property."

ARGUMENT OF OPPONENTS.

It is on this very point that the opponents of the measure take issue with Mr. Gardner. In the first place, they claim that Mr. Gompers, president of the Federation of Labor, the head and front of the bill, and who has worked for years to secure its passage, never produced before the committee any practical workmen, that the only men of that class who appeared as witnesses were employees of such large concerns as the Homestead and Bethlehem Steel Works and the Cramps and they all protested strenuously against the enactment of an eight-hour law as being not only impracticable but an abridgment of their freedom as workingmen to labor as long as they please. The printed report of the hearings before the committee bear this argument out with the exception of one single instance, that being the presence of a witness for the labor people who was a foreman at the Washington navy-yard. Mr. Gardner's report consists in the main of extracts from a previous report made on the same subject. He declares that the bill in question is in conformity with the settled policy of Congress as indicated by legislation covering a period of thirty-four years and quotes from the opinions or Carroll D. Wright, the Commissioner of Labor, General Thomas L. Casey and Commander of the Navy Folger, all of whom urged an eight-hour law, Commander Folger saying that if it could be made compulsory that every man in the land should work but eight hours it would be a good thing to do, and that the quality of the work produced would probably compensate for the difference in hours. Mr. Gardner then applies to the case in issue the laws of different States making an eight-hour day. He remarks in his report: "A gentleman of responsibility and exceptional opportunity for observation has borne testimony that the shortening of the work day has banished blue Monday."

ALL WORKINGMEN AFFECTED.

The action of the Labor Committee, when it is made public, will again revive renewed interest in this bill, for its final disposition by Congress will affect laboringmen all over the country as well as millions of dollars of capital invested by contractors who are filling government contracts. The contractors have asserted ever since the bill was framed that should it become a law the government will be forced into manufacturing its own guns and armor plate as well as building war vessels, for the steel manufacturers and ship-builders are a unit in declaring against the possibility of turning out work of so high a degree of excellence as to pass government inspections under the severe conditions imposed by law carrying with it a time limit on all work. They also contend that the bill imperils the basic principle on which the republic was founded, the absolute right of man to do as he pleases with his time and labor.

The bill has twice passed the House, and both times died in the Senate, once in committee, but the labor leaders, notably Mr. Gompers, intend to make the most strenuous efforts to secure its passage this session, and these same labor leaders contend there is not a man in the country who would not welcome its passage, although a number of Cramp's workmen testified that an eight-hour law would work great hardship to them, owing to the time they lost during the winter months.

REDUCTION IN WAGES.

All the government contractors say that if the bill is passed it will mean an inevitable reduction in wages. These contractors are not against an eight-hour system, but they consider it a socialistic tendency to make it mandatory on a man that he shall not work more than eight hours, no matter what his pleasure may be in that direction, and if the bill becomes a law they will carry it to the Supreme Court, to have its constitutionality tested. Saturday Judge J. K. McCammon, who represents a number of government contractors, sent a letter to the Labor Committee, in which he said: "I would call your attention to an extract from President Roosevelt's speech at Charleston, S. C., a short time ago, in which, in discussing the relations between capital and labor, he said, among other things, "Our laws must be wise, sane, healthy, conceived in the spirit of those who scorn the mere agitator, the mere instigator of class or sectional hatred; who wish justice for all men; who recognize the need of turning, so far as possible, to the old American doctrine of giving the widest possible scope for the free exercise of individual initiative." "This application," remarks Judge McCammon, "to the eight-hour law is obvious. This bill does interfere with the freedom of a workingman to do his uttermost amount without interference from trade unions, and does not recognize the old American doctrine of giving the widest possible scope for the free exercise of individual initiative." It is current talk among many congressmen, who are interested in this bill and hope for its passage, that owing to the more important matters now pending before Congress and the short time left for legislation that the bill will not be considered this session.

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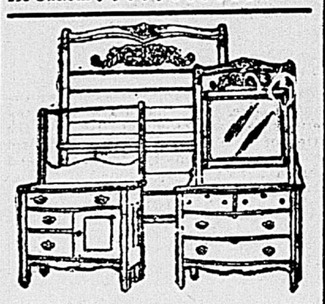

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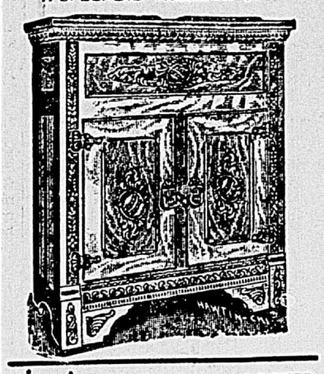

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(Sun,Tu&F)

TRIAL OF GENERAL SMITH.

Major Waller Testifies to Receiving the "Kill and Burn" Order.

MANILA, April 28.—The trial by court-martial of General Jacob H. Smith, on the charge of conduct prejudicial to good order and discipline, was resumed here to-day. Major Littleton W. T. Waller, of the Marine Corps, testified to receiving from General Smith the orders to "kill and burn," and render Samar a howling wilderness, previously referred to in these dispatches. The natives of Samar, said Major Waller, were more treacherous and implicable than the tribesmen of the Soudan. Without General Smith's drastic measures, the war there would not have been ended yet. General Smith never intended killing women or children.

Corporal Pritchard, of the Ninth Infantry, who took part in the fight at Gandara, testified that he saw boys of 12 years of age fighting and slashing with bolos.

Sergeant Bonnicastle, of the Ninth Infantry, an Apache, testified regarding Captain Schoeffel's fight in Dapdap province, Samar, against Daios Dios fanatics. He saw a soldier attacked by two boys under 12 years, one armed with a bolo and the other with a dagger.

Private Nicolo, of the Ninth Infantry, explained the dangers and difficulties of service in the Island of Samar.

Private Najot, of the Tenth Cavalry, told how Americanists (natives friendly to the Americans) were butchered there in cold blood.

Sergeant Brumbly, of the Ninth Infantry, a survivor of the Balangiga massacre, described that disaster, including the mutilation of the American dead by the Samar natives.

Department Horse Dead.

One of the valuable horses of Engine Company No. 4 of the Fire Department, died Sunday. The horse was purchased about six weeks ago and the price paid was $180. It was taken with a severe cold, and gradually grew worse, but worked up until a few days of its death.

One of the horses driven to hose-wagon No. 3 of the Fire Department slipped and fell while starting to a fire Saturday morning. With some difficulty he was gotten to his feet and proceeded to the fire. He was scratched and bruised about the flanks, but was not seriously injured.

R. T. Vyche, the Story Teller.

Story-telling is one of the acknowledged arts in the teachers' profession of to-day, and the friends of Westminster school are to have a rare treat to-day at 12:30, when R. T. Wyche will tell the pupils some of the old stories, beginning with Beowulf and Ulysses, or Troy, and ending with some lighter and more modern stories.

Mr. Wyche has been engaged to talk to several schools, but his first appearance will be at Westminster.

A CONSTITUTION FOR RUSSIA?

Military Forces Unable to Check the Rising.

ST. PETERSBURG, April 27.—Persistent reports are in circulation to the effect that the Cazar will shortly issue a rescript giving Russia a constitution similar to the scheme for administrative reform drawn up by the late General Loris Melikoff, when he was Minister of the Interior, and which was sanctioned by the late Czar Alexander II.

The rioting continues to spread in South Russia. The military, thus far, have been unable to prevent incendiarism, terrorism, and plundering. The landed proprietors throughout the government of Poltava are seeking refuge in the city of Poltava.

Prince Obolenski, the Governor of Kherson, is apprehensive of an uprising in that government. The police forces in many cities have been increased in strength, notably at Irhutsk and Archangel.

Balschaneff, the assassin of M. Sipiaguine, the late Minister of the Interior, is now reported to be very sick, owing to voluntary starvation.

PRINCESS ON TRIAL.

Rhodes Affidavit in Radziwill Case Holds Good.

CAPE TOWN, April 28.—The trial of Princess Radziwill, on the charge of forgery, in connection with notes purporting to have been endorsed by the late Cecil Rhodes, but which the latter repudiated, began in the Supreme Court here to-day, before the Chief Justice, Sir J. H. Devilliers. The Princess pleaded not guilty, and counsel for the defence applied for a postponement of the trial, in order to bring evidence from England. The application was refused.

There are twenty-four counts in the indictment. Though Rhodes and Schultze, the two principal witnesses, have died since the case was first instituted, their evidence in the form of affidavits denouncing the signatures on the notes as forgeries, holds good.

Prize-Money Case Advanced.

WASHINGTON, D. C., April 28.—The United States Supreme Court to-day, on motion of Solicitor-General Richards, advanced the hearing of a number of cases involving the prize money earned in connection with the naval battles of Manilt and Santiago, setting them for the second Monday of the next term.

The cases are those of the United States vs. Admiral Sampson, the United States vs. Admiral Dewey, Captain E. F. Stovell vs. Admiral Dewey, and Admiral Dewey vs. the Don Juan de Austria, Isla de Cuba, Isla de Luzon, etc., and Edwin F. Stovell.

All the cases are in the United States Supreme Court, on appeal from decisions of the Supreme Court of the District of Columbia. The aggregate amount involved is between $1,500,000 and $2,000,000, and those directly interested in its distribution number between three and four thousand officers and sailors in the American navy.

"DIPLOMACY IN SHIRT SLEEVES."

So the London Globe Characterizes Shaw's Pittsburg Speech.

LONDON, April 28.—The speech of the United States Secretary of the Treasury, Mr. Shaw, at Pittsburg, at the banquet, April 26th, in celebration of the late General Grant's Birthday, has thus far passed unnoticed by the London press, with the exception of the Globe, which is exceedingly wrathy at such a responsible politician's "tickling the ears of groundlings with a speech full of menace to America's only friend among the Powers of Europe."

After quoting the speech, the Globe continues: "We are not greatly concerned, either for the threat or the crude vulgarity which causes Mr. Shaw to apply it to a particular Power; but what impresses us with a sense of American decadence is the manner in which the absurd speech was received. Were an English Minister of Mr. Shaw's position to make a similar allusion to a foreign Power, all the chancelleries of Europe would be convulsed. But England heeds it not a whit, and the rest of the world shrugs its shoulders and talks about diplomacy in shirt-sleeves."

Rain and Hail in Kansas.

KANSAS CITY, MO., April 28.—A heavy rain fell last night in Southeastern Kansas and Southwestern Missouri, accompanied in places by severe hail. At Lawrence, Kan., the water fell in torrents. It improves crop conditions greatly.

Cavalry Home from Cuba.

NEW YORK, April 28.—The First Squadron of the Second United States Cavalry, composed of Troops A, B, and C, under command of Major Walter S. Schuyler, arrived here to-day, from Matanzas, Cuba, on the steamer Curititba. The troops, which consist of nine officers and 229 men, have been in Cuba since February 6, 1899. They will go to Fort Ethan Allen, Vermont. Ninety men of the Second and Third squadrons, of the Second Cavalry, and 350 horses, arrived here last night, bound for the same destination.

Many Hurt in Railway Accident.

FORT WAYNE, IND., April 28.—The Sunday excursion train on the Grand Rapids and Indiana railroad collided with a freight train near here late last night. Two coaches were overturned, and over thirty passengers were injured. The most seriously hurt are: John Hedges, hurt about back and arms; F. P. Wilster, seriously hurt about head; Miss Norma Allen, both arms broken; Herman Durnell, badly hurt about head and arms; condition critical. All of the injured are residents of this city.

Storm Killed Many Sheep.

CHEYENNE, WYO., April 28.—Reports received here from various sections of the State indicate that the unexpected storm of last week killed 12,000 or 13,000 sheep, the losses running from 2 to 10 per cent.

Good Rain in Iowa.

DES MOINES, IA., April 28.—Central Iowa experienced the benefits of a heavy fall of rain to-day. The storm lasted for three hours, and the soil is now in excellent condition.

Mr. Trigg at the Yards.

Mr. William Trigg drove through the shipyard yesterday for the first time since his illness. He was heartily received by the men, who showed sincere delight at his recovery.

DEPARTURE OF STEAMERS.

American Line.

NEW YORK, SOUTHAMPTON, LONDON
Sailing Wednesdays at 10 A. M.
St. Louis....April 30 | St. Paul.....May 14
Philadelphia..May 7 | St. Louis.....May 21

Red Star Line.

NEW YORK—ANTWERP—PARIS.
Sailing Wednesdays at Noon.
Zeeland .....April 30 | Southwark...May 14
Friesland.....May 7 | Vaderland ...May 21

International Navigation Company,
Piers 14 and 15, North river,
Office, 73 Broadway, N. Y.
W. B. PALMER & CO.,
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RIPANS.

When I would eat anything I got deathly sick at my stomach and had severe cramps. I could not stay on my feet, but would have to lie down for an hour or two. I was persuaded by my mother to give Ripans Tabules a trial, and was surprised at the relief they gave me. They cured me in a short time.

At Druggists.

The Five-cent packet is enough for an ordinary occasion. The family bottle, 60 cts., contains a supply for a year.

Heart Pains

are Nature's warning notes of approaching danger from a diseased heart. If you would avoid debilitating diseases, or even sudden death from this hidden trouble pay heed to the early warnings. Strengthen the heart's muscles, quiet its nervous irritation and regulate its action with that greatest of all heart remedies, Dr. Miles' Heart Cure.

"Darting pains through my heart, left side and arm would be followed by smothering, heart spasms and fainting. Dr. Miles' Heart Cure has entirely relieved me of those troubles."
JOHN VANDENBURGH,
256 Kewaunee St., Milwaukee, Wis.

Dr. Miles' Heart Cure

controls the heart action, accelerates the circulation and builds up the entire system. Sold by druggists on a guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

RAILROAD LINES.

ATLANTIC-COAST LINE.

Schedule in Effect April 12, 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 6:20 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.

TRAINS ARRIVE RICHMOND.

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

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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J. R. KENLY, General Manager.
H. M. EMMERSON, General Passenger Agent.
C. S. CAMPBELL, Division Passenger Agent,
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RICHMOND AND PETERSBURG ELECTRIC RAILWAY.

CARS LEAVE CORNER PERRY AND SEVENTH STREETS, MANCHESTER.

Every Hour from 6 A. M. to 10 P. M.
CARS LEAVE PETERSBURG
30 Minutes After Every Hour from 6:30 A. M. to 10:30 P. M.
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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.

BAY LINE TO BALTIMORE Via C. & O. Railway and Old Point.

U. S. MAIL ROUTE.

Leave Richmond via Chesapeake and Ohio railway daily, except Sunday, at 4 P. M., connecting at Old Point with the superb steamers of the Old Bay Line; leaving at 7:15 P. M., arriving Baltimore 6:30 A. M., in time to make connection with all trains North, East, and West. Short rail ride and all night on one of the finest steamers in southern waters. Returning, arrive Richmond 10 A. M. daily, except Monday.

CLYDE STEAMSHIP COMPANY.

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

Freight received daily until 5 P. M.
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J. W. MCCARRICK,
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MERCHANTS' AND MINERS' TRANSPORTATION COMPANY'S Steamship Lines.

Direct Route to
BOSTON, MASS., AND PROVIDENCE, R. I.

Steamers leave Norfolk for Boston TUESDAY, WEDNESDAY, FRIDAY, and SUNDAY at 6 P. M.; for Providence MONDAY, THURSDAY, and SATURDAY at 6 P. M.

Accommodations and cuisine unsurpassed.

Passengers and freight taken for all New England points.

Tickets on sale at Chesapeake and Ohio and Norfolk and Western railway offices and 903 east Main street.

R. H. WRIGHT, Agent,
de 26-tu Norfolk, Va.

RAILROAD LINES.

C&O ROUTE PASSENGER TRAINS LEAVE AND ARRIVE NEW MAIN-STREET STATION.

April 25, 1902.

LEAVE RICHMOND.

9:00 A. M. Daily. Local to Old Point, Norfolk, and Portsmouth. Parlor Car.

10:10 A. M. Except Sunday. Local to Clifton Forge. Connects for Orange, Culpeper, Calverton, and Manassas.

10:20 A. M. Daily for Lynchburg, Lexington, and Clifton Forge. Connects, except Sunday, for Rosney, Alberene, and New Castle. Parlor car to Clifton Forge.

2:10 P. M. Except Sunday, "Washington and Old Point Limited," for Norfolk via Old Point; Parlor and Observation cars to Old Point.

2:45 P. M. Daily. St. Louis and Chicago Limited. Dining-car train. Pullman for Cincinnati, Louisville, and St. Louis. Five to eight hours' quickest line West. Connects for Virginia Hot Springs. Local train follows St. Louis Limited from Gordonsville to Staunton, except Sunday.

4:00 P. M. Daily. For Old Point, Norfolk, and Portsmouth. Pullman to Old Point. Connects at Old Point with Washington, Baltimore, and Cape Charles steamers.

5:15 P. M. Except Sunday to Bremo.
5:30 P. M. Except Sunday to Doswell.
10:30 P. M. Daily. F. F. V. Dining Car train. Connects for Virginia Hot Springs. Pullman to Hinton, connecting with Pullman to Cincinnati, Louisville, and the West.

ARRIVE NEW MAIN-STREET STATION.

8:00 A. M. Except Sunday, from Doswell.
8:30 A. M. Daily from Cincinnati.
8:40 A. M. Except Sunday, from Bremo.
10:00 A. M. Daily from Norfolk and Portsmouth.
12:00 Noon. Except Sunday, from Norfolk and Portsmouth.
3:30 P. M. Daily from Cincinnati.
6:35 P. M. Daily from Clifton Forge and Lynchburg, and except Sunday from New Castle, Lexington, and Buckingham Branch. Parlor car Clifton Forge to Richmond.
6:45 P. M. Daily from Norfolk and Portsmouth.
8:15 P. M. Except Sunday, from Clifton Forge and Charlottesville.

Apply at 809 east Main street, 903 east Main street, Murphy's Hotel, or New Main-Street Station ticket offices for further information.

H. W. FULLER, G. P. A. JOHN D. POTTS, A. G. P. A.
C. E. DOYLE, General Manager.
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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 APRIL 13, 1902.

TRAINS LEAVE RICHMOND—MAIN-STREET STATION—DAILY.

No. 27.	No. 31.	
2:15 P. M.	10:37 P. M.	—Lv. Richmond.
2:56 P. M.	11:20 P. M.	—Lv. Petersburg.
7:27 P. M.	4:12 A. M.	—Lv. Raleigh.
10:25 P. M.	7:00 A. M.	—Ar. Hamlet.
10:35 P. M.	7:20 A. M.	—Lv. Hamlet.
7:50 A. M.	3:55 P. M.	—Ar. Atlanta.
2:00 A. M.	10:35 A. M.	—Ar. Columbia (Eastern Time).
1:05 A. M.	9:40 A. M.	—Lv. Columbia (Central Time).
4:55 A. M.	2:10 P. M.	—Ar. Savannah.
9:15 A. M.	7:00 P. M.	—Ar. Jacksonville.
10:50 A. M.		—Ar. St. Augustine.
5:45 P. M.	6:45 A. M.	—Ar. Tampa.
10:08 A. M.	10:32 P. M.	—Ar. Charlotte.
10:22 A. M.	1:35 P. M.	—Lv. Chester.
12:35 P. M.	3:43 A. M.	—L. Greenwood.
2:50 P. M.	6:13 A. M.	—Lv. Athens.
3:55 P. M.	7:50 A. M.	—Ar. Atlanta.
5:40 P. M.		—Ar. Augusta.
7:20 P. M.	11:35 A. M.	—Ar. Macon.
9:20 P. M.	6:25 P. M.	—Ar. Montgomery.
2:55 A. M.		—Ar. Mobile.
7:25 A. M.		—Ar. New Orleans.
4:00 A. M.	6:55 P. M.	—Ar. Nashville.
4:15 P. M.	8:25 A. M.	—Ar. Memphis.

Train No. 35 leaves Richmond 9:10 A. M. daily for Petersburg, Norlina, N. C., and all intermediate points. Connection at Norlina with train arriving Henderson 2:10 P. M. and Raleigh 3:50 P. M. daily, and Durham 4 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. 66 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., No. 34 | From all points South
4:55 P. M., No. 66 | and Southwest.
5:45 P. M., No. 36, from Norlina, N. C., Petersburg, and local points.

SLEEPING-CAR SERVICE.

Nos. 31 and 34—Florida and Metropolitan Limited. Pullman Drawing-Room and Sleeping-Cars between New York and Tampa. Vestibuled Coaches between New York and Richmond, and between Richmond and Jacksonville. Pullman Sleeping-Cars (daily) between Jacksonville and Tampa. Also, through Drawing-Room Sleeping-Cars between New York and Atlanta, and Cafe-Cars between Hamlet and Atlanta and Hamlet and Savannah.

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

W. J. MAY, City Ticket Agent.
Z. P. Smith, District Passenger Agent.
'Phone 406. 1006 East Main street.

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 Chattancoga. 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

Old papers for sale at the Dispatch office.

DEPARTURE OF STEAMERS.

VIRGINIA NAVIGATION CO. JAMES RIVER DAY LINE.

Steamer "Old Point Comfort" 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.

Freight received for above-named places and all points in Eastern Virginia and North Carolina. IRVIN WEISIGER, General Manager.
E. A. Barber, Jr., Secretary. ap 29

RAILROAD LINES.

SR 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, connecting at Lester Manor with stage for Walkerton and Tappahannock Tuesdays, Thursdays, and Saturdays.

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, 520 east Main street, Richmond, Va.
S. H. HARDWICK, General Passenger Agent.
C. H. ACKERT, General-Manager, Washington, D. C.

R., F. & P. RAILROAD

Schedule in Effect April 16, 1902.

TRAINS LEAVE RICHMOND—NORTHWARD.

4:07 A. M. Daily, from BYRD-STREET STATION, for Washington and beyond. Stops at Milford, Fredericksburg, and Alexandria. Stops Occoquan Sundays. Sleeping Cars to Washington and New York. Dining Car.

6:45 A. M. Daily, from MAIN-STREET STATION, Florida and Metropolitan Limited, for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping Cars to New York.

7:00 A. M. Except Sunday, from ELBA STATION, accomodation for Ashland and intermediate points.

8.00 A. M. Sunday only, from BYRD-STREET STATION, for Washington and beyond. Stops at Elba, Glen Allen, and local stations, Ashland to Quantico inclusive, Negley, Occoquan, and Alexandria. Buffet Parlor Car.

8:50 A. M. Except Sunday, from BYRD-STREET STATION, for Washington and beyond. Stops at Elba, Glen Allen, and local stations, Ashland to Accotink inclusive, and Alexandria.

12:05 Noon, Except Sunday, from BYRD-STREET STATION, for Washington and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, and Alexandria. Buffet Parlor Car. Connects with Congressional Limited.

4:00 P. M. Except Sunday, from BYRD-STREET STATION, accommodation for Fredericksburg and intermediate points.

5:05 P. M. Daily, from MAIN-STREET STATION, for Washington and beyond. Stops at Doswell, Fredericksburg, and Alexandria. Sleeping Car to New York.

6:12 P. M. Daily, from ELBA STATION, for Washington and beyond. Stops at Fredericksburg and