HORSES AND HORSEMEN

Robert Waddell's Interesting Racing Career.

THE KESWICK HUNT CLUB

Virginia Bred Two-Year-Old in England—Mr. Strang Buys Annie Fittz—Sale of Washington Jockey Club Property.

So varied has been the career of Robert Waddill, the Chicago Derby winner of 1901, that all pertaining to the unsexed son of Aloha and Virgie is likely to prove interesting, hence the following clipping is produced here. Robert Waddell is now in winter quarters at Greenway farm, Wilcox Wharf, Charles City county, Va., the home of his owner and breeder, Robert Bradley, who asserts, confidently, that his favorite will be good and ready to race again during the coming season. Robert Waddell traces directly to the great Nina, by Boston, whose blood continues to breed on with remarkable uniformity. Nina was owned at Bullfield farm by the late Major Thomas W. Doswell, who bred her descendants, Ecliptic, Virgo and Virgie, respectively the dam, grand dam and great grand dam of Robert Waddell.

No horse ever worked his way into the affections of Chicago race-goers to the same extent as Robert Waddell, whose picture we publish this week. For one reason, though a very unexpected Derby winner, the small bettors were on him to a man. For another he was supposed to have been somewhat ill used and overworked by his owner, the well known "Virginia" Bradley. The latter supposition was possibly not well founded, for though Bradley's methods would not suit horses with delicate constitutions, they worked well with such sterling animals as Blitzen, Robert Waddell and Traverser, and were really not to blame for the latters sudden death on the Hawthorne race course. Indeed, there is much pith in the shrewd old Virginian's argument that it is better to work out a horse in a race with a chance of getting a slice of the money, than in a morning gallop, in which, no matter how hard the task set, an animal can earn nothing toward its keep.

Robert Waddell is neither a very prepossessing looking or very fashionably bred animal, though there are points in his conformation that suggested to experienced horsemen the weight carrying capacity he later showed he possessed, while a study of his pedigree will show connoisseurs in that line whence he derived his stamina. Aloha, the sire of Robert, was a really good race horse during his turf career. He is a son of imp. St. Mungo and Ollie, whose first foal he was. Ollie was by the stout sire Virgil, from Susie Linwood, a granddaughter of Lexington. St. Mungo, which died shortly after Aloha was foaled, was by the Stockwell horse St. Alban's, out of Crochet, by Melbourne, her dam a Hornsea mare. He was a good race horse in England and promised to make a great cup winner, but was unfortunate enough to split both pasterns during his three-year-old career. He served at the stud in his native country for ten years, and was brought to Illinois by J. P. Smallwood in 1881, when fifteen years old.

Virgie, the dam of Robert Waddell, is a bay mare foaled in 1888 to King Bolt, a son of Lexington and imp. Eildam Lass, by Kingston (son of Venison) out of Virgo, a daughter of Abdell Kader (by Australian), out of Ecliptic, by Eclipse, out of a Boston mare. Originally known as Libra, Virgie was sold by J. J. Carroll, of Ashland, Va., to R. Bradley, and she survived his racing methods for three seasons, running innumerable times and winning many races. As a six-year-old she was sold to R. L. Hubbard, who gave her a rest, as she started but once the following year, and went to the stud next season, when seven years old. Robert commenced his career as a two-year-old by running third in a selling race at Acqueduct on April 20, 1900, though it took him seventeen more races to break out of the maiden class. This feat he achieved at Harlem on October 22, but only owing to the disqualification of Guy H., which unfairly beat him a neck. The following day he earned brackets in a more satisfactory manner, beating the odds on favorite, Al. Brown, by half a dozen lengths. His next essay was also a successful one and between this and the close of the season he carried silk fourteen times, finishing first on four occasions.

Robert also commenced his three-year-old career early, opening it by finishing second at Bennings on March 30. His initial effort was followed by four wins in succession, after which he ran sixteen times, winning on seven occasions before he carried silk for the Derby, being allowed to enjoy a couple of weeks rest immediately prior to the great struggle. How, after standing at one hundred to one in the future books all spring, Robert started at an outside price and easily won the Derby, is a matter of history.

He was not allowed to rest long on his laurels, as on the following Tuesday he was pulled out for a purse, which he won easily. This he followed up by taking the Oakwood and Sheridan stakes in such fashion as to prove his Derby victory no fluke. Overweighted for the Great Western Handicap, he finished unplaced, but showed his quality again two days later by running second for the Drexel stakes, conceding the winner, fast Jiminez, ten pounds. For the Young Handicap he again finished unplaced, and the same was the case two days later in an Guard, which was conceding the Bradey overweight handicap won by Advance gelding thirteen pounds for the difference in age and sex.

By finishing fifth in the Wheeler Handicap with 111 pounds up, Robert ended his labors at Washington Park, and most people considered he had earned a rest. His inexorable owner did not agree with them, however, for on the following Monday this industrious bread winner was pulled out for a handicap at Hawthorne, which he won by a narrow margin from old Malay. Then came a defeat, followed by another victory. That Robert was getting stale he now plainly showed by four successive defeats, though in three of these four he was placed. But Bradley would not take warning, so soon came the inevitable end. The pitcher went to the well once too often, and when attempting to win a pitiful purse at Roby for his rapacious owner, the game little brown met with an accident that probably destroyed his usefulness for all time, as unfortunately he cannot transmit his sterling qualities. His owner, however, is nothing if not sanguine, as he proves by betting on all the long shots. According to him Robert will carry silk once more before the coming season closes, but, according to better judges, we have seen the last of the Derby winner of 1901.

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The Keswick Hunt Club, of Keswick, Va., is a comparatively new organization, but is fast gaining prominence, while the semi-weekly meets are well attended and the run over the classic hills of fair old Albemarle are oft times fast and furious from start to finish. A recent meet of the club is aptly described as follows.

Despite an almost blinding snow storm, a goodly field of eight members of the Keswick Hunt Club met the faithful master and the hounds at "Clismont" on Saturday promptly at 3 o'clock. The hounds being laid on back of Dr. Beechers, a glorious run of seven miles ensued across the farms "Greenwood," "Rougemont," "Hobedale" and "Castle Hill," where Colonel and Mrs. Rives, assisted by Miss Landon Rives, and Mr. and Mrs. Allen Potts entertained their hunting friends with true Virginia hospitality. Those riding were: Mr. Julian Morris (M. F. H.), on "Winston"; Mrs. Allen Potts, on "Bachelor;" Mr. Allen Potts on "Gold Torch;" Will Osborn on "Lady Lynne;" George Savage, of New York, on "Miss Sanford;" Frank Randolph on "Hugh;" Robert Jackson on "Mary Pace;" George Lindenkohl on "Shoo Fly." Mrs. Potts ended the run in the lead and showed her usual exhibition of beautiful horsewomanship by putting Bachelor over a five-foot flank fence without a "touch."

* * *

J. S. Curtis, who in 1902 shipped to England a number of weanlings and yearlings bred by him in the Mayfield Stud, Leesburg, Va., has recently registered names for his American bred two-year-olds as follows:

Ambassadress, ch f, by Ambassador—Hanoveria.

Belle Savile, ch f, by imp Savile—Belle of the Choir.

Bubbling Water, ch f, by imp. Savile—Lady Brook.

Dinker, b c, by imp. Royal Stag—Hatto.

Glueckauf, ch c, by imp. Benvenuto—Reprieve.

Harper, b c, by imp. Savile—Harpist.

Last Hart, b c, m yimp. Royal Stag—Web of Fate.

Meantime, b f, by imp. Contract—Sundial.

Sakulons, b c, by imp. Benvenuto—Parella.

Score, br c, imp. Contract—Music III.

Bensaria, ch f, by imp Benvenuto—Sarilia.

Bennet, ch c, by imp. Benvenuto—Saveloy.

Duefall, b f, by imp. Royal Stag—Westfall.

* * *

Mr. Charles E. Strang, of the August Grocery Company, of this city, has purchased of G. A. Fittz, Petersburg, Va., the handsome and well bred brown filly Annie Fittz, foaled 1900, by Great Stakes, 2:20, dam Hazel Hess, by Happy Day, 2:29¼, second dam Springtime, dam of Clandon, 2:21¼ by Black's Hambletonian, third dam Saratoga, dam of Springday, 2:26¼, by New York, fourth dam May Day dam of Cad Wade, 2:20, by Pacing Abdallah, and next dam Black Pearl, by thoroughbred imp. Knight of St. George. Though unbroken to harness the price paid for Annie Fittz was $200, which speaks well for the demand shown for the get of Great Stakes, albeit this filly has the action of a trotter and when started up in a paddock can strike a merry clip. She has been placed in the stable of William L. Bass at Acca Farm, who during past years has handled nearly every trotter or pacer of note owned in this vicinity.

* * *

Prof. A. L. Mountcastle, a native of this city, but who during the past decade has traveled over half the country and practiced veterinary dentistry with great success, has returned home and will be located at No. 612 East Clay Street for several months. A large number of horses suffer untold agony due to rough edges and sharp corners of teeth, also to diseased ones to which may be attributed a whole train of evils such as total blindness, weak eyes, loss of flesh, nervousness and the like. Prof. Mountcastle is an expert operator and his work is endorsed by prominent citizens and horse-owners in various cities. His command over horses is remarkable and his ability to control even those of the most vicious sort seems no thing short of an art.

* * *

The property of the Washington Jockey Club at Bennings, Washington, D. C., has been purchased outright by the Westchester Racing Association, of New York, who propose making the Bennings meeting a first-class fall and spring fixture, which will greatly lengthen the racing season for owners and prove of great material advantage to them. The former Virginian, Mr. Algernon Daingerfield, still retains his position as assistant secretary of the Washington Jockey Club, among whose fixtures are several steeplechase events that are of interest to and patronized by Virginia breeders and owners of hunters and jumpers.

* * *

Among the promising two-year-olds to be raced during the coming season is the brown filly Vaviat, by Handsome, dam Annie G. This filly is a half-sister to Caviar. Annie G. was bred in the Ellerslie Stud and sired by imp. Charaxus, dam Elite, a full sister to the beautiful Eolian, by Eolus, second dam Calash, by imp. Phaeton. Clash was bred in the Woodburn Stud, Lexington, Ky., and purchased as a yearling by James Norwood, Hillsboro, N. C., from whom she passed to Captain R. J. Hancock, of Ellerslie.

* * *

W. T. Smoot has in winter quarters at his farm, near Chester, Va., the thoroughbred filly Trebia, four years old, by Longford, dam Mattie Lee, and the trotting-bred mares Lula Allen, by Lancewood, dam Julo, by Abe Lincoln, son of George M. Patchen, Jr., and Nance, a black, foaled 1896, by Santa Claus, 2:17 1-4 dam by Fleeting Ray. Both Lula Allen and Nance were bred in 1902 to Red Buck, the sire of Ben D., 2:06 3-4.

* * *

Charentus, the bay gelding, by imp. Charaxus, dam Contenta, by John Happy, and conqueror of Imp and other crack performers, and one of the most useful and consistent race horses of recent years, is now turned out in New Jersey for a well earned life's rest, it is said. Charentus was bred by and foaled in 1894, the property of the late Major R. S. Tucker, of Raleigh, N. C.

BROAD ROCK.

CORN IN PLACE OF COAL

Farmers of Central Illinois Use Grain For Fuel.

CHARLESTON, ILL., Jan. 31.—During the cold weather, when coal trains were being held up by the bankers and leading citizens of the small towns in central Illinois, many framers who lived at considerable distances from these towns were compelled to burn corn for fuel. Many of the farmers whose coal bins had been swept clean of every particle of fuel, had well-filled corn cribs, and they did not hesitate in their dire necessity to resort to burning the grain.

Corn has been selling in this section of the State for 35 cents a bushel. Hard coal delivered in barrels by the express companies, has cost as much as $15 and $20 a ton. Only a few were able to get the fuel even at that price. There was nothing left for them to do but to draw on the corn cribs. Corn makes a poor substitute for coal, and it is expensive fuel, but the farmers thought it better to use it than to freeze.

Many of the farmers who were forced to burn corn were among the wealthiest land owners. In the country a few miles from here a physician found a family in a luxurious home, huddled around a grate in which corn was being burned. The family had been depending upon corn to keep them warm for several days, and said they had not suffered from the cold. This is the first time in over a quarter of a century that the farmers have had to resort to their grain stores for fuel.

Chicago's Voters' League

By SAMUEL E. SPARLING.

A FEW years ago the Common Council of the city of Chicago was the synonym for all that is bad and disreputable in city government. The tongue o government. The tongue of scandal had spread this far beyond the State, and even beyond the confines of the Nation. Year by year the honesty and ability of the Council were becoming notoriously lower and lower, until citizens were compelled by a mingled sense of pride and shame, as well as for the protection of public interests, to search for some means of relief. After various unsuccessful efforts, the Municipal Voters' League was organized in 1896, for the purpose of calling the attention of the mass of voters to a proper view of public questions, and particularly to the necessity of exercising greater care in the selection of candidates for aldermanic positions. This League is composed of men well known in the business and professional walks of life, who have realized the necessity of forceful and drastic methods to stem the tide of corruption and dishonesty in the Common Council.

It was therefore obvious that the first task toward which the Voters' League should direct its attention was to secure an honest Council. Franchise values were being voted away with alarming rapidity, and without any regard for the public interest. Machine and ward politicians of dubious character held sway and control over the Council; their will was law, and from positions of ignorance and obscurity, they suddenly passed to places of power and opulence. As in many other cities of the country, the Common Council of Chicago was at this time a travesty upon representative and democratic government. Public service corporations bought valuable rights, and the citizen stood helpless to protect his interests.

We are now to trace briefly the work of the Voters' League, which has become a transforming power in the municipal politics of Chicago. The League was organized on a non-partisan basis, and invited the co-operation of all persons who were interested in the well-being and good name of the city of Chicago.

But, like most associations of its kind, the main work was to fall upon the shoulders of a few men. The offices of the League, during a municipal campaign, become the political clearing-house of the city. The methods employed by the League are simple and direct, but entirely unique for their open and fearless criticism of candidates who seek a place in the Common Council. The League first devoted its attention to the gathering of information concerning the candidates who were nominated by the different parties in the various wards. This involved a great task, because of the number of candidates concerned and the carefulness with which information must be sought before the officers of the League formulated their conclusions. As soon as the campaign is on, it begins its work, which consists quite largely in commending and indorsing worthy candidates and in exposing and rejecting those who have been found weak and wanting. This part of its work has greatly improved during the last two or three years by reason of the fact that an extensive canvass of all prospective candidates has been carefully made, and their public and private records are securely filed away. This canvass has been carefully and systematically done and is fundamental to the success and purposes of the League. Every bit of information is followed to its source, and the utmost care exercised by the committee in order that its conclusions may be safe and secure. Persons are secretly employed to gather these facts, and are often independently set at work upon the record of a given man. This poll of the prospective candidates in each ward is entirely unique, I believe, in the field of reform, and its effectiveness is abundantly shown in the results which have followed. Thus, in the heat of the campaign the labor of collecting this information does not fall upon the committees, and their efforts may be directed to other matters.

After all the facts concerning the public and private record of the candidate are fully worked out, if found questionable he is called into the office of the committee and given a chance to be heard in his own defense, or withdraw from the race, before the committee makes public its statement. If he still decides to continue, he does so with the knowledge that the essential facts of his public and private life will be given to the voter under the official seal of the League. The leading papers of the city render generous aid by giving these reports a prominent place in their columns, as well as by editorial support. These comments are made up of brief statements of those public and private acts of each candidate which are considered essential in determining his efficiency as an Alderman. No partisan ship is shown in the preference, but often both candidates are rejected as equally bad and dangerous. And, on the other hand, both are often indorsed as equally worthy of support. With these facts fully before the public, the voter is urged to make his choice in the interests of honest and efficient government. The nature of these bits of information can be no better conveyed than by the insertion of the characterization of three or four candidates who sought election to the Common Council in the campaign this spring. They are copies from the press reports, and may be taken as unique models of choice biography.

.....WARD.

.....Democrat: resides 1804 Michigan Avenue; self-styled "banker," with office in room 210, 213 La Salle Street; finishing four term in Council; commonly known as "Bath-house;" formerly rubber in Turkish bath; afterward saloon-keeper, to which occupation he has lately added the toil of being a "banker" for "graft" and the protection of vice; is recorded to have voted right once, when his vote was not needed; his sole claim to even political strength rests on his being a parasitical partner of Michael Kenna; he deserves the contempt of good citizens and the hatred of the unfortunate and vicious, whom he has bled and abused; every citizen of Chicago, and especially his new constituents between Twelfth and Twenty-second Streets, should take an active interest in his defeat, so that the center of the city shall no longer be misrepresented by such a travesty on common sense and representative government. If he must be supported by the public, there are several public institutions that can care for him at less cost in money and civic self-respect.

.....WARD.

.....Republican; resides 87 Aldine Square; firm of Jackson Brothers, Board of Trade; during three terms has uniformly shown such ability, integrity, fairness, and efficiency as to win the confidence of his honest colleagues, and to compel the respect of the worst of the "gang;" he has thus become by common consent the most influential member of the present Council; has given time and energy unsparingly to an unselfish public service.

.....WARD.

.....Democrat; resides 40 Seminary Avenue; lawyer, 205 La Salle Street; voted against midnight closing. During two terms in the Council has been able, fearless, and efficient; service on the street railway commission and the local transportation committee has made him an especially valuable Alderman.

.....WARD.

.....Republican; resides 175 Southport Avenue; undertaker, 86 Racine Avenue; voted against midnight closing; not present on Ogden Gas vote; voted to increase police pay and over veto; served in Council from 1888 to 1887, 1890 to 1892, and re-elected 1900; has come down from the old days of franchise grabs and "gang" rule; his later efforts have been curbed by reputable colleagues; he is worse than an object of suspicion and should not be re-elected.

The headquarters of the League during a municipal campaign present an interesting throng in which party managers, candidates, friends of candidates, and citizens interested in good government freely mingle and discuss the situation. The politicians are seeking favors before nominations are made, and great pressure is brought to bear upon the executive committee in order to know its attitude toward the prospective candidate. It becomes obvious that if the League is to retain the confidence of the voter it must move with great caution. It must be certain of the accuracy of its information, and must be able to detect political intrigue which emanates from rival party camps. Leading citizens are invited in, and views are freely exchanged with reference to the attitude of the League upon candidates and public issues. The policy of the League has been to avoid the assumption of the responsibility of making nominations, and it has wisely and earnestly sought to place that responsibility with the party managers, where it obviously belongs. The politicians exert every influence to secure the support of the League before the party caucuses and conventions are held. If this information should be given, the League would be assuming the responsibility of making the nominations. On the other hand, it has purposely avoided this responsibility and has constantly asserted its right to indorse or reject a candidate after the party has exercised its rightful function at the convention. It is obvious that all kinds of threats and pressure would be brought to bear upon the committee. Politicians in some instances have absolutely ignored the League in particular wards, and have met its recommendations with a spirit of defiance.

The League began its work in 1896, and a few statistics will indicate the success which has attended its efforts. It made its first recommendations as to candidates in 1896, and out of a large number of Aldermen who retired the League recommended only two for re-election. There were twenty-six of the outgoing Aldermen with bad records, and only ten of these succeeded in securing renominations, and four of these last were defeated at the polls. In 1897 the recommendations of the League were followed in seventeen wards; in 1898 in twenty-three wards; in 1899 its recommendations were followed in twenty-five wards; and in 1900 in seventeen wards, and in seven wards it commended all the candidates as qualified. Twenty-five of the thirty-seven successful candidates had its indorsement over all opponents, or its commendation with others. In the campaign of 1900 the party managers joined forces to return the members condemned by the League. To this open defiance is due the re-election of so many condemned members in that Council. It is, however, only a few wards that this can be successfully done.

With the election which was held on April 7, 1902, the League closed its sixth campaign in the interests of an efficient and honest city government. The net results of this last election are summarized in the following table:

Number of Aldermen elected	36
League candidates elected	28
League candidates defeated	8
"Gray Wolves" re-elected	7
"Gray Wolves" defeated	6
Aldermen approved by League	55
Aldermen condemned by League	15
Honest majority	40

This summary does not tell the whole truth. The election was an "off year," since the Mayor was not to be elected, and consequently there was a light vote. A light vote usually favors the politician, but the fact remains that the Municipal Voters' League succeeded in defeating seven out of fifteen "Gray Wolves." Exceedingly close majorities were given in some of the other wards. Ficke in the Ninth Ward won by one vote, and his seat will probably be contested. "Blind Billy" Kent had a majority of less than two hundred. "Bath-house" John Coughlin' agents were arrested for bribery, and his seat will be contested. Some of these wards, for obvious reasons, are well-nigh hopeless; particularly those wards represented by "Bath-house" John Coughlin, "Johnny" Powers, "The Turkey Man," and "Bling Billy" Kent While it is practically impossible to defeat Coughlin, still, for its moral effect, a most energetic and stirring campaign was waged against him by the League.

In the course of a few years the Voters' League has transformed a corrupt and dishonest Council into a responsible, intelligent, representative body of men. It has been able to do this by well-known campaign methods which have proved effective in the field of practical politics. It has concentrated the attention of the voter upon the character of the candidates by offering a fearless, straightforward statement of their public and private career. These statements at once take hold of the community, and their transforming power has been shown in the growing respectability of the Common Council.

Even with this notable addition, the long list of services rendered the city by the Municipal Voters' League is incomplete without a reference to the vote at this election upon three issues of great interest to the American public. The League has strongly advocated the abolition of the township government within the city limits, the direct nomination of candidates by the people, the ownership and operation of the street railways, and gas and electric lighting plants for public and private light and heat. These issues were approved by good majorities. In particular was the vote upon the question of municipal ownership decisive; out of 151,581 votes there were 125,554 cast in its favor.

In fact, the work of the Voters' League in improving the personnel of the Common Council has led to its extension into the broader field of State politics, and an organization is now being perfected for the purpose of employing the same methods to secure the return to the State Legislature of a more responsible delegation from the city of Chicago.

This sketch of the work of the Voters' League of Chicago is given in the hope that its lesson may prove of value to other metropolitan cities which are struggling with a corrupt and irresponsible Council. It brings to the Council men of capacity who are able to devote their energies and time to constructive work, rather than to the blocking of the nefarious schemes of their disreputable colleagues.

The work already done by the League in Chicago shows that the low average of the City Councils is not due altogether to the ignorance and bad intentions of the voter, but more to the lack of leadership and direction at the caucuses and the polls.—The Outlook.

SWINDLER OUTWITTED

Drug Clerk $5 Ahead in Deal With Short-Change Artist.

(Special to The Times-Dispatch.)

LEXINGTON, KY., Jan. 31.—One of those peculiar reversions in human affairs happened in this city the other night when an unknown short change artist was beaten at his own game by a drug clerk, and was himself short changed to the tune of a five dollar bill. About dusk the stranger walked into the drug store of Rudolph Harting, in this city, and approached one of the clerks, Will Harting, brother of the proprietor, and wanted to make a ten-cent purchase, offering a ten-dollar bill.

The correct change was given him, but in the manipulations that followed, wherein he asked for a ten-dollar bill in exchange for $5 in silver which belonged to him and $5 in currency which belonged to the proprietor of the store, the clerk agreed to make him the required change, but when the latter got possession of the money he immediately asked his brother to call up the police.

The stranger argued for a minute on a suggested compromise, which, being ineffectual, he darted out of the door and has not been seen since. The drug store is $5 to the good and has had the benefit of the experience.

STEAMBOATS.

American Line.

NEW YORK, SOUTHAMPTON, LONDON
Sailing Wednesdays at 10 A. M.
Philadelphia, Jan. 21. Kroonland, Jan. 31.
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Sailing Saturday at 10 A. M.
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Leave Richmond nightly at 7 o'clock for Norfolk, stopping at Newport News in both directions, arriving at Norfolk at 6 A. M., there transferring to New York steamer, daily, except Sunday, at 7 P. M.

Passengers can leave daily, except Sunday, by Chesapeake and Ohio Railway at 8:50 A. M. and 4 P. M., or 9 A. M. and 3 P. M. by Norfolk and Western Railway, both lines connecting at Norfolk with direct steamers sailing same day.

Freight for all northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf (foot of Ash St.), Rocketts.

Tickets on sale at Company's office, No. 1212 East Main Street; Richmond Transfer Company, No. 819 East Main Street; Murphy's Hotel; Chesapeake and Ohio, and Richmond and Petersburg depots, and at Company's wharf, Richmond. Baggage checked through to all points.

Local Fares between Richmond and Norfolk, Newport News, Old Point and Hampton, $2.50; to Baltimore and Washington, $4.00.

Round trip fare between Richmond and Norfolk, $4.50. Time limit, 10 days. Above fares include stateroom berth between Norfolk and Richmond. Meals, Table d'hote, 60c. Richmond to New York, all water or rail and water, $9.00. Limit, 3 days. Round trip, $14.00. Limit, 30 days, including meals and stateroom berth

JOHN F. MAYER, Agent,
1212 East Main Street, Richmond, Va.
J. J. BROWN,
General Passenger Agent.
H. B. WALKER, Traffic Mgr., New York.

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U. S. MAILROUTE.

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 water. Returning, arrive Richmond 10 A. M., daily, except Monday.

For tickets and general information apply at general offices Chesapeake and Ohio Railway, Richmond Transfer Company and 1006 East Main Street.

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Beginning April 1st, 1902,

Cars leaves corner Perry and Seventh Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M., last car 11:30 P. M.

Cars leave Petersburg, foot of Sycamore Street, every hour from 6:20 A. M. to 10:30 P. M.

FRIDAY AND SUNDAY SPECIAL EXCURSIONS.
50 CENTS—ROUND TRIP—50 CENTS.

Trains Leave and Arrive

NEW MAIN-STREET STATION,
IN EFFECT NOVEMBER 20, 1902.
LEAVE RICHMOND.

7:45 A. M., except Sunday, Newport News local. All stops.

9:00 A. M., daily, for Old Point, Newport News and Norfolk. Two hours and 25 minutes to Norfolk. Stops Williamsburg, Newport News, Hampton and Phoebus. Parlor Car Richmond to Old Point.

4:00 P. M., daily, except Sunday, for Old Point, Newport News and Norfolk. Two hours and 25 minutes to Norfolk. Stops Williamsburg, Newport News and Hampton only. Buffet Parlor Car Gordonsville to Old Point. Connects at Newport News on Mondays, Thursdays, Fridays and Saturdays with M. and M. steamer for Baltimore; at Old Point with Washington, Baltimore and Cape Charles steamers; at Norfolk with Old Dominion steamers for New York.

5:00 P. M., daily, for Newport News and Old Point. On Sundays only connects for Norfolk.

5:15 P. M., except Sunday, to Bremo.

MAIN LINE—WEST-BOUND.

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

2:00 P. M., daily, Cincinnati and Louisville Express. Buffet Parlor Car to Gordonsville. Pullman from Gordonsville to Cincinnati and Louisville. Connects for Virginia Hot Springs. Dining Car on at Gordonsville. A local train from Gordonsville to Staunton follows for local stations, except Sunday.

5:15 P. M., except Sunday, accommodation to Doswell.

7:00 P. M., "St. Louis and Chicago Special," daily, with Pullman Sleepers, Richmond to Cincinnati; Gordonsville to Indianapolis and St. Louis; Parlor Car Cincinnati to Chicago. Dining Car attached at Gordonsville.

JAMES RIVER DIVISION.

10:20 A. M., daily, for Lynchburg, Lexington and Clifton Forge. Except Sunday for Hosney, Alberene and New Castle. Parlor Car.

ARRIVE AT RICHMOND.

From Norfolk and Old Point 10:05 A. M. and 6:30 P. M., daily; 11:45 A. M. and 7:20 P. M., except Sunday.

MAIN LINE.

From Cincinnati and the West, 7:45 A. M., daily, and 3:30 P. M., daily. Local; 8:30 A. M., except Sunday, and 7:10 P. M., except Sunday.

JAMES RIVER DIVISION.

6:35 P. M., daily, and 8:40 A. M., except Sunday.

Apply at 809 East Main Street, 819 East Main Street, Murphy's Hotel, Jefferson Hotel and Main-Street Station for further information, rates, tickets and Pullman reservations.

W. O. WARTHEN, City Pass. Agt.
C. E. DOYLE, General Manager.
H. W. FULLER, Gen'l Pass. Agt.

Atlantic Coast Line

SCHEDULE IN EFFECT JAN. 12, 1903.
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.

9:30 A. M., daily. Arrives Petersburg 9:13 A. M., Emporia 10:42 A. M., Weldon 11:22 A. M., Fayetteville 4:35 P. M., Charleston 11:15 P. M., Savannah 3:00 A. M., Jacksonville 9:05 A. M., Tampa 7:00 P. M., Port Tampa 7:30 P. M. Connecting at Wilson with No. 49, arriving Goldsboro 2:55 P. M., Wilmington 5:45 P. M. Pullman Sleeper New York to Jacksonville.

12:20 P. M., daily. Arriving Petersburg 1:00 P. M. Connects with Norfolk and Western Railway for Roanoke and intermediate points. Stops at Drewry's Bluff, Centralia and Chester.

3:00 P. M., OCEAN SHORT LIMITED, daily. Arrives Petersburg 3:30 P. M., Norfolk 5:20 P. M. Stops only at Petersburg, Waverly and Suffolk.

4:10 P. M., daily, except Sunday. Arrives Petersburg 4:53 P. M., Weldon 6:54 P. M., and Rock Mount 8:10 P. M., Goldsboro 9:23 P. M. Makes all intermediate stops.

5:50 P. M., daily. Arrives Petersburg 6:43 P. M. Makes all stops.

6:50 P. M., FLORIDA AND WEST INDIAN LIMITED, daily. Arrives Petersburg 7:32 P. M. Connects with Norfolk and Western for Norfolk and intermediate points. Emporia 8:43 P. M. (connects with Atlantic and Danville for stations between Emporia and Lawrenceville); Weldon 9:00 P. M., Wilmington 10:10 P. M., Fayetteville 12:47 A. M., Charleston 5:45 A. M., Savannah 7:55 A. M., Thomasville 2:45 P. M., Jacksonville 12:45 A. M., Tampa 10:00 P. M., Port Tampa 10:30 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS—Arriving Augusta 8:25 A. M., Macon 11:35 A. M., Atlanta 1:00 P. M. Pullman sleeper New York to Wilmington, Charleston, Port Tampa, Jacksonville, Ocukusta and Macon; New York to Thomasville, Tuesday only. Dining Car Service.

9:35 P. M., daily. Arrives Petersburg 10:15 P. M. Connects at Petersburg with Norfolk and Western Railway, arriving Lynchburg 2:45 A. M., Roanoke 4:45 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., "NEW YORK AND FLORIDA SPECIAL," daily, except Sunday. Arrives Charleston 8:45 A. M., Savannah 10:50 A. M., Louisville 2:50 P. M., St. Augustine 4:00 P. M. Pullman Palace Sleeping, Library, Observation and Dining Cars, New York to St. Augustine.

TRAINS ARRIVE RICHMOND.

4:07 A. M., daily. From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and points South.

6:40 A. M., daily, except Monday. From St. Augustine, Jacksonville, Savannah, Charleston and all Florida points.

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 Rocky Mount and intermediate stations, Norfolk and Suffolk.

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

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

2:00 P. M., daily. From Petersburg, Roanoke and intermediate points.

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

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

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

E. M. EMMERSON,
Traffic Manager.
W. J. CRAIG,
General Passenger Agent.
C. S. CAMPBELL,
Division Passenger Agent.

SOUTHERN RAILWAY

SCHEDULE IN EFFECT DEC. 14, 1902.
TRAINS LEAVE AND ARRIVE FOURTEENTH-STREET STATION.
TRAINS LEAVE RICHMOND, VA.

7:00 A. M., No. 7, daily, for Danville, Charlotte and all local stations South, connecting at Danville for stations to Lynchburg, also with D. and W. Railway for Martinsville and stations on that line. At Greensboro for all stations east and west thereof.

12:50 P. M., No. 13, 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 Danville with No. 35, United States fast mail, solid train, daily, for New Orleans and points Columbia, Spartanburg and Jacksonville. Drawing-Room Buffet Sleeper Richmond to Atlanta and Birmingham. Through coach for Chesu City, Oxford and Durham. Through train, with Sleeper, Salisbury to Memphis. Dining-Car service.

11:05 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 connection 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.

6:55 A. M. and 6:25 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 Nassville.

YORK-RIVER LINE VIA WEST POINT
THE FAVORITE ROUTE NORTH.
LEAVE RICHMOND.

4:30 P. M., No. 10, 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 stages at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE RICHMOND.

9:15 A. M., No. 15, daily, from West Point, with connection from Baltimore Sundays, Wednesdays and Fridays.

10:45 A. M., No. 9, Wednesdays and Fridays from West Point and local stations.

4:50 P. M., daily, except Sundays, from West Point and intermediate stations.

Steamers sail from West Point 5:30 P. M. Mondays, Wednesdays and Fridays, and will call at Allmonds, Claybank and Gloucester Point.

C. W. WESTBURY,
District Passenger Agent.
920 East Main Street, Richmond, Va.
S. H. HARDWICK,
General Passenger Agent.
C. H. ACKERT,
General Manager, Washington, D. C.

Richmond, Fredericksburg & Potomac Railroad.

SCHEDULE IN EFFECT JAN. 11, 1903.

6:15 A. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Milford