NO AUDITORIUM FOR CHURCH HILL

Finance Committee Orders Plans for Bellevue School Reduced in Cost.

NEW BUILDING FOR SIDNEY

Church Hill School Cut to $100,000, and New One Ordered at $80,000.

Plans for the new Bellevue public school, estimates on which were $125,000, were returned to the City School Board by the Council Committee on Finance last night, with a resolution asking for new plans, the cost not to exceed $100,000. At the same time a resolution was forwarded to the Council for adoption authorizing the City School Board to secure plans for the new Sidney School, the cost not to exceed $80,000 complete.

J. G. Corley, of the School Board, appeared before the Finance Committee, explaining that of the general scheme projected last year to provide adequate elementary schools within a period of five years at a cost not to exceed $600,000, the Council had set apart from a bond issue during the past year $200,000 to provide two white and one colored school. After looking over the field, the Council had approved the action of the School Board in acquiring sites costing $40,000, the most expensive being the Van Lew property, comprising an entire block, for $26,000.

Auditorium Proposed.

Plans had been approved and contracts awarded for new Madison School, to cost about $95,000, and the new Buchanan colored school, to cost approximately $40,000. In preparing plans for the new Bellevue School to stand on the Van Lew property, at Twenty-third and Grace Streets, the board had selected the sketches of Carneal & Johnston for a twenty-four-room building, with a central auditorium, seating 1,000 people. Mr. Corley explained that when completed it would be possible to abandon and sell the old Bellevue School on Broad Street, and when new Springfield School is ready, the old building at Nineteenth and Marshall can be abandoned altogether. Mr. Corley admitted that the plans could be cut, but held that it was not desirable, outlining the scheme of the School Board to have a central auditorium in this school, which would not only serve as an assembly hall for the school, but also as a meeting place for the people of Church Hill in all manner of school extension work, pointing out that Church Hill has now no suitable auditorium, while other sections of the city are amply supplied.

Superintendent J. A. C. Chandler said the enrolment of the schools at present was 1,104 more than the total enrolment last session; that they were growing rapidly, and that new building were necessary. He approved of the plans for an auditorium on Church Hill, saying that while it did not materially add to the cost of the building, it would make it available for gatherings of many kinds, the central section of the city having available the John Marshall School auditorium, and the western section the City Auditorium. Every seat was taken at the Fox School on Hanover Street, and pupils were being transferred across the city at some expense to meet overcrowded conditions, and he urged immediate action on plans for a building for new Sidney School to stand on a lot recently acquired by the city in the far southwestern section of the city.

New Sidney School.

The board took the matter up later in executive session and returned the plans for Bellevue School to be redrafted on a basis not to exceed $100,000 for all costs, and at the same time recommended that plans be secured for an $80,000 building to replace Sidney School.

Rev. H. D. C. Maclachlan and Rev. Father Hannigan were before the committee in reference to the proposed juvenile court, and delegations of city employes were heard in regard to salary increases in the Water Department, the captain and crew of the city tug, and the city electrical inspectors, all of which went over with a number of pending papers to a special meeting to be called on Wednesday night, March 27, when the committee will sit in executive session to consider matters on which there have already been public hearings.

How the Vote Stood.

After the meting it was stated that the vote on the Bellevue School proposition was 8 to 3, Messrs. Butler, Richards and Fuller contending for the plans as presented by the School Board, including the auditorium as a much needed centre of social life on Church Hill, while the majority of the committee stood out for the erection of a building for school purposes only, with merely an assembly hall for the pupils, instead of an auditorium for public uses.

Arrests Yesterday.

Cabell Hill, colored, nineteen years old, was arrested yesterday by Detectives Krengel, Wiley and Kellam, on the charge of stealing two gold-filled watches from Max Friedman.

Walter Franklin, white, and Charles Taylor, colored, were held at the First Station on the charges of carrying concealed weapons.

James Davis, colored, was locked up at the Second Station yesterday morning by Traffic Officer Bernstein on the charge of being drunk and disorderly on a car of the Oakwood and Main division of the Virginia Railway and Power Company.

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Oldest Music House in Virginia and North Carolina.

BEGIN CAMPAIGN FOR 333 MEMBERS

Movement Launched by Y. M. C. A., and Ten Working Teams Appointed.

A big five-day campaign for 333 new members for the Y. M. C. A. was launched last night, when the workers met at supper in the association building to organize, with John Stewart Bryan as principal speaker.

The organization will consist of ten teams of ten men each, led by a captain, with G. W. Balke, chairman of the associate board of directors, leading the movement. The campaign will open to-morrow morning and close at 10:30 o'clock Tuesday. Many of the workers are already signing up members, and a few already have their share of the members needed.

The following is a list of captains and workers:

Geo. W. Bahlke, chairman.

Team No. 1—C. P. Ford, captain; J. R. Blackwell, Frank Capps, Dr. H. S. Corey, R. W. Carrington, M. R. Gilliam, W. A. Shultice, F. A. Simpson, W. H Surber, John Tyler, Walter Ford.

Team No. 2—J. C. Goode, captain; W. J. Brannon, J. B. Hobbs, D. H. T. Jewett, J. G. Kolbe, C. C. Leach, B. C. Lewis, Jr., J. H. Mercer, Dr. R. A. Nichols, S. F. Sylvester, H. D. Bryant.

Team No. 3—O. C. Hope, captain; J. L. Brandon, Edgar Harrison, R. C. Longan, W. Henry Kelley, LeRoy O'Rork, T. J. Reddin, H. C. Robelen, C. J. Shaughnessy, John M. Wray, W. W. Yates.

Team No. 4—E. L. Layfield, captain; Gordon Hunt, W. C. Locker, B. A. McKinney, V. A. Wells, A. Seddon Jones, Jr., R. H. Walker, Lewis Pilcher, Dr. D. G. Wilson, M. W. Pinnix, C. V. Robinson.

Team No. 5—J. B. Leathers, captain; I. D. Briggs, Jr., H. B. Bugg, T. H. Droste, R. M. Holloway, P. M. Hundley, H. T. Leake, C. P. Loving, J. Hoge Hicks, F. B. Huffman, E. R. Jones.

Team No. 6—E. A. Pearsall, captain; H. R. Callis, C. W. Crowder, Jr., C. W. Williams, P. L. Ezekiel, V. H. Miller, W. A. Parr, C. I. Robinson, W. A. Roper, J. A Sutherland, S. T. McClanahan.

Team No. 7—A. B. Pyle, captain; F. B. Bates, W. A. Berryman, J. S. Haw, W. F. McBain, C. E. Corkran, T. W. Lobban, S. J. Harrison, A. V. Russell, J. H. Toone, Harold S. Wright, D. L. Shreckengorst.

Team No. 8—C. B. Richardson, Captain; Dr. A. G. Brown, J. S. Bryan, E. W. Farley, J. F. Jones, S. B. Love, W. S. Rhoads, E. G. Rike, Rev. F. L. Wells, M. H. Whittaker, D. A. Putney.

Team No. 9—J. B. Walford, captain; L. E. Atkins, T. M. Carrington, Jr., C. B. Coulbourne, Dr. W. H. Craig, John B. Orgain, J. M. Carter, Jr., John Daniel Taylor, C. P. Walford, Jr., C. H. Sutton, Jr., O. W. Gilman.

Team No. 10—H. K. Wilder, captain; H. B. Bibb, Dr. W. H. Street, E. Vaughan-Lloyd, J. M. Wiltshire, Percy L. Allen, B. M. Adams, L. W. Dunn, E. B. Meade, J. H. Bolen, A. K. Thomas.

DEMOCRATS PAY TRIBUTE TO BRYAN

Lincoln, Neb., March 19.—Representative Democrats of the progressive wing of the party conferred here today on questions of party policy, and to-night paid tribute to William J. Bryan at a banquet given in his honor on the occasion of his fifty-second birthday.

The speeches of the evening were delivered by Former Senator Pettigrew, of South Dakota; Senator Gore, of Oklahoma; George Fred Williams, of Massachusetts; Frederick Townsend Martin, of New York; Congressman Henry, of Texas; Senator-elect James, of Kentucky. Mr. Bryan avoided, as a rule, the personal preferences of the speakers, but outside the banquet hall the speakers were less reserved.

Mr. Williams and Mr. Pettigrew were outspoken in their opposition to Governor Woodrow Wilson; Senator Gore was a hearty champion of the New Jersey Governor, along with Congressmen James and Henry.

Many letters of regret were read. Mayor Gaynor said:

"I very much regret that I have other engagements which prevent me from accepting the invitation to Mr. Bryan's birthday dinner by the Lincoln Club. I should be most glad to honor Mr. Bryan for all the good he has done his country. He has illustrated anew and so as to make everyone see that it is not those who hold offices that do the most for their country and their fellow-men. Even the presidential office would not add to the stature of Mr. Bryan, and he is also the greatest teacher the country has."

Mr. Pettigrew in his address demanded a radical stand by the progressive Democracy on the tariff and trusts, and declared himself for a law permitting a recall of the judiciary.

Senator Gore discussed the progressive Democracy of the Southwest.

CHARTERS ISSUED

Amendment to charter of Smoot & Watson Shoe Company, Inc., of Norfolk, Va., changing its name to Smoot & Chapman, Inc.

Portsmouth Baseball and Athletic Corporation, Portsmouth, Va. Charles T. Bland, president; C. B. Cross, vice-president; J. W. McDonald, secretary—all of Portsmouth, Va. Object: Operate a baseball club. Capital, $1,000 to $10,000.

Jefferson Drug Company, Inc., Roanoke, Va. William A. Johnston, president; Walter A. Snidow, vice-president; John A. Rowan, secretary and tresurer—all of Roanoke, Va. Object: Drug business. Capital, $500 to $5,000.

William Sheppard Company, Inc., Ballston, Va. W. F. Sheppard, president; George W. Blankenship, secretary and vice-president, both of Washington, D. C.; E. W. R. Ewing, Ballston, Va. Object: Contracting business: Capital: $5,000.

Greenville Cooperage and Lumber Company, Inc., Norfolk, Va. J. F. East, president; B. B. Halstead, secretary and treasurer, both of Norfolk, Va. W. M. Pugh, H. McClellan, Greenville, N. C. Object: Lumber business. Capital: $50,000 to $100,000.

Pennington Hotel Corporation, Pennington Gap, Va. Robert L. Pennington, president, Jonesville, Va.; C. E. Couk, secretary, Jonesville, Va.; L. M. Pennington, Joneville, Va. Object, Operate hotel. Capital: $10,000 to $15,000.

Amendment to charter of the Beaufont Lithia Water Company, of Richmond, Va., to the Beaufont Company, Inc.

Foreign charter—Western Worsted Mills Company, of Illinois, with $2,500 capital. C. W. Shepherd, of Richmond, statutory agent. Business: Clothing.

Amendment to foreign charter—The Security Insurance Company of New Haven, increasing its capital from $1,000,000 to $3,000,000.

Amendment to charter—foreign charters—Baker-Whiteley Coal Company, decreasing its capital from $500,000 to $250,000.

Marriage License.

A marriage license was issued yesterday in the office of the clerk of the Hustings Court to Henry Joseph Hirchert and Lella May Burnham.

THE LAX-FOS WAY.

If you had a medicine that would strengthen the liver, the stomach, the kidneys and the bowels, and at the same time make you strong with a systemic tonic, don't you believe you would soon be well?

That's "The Lax-Fos Way."

We ask you to buy the first bottle on the money-back plan, and you will ask your druggist to sell you the second.

It keeps your whole inside right.

There is nothing else made like Lax-Fos

Remember the name—LAX-FOS.—Adv.

Rheumatic Pains

are quickly relieved by an appplication of Sloan's Liniment. It's very penetrating, goes straight to the sore spot.

HERE'S PROOF

Miss Elsie Manthey, 4229 Talman Ave., Chicago, Ill., writes: "About two years ago my mother broke down with rheumatism. The doctors didn't do any good. My mother was persuaded to try Sloan's Liniment, and in three weeks was entirely well—and I believe she is cured forever."

Mrs. A. Weidman, of 403 E. Thompson St., Maryville, Mo., writes: "The nerve in my leg was destroyed five years ago, and left me with a jerking at night so that I could not sleep. A friend told me to try your liniment and now I could not do without it. I find after its use I can go to sleep."

SLOAN'S LINIMENT

is an excellent remedy for sprains, bruises, sore throat, asthma, neuralgia, lumbago, lame muscles and stiff joints.

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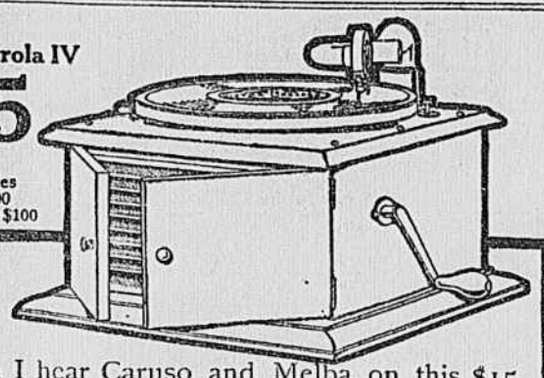

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Yes, and thousands of other beautiful numbers—everything from exquisite operatic arias like the famous "Sextet from Lucia" to such lively ditties as "Alexander's Ragtime Band".

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Victor Fibre Needles, 50 cents per 100 (can be repointed and used eight times)
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TO TAKE NO CHANCE IN BIG ROAD PROJECT

Anderson's Suggestion That Chartered Organization Be Formed Meets Hearty Approval and Is Referred to Special Committee.

Rather than take chances on hurriedly building a highway from Richmond to Washington, which might prove a makeshift of the most temporary character, the several business organizations, represented at the meeting held last night at the Jefferson Hotel, decided to defer action in raising the necessary funds for the work until a report can be had from a committee which was appointed for the purpose of devising some scheme for a permanent association. The committee is to meet Tuesday afternoon in the offices of Henry W. Anderson, and the meeting then adjourned until Tuesday niht gat 8:30 o'clock, when the report of the committee will be received and final action taken. The Chamber of Commerce, the Business Men's Club, the Travelers' Protective Association, the United Commercial Travelers, the Retail Merchants' Association and the Richmond Automobile Club were represented.

Henry W. Anderson was named as president of the Virginia Division at the meeting of the board of directors and vice-presidents held last Thursday. With years of experience in the formation of good roads associations and in the actual construction of roads, he brought to the meeting every bit of his experience, and told those assembled that while he was willing and anxious to lend his co-operation not only in the cause for which the meeting had been called, but in the cause of any good roads movement, he did not feel, either in justice to himself or to the people whose help would be asked, that he could accept the high honor offered him unless the association was so formed that it would be legal and could legally provide for the expenditure of the money raised and for the proper maintenance of the highway after it had been built.

Need Business System.

There were a few who differed, and who felt that haste was more essential than permanency, but these few were hopelessly in the minority. When Mr. Anderson remarked that no enterprise could be successfully carried out unless organized along business lines, or any appeal made to business men for money unless these business men were shown that their money was to be spent wisely and that they would have a voice in how the money should be spent, there was an answering murmur of approval. When he said that he was stating bald facts baldly and that he was being brutally frank, not because he was not in favor of the move, but because he thought it foolish to build hopes on dreams or to raise a house of cards just to see it overturned by the slightest breeze, every business man there—and there were many—nodded approval.

He not only told of the weakness of the present organization, but pointed out the remedy. He suggested the formation of a properly officered and organized corporation, to be capitalized at just the amount of money subscribed, either by the government, the State, the cities, towns or counties in the State, or from private individuals. Stock would be issued at the par value of $10, and for each $10 subscribed the subscriber would receive one share of stock. Such an organization, he pointed out, would have a legal status; could build the road from city to city; would have charge of the highway, both in its construction and its maintenance, and, above all, each subscriber would have a vote in the distribution of the money subscribed.

John Stewart Bryan, while deeply grateful for the work which the present organization had accomplished, and after commenting upon the remarkable change of front on the part of the people of the State in regard to good roads, more than $300,000 having been pledged to the highway, according to a statement made by Preston Belvin, added his support to the suggestion made by Mr. Anderson.

Much Argument.

There were numerous arguments pro and con. Preston Belvin told of the progress which had been made and also of what the several counties proposed to do. Robert B. Allport was against the formation of another organization unless it was done independent of the present association. He felt that the Chamber of Commerce had practically pledged itself to raise $75,000 for the proposed highway and that the formation of another organization would interfere with that already existing.

R. A. Dunlop, secretary of the chamber, corrected some of Mr. Allport's statements, holding that the chamber, while giving its good offices to the movement and while expressing an opinion that $75,000 could be raised in Richmond, had never pledged any such sum, nor could it do so. He pointed out that at the smoker held under the auspices of the chamber was attended by practically every commercial organization in Richmond, besides representatives from the several counties, cities and towns through which the proposed roadway is to pass.

Samuel Cohen, a member of the board of directors of the Virginia Division, was an enthusiastic supporter of the suggestion made by Mr. Anderson. He remarked that while it took two years to build a road from Petersburg to Richmond it didn't take but two months to wear out that road. He was of the opinion that something more than a dog path should be built from here to Washington, and that no road, regardless of how built, would last unless proper provision was made for its maintenance.

Members of Committee.

The members of the committee which will consider the matter of a permanent organization are Messrs. Anderson, Belvin, Bryan, Cohen, Palmatory, Easley and Allport. John C. Easley presided at the meeting and R. B. Allport was secretary.

The meeting Tuesday night will have the power either to accept or reject the committee's report. Should the report favor the formation of a corporation to take in charge building the highway from Richmond to Washington then a special meeting of the board of directors and vice-presidents of the association will be called, at which the plan will be outlined and definite action taken. In answer to the cry for haste which was made upon several occasions, it was pointed out that tourists will always take the best road, and that even should the Richmond-Fredericksburg-Washington highway not be dubbed official, if it is properly constructed users of the road will travel over it.

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TO AND FROM WASHINGTON AND BEYOND.

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*4.50 A.M. Byrd St. Sta.	*7.50 A.M. Byrd St. Sta.
*5.42 A.M. Main St. Sta.	‡11.25 A.M. Elba Station.
*5.50 A.M. Byrd St. Sta.	†11.35 A.M. Byrd St. Sta.
¶7.10 A.M. Byrd St. Sta.	*1.12 P.M. Main St. Sta.
*7.48 A.M. Main St. Sta.	*2.15 P.M. Byrd St. Sta.
*8.40 A.M. Byrd St. Sta.	§6.50 P.M. Byrd St. Sta.
¶9.30 A.M. Main St. Sta.	*7.25 P.M. Byrd St. Sta.
†12.01 noon Byrd St. Sta.	†8.10 P.M. Main St. Sta.
‡2.00 P.M. Byrd St. Sta.	*9.10 P.M. Byrd St. Sta.
†3.50 P.M. Byrd St. Sta.	*9.32 P.M. Main St. Sta.
‡4.15 P.M. Elba Station.	†10.20 P.M. Byrd St. Sta.
*5.15 P.M. Main St. Sta.	*11.30 P.M. Main St. Sta.
*8.20 P.M. Byrd St. Sta.	*12.30 night Byrd St. Sta.

ACCOMMODATION TRAINS—WEEKDAYS.

Leave Byrd St. Sta. 4.00 P. M. for Fredericksburg.
Leave Elba Sta. 8.20 A. M., 6.30 P. M. for Ashland.
Arrive Byrd St. Sta. 8.25 A. M. from Fredericksb'g.
Arrive Elba Sta. 6.30 A. M., 5.30 P. M. from Ashland.

*Daily. †Weekdays. §Sundays only.
All trains to or from Byrd Street Station (except trains leaving 4.50 a. m. and 5.50 a. m.) stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Atlantic Coast Line

EFFECTIVE JANUARY 1st, 1912.
TRAINS LEAVE RICHMOND DAILY.

For Florida and South: 8:15 A. M. and 7:35 P. M., *10:30 P. M., 1:00 A. M.
For Norfolk: 9:00 A. M., 3:00 P. M., 4:10 P. M.
For N. & W. Ry. West: 6:15 A. M., 10:00 A. M., 3:00 P. M., 8:20 P. M.
For Petersburg: 1:00 A. M., 6:15 A. M., 8:15 A. M., 9:00 A. M., 10:00 A. M., 3:00 P. M., 4:10 P. M., 6:05 P. M., 7:35 P. M., 9:20 P. M., 11:45 P. M.
For Goldsboro and Fayetteville: *4:10 P. M.
Trains arrive Richmond daily: 4:40 A. M., 5:40 A. M., 6:40 A. M., a7:00 A. M., *8:37 A. M., **10:45 A. M., 11:40 A. M., *2:00 P. M., **3:40 P. M., 6:05 P. M., 6:55 P. M., 8:00 P. M., 9:00 P. M., 11:20 P. M.
*Except Sunday. **Sunday only. aExcept Monday.
Time of arrival and departure and connections not guaranteed.
C. S. CAMPBELL, D. P. A., 835 Main St.

RICHMOND AND CHESAPEAKE BAY RAILWAY COMPANY.
Schedule of electric trains to and from Ashland, stopping at intermediate stations upon signal: Lv. Richmond (Broad and Laurel Sts.): *6:05, *7:16, 8:10b, 9:10, **10:10, 11:10 A. M.; 1:10, 2:10, 3:10, 4:16b, 5:10, 6:20, 7:10, 8:10b, 10:10, 11:45 P. M. Lv. Ashland: *6:55, 7b, 8, 9b, 10, **11 A. M., *12 M., **1, 2, 3, 4, 5b, 6, 7, 8, 9b, 11 P. M.
*Daily except Sunday. **Sunday only. bCarries baggage.

Chesapeake & Ohio Railway

7:40 A.—Local—Daily—Newport News.
8:20 A.—Local—Daily—Ch'ville, Ex. Sun. Thurmond.
†9:00 A.—Express—Daily—Norfolk, Old Point.
†10:00 A.—Local—Daily—Lchbg, Lex. C. Forge.
*2:00 P.—Express—Daily—Cin.-L'ville.
†4:00 P.—Express—Daily—Norfolk, N. News.
5:00 P.—Local—Daily—N. News, Old Point.
5:35 P.—Local—Daily—Gordonsville.
6:15 P.—Local—Ex. Sun.—Lchbg, Natural Bridge, Clifton Forge.
*6:35 P.—Limited—Daily—Cincin'ti, Chi'go.
*11:00 P.—Express—Daily—Cincinnati, L'ville.
*Sleepers. †Parlor Cars.
TRAINS ARRIVE RICHMOND—Local from East: 8:15 A. M., 7:50 P. M. Through from East: 11:30 A. M., 6:30 P. M. Local from West: 8:30 A. M., 9:55 A. M. and 7:15 P. M. Through: 8:50 A. M., 2:35 P. M. and 3:30 P. M. James River Line: **8:35 A. M., 6:45 P. M.
** Daily except Sunday.

Richmond & Petersburg Electric Railway

Cars leave Manchester, Seventh and Perry Streets, for Petersburg:
*6, 7, 8, *9 10, 11, *12 A. M., 1, 2, *3, 4, 5, **5:45, *6, 7, 8, *9 10 P. M.
11:00 P. M., for Chester, 12:00 midnight for Petersburg.
Cars leave Petersburg, foot of Sycamore Street, for Manchester:
†6:15, 6:55, **7:15, *7:35, 8:35, 9:35, *10:35, 11:35 A. M., 12:35, *1:35, 2:25, 3:35, *4:35, 5:35, 6:35, *7:35, 8:35, 9:35, *10:40, 11:40 P. M.
†Daily except Sunday and holidays.
*Carries baggage and express.
**Limited, except Sundays and holidays.
All cars from Petersburg connect with cars for Richmond.

SEABOARD AIR LINE.
Southbound trains scheduled to leave Richmond daily: 9:10 A. M.—Local to Norlina. 1:20 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville. 8:13 P. M.—Florida Limited (except Sunday). 9:42 P. M.—Sleeper and coaches, Jacksonville. 11:30 P. M.—Sleepers and coaches, Birmingham, Memphis. Northbound trains scheduled to arrive in Richmond daily: 5:32 A. M., 7:53 A. M., 9:26 A. M. (except Monday), 3:00 P. M., 6:40 P. M., Local.

Railroads

SOUTHERN RAILWAY

PREMIER CARRIER OF THE SOUTH.
Trains Leave Richmond.
N. B.—Following schedule figures published as information and not guaranteed:
For the South—Daily: 6:10 A. M. Local, 10:45 A. M. Express, 6:00 P. M. Express, with electric lighted Sleeping Car for Atlanta and Birmingham, 11:45 P. M. Express. Week Days: 3:00 P. M. Local.
YORK RIVER LINE.
4:30 P. M.—Daily.—Connecting for Baltimore Mon., Wed. and Friday, 6:00 A. M.—Ex. Sun. and 2:15 P. M.—Mon., Wed. and Friday—Local.
Trains Arrive Richmond.
From the South: 6:50 A. M., 8:40 A. M. 2:00 P. M., 8:05 P. M., daily; 12:55 Ex. Sun. From West Point: 9:30 A. M. daily, 11:35 A. M., Mon., We. and Fri., 4:25 P. M. Ex. Sun.
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