"THE EGREGIOUS ENGLISH" VS. "THE UNSPEAKABLE SCOT"

Mr. Angus McNeil Gets Back at Mr. W. H. T. Crosland—"The Diary of a Saint"—"On the Field of Honor"—"Treasure Island" For Study. "Recollections of the Old Quarter." Minor Poets.

BOOKS AND AUTHORS; COMMENT AND GOSSIP

Henry James' Complexity—James Branch Cabell's Latest Work—Miss Hallie Rives' Press Agent—Diverse Opinions of "The Confessions of a Wife"—A Reply to "The Leopard's Spots" is Coming—Literature in Billville. Literary Expressions.

The Egregious English. By Angus McNeil. G. P. Putman's Sons, publishers, New York. $1.25.

The traditional "gaiety of nations" is exceedingly enlivened this season by the diatribes that have just been exchanged in book form between Mr. W. H. T. Crosland and Mr. Angus McNeil. Mr. Crosland is English, and he wrote his mind and called it "The Unspeakable Scot," Mr. NecNeil is Scotch, and he [illegible] "The Egregious English;" the Putnams, with fine impartiality, publishing the books of both—after Mr. Grant Richards, of London. Mr. Crosland first lamented the Scotch from Branxholme in the Border of John O' Groats and had a [illegible] at the invading Scotchman up in London into the bargain. The book brought on an awful storm and his publishers hastened to exclaim that he was only in fun. But we think Mr. Crosland meant it. Not only throughout the text, but between the lines, there was the [illegible] bound Englishman's inveterate antipathy for the Scot, which he who ran might read. In the made-to-order reply, written by Mr. McNeil, there is [illegible] the desire to carry out the "just in fun" idea, and it does not set well on the book. Mr. McNeil should have been [illegible] free rein; or else some real, red-headed gillie with a thirst for English blood and who can also handle a pen, should have been turned loose on the author of "The Unspeakable." But Mr. McNeil goes home pretty often and he makes it about as strong here and there as we can stand it. It seems to us, however, the argument aside, that Mr. Crosland, getting in the first blow, has the better of the two books (if there is any literary merit in such pen play).

"APPOLLO."

To begin with, Mr. McNeil proceeds to satirize the "big, broad-shouldered, genial Englishman," who takes himself so seriously as the head and front of the universe.

"The order of creation began, we are told," he says deliciously, "in protoplasm. It as achieved [illegible] Englishman. Herein are the culmination and ultimate glory of evolutionary processes. * * As an [illegible] fident, imperturbable piece of arrogance, the Englishman has certainly no mammalian compeer. Even in the blackest of his troubles he perceives that he is great. 'I shall muddle through,' he says. He is expected and understood to muddle through; and, muddle through or not, he invariably believes he has done it. Sheer complacency bolsters him up on every hand. At his going forth the rest of the world is fain to abase itself in the dust. He is the strong man, the white man of white men. He is the rich, clean sportsman, the incomparable, the fearless, the intolerable."

And then, not to put too fine a point on it, Mr. McNeil proceeds to, in good old country prase, "rip him up the back." He pictures the average Englishman a blockhead and a boor, with a vulgarized aristocracy, as Matthew Arnold said: "inaccessible to ideas," a middle class, the apotheosis of snobbery, and lower classes a cross between beef and beer. Money, money, money is the Englishman's search and soul, and for greed he will do anything. Mr. McNeil is pretty hard on the South African muddling, and he handles English sportsmanship rather too roughly. In discussing the decadence of the Englishman of business he is even more severe. English snobbery, he says, is ruining many a stout old house, and that of Margarine, Sons, Brothers and Co. is typical. The English morning papers come in for hot shot, the like of which we could not write. The author of "The Unspeakable Scot" accused the northern invaders of journalistic England of responsibility for the "stodginess and flat-footedness" of the English newspapers. Mr. McNeil shows that the Scotch journalist is comparatively lost in the vast majority of Englishmen on the press and says:

THE NEWSPAPERS.

"If a man wishes to perceive to what degraded passes the art of writing may come and yet retain the qualities of intelligibility and apparent reasonableness, let him peruse the morning papers and die the death. The reek and offence of them smells to heaven. They are a sure indication of the decadence of the English mind man of the cupidity and unscrupulousness of the English journalist. There has been nothing like them, nothing to comepare with them, for cheapness and futility and banality in the history of the world. They are more to be fearful of than the pestilence, inasmuch as they spell intellectual debasement, the corruption of the public taste, and the defilement of the public spirit. Their very literal innocuousness condemns them. It is their boast that they may be read in the family without a blush. Their assumption of morality and puritanical straitlacedness is admirable. Beneath it there lie a licentiousness of purpose, a disregard for what is just, and a contempt for what is decent and of good report, which are calculated to make the angels weep. When one inquires into the personnel of the staffs by which these papers are run, one is confronted with exactly the kind of man one expects to meet. First of all, he is English, and as shallow and flippant and irresponsible as only an Englishman can be. The saving touch of seriousness does not enter into his composition. He neither reads nor thinks. Beer, billiards and free lunches, free entry to the less edifying places of amusement, a minimum of work and a maximum of pay, constitute his ideal of the journalist's career, and he is always doing his best to live up to it. Of responsibility to anybody save his immediate chief, who, after all, is only himself at a little higher salary, he has not the smallest notion. His duty is neither by himself nor by the public. All that is expected of him is loyalty to his chief and to his paper, and it is his pride and joy that this loyalty is invariably forthcoming."

"CHIFFON."

Taking a shy at "the employed person," he says, "the English are a nation of empolyed persons" and shopkeepers—the wild Highlander has a go at what he thinks is the root of the decadence of England. It pains him beyond measure to say it, but he thinks "there can be no doubt that the accumulated experience of mankind goes to show that at the bottom of most troubles there is a woman.

"Since Eve and he first debacle, it has been a woman all along the line. White hands cling to the bridle rein and the horse proceeds accordingly. It is woman that shapes our ends, rough-hew them as we will. She has a delicate finger in everybody's pie. No matter who you are some woman has got you by a little bit of string. Occasionally you are the better for being so entangled; but nine times out of ten it is a misfortune for you.

"When one comes to look closely at the decadence of the English and endeavors to account for it in a plain way and without fear or prejudice, one cannot help perceiving that here again one has a pronounced case of woman, woman, woman. Further—and once more I pray that I may not seem impolite—the woman with whom you have to contend in England, though her hand be full of power, is not, perhaps, a woman, after all. I sometimes think that she may be best and most properly expressed in the word "Chiffon." Whatever she may have been in the past, however sweet, however demure, however capable, the Englishwoman of to-day is just a foolish doll, a thing of frills and puffs and patchouli; a daughter of vanity and a worshipper of dressmakers. Under her little foot, under her mild, blue, greedy eye, the Englishman has become a capering carpet-knight, one who dallies at high noon, a buck, a dandy, an unconvinced flappancy, the shadow of his former self. Be he father or merely husband of the fair, his case is pretty much the same. Both at home (if he can find it in his heart to call his conglomeration of cosey-corners home) and abroad it is Chiffon that runs him. * * *

"There are no chiffons in Scotland," Mr. McNeil concludes, "whether maids or matrons. Consequently in Scotland there are precious few fools. Hard heads, sound sense, high spirits, indomitable will, inexhaustible energy, are not the offspring of mammas who know more about cosmetics than about swaddling clothes and who suckle their children out of patent-food tins."

Mr. McNeil sails into the British navy and army and flails them unmercifully; the English church, English politics, English poets, (oh, Kipling!) English literature,—they are assaulted and overthrown. He says that the English have come to the conclusion that there is but one branch of literary art and that its name is Fiction. And by fiction the English mean the six-shilling novel, the high priest and high priestess of the new literature who serve to the right and left of six-shillingism are, as every one knows, Mr. Hall Caine and Miss Marie Corelli.—"A pair of sorrier writers never was on sea or land" * * *

"The perusal of six-shilling fiction is practically a sort of mania. It has seized in its grip the fairest English has to show, particularly matrons, the younger women and stockbrokers. * * * From morning till night many Englishwomen do little but read this precious stuff. What they get out of it amounts in the long run to hysteria and anaemia. It brings about a general deadness of the mind and a general jaggedness of the emotions, coupled with an utter incapacity to take any save an exaggerated view of the facts of life. Discontent, disillusionment, ennui, boredom, ill-temper, a sharp tongue, and a cynical spirit are other symptoms which the six-shilling novel is prone to evoke. The habit is worse than opium or haschich or tea cigarettes. It is just the devil, and that is all you need say about it." * * *

"The questions which arise out of the relation of man and woman are no doubt vitally important and most interesting; but that they should be discovered in an unscientific, irresponsible and catchpenny way by everybody who can trail a pen is something of a scandal. * * * It is the carefully-constructed book about sex that sells and is read. * * * It is difficult to justify any attitude of intolerance in such matters, yet the fact remains that the maids and matrons of England, together with the men who have the leisure and sufficient lack of brains to read fiction, are being stuffed season by season and year by year with about the most undesirable kind of sexual philosophy that could well be placed before them. * * * If a man took his notion of business or politics or art out of six-shilling novels, he would be set down for a fool. Yet most Englishwomen get their view of love and the married relation from these extraordinary works and it is taken for granted that nobody is a penny the worse."

THE WELL-BELOVED.

Mr. McNeil arrives at the conclusion that the English have little or no literary taste, little or no literary acumen. He winds up gaily with a general slam at London suburbanism, the man-about-town, drinking as the English drink, feeding as the English feed, law, recreation, the stock-exchange, the alleged failure of the scheme of Empire and then—

"What is more beautiful or meet to be taken to the bosom than the Englishman? Everybody loves him; his goings to and fro upon the earth are as the progresses of one who has done all men good. He drops fatness and blessings as he walks. He smiles benignity and graciousness and I-am-glad-to-see-you-looking-so-well. And before him runs one in plush, crying, 'Who is the most popular man of this footstool?' And all the people shall rejoice and say, 'The English—God bless him!'"

Poster Design, From "The Last Word," of the Author, Miss Alice MacGowan, on Her Texas Broncho.

Among the Minor Poets.

The Diary of a Saint. By Arlo Bates. Houghton, Mifflin & Company, publishers, Boston. $1.50.

"The Diary of a Saint," Arlo Bates' latest novel, gives the story of one year in the life of Ruth Privet, a New England girl. It was a very eventful year, crowded with experiences and impressions. At the beginning, Ruth was engaged to the man who had been brought up with her and educated by her father. At the end of the year she had established her right to the title of Saint, by her self-sacrifice and moral fineness, and incidentally had spread a sweet influence in the community. The central thought of the book is that saintship is a matter rather of conduct than theory; is ethical rather than religious. The structure of the novel—in the form of a diary—is very simple, and makes the development of events and characters unusually clear.

"Captain Craig," a book of poems, by Edwin Arlington Robinson, is out. It is published by Houghton, Mifflin & Co., Boston, and is on sale for $1.00.

We are also in receipt of "The Old School House" and other poems and concetts in verse, by T. S. Denison, author of "The Iron Crown," etc. It is published by Mr. Denison, from Chicago. $1.00.

Treasure Island By Robert Louis Stevenson. Edited, with notes and an introduction, by Hiram Albert Vance, Ph. D. (Jena), Professor of English in the University of Nashville. The Macmillan Company, Publishers, New York. 25 cents.

To the Macmillans' series of American and English classics in pocket edition form, edited for use in secondary schools, has been added Stevenson's "Treasure Island," contributed by Professor Vance, of Nashville. "The immediate interest," he writes, "unattended by historical perspective or severe analysis, which this classic must arouse, is, I believe, a sufficiently sound pedagogical reason for its appearance in this series. And the opportunity it offers for studying (1) A simple type of narrative as distinct from the more complex types, and (2) the means here employed to produce a definite unity of effect in the whole, cannot be unwelcome to teacher or student."

The little book is fully and handsomely annotated. Among the notes is one on the pirate song called "Billy Bones' Fancy," only the first stanza of which is used by Stevenson, and the whole of which was taken down and published in the San Francisco "Argonaut," and later in a corrected style, in The Times. "The Richmond Times" is given due credit for the complete song.

Recollections of the Old Quarter. By Dr. W. S. Gordon, of Richmond, Va. For sale by the Bell Book and Stationery Company.

Now and then some busy physician takes to writing a book on some other subject than that of medicine and gives the purely human side of the song within him. If more of this work were done, pathetic, sentimental and poetical literature would be proportionately enriched. The latest notable effort along such lines is that of Dr. W. S. Gordon, of Richmond, Va., who gives in "Recollections of the Old Quarter" one of the best phonetic studies of the negro dialect that has yet appeared. True to his instinct, he has brought a trained habit of thought into its task which proves him a literary artist of high class. To such as are acquainted with the ways, habits and sentimental character of the Southern negro, the "old Dinahs" and "Uncle Abes" are alive again with their quaint descriptions, weird superstitions and musical intonations. Aside from this there is woven in the reminiscent stories of the speakers the high literary elements of incidental scene and place, which make the situation real, natural and telling. When the author speaks for himself he is equally felicitous, with a smoothness and grace of style that proves eminently his fitness for his task. Would that more leisure hours of talented medical men could be given to similar efforts. How much, indeed, of the sentiment and pathos of a doctor's life might thus be presented to enrich our general literature and broaden the plane of a common human sympathy.—Medical Record.

On the Field of Honor. By Annah Robinson Watson, author of "Some Notable Families of America," "A Royal Lineage," "Passion Flowers." The Sprague Publishing Company, Detroit. $1.00.

"On the Field of Honor" is a very interesting collection of real stories about real boys who were heroes of gallant deeds performed during the Confederate war. Brave Randolph Fairfax, "the gallant Pelham," and the fight of the V. M. I cadets at Newmarket are among the incidents recalled and retold by Mrs. Watson.

Exhibition of Pictures.

There is on exhibition this week at Hunter & Company's bookstore the originals for the illustrations of "The Last Word," one of the most popular novels of the day, written by Miss Alice MacGowan, a gifted daughter of Colonel J. E. MacGowan, the veteran editor of the Chattanooga Times. It is published by L. C. Page & Company, of Boston.

"The Last Word" is the story of a young Texas girl who goes to New York "to succeed in journalism"—a very doubtful business, by the way.

Miss MacGowan, being of the opinion that localities present their own types, objected to having her Texan heroine, Carrington West, represented by some eastern artist's model, so she had eight or ten photographic studies made of a southern beauty who filled her pictorial ideal, and these the publishers were pleased with and accepted. These photographs were worked over by Miss MacGowan's artistic sister, and the result is a set of pictures that possess an individuality and interest all their own. There are also some portraits of Miss MacGowan herself, among them the breezy looking equestrian picture above which the publishers used in their poster advertising of "The Last Word."

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MOSES KING, Publisher, 225 Fourth Ave., New York.

Books and Authors; Comment and Gossip.

"Life is very complete at best," writes a correspondent, referring to "The Wings of a Dove," "and I can't imagine why Henry James should think it clever to add to the complexity." James cannot help himself. The artist will out. His vogue is not at all popular. He is the greatest literary writer on either side the water.

Mr. James Branch Cabell's recently written novelette, "The Husband's Comedy," has found instant acceptance at the hands of his publishers. He has had orders for another novelette and a number of short stories. "The Husband's Comedy" will shortly appear in the "Smart Set."

In the February number of the Smart Set is a sentimental romance called "Heart of Gold," told with consummate art.

The press agent who is said to be employed to boom Miss Hallie Ermine Rives and her books is a star at the game, and all the papers are under his spell. Even our Richmond papers print on the whole yards of stuff about "the Virginia authoress," who, the Riveses tell me, is "one of the Southern or Western Riveses," not a Virginian, and, if at all, only distantly related to the family of "Castle Hill." Miss Rives is a sensational authoress of the most up-to-date order. Her style is merely yellow journalism "in novel form." That the prestige of the name of Virginia should be hawked about the book market is more then I can go.

It would be interesting to see how many miles would be covered by the newspaper columns, if "placed end to end," that have been printed about "Confessions of a Wife." It is "the most charming love story ever written"; it is "unhealthy," "morbid," "hysterical"; it is everything that a book should be, and everything that it should not. It was written by the author of "The Garden of a Commuter's Wife," by Mrs. Elizabeth Stuart Phelps Ward, by the author of "An Englishwoman's Love Letters," by the lady who is pictured on Mr. C. Allan Gilbert's poster (with her face turned away), by Kate Douglas Wiggin, by Josephine Dodge Daskam, by Mrs. Humphry Ward; it has been ascribed to many women writers, known and unknown, but never to a man. The publishers of the book do not known the identity of "Mary Adams," and they do not know whether they ever shall know or not.

Under the sporty title of "Handicapped Among the Free," Miss Elizabeth Rayner, of New York, is writing a reply to Mr. Thomas Dixon's "Leopard's Spots."

She announces that it is her intention to give through fiction the negro's story of "his struggle for existence." The experienced reader can forecast this book off hand. Let it come on. Indeed, "come one, come all, and the more the merrier."

Here is a Billville literary item: "The author of the most successful poems of this season has just closed a contract to split sixty miles of rail fencing. He is a hustler, and we are glad to have him in our midst."—Atlanta Constitution.

Herbert S. Houston, who organized the advertising department for Doubleday, Page and Company's two successful magazines, "The World's Work" and Country Life in America," has become a member of that thriving firm. Mr. Houston has been well known in publishing and advertising circles for some years. He is a graduate of the University of Chicago, and received his first professional training in a Chicago newspaper office.

The author of Emmy Lou, George Madden Martin, contributes an amusing southern story, entitled "Rights of Man," to the February number of Harper's Magazine. Jim was a lazy old member of the "pore white trash," whose liberty to live where and how he chose was interfered with by a pretty girl who "had ideas" about helping people to live in better ways. When she actually hired a "nigger barber" to shave and bathe Jim, he indignantly remarked, "Thems the limits,' 'and forthwith mysteriously disappeared.

Josephine Dodge Daskam contributes another instalment of her "Omar for Ladies" to the Drawer of February Harper's. Alluding to a popular fashion in hair-dressing, she writes:

I sometimes think that never lasts so long,
The Style as when it starts a bit too strong;
That all the Pompadours the parterre boasts,
Some chorus girl began, with Dance and Song.
And this Revival of the Chignon low,
That fills the most of us with helpless Woe,
Ah, criticise it Softly! for who knows
What long-necked Peeress had to wear it so!
Ah, my beloved, try each Style you meet;
To-day brooks no loose ends, you must be neat.
To-morrow! why, to-morrow, you may be
Wearing it down your back like Marguerite!

Editorial notice (in magazine in the near future)—Owing to the press of advertising matter, the literary features have been omitted for this month.

—February Smart Set.

TO GO WEST

Mr. Evans Will Probably Soon Leave Amherst County.

It is highly probable that within the near future Mr. Otto L. Evans, Commonwealth's Attorney of Amherst, who has figured rather prominently in the Campbell-Crawford affair, will transfer his residence to the far West.

A native of the North, Mr. Evans came to Virginia many years ago, and has spent the better portion of his life in Amherst. During his service as Commonwealth's Attorney he has done a splendid work, and when he leaves he will carry the regret of many with him. With Mr. Evans, life in Amherst, as he stated on the witness stand, has been a checkered affair, and he wants a larger field of opportunity. Therefore he intends to pull up stakes and move West, possibly to Indian Territory or some such place.

When asked yesterday why he wishes the change, Mr. Evans merely said that he was able to make no headway in Amherst, and that he felt he would be able to do better in the West.

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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, 50c. 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. 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 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.

RICHMOND AND PETERSBURG ELECTRIC RAILWAY.

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 6:30 A. M. to 10:30 P. M.

FRIDAY AND SUNDAY SPECIAL EXCURSIONS.

50 CENTS—ROUND TRIP—50 CENTS.

Merchants and Miners Transportation Company.

Steamship Line. Direct Route to

Boston, Mass., and Providence, R. I.

Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. 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 No. 819 East Main Street

CLYDE STEAMSHIP CO'S PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

Appointed sailing days: Every TUESDAY, FRIDAY and SUNDAY, at day-light. Freight received daily till 5 P. M.

Richmond, Fredericksburg & Potomac Railroad.

SCHEDULE IN EFFECT JAN. 11, 1903.

4:15 A. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Milford, Fredericksburg and Alexandria. Stops at Occoquan Sundays. Sleeping Cars to Washington and New York. Dining Car.

6:15 A. M., daily, from Main-Street Station, for Washington and beyond. Stops at Fredericksburg and Alexandria. Buffet Sleeping Cars to New York.

6:45 A. M., daily, from Main-Street Station, for Washington and beyond. Seaboard New York Limited. Makes no local stops. All Pullman Cars and Dining Car. No extra charge, other than regular Pullman fare.

6:54 A. M., daily, except Monday, from Byrd-Street Station, New York and Florida Special, for Washington and beyond. Makes no local stops. All Pullman Cars and Dining Car. No extra charge, other than regular Pullman fare.

7:15 A. M., except Sunday, from Elba Station, accommodation 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 Cherry Hill, inclusive. Negley, Occoquan and Alexandria. Buffet Parlor Car.

8:40 A. M., except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Allen and local stations. Ashland to Alexandria inclusive. Parlor Car.

12:00 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, Brooke, Widewater and Alexandria. Buffet Sleeping Car to New York.

6:25 P. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate points.

8:05 P. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater, Quantico and Alexandria. Stops at other stations Sunday. Sleeping Car Richmond to New York and Washington to Philadelphia.

11:10 P. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate points.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:40 A. M., except Sunday, at Elba Station, accommodation from Ashland and intermediate points.

8:00 A. M., daily, at Byrd-Street Station. Stops at Alexandria, Occoquan, Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland and Elba. Stops at other stations Sunday. Buffet Sleeping Car New York to Richmond.

8:25 A. M., except Sunday, at Byrd-Street Station, accommodation from Fredericksburg and intermediate points.

12:05 P. M., except Sunday, at Byrd-Street Station. Stops at local stations, Washington to Ashland, inclusive, Glen Allen and Elba. Parlor Car.

2:05 P. M., daily, at Main-Street Station. Stops at Alexandria, Lorton, Occoquan, Quantico, Fredericksburg, Milford, Doswell and Ashland. Buffet Sleeping Car from New York.

6:00 P. M., except Sunday, at Elba Station, accommodation from Ashland and intermediate points.

6:46 P. M., daily, at Byrd-Street Station. Stops at Alexandria, Fredericksburg, Doswell, Ashland and Elba. Sleeping Cars from New York and Washington. Dining Car.

9:00 P. M., daily at Byrd-Street Station. Stops at Aslxandria and local stations. Quantico to Ashland, inclusive, Glen Allen and Elba. Buffet Parlor Car.

10:25 P. M., daily, at Main-Street Station. Seaboard Florida Limited, from Washington and beyond. Makes no local stops. All Pullman Cars and Dining Car. No extra charge, other than regular Pullman fare.

11:00 P. M., except Sunday, at Elba Station, accommodation from Ashland.

11:40 P. M., daily, except Sunday, at Byrd-Street Station, New York and Florida Special, from Washington and beyond. Makes no local stops. All Pullman Cars and Dining Car. No extra charge, other than regular Pullman fare.

12:25 A. M., daily, at Main-Street Station, from Washington and beyond. Stops at Alexandria, Fredericksburg and Doswell. Buffet Sleeping Cars for New York.

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W. D. DUKE, General Manager.
C. W. CULP, Assist. Gen'l. Manager.

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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 JAN. 11, 1903.
TRAINS LEAVE RICHMOND—MAIN-STREET STATION—DAILY.

No. 27.		No. 57.	
2:15 P. M.	12:32 A. M.	—Lv.	Richmond,
2:32 P. M.	1:12 A. M.	—Lv.	Petersburg.
6:27 P. M.	5:25 A. M.	—Lv.	Raleigh.
3:55 P. M.	8:25 A. M.	—Ar.	Hamlet.
9:30 P. M.	8.45 A. M.	—Lv.	Hamlet.
6:15 A. M.	8:40 P. M.	—Ar.	Atlanta.
1:10 A. M.	11:55 A. M.	—Ar.	Columbia.
			(Eastern Time.)
12:15 A. M.	11:00 A. M.	—Lv.	Columbia.
			(Central Time.)
4:35 A. M.	8:15 P. M.	—Ar.	Savannah.
9:15 A. M.	7:40 P. M.	—Ar.	Jacksonville.
10:50 A. M.		—Ar.	St. Augustine.
6:00 P. M.	6:45 A. M.	—Ar.	Tampa.
11:59 P. M.	11:40 A. M.	—Ar.	Charlotte.
11:50 P. M.	12:01 P. M.	—Lv.	Chester
2:05 A. M.	2:39 P. M.	—Lv.	Greenwood.
4:15 A. M.	5:19 P. M.	—Lv.	Athens.
5:15 A. M.	6:40 P. M.	—Ar.	Atlanta.
	5:40 P. M.	—Ar.	Augusta.
11:35 A. M.	7:20 P. M.	—Ar.	Macon.
10:55 A. M.	8:30 A. M.	—Ar.	Montgomery.
4:12 P. M.	7:37 A. M.	—Ar.	Mobile.
8:25 P. M.	11:50 A. M.	—Ar.	New Orleans.
6:55 P. M.	1:20 A. M.	—Ar.	Nashville.
8:20 A. M.	8:20 A. M.	—Ar.	Memphis.

Train No. 85 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 4:00 P. M., daily, and Durham 4 P. M. daily, except Sunday.

Connections at Jacksonville for all Florida East Coast points; at Tampa for Havana and all points in Cuba; at Atlanta for Montgomery, New Orleans and all points in Texas, Mexico and California; also, for Chattanooga, Nashville and all points West

TRAINS ARRIVE AT RICHMOND—DAILY

6:40 A. M.	No. 34	From all points South and Southwest.
6:10 A. M.	No. 50	
4:55 P. M.	No. 66	
5:45 P. M.	No. 36	from Norlina, N. C., Petersburg and local points.

SLEEPING CAR SERVICE.

No. 31.—Seaboard Florida Limited; leaving Richmond 10:28 P. M., arrive Raleigh 2:23 A. M., Southern Pines 4:11 A. M., Columbia 7:24 A. M., Savannah 9:45 A. M., Jacksonville 1:20 P. M., St. Augustine 2:30 P. M. Solid Pullman train, including Diner, New York to St. Augustine.

Nos. 50 and 57.—Seaboard Express. Pullman Drawing-Room Sleeping-Cars between Washington and Tampa, daily. Vestibuled coaches between New York and Richmond, and between Richmond and Jacksonville. Also, through Drawing-Room Sleeping-Cars between New York and Atlanta, and Cafe-Cars between Hamlet and Atlanta and Jacksonville. Tri-Weekly Sleeper between Washington and Pinehurst, leaving Washington Tuesdays, Thursdays and Saturdays; returning leave Pinehurst Mondays, Wednesdays and Fridays.

Nos. 27 and 66.—Seaboard Mail. Pullman Drawing-Rooms Sleeping-Cars between New York and Jacksonville, connecting at Hamlet with Sleeping-Cars to and from Atlanta, in connection with which through Pullman tickets are sold. Finest Day Coaches. Buffet Parlor Car Service between Washington, Southern Pines and Hamlet, leaving Washington Mondays, Wednesdays and Fridays; returning leave Hamlet, Tuesdays, Thursdays and Saturdays. Cafe Cars on all through trains.

W. J. MAY, City Ticket Agent.
Z. P. SMITH, District Passenger Agent.

N. & W. Ry. Norfolk and Western

General Offices: Roanoke, Va.
NOVEMBER 30TH, 1902.

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 from Richmond and Petersburg.

9:00 A. M., THE CHICAGO EXPRESS for Lynchburg, Roanoke, Columbus, Cincinnati, and Chicago. Buffet Jarlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus, Bluefield to Cincinnati;; also, for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

12:20 P. M., "Roanoke Express," for Farmville, Lynchburg, Roanoke and intermediate stations.

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.

6:56 P. M., for Suffolk, Norfolk and intermediate stations. Arrives at Norfolk at 10:40 P. M.

9:35 P. M., for Lynchburg and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleeper Lynchburg to Memphis and New Orleans. Cafe Parlor and Observation Cars Radford to Attala, Ala. Pullman Sleeper between Richmond and Lynchburg, and 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., 2:00 P. 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.

JOHN E. WAGNER, City Passenger and Ticket Agent.
C. H. BOSLEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.
'Phone 406. 1006 East Main Street.

C&O Trains Leave and Arrive

NEW MAIN-STREET STATION.
IN EFFECT NOVEMBER 24, 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 Parlar 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, Culverton 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 Rosney, 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, Dis. Pass. Agt.
C. B. DOYLE, Gen'l. 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.

3:30 A. M., daily. Arrives Petersburg 3:13 A. M., Emporia 10:42 A. M., Weldon 11:22 A. M., Fayetteville 4:35 P.