CAPTURED BY A WOMAN.

How a Brave Confederate Spy Outwitted One of the Gentler Sex.

From the Chicago Mail.

When Schofield had retreated on Nashvill after the battle of Franklin, Hood followed him up and invested the city. He wasn't strong enough to capture the place, and Schofield wasn't strong enough to come out, and so matters stood until Grant could send up Thomas with reinforcements and take the aggressive.

It was during this period of inactivity that I was sent into Nashville to observe what the Union forces were doing and pick up such points as might be of value to Gen. Hood. While scouting is dangerous 'nuff, the scout who turns spy doubles his risk and dangers at once.

It was left to me to decide what character I should take, and twenty-four hours after my talk with the General I was in Nashville. I had turned farmer, and I went in with a horse and buggy. I had corn to sell the quartermaster, and the reason I wasn't in the Confederate army was because of my being stiff in the left leg and so nigh-sighted that my eyes were good for nothin' at all arter dark. I had to do a little practicing to keep my knee stiff and git a natural limp to my gait, and the nigh-sighted dizziness had to be worked up and kept in mind.

It was well for me that I had a plausible story ready cooked, for I was at once taken before the Provost Marshal and questioned in the sharpest manner. I lived eighteen miles away; I had 400 bushels of corn to sell; I hadn't fit on either side; I voted agin secession. This was my story, and arter brow-beating me fur a spell I was turned loose to find the quartermaster and make a bargain with him.

The city was bilin' full of refugees, and there was a heap of confusion and excitement. It seemed as if one might move about under such circumstances and not be suspected; but I didn't want to take any chances. I was huntin' up a stoppin' place when I lit upon a quiet street and had the luck to hit a house kept by a widow. There were only five or six boarders, and none of these belonged to the army. There were two women, two Yankee cotton buyers, a store clerk or two and myself. Says the widow to me as I paid her three days' board in advance:

"If any one should ask your business in town, should I say you were a speculator?"

"No, marm; jist remark to the effect that I am John Stetson, farmer, and that I'm tryin' to sell forage to the Yankees."

"You seem lame."

"Sartin, marm. This 'ere stiff knee has wintered and summered with me for goin' on twelve years."

"And are your eyes weak?"

"Powerful marm. I manage to poke around fairly well by daylight, but arter sundown I'm no good. I kin see to get around, but that's all. Weakness of the eye is a great affliction, marm."

It was in the forenoon I engaged board with the widow, and I was promptly on hand at dinner and supper. The other boarders scarcely gave me a second look, and each one was apparently satisfied with the first, but I must say that dinner was not yet over when it struck me that the widow was a mighty inquisitive woman for such times as those. She wanted to know all about my farm and family and nayburs, and somehow it didn't seem as if my answers exactly suited her. Howsumever, I dismissed her from my mind with dinner, and durin' the afternoon was too busy to remember how she had questioned me.

I spent the day wandering about and taking notes and posting myself as far as possible on the strength of the army and the sort of defenses being thrown up. I did not go out after supper, which meal was served by lamplight, and at an early hour went off to bed. The room given me had been a sort of upstairs store room for the house. A bit of carpet had been laid on the floor and a bed put up, and while things were tolerably clean there was a bare and lonesome look to things. Howsumever it was war times, and thousands would have reckoned themselves well off to secure such quarters.

I had gone to my room early, not because I was sleepy, but I wanted to look over my notes a bit and rewrite them on thin paper and secrete them where they could not be found in case of my arrest. Naturally supposing myself safe from all eyes, I let up on the limp which I had carefully stuck to all day, and by the light of a very poor lamp set about my writing. When this was finished I rolled the paper into a small wad and placed it in one of the buttons of my coat, which was hollowed out for the purpose. This operation had just been concluded when the door of my room—it had no lock—was opened and the widow walked in. She had a revolver in her hand, and advancing to within five feet of me she covered my head with the weapon and sneeringly exclaimed:

"You got rid of that stiff knee very quickly, didn't you? So farmers who want to sell corn write letters and hide them in buttons?"

She had been watching me.

"I suspected you from the first," she went on, "and I have plenty of proofs now that you are a rebel spy. I am going to escort you downstairs and give you up."

While she was talking I was thinking and planning. She had me at the muzzle of a cocked revolver, but her first words showed that she was worked up to a high pitch of excitement, and was on the point of hysterics. My cue was to excite her still further.

"When did you enlist in the business of spy-catching?" I asked as I turned to the button again.

"I know you are a spy—I know it—I've watched you," she gasped, while the revolver began to wobble about.

"And suppose I am?"

"I arrest you—I'll give you up—I'll have you shot! Come, sir!"

"Oh, pshaw!"

"If you don't I'll shoot! Go out—go down stairs!"

"Humph."

"I'll call for help—I'll—I'll—"

And down she fell in a dead faint, the revolver clattering on the floor, but not being discharged. She had set out to be a heroine and turned out to be a woman.

You may guess I did not stop long. I picked up the weapon as a souvenir, walked downstairs and outdoors, and within an hour I had found a safe shelter and adopted a new disguise. I was in the city for three full days after that, but heard nothing further from the widow. While she might have been satisfied as to my identity she made no report to the authorities. She probably felt that she would receive more ridicule than credit.

A LARK AT THE SEA.

How a Broker Met a Beautiful Philadelphian and Her Brother.

From the New York Times.

Down on the Jersey shore is a hotel that attracts a good many New Yorkers in the summer season. Philadelphians go there in numbers. Last Saturday two youthful and unmarried members of the Stock Exchange ran down to spend the Sabbath there. Saturday night at a summer hotel, of course, must have its dancing party, and that sort of festivity was at its height when the brave brokers arrived. Before many minutes went by one of the young men discovered a young lady with sparkling eyes who seemed lovely. She met his ardent glances he thought approvingly, and with all the hardihood that was needed he bowed himself within conversational distance and ventured to suggest that the chance to dance with her as his partner would make him a perfectly happy mortal.

"Not just now," she said with a smile. "I am obliged to go to the piazza for a moment." And she flitted away; he awaited her return confident and happy. In about one minute she appeared, returning through the wide front doorway, but she wasn't alone; two escorts, both men of satisfactory size, loomed up by her side. Wrath was on both male faces; the young woman was still all smiles, and those eyes of hers sparkled yet more brightly than ever as she met the gaze of the broker again. That gallant made bold to advance; he was met half way. It wasn't the fair damsel that met him; it was the bigger, the burlier of her two escorts, saying this:

"I have something to settle with you, sir!" The broker almost tumbled over at the rudeness. "What—" he began. It looked a little as if then and there the exclusive hotel was going to have a scene of liveliness. The broker's unfinished sentence, the scowl of the other man, were attracting attention. "Come outside!" demanded the wrathful man. The broker did just as he was ordered. Out on the piazza he was treated to an experience that fairly filled him with despair. That big, burly man said that he was the brother of the young woman who had been "insulted," and he proposed to make an example of the presumptuous broker.

"I am going to thrash you and then give the story of it to the newspapers." This was his inspiring assurance. He looked as if he meant it. The broker's trembling was pronounced. Poor fellow—all the light suddenly seemed bowled out of life. He went to pieces; he actually pleaded for mercy, said he was willing to apologize, willing to do anything, willing to submit to anything—only he did want the affair kept out of the newspapers. Wouldn't the gentleman please be merciful; he really had not meant to be rude.

The wrathful gentleman was merciful; he accepted $120—all the cash that broker had in hand—to hush the matter up. On Monday the broker turned up in Wall street, firmly convinced that that exclusive hotel was in the hands of blackmailers; it wasn't till he got back to business that he confessed, even to the friend who had accompanied him, the sad experience he had encountered. When he did confess his soul was not much relieved.

The friend was convulsed with laughter, but he said not a word till yesterday; then at a lunch to which the unfortunate broker was invited, along with two or three other brokers, a yellow envelope was produced. In the envelope was $12 —the very bills that the unfortunate had parted with—and the unfortunate learned, amid roars and roars of laughter at his expense, that the settlement on the piazza was "all a practical joke," that the young woman was a Philadelphia girl, and her valiant escorts were from the same town, all friends of the wicked broker friend who had with malice aforethought sacrificed his bosom chum so relentlessly. It took some wine to wipe out the memory of the episode, and it will probably take a good deal longer for the brokers who have heard the story to forget to mention it. Flirting is expensive and perilous sometimes.

A TRUE SNAKE STORY.

A Reptile Which Chases Cattle and Drives the People Frantic.

Butler, O., says the Cincinnati Commercial Gazette, has been in a feverish state of agitation since last Sunday, by the report of a monster snake that has been seen in the immediate vicinity. Last Sunday Nick Corbin, one of the oldest and most esteemed citizens, and whose veracity is unquestioned, went about a mile out of town in search of a lost pig, and as he was passing through a thicket of blackberry bushes his attention was attracted by some cattle that were rushing frantically toward the river, and on searching for the cause of the strange action of the cattle, his attention was called to a strange whirring noise in the bushes behind him, and on looking round was almost paralyzed at the sight of an immense monster of the snake species. It was of a dark brown color, with a flat head, and at least 25 feet long. It was standing with its head about 10 feet from the ground, weaving from one side to the other in an excited manner. Corbin suddenly thought of some business in town that needed his attention. He succeeded in getting away without attracting the monster's attention, and with all the speed he could command he rushed to Butler and spread the report; and the people, having the utmost confidence in his veracity, armed themselves with guns, clubs and other weapons that were handy, and about 4 p. m. about seventy-five men started for the place where the snake had been seen.

The place was surrounded and with the utmost precaution, led on by Uncle Nick, the men gradually closed in, but no snake, but there were unmistakable signs of its having been there a short time before, and after searching for a short time a trail, which looked as if a log had been drawn on the ground, was found leading towards the Ohio river. Several men followed the trail till dark set in and then returned to town. It is thought by a great many to be the same snake so often seen by residents of Moscow, O., as the trail led in that direction. The excitement has not yet subsided, and blackberries are going to waste in the community.

AFTER THE PORPOISE.

An Experiment to be Tried by a Company of Norfolk Fisherman.

A New York special says: It is stated on South street that a company of Norfolk fishermen are fitting out a steamer for the purpose of porpoise fishing. Large profits are expected from the new methods to be employed. Of late years the porpoise has been entering more and more into commerce. The oil is valued for medicinal and other purposes, and is by some rated higher than whale or sperm oil. It is of the same nature, but finer and heavier. Several years ago it was discovered that the skin of the porpoise tanned into a leather of remarkable pliancy and extreme durability. At first it was used only for the finer grade of shawl-straps, handbags, and shoestrings, but lately it has been much employed for the manufacture of fine shoes. The leather never cracks, the large amount of oil remaining in the tissues preventing it from drying, and its pliability prevents it from wearing into creases or wrinkles. Heretofore the only method of hunting the porpoise was by the harpoon. In this way considerable numbers have been captured. The rifle, also, has been resorted to, but the probability of the wounded porpoise being devoured by his fellows and of the body sinking makes this method very uncertain. The new company propose to carry out great seines made of strong hemp cord, sufficient to hold a good sized porpoise despite his thrashing. These nets, which will be 1,000 feet long, will be buoyed to large floats and cast adrift in localities where porpoises abound in the Carribean sea and the waters of the Gulf, are selected for the experiment. Great schools disport themselves in the tropical waters, and it is believed that there will be no difficulty in netting large quantities of them. The skins will be removed and salted, and the blubber dried out and barreled. The steamer will make Panama its coaling station, and remain out until it has secured a full cargo of oil and skins.

The Buffalo Lithia Springs of Virginia, the most noted of all waters for the cure of Rheumatism, Gout and Kidney troubles, are said to have the finest cuisine of any hotel in the South. It is one of Virginia's oldest and most noted resorts. The office of the Company is at 33 Barclay street, New York.

An Attractive Tower.

From the Electrical World.

When the great iron tower, 1,000 feet high, was proposed some time ago for the Paris Exhibition of 1889, many engineers doubted the feasibility of the project, judged from their point of view. However, M. Eiffel went at the problem and evolved a design which was chosen and which it is proposed to execute. On the eve of accomplishment, however, a French "savant" comes forward with a timely warning of the fearful consequences which the building of the iron tower will entail. He says that the enormous blocks of iron running north and south would become polarized, and that this polarization will soon invade the whole column. Then who knows whether the four lifts with their continual friction will not increase the magnetic influence a hundredfold? In this case all articles for a mile round will be attracted to the tower, and will adhere to it as a needle does to a magnet. If the troops quartered in the Ecole Militaire hard by be called out to drill, it will be all in vain for the commanding officer to shout "En avant!" if they are paraded with the column behind them. Then all the houses in Paris will suffer from a St. Vitus' dance, and, being gradually drawn toward the Champ de Mars, will finally find themselves stuck to the tower. As for locomotives entering Paris, it will be found impossible to stop them at the various termini; they will rush through the city and dash themselves to pieces against the centre of attraction. These and other evils, we are told, will follow the erection of the great Eiffel tower, which might, indeed, be called the Tuefel tower.

Railroads.

CENTRAL RAILROAD

On and after this date passenger trains will run as follows:

Trains marked * daily, † daily except Sunday.

The Standard time by which these trains run is 36 minutes slower than Savannah city time.

Lv Savannah	*8:40 a m	*8:20 p m	*5:40 p m
Ar Millen	*11:40 a m	*11:03 p m	*8:45 p m
Ar Augusta	*3:45 p m	*6:15 a m	
Ar Macon	*4:20 p m	*3:20 a m	
Ar Atlanta	*9:35 p m	*7:32 a m	
Ar Columbus	†2:43 a m	*2:25 p m	
Ar Montgomery		*7:23 p m	
Ar Eufaula		*3:58 p m	
Ar Albany	*11:10 p m	*2:45 p m	

Passengers for Sylvania, Sandersville, Wrightsville, Milledgeville and Eatonton should take 8:40 a m train.

Passengers for Thomaston, Carrollton, Perry, Fort Gaines, Talbotton, Buena Vista, Blakely and Clayton should take 8:20 p m train.

Lv Millen	*1:20 p m	*3:10 a m	*5:00 a m
Lv Augusta	*9:30 a m	*9:30 p m	
Lv Macon	*9:40 a m	*10:50 p m	
Lv Atlanta	*6:00 a m	*6:50 p m	
Lv Columbus	†11:45 p m	*12 00 m	
Lv Montgomery		*7:40 a m	
Lv Eufaula		*10:55 a m	
Lv Albany	*5:40 a m	*12:00 m	
Ar Savannah	*4:07 p m	*5:55 a m	*8:05 a m

Sleeping cars on all night passenger trains between Savannah and Augusta, Savannah and Macon, Savannah and Atlanta, Macon and Columbus.

Train leaving at 8:20 p m and arriving at 5:55 a m will not stop to put off or take on passengers between Savannah and Millen.

Connections at Savannah with Savannah, Florida and Western Railway for all points in Florida.

Tickets for all points and sleeping car births on sale at city office, No. 20 Bull street, and depot office 30 minutes before departure of each train.

G. A. WHITEHEAD,
General Passenger Agent.
J. C. SHAW, Ticket Agent.

Charleston & Savannah Ry. Co.

All trains wait at Savannah for connection with Savannah, Florida and Western Railway.

Trains leave and arrive at Savannah by standard time (90th meridian), which is 36 minutes slower than city time.

NORTHWARD.

	No. 35.†	No. 43.†	No. 47.*
Leave Savannah	1:50 pm	7:10 am	8:18 pm
Arrive Augusta	......	1:40 pm	......
Arrive Beaufort	6:15 pm	11:00 am	......
Arrive Pt. Royal	6:30 pm	11:20 am	......
Arrive Allendale	7:40 pm	11:18 am	......
Arrive Charleston	7:00 pm	12:25 pm	1:25 am

SOUTHWARD.

	No. 34.*	No. 42.†	No. 40.*
Leave Charleston	7:25 am	3:20 pm	4:00 am
Leave Augusta	......	11:20 am	......
Leave Allendale	6:00 am	1:43 pm	......
Leave Port Royal	7:40 am	1:40 pm	......
Leave Beaufort	7:53 am	1:55 pm	......
Arrive Savannah	10:35 am	7:00 pm	6:41 am

*Daily. †Daily except Sunday.

Train No. 47 will stop only at Ridgeland, Green Pond and Ravenel, and makes no connection with Port Royal and Augusta Railway.

SPECIAL SUNDAY SCHEDULES.

READ DOWN.

	No. 37.	No. 39.
Leave Savannah	4:00 pm	6:43 am
Arrive Augusta	......	1:40 pm
Arrive Beaufort	7:20 pm	10:40 am
Arrive Port Royal	7:35 pm	11:00 am
Arrive Allendale	8:00 pm	11:13 am
Arrive Charleston	9:32 pm	12:00 n'n

READ UP.

	No. 38.
Arrive Savannah	8:15 pm
Leave Augusta	1:45 pm
Leave Beaufort	4:25 pm
Leave Port Royal	4:10 pm
Leave Allendale	4:08 pm
Leave Charleston	4:50 pm

For tickets, sleeping car reservations and all other information apply to William Bren, Special Ticket Agent, 22 Bull street, and at Charleston and Savannah Railway ticket office, at Savannah, Florida and Western Railway depot.

July 31, 1886.
C. S. GADSDEN, Supt.

Railroads.

Savannah, Florida & Western Ry

[All trains on this road are run by Central Standard Time.]

TIME CARD IN EFFECT JUNE 27, 1886. Passenger Trains on this road will run daily as follows:

FAST MAIL.

READ DOWN.				READ UP.
7:01 a m	Lv	Savannah	Ar	7:58 p m
8:38 a m	Lv	Jesup	Ar	6:15 p m
9:34 a m	Lv	Blackshear	Ar	5:17 p m
9:50 a m	Ar	Waycross	Lv	5:00 p m
11:27 a m	Ar	Callahan	Lv	2:45 p m
12:00 noon	Ar	Jacksonville	Lv	2:00 p m
7:35 a m	Lv	Jacksonville	Ar	7:30 p m
8:18 a m	Lv	Callahan	Ar	6:50 p m
10:25 a m	Lv	Waycross	Ar	4:40 p m
11:10 a m	Lv	Homerville	Lv	3:51 p m
11:30 a m	Lv	Dupont	Lv	3:35 p m
12:18 p m	Lv	Valdosta	Lv	2:52 p m
12:50 p m	Lv	Quitman	Lv	2:23 p m
1:37 p m	Ar	Thomasville	Lv	1:40 p m
3:35 p m	Ar	Bainbridge	Lv	11:25 a m
4:04 p m	Ar	Chattahoochee	Lv	11:30 a m

Pullman buffet cars to and from Jacksonville and New York, and to and from Jacksonville and New Orleans via Pensacola and Mobile.

EAST FLORIDA EXPRESS.

4:30 p m	Lv	Jacksonville	Ar	11:30 a m
5:14 p m	Lv	Callahan	Ar	10:46 a m
7:30 p m	Lv	Waycross	Ar	8:25 a m
7:56 p m	Lv	Glenmore	Lv	8:02 a m
8:17 p m	Lv	Argyle	Lv	7:45 a m
8:32 p m	Lv	Homerville	Lv	7:32 a m
8:50 p m	Ar	Dupont	Lv	7:15 a m
8:45 p m	Lv	Lake City	Ar	......
3:50 p m	Lv	Gainesville	Ar	......
7:10 p m	Lv	Live Oak	Ar	......
8:56 p m	Lv	Dupont	Ar	7:10 a m
9:43 p m	Lv	Valdosta	Lv	6:20 a m
10:13 p m	Lv	Quitman	Lv	5:46 a m
11:01 p m	Ar	Thomasville	Lv	4:55 a m
12:21 a m	Ar	Camilla	Lv	3:14 a m
1:09 a m	Ar	Albany	Lv	2:10 a m

Pullman buffet cars to and from Jacksonville and St. Louis via Thomasville and Albany.

ALBANY EXPRESS.

8:45 p m	Lv	Savannah	Ar	6:15 a m
11:25 p m	Lv	Jesup	Lv	3:25 a m
1:35 a m	Ar	Waycross	Lv	1:35 a m
7:05 a m	Ar	Callahan	Lv	10:25 p m
8:05 a m	Ar	Jacksonville	Lv	9:30 p m
9:30 p m	Lv	Jacksonville	Ar	8:05 a m
10:20 p m	Lv	Callahan	Ar	7:05 a m
2:00 a m	Lv	Waycross	Ar	12:00 nht
3:20 a m	Ar	Dupont	Lv	10:30 p m
5:25 a m	Ar	Live Oak	Lv	7:10 p m
8:45 a m	Ar	Gainesville	Lv	3:50 p m
9:15 a m	Ar	Lake City	Lv	3:45 p m
3:50 a m	Lv	Dupont	Ar	9:45 p m
4:55 a m	Lv	Valdosta	Lv	8:20 p m
5:46 a m	Lv	Quitman	Lv	7:35 p m
7:00 a m	Ar	Thomasville	Lv	6:30 p m
11:50 a m	Ar	Albany	Lv	3:30 p m

Stops at all regular stations. Pullman palace sleeping cars to and from Savannah and Tampa via Gainesville. Pullman buffet sleeping cars to and from Jacksonville and Washington. Pullman buffet cars and Mann boudoir buffet cars via Waycross, Albany and Macon, and via Waycross, Jesup and Macon, between Jacksonville and Cincinnati. Also, through passenger coaches between Jacksonville and Chattanooga via Albany, and Jacksonville and Cincinnati via Jesup.

THOMASVILLE EXPRESS.

6:15 a m	Lv	Waycross	Ar	6:45 p m
7:50 a m	Lv	Dupont	Lv	5:18 p m
8:51 a m	Lv	Valdosta	Lv	4:05 p m
9:31 a m	Lv	Quitman	Lv	3:20 p m
10:40 a m	Ar	Thomasville	Lv	2:15 p m

Stops at all regular and flag stations on signal.

JESUP EXPRESS.

3:45 p m	Lv	Savannah	Ar	8:20 a m
6:10 p m	Ar	Jesup	Lv	5:30 a m

Stops at all regular and flag stations.

CONNECTIONS.

At SAVANNAH for Charleston at 7:10 a m arrive Augusta via Yemassee at 1:40 p m, and 8:18 p m; for Augusta and Atlanta at 8:40 a m and 8:10 p m; with steamships for New York Monday, Wednesday and Friday; for Boston Thursday; for Baltimore every fifth day.

At JESUP for Brunswick at 2:50 a m (except Sunday) and 6:20 p m; for Macon 2:30 a m and 8:40 a m.

At WAYCROSS for Brunswick at 4:10 a m and 10:40 a m; for Albany at 5:00 p m and 12:45 a m.

At CALLAHAN for Fernandina at 8:10 a m and 2:45 p m; for Waldo, Cedar Key, Ocala, etc., at 11:30 a m and 7:25 p m.

At JACKSONVILLE with rail and steamer lines diverging.

At LIVE OAK for Madison, Tallahassee, etc., at 10:59 a. m. and 7:04 p. m. (except Sunday).

At GAINESVILLE for Ocala, Tavares, Pemberton's Ferry, Brooksville and Tampa at 11:25 a m; for Cedar Key at 3:30 p m (except Sunday).

At ALBANY for Macon, Montgomery, Mobile, New Orleans, Nashville, Louisville, etc.

At CHATTAHOOCHEE for Pensacola, Mobile, New Orleans; with People's line steamers advertising to leave for Apalachicola at 5:00 p m Sunday, and for Columbus at 10 p m Tuesday.

Tickets sold and sleeping car berths secured at BREN'S Ticket Office, and at the Passenger Station.

JAS. L. TAYLOR, Gen'l Pass. Agent.
R. G. FLEMING, Superintendent.

South Florida Railroad.

CENTRAL STANDARD TIME.

On and after TUESDAY, May 4th, 1883, trains will arrive and leave as follows:

*Daily. †Daily except Sundays.

Leave Sanford for Tampa and way stations	*8:00 a m
Arrive at Tampa	12:40 p m
Returning leave Tampa at	*2:00 p m
Arrive at Sanford	6:40 p m
Leave Sanford for Kissimmee and way stations at	†10:00 a m and 4:45 p m
Arrive at Kissimmee at	12:05 p m and 7:10 p m
Returning leave Kissimmee	†5:40 a m 2:00 p m
Arrive at Sanford at	7:50 a m 4:00 p m
Leave Kissimmee for Tampa and way stations	†5:20 a m
Arrive at Tampa	9:25 a m
Returning Leave Tampa at	†5:30 p m
Arrive at Kissimmee at	9:30 p m

BARTOW BRANCH.

Leave Bartow Junction for Bartow and way stations at	*11:10 a m. and *4:15 p m
Arrive at Bartow at	12:00 p m and 5:15 p m
Returning leave Bartow at	*[illegible]:45 a m. and *2:45 p m
Arrive at Bartow Junction at	10:40 a m, and [illegible]:35 p m

PEMBERTON FERRY BRANCH.

Operated by the South Florida Railroad.

*Leave Tampa for Pemberton Ferry and way stations at	6:00 a m
Arrive at Pemberton Ferry at	9:35 a m
*Returning leave Pemberton Ferry at	5:15 p m
Arrive at Tampa at	8:55 p m
†Leave Pemberton Ferry	8:40 a m
Arrive Tampa	9:50 a m
†Leave Tampa	3:00 p m
Arrive Pemberton Ferry	9:10 p m

SPECIAL CONNECTIONS.

Trains leaving Sanford at 8:00 a. m. connect at Sanford with the fast mail steamers of the Peoples and DeBary-Baya Merchants' Line from Jacksonville and points North, and at Tampa on Monday and Thursday with steamers of the Plant Steamship Company for Key West and Havana.

Trains leaving Tampa at 2:00 a. m. connect at Tampa on Sunday and Thursday with steamer Mascotte from Key West and Havana, and at Sanford with the fast mail steamers for Jacksonville and points North.

Trains leaving Pemberton Ferry at 5:15 p. m. and Tampa at 6:00 a. m. have through Pullman Sleeper between Tampa and Savannah, and make close connection at Pemberton Ferry with train of the Florida Southern R. R. to and for Savannah and all points North and West, via Gainesville.

10:00 a. m. train from Sanford makes no connection for Bartow.

FREDERIC H. RAND,
General Freight and Ticket Agent.