PRUNING OF APPLE TREES MUST BE DONE JUST RIGHT

Dr. Drinkard Has Some Ideas That Are Well Worth Thinking About as the Days Go By.

THE REAL OBJECT OF PRUNING

Good to Get in the Necessary Work. Some Things That Should Be Done Quickly—Now Is the Time to Get Busy, if Ever.

Dr. A. W. Drinkard, of the Virginia Polytechnic Institute, has recently had something to say about the objects and methods of pruning. He may have had all of this to say to the young men who have been recently attending the free school up there at Blacksburg, but be that as it may, the doctor said:

"At this season of the year, when little else can be done in the orchard, the fruit grower should use the time for pruning the fruit trees. The pruning should be finished before the dormant spray, which is usually applied in late winter or early spring, in order to economize on labor and spray material.

"Several definite objects may be accomplished by pruning. (1) The tree may be trained to some desired form, which is especially applicable to young trees. (2) By judicious pruning the tree may be protected by the removal of dead and diseased branches. (3) Sometimes pruning may be used to serve as a stimulant to growth. It has long been known that pruning in late winter and spring has a tendency to promote the growth of woody parts of the tree. (4) In exceptional cases certain forms of pruning are employed to mature the tree and promote fruitfulness.

PRUNING THE YOUNG TREE AND HOW

"The fruit grower must decide early the system of training which he will employ. The two systems most commonly followed in this state are: first, the open-head system, so called because the scaffold branches are allowed to develop on the trunk at a common point, thus forming a crotched type of tree, and, second, the central-shaft system, according to which the lateral branches are permitted to develop along the central trunk or stem, the lateral branches being well spaced and kept at all times subordinate to the leader or central stem. Both of these systems have their advantages and disadvantages, and the system of pruning is not as important as certain other fundamental principles.

"(1) The scaffold branches should be selected in such a way that they will be properly spaced. (2) Balance or proportion should be maintained in such a way that one branch will not outgrow and dominate the rest. (3) Great care should be taken to secure proper angles in the various branches; never permit a sharp-angled branch to develop on the trunk because it splits too readily when heavily loaded.

FORMING THE HEAD AND SUBSEQUENT TREATMENT

"Young trees which are set in the fall should not be pruned until the following spring; spring planted trees may be pruned at the time of setting. Many fruit growers are now using the one-year-old trees for planting, and the pruning which these trees require is to cut back to stubs eighteen to thirty inches in height. Low heading causes the branches to develop on the lower part of the trunk, thereby forming a low-headed tree, which is preferable to the high-headed tree.

"During the early years of the tree's life, a small amount of summer pruning, disbudding and pinching of shoots, may be practiced advantageously in order to secure proper placing of branches and prevent the development of superfluous shoots. The main annual training should be given in late winter or spring, and should consist of thinning and heading-in the branches, the latter to produce stockiness. Care should be taken to keep the branches properly related to one another. The branches may be left thicker while the tree is young, and they should be allowed to remain when the tree grows older.

"The commercial fruit growers are very careful to train their young trees and prune the older trees. But these matters are often neglected by farmers who have small orchards on the general farm. It is a familiar sight to see apple trees in which the branches have become very crowding, one branch another, and so filling up the sunlight, also making it very hard to spray the tree properly. The fruit which grows on such trees is usually inferior in size and color. A good pruning saw and a small amount of labor will correct this condition. Often neglected trees may be rejuvenated and made profitable by correct pruning.

"Trees which receive an annual pruning will not require severe pruning at any time, nor should it be necessary to remove large branches, one may early whether a branch is in an undesirable position, in which case it should be removed while quite small. Where trees have been neglected a long time it may be necessary to prune heavily in order to bring the trees back to the desired condition. If the trees have grown too tall they should be drawn in by the removal of part of the tops. Heavy pruning has a tendency to stimulate wood growth and may water suckers may develop on a tree which has been cut back in pruning, but all suckers may be removed during the growing season, or some other time.

PULASKI IS COMING

Fine Town of Southwest Virginia Proposes to Have a Wide-Awake Board of Trade.

(Special to The Times-Dispatch.)

PULASKI, VA., February 19.—The time was ripe, it was felt, for a Board of Trade or some such organization. A number of business men met and the thing was talked. But Pulaski is the kind of a town that when it starts to make a movement it goes ahead and does it. The movement to reorganize the Board of Trade. There is no one in Pulaski who thinks such organization is needed here, does Pulaski need the town is going to have a live one, the probability is that the new board will be organized within the next two weeks.

Carolina Town Wakes Up.

TROY, N. C., February 19.—A meeting of citizens here last night took steps to the organization of a board of trade and an active campaign for the establishment of manufacturing enterprises. The recent installation of an electric plant has opened the eyes of the people to industrial development.

Cotton Is Recaptured.

(Special to The Times-Dispatch.)

RALEIGH, N. C., February 19.—The State prison management reports the recapture of Early Cotton, who escaped from the convict camp near Salisbury on Wednesday night. He is serving thirty years for the murder of Dr. James Smith, a Richmond traveling man. This was Cotton's third escape since he began serving five years ago. He is a son of the late Dr. Cotton, of Raleigh.

VIEWS AND NEAR VIEWS: HINTS AND SUGGESTIONS

Good Roads and the Way to Get Them. Stand by the Chamber of Commerce.

"Just a hint about good roads. I have seen in The Times-Dispatch that a resolution has been offered in the Legislature changing the Constitution so as to enable us to raise a fund all over the State for good roads. It strikes me as a good measure. If Old Virginia can advertise to the world that it has arranged for good roads all over the State, the wealth that will flow to us will be something great. Here is a hint to you. Keep on preaching good roads."

"Get every citizen of the town," says the Big Stone Gap Post, "stand firm with the board of trade and give it both their financial and moral support and, we believe, that some important enterprises will soon be secured that will be a great benefit to the town. Let everybody put a shoulder to the wheel and push."

That is a hint to some bigger towns than Big Stone Gap can profit by.

"Richmond is a big town, but it has all kinds of chances to grow greater. I am of the opinion that all of the people are not backing our wide awake Chamber of Commerce just as strongly as we should. I plead guilty to the charge that I have not been doing all that I might have done, but I am going to do better in the future." So writes a man who has been reading the proceedings of the last annual meeting of the Chamber. His hint is worth the consideration of lots of other people.

"The Twin City Times, a new paper that has been started at Basic, in Augusta County, and that ought to have a name more suggestive of the town in which it moves and has its being, is urging Basic to get in the limelight and let the outside world know what it has to offer in industrial and commercial ways. There is no town in Virginia that has more good things to offer than Basic, but Basic is not letting all of the world know it just as it should. The Times will do its part, no doubt, but it can't do everything. The town should help."

WAR STILL CUTS FIGURE IN ALL FINANCIAL LINES

Then, Too, There Are Labor Troubles and Some Adverse Legislation in Our Own Country.

NEW YORK, February 19.—Henry Clews & Co. in their financial statement for the week just closed say:

"The war still plays the most important part in local and international finance. It is estimated that if the struggle continues until the end of 1916 the total cost to all belligerents will approximate $60,000,000,000. They are now spending at the rate of about two and a half billions monthly, and enormous borrowings must be expected during the balance of the current year. Thus far Germany has been the heaviest borrower. Great Britain is the heaviest spender, but has paid a considerable amount of her war costs out of current expenses, and has borrowed less than Germany. France is estimated to have borrowed about as much as Great Britain, but her expenses are less. Russia seems to have borrowed much less than either, while Austria-Hungary has been a moderate borrower, much smaller than Turkey, which has paid more than its proportionate cost in men and money.

"All the belligerents will be heavy borrowers during the remainder of the year. In Great Britain a credit of $2,500,000,000, the largest on record, is about to be asked. France is contemplating a credit of $1,500,000,000. Germany and other countries will also have to make corresponding issues at stated intervals. Huge as these sums seem, they must soon be repeated if the war continues, as appears probable. Its cost for this year alone is estimated at from twenty-five to thirty billions. The collection and distribution of such vast sums inevitably influence all financial operations. Great Britain is massing its resources in every direction with a view to a prolonged struggle. The outlook, therefore, is for a continuance of large exports from this side, for although the belligerents are less dependent upon the United States for munitions than a year ago, they will be obliged to place large orders here for munitions, materials and food products which cannot be obtained elsewhere.

"Some hesitation was produced by the presidential campaign, which is now fairly launched. Owing to our debate foreign relations the situation is watched with exceptional interest, since serious consequences might follow any misstep or untoward event. Fortunately, Congress is in a sober state of mind, and those in authority realize the gravity of the situation. Public opinion is also self-restrained and unwilling to give way to any excited or partisan action. Criticism and more or less legislation are to be expected in an ordinary presidential year.

"The labor situation is somewhat unsettled, owing to the threatened crisis with the coal miners and railroad employees. There is reason to hope, however, that serious disturbances will be averted and that the disputes will be settled by conferences and reasoning between both sides.

Many Men to Be Employed.

DURHAM, N. C., February 19.—The Durham Traction Company, reorganized this week, proposes to make various improvements in its plants here that will cost not less than $100,000. This new work will give employment to many men.

To Work in Portsmouth.

PORTSMOUTH, VA., February 19.—The Southern Brass Works have been incorporated here with $50,000 capital stock. The officers are A. V. Moore, president; H. C. Macklin, vice president; E. B. Handley, secretary and treasurer. While all of the officers are Norfolk men the plant will be operated in Portsmouth.

ROANOKE WILL ENTERTAIN WOODMEN OF THE WORLD

(Special to The Times-Dispatch.)

ROANOKE, VA., February 19.—Local committees have been formed to make plans for entertaining 2,000 delegates and friends expected to attend the annual rally and field day of the Woodmen of the World, to be observed here June 16 and 17. Woodmen from all parts of the State will gather here. Virginia, it is estimated, has 14,000 members in the organization. The first rally and field day was observed in Richmond in 1912, the second in Newport News in 1914.

HERBERT DANSEY KILLED WHILE BOARDING FREIGHT

(Special to The Times-Dispatch.)

SCOTTSVILLE, VA., February 19.—Herbert Dansey, about forty-eight years old, was killed at Strathmore at 12:30 o'clock to-day when he tried to board a moving westbound freight train. He was thrown under the wheels and his skull was crushed and one leg broken. He lived two miles from Scottsville. A wife and several children survive.

ANCIENT SHIRE AWAKE; YORK COUNTY TO FRONT

Land of the Peninsula Coming Into the Limelight—Values Not Heretofore Known Considered.

PENINSULA IS GARDEN SPOT

Advantages of York County—Climate Unsurpassed—Transportation Facilities and Other Helps Unappreciated, Even by Home Folks.

The Williamsburg Gazette wakes right up to a new situation, and incidentally brings out some facts that have lain dormant in its bailiwick for a long time. Here is what the Gazette has to say:

Whether the options taken on farm land in York County near this city are ever closed or not, the activities in that section point to the fact that the outside world is beginning to realize the superb location of the Peninsula and the advantages of climate and transportation facilities. We have always believed that if the Peninsula farm lands were properly advertised, the result would be that within a few years there would be very few acres of waste land left, and an era of great prosperity would dawn upon our section. While the people who are taking options on river farms may contemplate the establishment of manufacturing plants, it is more likely to be the beginning of a great colonization scheme, which would mean much more to the Peninsula than ammunition manufactories.

YORK COUNTY HAS MANY ADVANTAGES

York County is advantageously located, as we have pointed out before, and its long river frontage and fine shipping facilities are apt to appeal to investors. That county is rich in undeveloped resources, but they are practically unknown to the world. It is one of the most isolated counties in the State, and little known, although Yorktown is a part of the history of the country. Few know that, so far as development is concerned, York is still almost untouched. The problem is to get her advantages of land and water before the investors of the country. However, it looks now like the ice has been broken, and that the day is not far distant when this much-neglected section of vast resources will come into its own.

While other sections of the State are receiving new settlers and new capital, the influx into the Middle Peninsula the last few years has been negligible. The State has never taken much interest in our development, and the railroad company has done nothing of recent years to locate new people here beyond the immediate line of their right of way. Real estate men have not been as active as in former years, having met with discouragements along many lines. But with reasonable publicity and concerted effort, the tide of immigration can be turned this way to the great advantage of the entire State. There is enough vacant land on the Peninsula to feed the State, but what is worth looked up and unutilized?

AS TO FERTILIZERS

Halifax County Tobacco Growers Puzzled Right Much on the Question of Fertilizing Things.

SOUTH BOSTON, VA., February 19.—The very important fertilizer question was discussed in all its phases at a called meeting of the Halifax County Farmers' Union, held at the courthouse in Houston this week. A. B. Thornhill, State president of the union, who had been invited to be present, was unavoidably detained, and in his absence D. S. Bray, president of the local union, presided. Representatives of the various fertilizer manufacturers were present, and told the planters that, owing to the scarcity of potash the 2-8-3 grade, which is generally used hereabouts, cannot be obtained, while the 2-8-2 grade can be furnished only in limited quantities.

In view of this fact, they suggested that the planters use in part a fertilizer containing no potash, but most of those present seemed to think this would be in the nature of an experiment, which they did not care to undertake.

Equipment for Railways.

The Chesapeake and Ohio Railway placed some big orders this week, including not less than seventeen locomotives, twelve express cars, six parlor cars and two passenger cars. It is understood that this company has also filed a big order for steel freight cars, one report putting it as high as 2,000.

The Carolina, Clinchfield and Ohio Railway has placed an order for six locomotives of the Mallet type, to be used in Virginia.

A telegram from High Point says the Piedmont Railway and Electric Company, of Burlington, has filed an order with the Southern Car Company of that town for three new cars.

Some Big Hogs.

(Special to The Times-Dispatch.)

WOODSTOCK, VA., February 19.—M. L. Hite, of Lantz Mills, Shenandoah County, butchered this week two of the largest hogs of record in the Valley of Virginia. The larger of the two hogs weighed 853 pounds net, and the second weighed 829 net. The hogs were of the Poland China variety and were two years of age.

WOOD'S
Seed Oats

are secured from crops that are grown and harvested in first-class condition. They are carefully recleaned and of high tested germination, and are of much better quality than oats as ordinarily sold.

Our Maine-grown
Seed Potatoes

are inspected while growing and shipped to us under the State Department of Agriculture Maine Seed Improvement Certificates.

WOOD'S SEED POTATOES have long had a reputation for superiority in quality and productiveness, and our trade in these is one of the largest in the South.

Write for **Wood's Crop Special**, giving prices of **Seed Potatoes, Seed Oats** and all **Seasonable Farm Seeds.** Mailed on request.

T. W. WOOD & SONS,
SEEDSMEN, - Richmond, Va.

GREAT RICHMOND ROUTE; MUST IT BE ABANDONED?

Question Asked by Tourists of Many States Other Than Virginia Must Be Answered.

RUB THAT COMES IN STATE

Progressive Folks of Richmond and Washington Need to Be Heard From—Call From Carolina and From the Far South.

"It is a conservative estimate," says Southern Good Roads, a monthly magazine, published at Lexington, N. C., "that the automobile traffic from the South Atlantic States, through Richmond on to Washington, was more than doubled during the past year. This spring and summer is expected to bring about an increase that will far surpass any in the past. Not only will people from the South motor northward to Washington and on to Atlantic City and New York, but many of the North will come South to tour the good roads of Dixie and visit our great mountain country. The logical route for the people of the coastal sections of the Southeast to travel northward is through Richmond and straight on to Washington.

A RUB THAT RUBS THE WRONG WAY

"But here is where the rub comes, for during the past few months these people have been unable to make that route. A person from Raleigh, Durham, Goldsboro or Wilmington, in North Carolina, desiring to motor to Washington must detour by Charlottesville and Staunton and on up the Shenandoah Valley toward Hagerstown. A glance at the map will suffice to convince one that this should not be. People of the South wonder why it is that the road that should be their gateway is one of the worst in the country.

"Richmond and Washington are too progressive cities to allow this undesirable situation to longer remain without a big effort to remedy it. They would benefit their cities greatly and confer a blessing on the motorists who live south of them. More and more each year the motor car is becoming the vehicle for long pleasure trips, and with a good road between Richmond and Washington, this would increase. This is the best route also for the men of the North who wish to come by motor to Pinehurst and the other great winter resorts, including Florida, and its completion would be pleasing alike to the people north and south of these two cities, as well as of large benefit to that section."

WAGON-MAKERS CAN HELP: WIDE TIRES ORDER OF DAY

One Way to Keep Good Roads Good When Once They Are Made Good.

"Now is the time of year," says Southern Good Roads, "when the narrow wagon tire is the worst enemy of the good road, especially of the top soil and sand clay type." Is there any time of year when the narrow wagon tire is not an enemy of the good road? Supervisor Gregory, of Mecklenburg County, would be in a hurry to answer this question and he would answer it with a great big, double-jointed "No." No man in Virginia has done better work in the interest of good roads than Supervisor Gregory and no man has done more to keep the roads good when once started than he. His opinion on the subject is worth having. He is dead against the narrow tire.

During the long rainy seasons it is impossible, even with the best methods of maintenance to keep the top of our roads from becoming moist and softer than in the summer months. The softer the road becomes, the worse it will be injured by traffic. And the narrower the tire the deeper will be the rut it makes in the road. Southern Good Roads believes that the wide tire law is needed in every State and that it should be strictly enforced.

It might not be amiss, however, to make the suggestion here that the wagon makers could render a great help for good roads by voluntarily widening the tires on all makes of wagons, especially the narrow-tired vehicles they are now turning out. Supervisor Gregory is a wagon maker. Eventually they may be forced to it, for when the owner is forced to pay tax on narrow tires he is going to buy broader ones. He will thereby escape the tax and bring about the result desired by the friends of good highways. Before this may come about, however, great damage can be inflicted by narrow tires. But if the wagon makers would eliminate this nuisance the trouble would quickly adjust itself.

Quantico Looking Up.

QUANTICO, VA., February 19.—There is no longer any doubt about the development of Quantico. The Quantico Brick Company, which was organized this week with ample capital stock, starts off with a capacity of 60,000 bricks daily. The company has orders for brick that will keep it busy for many weeks to come.

Norfolk and the West.

NORFOLK, VA., February 19.—The Disappearing Metal Shutter Company has been reorganized here with J. Frank East as president. The company has increased its stock from $15,000 to $100,000, and will establish plants in this city and at Youngstown, O. It is understood that the principal plant will be here, and that over 100 men will be employed.

Richmond Times-Dispatch
RICHMOND, VA.

T. W. Wood & Sons, 12 S. 11th St.
Diggs & Beadles, 1428 E. Main St.
Todd's Sons, 426 N. Sixth Street.
A. R. McCalley, 3509 Williamsburg Avenue.

Auto Owners!

"Hike Dirt" is your best friend. A universal cleaner for all parts of the automobile—tonneau, top, cushions, brass and nickel trimmings.

3 lb. Cans
25c

Will remove grease and dirt when other preparations fail. Equally good for the hands. Ideal for cleaning up after making repairs on the road. Does not require water—just apply a small amount and rub freely until it lathers, then wipe off with waste.

All good dealers sell "Hike Dirt." Ask for it by name.

FERTILIZER FACTS No. 26

MORE PLANT FOOD MORE PROFIT

On the right of above fence fertilizers and good farming make good crops.
On the left side no fertilizers and poor farming make failure.
Which will you choose?

Corn Club acres receive 1,000 to 1,200 pounds of fertilizer with careful cultivation, and yield 200 bushels of corn.

The average farmer's acres receive 200 pounds per acre and yield 12 bushels of corn.

Where no fertilizers are used, and poor cultivation is practiced, 5 and 6 bushels are gathered.

MORE FERTILIZER--MORE YIELD--MORE PROFIT

This year fertilizer is scarce, prices of food stuffs are high, and it behooves every planter to produce more per acre than ever before and it can't be done without plenty of plant food.

There is no time to experiment. Plow deep, pulverize thoroughly and apply acid and ammonia goods heavier than ever before.

Southern Experiment Stations have shown wonderful results from fertilizers with cotton and corn.

Every good farmer in the South has learned the wonderful effects of fertilizers on these staple crops.

One acre yielded 3750 pounds seed cotton at a cost of $60.00. Of this only $14.50 went for fertilizers, which netted 300% on the investment.

Write today for FREE copy of the Bulletin—"FARMING WITHOUT POTASH."

SOIL IMPROVEMENT COMMITTEE
SOUTHERN FERTILIZER ASSOCIATION
ATLANTA, GA., U. S. A.

ARMOR-PLATE FACTORY; ROANOKE ON THE WATCH

Magic City Right on the Jump and Ready to Get All That Is Coming to It.

ROANOKE, VA., February 19.—Interest has reached a high point in Roanoke, following news from Washington that Congressman Slemp has introduced a bill in Congress providing for a committee to choose a suitable site at or near Roanoke for a government armor-plate factory. It is understood that Congressman Glass will give his support to any measure looking to the establishment of such a plant in the Sixth Congressional District of Virginia, provided the factory is given to this State.

Local business men, especially members of the Chamber of Commerce, hold that Roanoke is the logical place for the plant in this part of the South, situated as it is, on the main line of the Norfolk and Western Railway, accessible, equally, to the coal fields and the coast.

If Mr. Slemp's measure is given serious consideration, it is understood other Southwest Virginia cities will make a bid for the plant, including Bristol and Pulaski.

Birmingham, Ala., already has put in a "word" for such a factory, through a committee of her business men, sent to Washington recently for the purpose. But Roanoke will be on the watch.

Rocky Mount Company Organized.

ROCKY MOUNT, N. C., February 19.—A company was formed here this week with $100,000 capital stock to take over the Hope Mills Manufacturing Company's plants. The company makes yarn productions, and will employ over 200 people.

HOTELS

TURKISH AND ROMAN BATHS.

THE JEFFERSON
RICHMOND, VA.
The most magnificent hotel in the South. European plan. Rooms single and en suite, with and without baths. Special sample rooms.

MURPHY'S HOTEL
(Incorporated)
EUROPEAN PLAN,
RICHMOND, - - - VIRGINIA.
JOHN MURPHY, Proprietor.
A strictly modern house, fronting on three streets, in the heart of beautiful Richmond. Rooms fronting every way.
Special Table d'Hote Dinner will be served with music in Murphy's Hotel Cafe from 6:00 to 9:00 P. M. Sunday Evening. Price, one dollar and a quarter ($1.25).
JAMES T. DISNEY, Manager.

LEXINGTON HOTEL 12th & Main
James E. Donahue, Prop.
The Lexington is a favorite hotel with Commercial Travelers and visitors to Richmond.
Street cars pass by it from all directions.
RATES:
American Plan, $2.50 to $3.50 Day
European Plan, $1.00 to $2.50 Day

HOTEL RICHMOND
Richmond, Va.
FIREPROOF.
European Plan.
Rooms Single and En Suite, With and Without Private Bath.
Elegant Sample Rooms.
DANCING
9 to 12 P. M.

Hotel Stumpf
Eighth and Main.
New and Absolutely Fireproof.
EUROPEAN PLAN.
Ladies' and Gentlemen's Dining-Rooms.
Rates—Rooms, with bath, $1.50 up. Without bath, $1.00 up. Shower baths on each floor for use of guests.

WASHINGTON, D. C.--ROOMS
For visitors; quiet, refined, homelike; near station, Capitol, Library. Rates reasonable. Mrs. L. L. KENDIG, 120 C Street, Northwest.

RAILROADS.

Richmond & Petersburg Electric Ry.

Leave Richmond		Leave Petersburg	
*6 A. M.	4 P. M.	§5:10 A. M.	5:35 P. M.
7 A. M.	5 P. M.	6:35 A. M.	*4:35 P. M.
8 A. M.	*5:15 P. M.	†7:30 A. M.	6:35 P. M.
*9 A. M.	*6 P. M.	*7:35 A. M.	6:35 P. M.
10 A. M.	7 P. M.	8:35 A. M.	§7:03 P. M.
11 A. M.	8 P. M.	9:35 A. M.	*7:35 P. M.
†12 M.	*9 P. M.	*10:35 A. M.	8:35 P. M.
1 P. M.	10 P. M.	11:35 A. M.	9:35 P. M.
2 P. M.	11 P. M.	12:35 P. M.	*10:10 P. M.
*3 P. M.	*12 P. M.	*1:35 P. M.	11:40 P. M.
		2:35 P. M.	12:35 A. M.

*Baggage. †Limited. §Week Days Only.

CHESAPEAKE & OHIO RY.

Cin., Louisville & West. *3:00 p. *11:00 p.
Main Line, Local *3 a., 12 p., 3:15 p.
James River Line *10:00 a., 3:15 p.
N. News, Nfk., Old Pt. *2 a., *12 m., *1 p.
Newport News, Local *7:15 a., *3:00 p.
Trains arrive from Nfk. *11:50 a., *2:45 p.
*6:50 p. N. News. *9:55 a., *3:00 p. From West. *8:20 a., *2:45 p., 10:30 p.
7:00 p. daily from Charlottesville except Sunday from Thurmond. Jas. River, 11:20 a., *12:10 p. *Daily. †Except Sunday.

SEABOARD AIR LINE RAILWAY.

"The Progressive Railway of the South." Southbound trains scheduled to leave Richmond daily: 9:35 A. M., local to Norfolk; 1:20 P. M., sleepers and coaches to Jacksonville, Atlanta, Birmingham; 8:35 P. M., through coaches and sleepers to Jacksonville; 11:20 P. M., Florida Limited; 12:15 A. M., sleepers to Atlanta, Birmingham, Jacksonville, Tampa and coaches to Jacksonville.

Northbound trains scheduled to arrive in Richmond daily: 4:20 A. M., 7:23 A. M., 8:20 A. M., local; 9:30 A. M., 3:37 P. M.

Norfolk & Western Railway

ONLY ALL-RAIL LINE TO NORFOLK.
Schedule in effect January 3, 1916.
Leave Byrd Street Station, Richmond, for NORFOLK: *6:35 A. M., *9:20 A. M., *3:00 P. M., *4:00 P. M.
FOR LYNCHBURG AND THE WEST: *6:15 A. M., *9:50 A. M., *3:00 P. M., *9:25 P. M. Local to Crewe, *6:35 P. M.
Arrive Richmond from Norfolk: *11:40 A. M., *6:35 P. M., *8:00 P. M., *11:20 P. M. From the west: *6:15 A. M., *8:37 A. M., *2:20 P. M., 11:40 P. M., *6:17 P. M., *9:00 P. M.
*Daily. †Daily except Sunday. ‡Sunday only.
W. B. EVILL, W. C. SAUNDERS, P. T. M., Roanoke. G. P. A., Roanoke.
C. H. BOSLEY, D. P. A., Richmond, Va.

Atlantic Coast Line

The Standard Railroad of the South.
EFFECTIVE JANUARY 3, 1916.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:15 A. M. and 6:30 P. M., 11:25 P. M., 12:50 A. M.
For Norfolk: 6:15 A. M., 9:00 A. M., 3:00 P. M., *4:00 P. M., 11:10 P. M.
For N. & W. Rys. West: 6:15 A. M., 2:30 A. M., 3:00 P. M., 9:25 P. M.
For Petersburg: 12:50 A. M., 6:15 A. M., 8:15 A. M., 9:00 A. M., 2:00 P. M., 3:00 P. M., *4:00 P. M., 4:10 P. M., 6:15 P. M., 6:35 P. M., 9:25 P. M., 11:50 P. M.
For Goldsboro and Fayetteville: *4:00 P. M.
For Hopewell: 6:15 A. M., *4:10 P. M., 11:40 P. M., 9:15 P. M.
Trains arrive Richmond daily: 4:20 A. M., 7:00 A. M., 8:15 A. M., 6:15 P. M., 8:37 A. M., 11:40 A. M., *2:10 P. M., 11:40 P. M., 6:17 P. M., 6:35 P. M., 8:45 P. M., 9:00 P. M., 11:50 P. M.
*Except Sunday. †Sunday only.
Time of arrival and departure and connections not guaranteed.

SOUTHERN RAILWAY

Trains Leave Richmond—Main St. Station. Schedule figures not guaranteed. For the South—Daily: 6:50 A. M., local; 10:50 A. M., express, parlor buffet car; 6 P. M., express with observation sleeper car for Atlanta; 11:15 P. M., express, sleeping car open 9:00 P. M.; 3:00 P. M., local, for Keysville and Chase City—week days.
York River Line—5:10 P. M., Steamer Train, except Sunday, connecting for Baltimore (Parlor Car). 7:35 A. M. and 4:15 P. M., daily, local.
Trains Arrive Richmond—From the South: 7:05 A. M. and 8:00 A. M., 3:10 P. M., 8:25 P. M., daily; 8:40 A. M., except Sunday. From West Point: 8:45 A. M., except Monday, 9:40 A. M. and 5:15 P. M., daily.
Office 907 E. Main St. Phone Madison 273.

Richmond & Chesapeake Bay Railway Company

Superseding Schedule of April 14, 1914. Schedule Subject to Change Without Notice.
Trains leave Richmond b*5:50 A. M., *7 A. M., b8 A. M., 9 A. M., **10 A. M., 11 A. M., 1 P. M., 2 P. M., 3 P. M., b4 P. M., 5:20 P. M., 6:20 P. M., 7:10 P. M., b8 P. M., 10 P. M., 11:45 P. M.
Trains leave Ashland *5:50 A. M., b*7 A. M., 8 A. M., b9 A. M., 10 A. M., **11 A. M., *12 noon, **1 P. M., 2 P. M., 3 P. M., 4 P. M., b5:20 P. M., 6:20 P. M., 7:10 P. M., 8 P. M., b9 P. M., 11 P. M.
bCarries baggage. *Daily except Sunday. **Sundays only.

Richmond, Fredericksburg & Potomac R. R.

To and From Washington and Beyond—Daily

Lv. Rich'd	*4:27 AM, † 4:30 AM,	Ar. Rich'd	† 7:50 AM, * 1:10 PM
†7:10 AM,	*7:27 AM, † 8:40 AM,	12:50 PM,	† 6:25 PM, * 6:10 PM,
*9:23 AM,	*9:35 AM, 12:01 PM,	9:00 PM,	† 9:10 PM, 11:25 PM,
†3:10 PM,	*5:47 PM, † 8:20 PM,	*11:28 PM,	*12:35 AM, *12:40 AM.

Ashland Accom. week days. Lv. Elba 7:45 AM, 2:15 PM 6:10 PM. Ar. Elba 8:30 AM, 11:25 AM, 5:42 PM. Fredericksburg Accom. week days. Lv. 1:00 PM, Ar. 10:10 AM. Sundays Lv. Elba 4:15 PM, Ar. 10:45 AM.
*Main St. Sta. †Byrd St. Sta. (stopping at Elba). Read the signs.

STEAMBOATS.

Old Dominion Line

Lv. Richmond, foot of Ash St. daily, 7:00 P. M.
Leaves Newport News.....6:00 A. M.
Arrive Norfolk.....6:00 A. M.
Connections with main line steamers leaving Norfolk for New York daily, except Sunday, 7:00 P. M. Connections also made by N. & W. Ry. 3 P. M. and C. & O. Ry. at 4 P. M. Night line steamers stop at Claremont on signal, and are met by public conveyance.
VIRGINIA NAVIGATION CO. James River by daylight for Norfolk, Old Point, Newport News and all James River landings, Monday, Wednesday and Friday at 6:00 A. M. Freight received for all James River points.

Attractive Tropical Trips

New York and New Orleans to Havana, West Indies, Panama Canal and Central America.
11 days, $61.75; 15 days, $71.25. Meals a la Carte.
16 days, $100, meals included.
New York to Bermuda and Return, $25.00 Up.
Havana and Return Through Florida, $76.00.
New Orleans and Return Account Mardi Gras, February 28 to March 6, $26.75.
The Richmond Transfer Company,
809 East Main Street.

Merchants and Miners Trans Co.
FLORIDA TRIPS
"By Sea."
BALTIMORE TO

One Way.		Round Trip.
$15.60	Savannah	$26.20
	1,300 miles, five-day trip.	
$20.00	Jacksonville	$35.00
	1,500 miles, seven-day trip.	

Including meals and stateroom berth on steamer. Round trip tickets, good six months. Through tickets to all points. Fine steamers. Best service. Staterooms de luxe. Baths. Wireless telegraph. Automobiles carried. Richmond to Boston, fare, one way, $11.50; round trip, $21.50. Send for booklet.
Bowman's Ticket Agency, 618 E. Main, Richmond Transfer Co., 809 E. Main, or W. P. Turner, G. P. A., Baltimore, Md.