VIRGINIAN RAILWAY TO BE EXTENDED WESTERLY

Company Finds It Necessary to Strike Richer Coal Mines—They Are to Be Found.

ASKING LARGE PRIVILEGES

Railway Can Do Great Things for the People if the People Will Do Their Part—Things That Railway Company Ask.

NORFOLK, VA., April 15.—It is no longer a secret that the Virginian Railway, which has its home office here, intends to extend its lines in the West.

Negotiations are in progress which promise an early beginning of construction on the contemplated extension from Mullens, W. Va., along the Guyandotte River to Gilbert and Man, and possibly to Logan, W. Va., sixty miles or more, to give additional transportation facilities to new coal fields which are being opened, and which, it is said, are not only of remarkable richness, but have as yet been hardly scratched with pick and shovel.

RAILWAY AND COAL OPERATORS HAD HEART-TO-HEART TALK

The negotiations began last week at Huntington, W. Va., a number of prominent coal operators meeting H. W. Walker, of Norfolk, who represented the Virginian Railway. A committee was appointed by the coal men to meet the directors of the railway company and confer with the object of securing construction of the road. The committee consists of Clinton Crane, of Cincinnati; J. L. Caldwell, of Huntington; Virgil Highland, of Clarksburg, W. Va.; T. P. Davis, of New York, and A. H. Land, of Legat, W. Va.

It is asked by the railway that free rights of way for the extension be granted by the coal-land owners, and that eastbound coal traffic of 3,000,000 tons a year be guaranteed. The opinion of the coal men appeared to be that the requirement as to tonnage could easily be met, and several of them individually expressed willingness to grant the desired rights of way through their properties. There were also expressions of opinion that even as much as 6,000,000 a year of coal traffic is to be expected, and it was remarked that if the Virginian built its extension only as far as Gilbert the Chesapeake and Ohio Railway might build to that point and meet it, so as to make a continuous through line from Logan eastward.

GOSHEN HAS WAKED UP

Hoosiers Select Virginia Mountain Farm as Site for Big Factories to Employ Many Men.

GOSHEN, VA., April 15.—The town of Goshen, which has long been on the map as a kind of summer resort, promises to loom up in the industrial sky as an industrial center. Two Indiana concerns have invested largely here. The Helmes Motor Plow Company of Indianapolis, has invested here and the statement is made that they will build a plant to cost near a half million dollars for the manufacture of farm implements, principally motor plows. The concern, it is said, will employ over 200 high-priced workmen. It is reported also that another Indiana concern, the Miller-Jellich Company, of Fort Wayne, will establish a branch of their automobile accessories factory here and spend something more than $100,000 in the plant.

BIG REAL ESTATE DEAL

South Boston Warehouse Changes Hands—May Mean New Industrial Venture of Proportions.

SOUTH BOSTON, VA., April 15.—The South Boston Warehouse, has composed of the six tobacco warehouses of the city, have purchased from W. D. Hill, a real estate man of this city, the property at the corner of Main Street and Wilborn Avenue, known as the "Big 4 Block," and at present occupied by the "Big 4 Warehouse" and several several smaller. The consideration was $75,000. What the future plans of the association regarding this property, is veiled in mystery at present, but it is understood that an announcement will be made in the near future.

A CAROLINA HOPEWELL

Town in the Old North State Looking Forward to Great Things in Near Future.

CLAMNOCK, N. C., April 15.—There is no little excitement here, to call it by no more aggressive name, over the report that comes that the National Tube and Manufacturing Company, which has had a small office here for some time, will branch out into very large operations. The report, which seems to be well founded, is to the effect that the company has become an immense concern, and has transacted so much business like $10,000,000 in the building and equipment of their new and modern plant in this place. Clamnock may become a Hopewell in the near future.

Contracts Awarded in Charleston.

CHARLESTON, W. VA., April 15.—The Charleston Steel Company, which was incorporated only a week or ten days ago with $100,000 capital stock, has awarded contracts for buildings and machinery for its proposed plant that will cost something like $200,000. The equipment will be two electric furnaces with a capacity of seventy-five gross tons.

To Make Auto Tires.

CHARLESTON, W. VA., April 15.—Charleston is to become the headquarters for the manufacture of automobile tires. The J. and D. Tire and Rubber Company has been incorporated here with $500,000 capital stock and will proceed at once to build a plant with a capacity of 500 tires per day, and already there are reports that this capacity will be doubled before the concern is six months old.

Weldon's Newest Industry.

WELDON, N. C., April 15.—The North American Dyes Company has been organized and duly incorporated here with $125,000 capital stock. The company will proceed at once to erect a plant for the handling of peanuts and for the manufacture of peanut by-products. The first building, which has already been contracted for, will cost $20,000, and the machinery to be used in it will cost very nearly as much.

Norfolk to Make Buttons.

NORFOLK, VA., April 15.—Among Norfolk's newest industrial ventures is the Kelly Button Machine Company, which has been incorporated with $350,000 capital stock. The business of the company will be to manufacture button machinery. It is said the plant will employ over 100 men.

FRUIT GROWING UP IN THE VALLEY OF VIRGINIA

Apple Makers and Peach Growers Are Hopeful—Things Look Bright at Present.

FREEZING TIME HAS GONE BY

Outlook for This Good Year Is in All Respects Favorable to Apple and Peach Makers of Virginia Mountain Sections.

WINCHESTER, VA., April 15.—Fruit growers in this section of the Shenandoah Valley, and particularly those who have fortunes invested in apple orchards, are well pleased with the present conditions, and the belief was expressed to-day that, barring unforseen climate drawbacks, the forthcoming season will probably be a record-breaker in fruit production in the Shenandoah Valley and also in the neighboring portions of the Cumberland Valley. Fruit growers do not fear so much the freezing weather of the late winter, because of the fact that buds have not developed, but it is along about the first two weeks of April that they become apprehensive to some extent. There was some frost the early part of this week, and freezing temperatures were also reported in some localities, but thoroughly informed orchard men who were in town to-day stated that they had found no trace of damage in the large commercial orchards of Frederick and adjoining counties.

THE DANGER POINT SEEMS TO BE PASSED OVER

Now that the middle of April has been passed without injury to the millions of apple trees in the fruit belts of Virginia and West Virginia, growers are looking forward to a busy season. They will be engaged for some time in keeping the trees free from pests, which are extremely hard to eradicate, and by the first of May it is likely all the orchards will be in full bloom, resembling one vast garden of fragrant blossoms, which has for years attracted motorists and other sight-seers from many of the large cities of the east. The blossoming period usually lasts one full week.

VIEWS AND NEAR-VIEWS: HINTS AND SUGGESTIONS

Richmond Man Has a Word to Say. Hints That Come up From Various Points.

A Richmond man says to the Views and Near-Views man: "While Hopewell and Williamsburg, and even Newport News and Hampton are getting on a boom, of its kind, what is Richmond doing". Hadn't we better get busy and look to it that some of this new business comes to us?" This Richmond man probably has been sleeping just a little bit. If he will just wake up a little while he will find that Richmond is getting its share of the booms, especially that of Williamsburg, and Richmond is going to keep on getting there, Eh; but the hint may not be entirely out of place. There may be some things yet that Richmond might take advantage of.

A hint that comes by way of the Harrisonburg Daily News-Record may be worth while down in this region. That paper says:

"The reported decrease in the potato acreage in Virginia and other States is but a logical result brought about by the war in Europe.

"Large quantities of commercial fertilizers are used by potato growers, where the crop is planted on a large scale. Potash heretofore obtained from Germany, is one of the principal elements of a successful potato fertilizer. The cost of potash is now prohibitory, being more than ten times as much as before the war, when it cost $10 a ton. If it could be gotten at all in sufficient quantities now, it would cost $150 a ton."

The Chatham Enterprise is always full of suggestions. Here is one that applies not only to its own county of Pittsylvania, but to all of the State. The Enterprise says:

"Some one has said that this county has been Farmers' Friended to death, and this is not far from the truth.

"We believe that the one thing needed in this section to make the soil produce more and more each year, is plowing.

"There are too many Farmers' Friends in this county. The soil is not broken. There is any amount of land within our reach, which is being farmed every year, that has not been broken more than four or six inches deep in ten years.

"The average farmer thinks if he scratches the top of the ground and then puts in the fertilizer he has gotten all out of the soil that it is possible for him to get."

Professor Massey in answering a correspondent on the subject of "Keeping Boys on the Farm," in the Progressive Farmer, says:

"No, I have never made a speech on the subject and do not believe that all the boys should be kept on the farm. The tastes and talents of farm boys differ as in other people. A boy who has no love for the farm and whose bent is in other directions will never make a success on the farm. Farm boys educate in the line their natural bent directs are needed in the work of the world, whether that is on the farm, in the shop, in the laboratory, the law office, or the pulpit. Educate the boys and then study their bent and give them the best chance to develop in their chosen work, and they will be better citizens and the world will be better by reason of their work. A boy may be educated in an agricultural college and may develop talent in some branch of science allied to agriculture, and may naturally turn to station work and will do more for agricultural advancement than if he went back to the farm. The farm needs men with a love for the farm and an enthusiasm for farm work, and such will be the leaders in their sections, while a boy or man who has none of this love and enthusiasm had better be off the farm than on it."

Big Building in Winston-Salem.

WINSTON-SALEM, N. C., April 15.—Winston-Salem is wonderfully proud of its building record for the past month or more. The figures for the early days of April are not just set at hand, but those of the rather dull month of March are at least suggestive. They show that in that month a total of eighty-two permits was issued for construction to cost somewhere near to $200,000, as compared with $86,035 for February. For the first three months of the year the value of operations is estimated at $263,741.

Much Bigger Pay Roll in Sight.

NEWTON, N. C., April 15.—The Fidelity Hosiery Mills of this progressive town have decided to add twenty new knitting machines, and has ordered this equipment. The company will also install a sprinkler equipment during the next two or three months. These improvements and enlargements will increase the pay roll by at least 100 people.

FIELD HAWK WEED NEW ENEMY TO THE FARMER

Another Pest That Has Come About. Warning Comes From the Department of Agriculture.

IT MAY BE EASILY OVERCOME

A Little Careful Watching, With Prompt Action at the Right Time, May Save a World of Trouble. Word to the Wise.

WASHINGTON, April 15.—The Department of Agriculture has issued a statement, stating that a weed known as "field hawk weed," which has made its appearance in Western North Carolina, Virginia and West Virginia, threatens the native pastures, which are the chief source of livelihood of many people in the mountains of the Southern Appalachian Highlands. In this district grazing is the chief agricultural industry. Wherever the forests have been cut away the mountain slopes have been covered with vast natural pastures of strong, sod-forming grasses, upon which thousands of young cattle are raised to supply the demand for feeders in the famous blue-grass regions of Virginia, Kentucky and Tennessee.

QUICK ACTION IS ABSOLUTELY NECESSARY

The field hawk weed, which is now known to be in this section, belongs to a group of plants that includes the orange hawk weed, or "devil's paint brush," and the king devil weed, two of the most destructive weeds known in pastures in this country. Until recently the various hawk weeds were not known to be troublesome south of Pennsylvania, but the field hawk weed appears to have suddenly found a very congenial location in the Southern mountains, where it is now spreading rapidly. While confined mostly to the high altitudes, the weed has appeared in some of the lower valleys, and is liable to spread into the high parts of the Shenandoah Valley of Virginia and Eastern Kentucky and Tennessee. It will probably not become troublesome in the lower and warmer portions of these districts.

The weed first appears as a few scattered individuals, but these multiply with amazing rapidity. Almost before the farmer is aware of its presence, the weed is occupying several square rods of his grassland, and quick action will then be required to prevent the wood from taking complete possession of the field. Instances are by no means rare where whole mountainsides, that were once fine grazing land, are now nothing but a barren mass of hawk weed, and almost valueless.

VIRGINIA GAME LAWS ARE NEW AND ALL RIGHT

If the Law Is Properly Enforced There Will be All Kinds of Birds in Virginia.

After many years the State of Virginia has a game law which suits nearly all the people of the State. The fight has been a hard one, the real sportsmen backing up the movement and preventing the patching of the bill in order to allow certain sections privileges denied to others. A digest of the new law, which is operative this year, has been prepared as follows:

The law provides for a State Department of Game and Inland Fisheries to be presided over by the Commissioner of Fisheries, who shall ex-officio be known as the Commissioner of Game and Inland Fisheries of the State of Virginia.

Regular game wardens are to be; receive such salary as the Game Commissioner shall fix upon, not to exceed $50 a month in counties and cities containing less than 20,000 inhabitants, and not exceeding $60 a month in counties and cities of over 20,000 inhabitants.

All hunting licenses shall be dated July 1 of the year in which issued, and shall authorize the person named therein to hunt during the succeeding twelve months, subject to the restrictions of the act. They shall be printed on linen.

THE BRIGHT TOBACCOS

As They Appeared on the South Boston Market All Through the Season Just Closing.

SOUTH BOSTON, VA., April 15.—Secretary John D. Evans, of the Tobacco of Trade, has issued his report for the month of March, with comparative figures from last season as follows:

Sold in March 1916, 1,534 pounds at an average of $11.27 per 100 pounds; total, $172,705.56.

Sold in March, 1915, 1,099,788 pounds at an average of $7.31 per 100 pounds; total, $82,992.03.

Increase for 1916, in pounds, 434,746; in average, $3.74; in total, $89,813.72.

Total to April 1, 1916, 20,885,853 pounds; average, $10.61; total, $2,222,328.61.

Total to April 1, 1915, 18,237,811 pounds; average, $8.97; total, $1,635,495.17.

Increase for 1916, 2,618,012 pounds; average, $1.67; total, $586,833.44.

Sales in the open market continue small, amounting last month to about 200,000 pounds, making the total sales for the season to the present date slightly in excess of 21,000,000 pounds. Although the crop is nearly sold, a full corps of buyers is in daily attendance, and prices remain good.

CLINCHFIELD GETS THERE

Terminal Facilities, So Long Looked For, Are Being Completed at Charleston—Big Job.

The Carolina, Clinchfield and Ohio Railway has completed filling in the site of its proposed coal terminals on the Cooper River, at Charleston, S. C. A basin 1,800 feet long and 800 feet wide alongside of the site has been dredged to a depth of thirty-two feet, and the dredged material was used to fill in the marsh, ninety acres of which has been thus raised to a level of thirteen feet above tide, and forty acres more to a level of eight feet above tide. It will require the lapse of several months for the fill to settle to sufficient hardness to permit of pier construction. Dredging was begun nearly two years ago, in June, 1914.

Things Doing in South Boston.

SOUTH BOSTON, VA., April 15.—The Slate Seed Company, of this city, has purchased the three-story building near the Southern station formerly occupied by the Boston Manufacturing Company and will move there as soon as the place is remodeled to suit their needs. The building vacated by Slate has been leased by Irby and Reaves, who will convert it into a garage and salesrooms for Chevrolet automobiles.

NEW EQUIPMENT GALORE

Railway Lines Passing Through Virginia Adding Largely to Their Efficiency and Facilities.

The Norfolk-Southern Railway Company has just received six mammoth locomotives from the Baldwin Company, which will be put to work at once on the line.

Right from headquarters it is learned that the Atlantic Coast Line has ordered more than $1,000,000 of equipment and rails for delivery this year. The contracts include twelve locomotives, twenty-two steel passenger cars, twenty-five Hart convertible cars from the Rodger Ballast Car Company, 500 box cars, 200 flat cars and 15,000 tons of rails, from various builders, as previously reported. These orders are in addition to twenty-five locomotives and 750 box cars ordered some time ago, and which are now being delivered.

The Seaboard Air Line has ordered six additional dining cars to be used on the Richmond-Columbia route.

Southern Railway people in Richmond are reticent and will not talk out in meeting, or out of meeting, as for that matter, but there is a very interesting little report going the rounds about some vast improvements to be made this spring and summer between Richmond and Danville, and the running of through cars from New York and Boston direct to Southern points; said through cars to be all labelled "The Southern" and to have no stop between Washington and Richmond as they rush over the fine tracks of the Richmond, Fredericksburg and Potomac. Bobbing into the Main Street Station here they will have but a short stop, when they will take up the run from here to Danville, stopping only at Keysville and South Boston, and a mighty little while at these points. Thus it is arranged that the trip from New York to the Far South will be made just as quickly through Richmond as by the Washington-Lynchburg-Danville route; and, of course, if anybody on these hustling through trains want to stop over a day or two or a week or two in Richmond they can do so. There is a well-founded suspicion that this new schedule has been made, or is being made, for just that purpose.

TOBACCO SALES SMALLER: SEASON DRAWING TO CLOSE

Sun-Cured Goods About Out—Brights Are Pretty Much All In—Rest-Day for Tobacco Men.

The leaf tobacco sales on all of the markets of Virginia and North Carolina are growing less, beautifully less, say the long-tongued auctioneers, unbeautifully less, say the warehousemen who are dependent on commissions for a revenue. The sales in Richmond, for the last week, composed entirely of the sun-cured goods, amounted to but a little more than 1,000 pounds. The offerings were of splendid grades and brought fancy prices, ranging from $14 up to $35 per 100, but there was not enough of it to set the sellers in a fine state of humor. Perhaps 500,000 pounds more of the sun-cured goods remain to be sold, and all of it will go under the auctioneer's hammer before the first of May.

The Lynchburg Market.

LYNCHBURG, VA., April 15.—The receipts of leaf tobacco this week amounted to only 241,000 pounds, which was a falling off from last week of over 200,000 pounds. The sales this week were lighter than expected, indicating that the crop is nearly all sold though there is still tobacco in the country that cannot be gotten to market until there is a warm rain to bring it in order.

All grades of tobacco are actively sought after with prices very strong, the general average price for the week being $8.42 per hundred pounds.

Doings in Danville.

DANVILLE, VA., April 15.—Receipts are so small at present that only double sales are necessary, and these have gotten around usually this week by 10 to 12 o'clock.

The character of the offerings is such as to indicate that the farmers are selling the last remnants of their crop. There is practically no tobacco now in this section of the country in the hands of the farmers, and one week of heavy receipts would in all probability exhaust the entire holdings of the farmers.

All of the large companies, as well as the small operators, are on the market in full force, contrary to the usual custom, and are buying their usual grades as freely as receipts will admit of. Prices are very firm on all grades and are at a sufficiently high level to induce farmers to plant as large a crop as they can find the means and opportunity to do.

From the best information obtainable the usual crop in the old Bolt section is expected to be planted this season.

Redried tobaccos have been very active for the past several months, and the stocks now in the hands of the dealers have been reduced to the extent that there is less tobacco held at this season of the year than has been the case for many seasons, especially is this a fact as to brights suitable for cigarettes and for export to the United Kingdom.

BUILDING DOWN HOME

All of the North Carolina Towns Are on the Move—Durham Is Hustling.

RALEIGH, N. C., April 15.—The reports for the past month show that building operations have been active in this State. Here in Raleigh building permits and contracts made aggregate something like $500,000. Information is that all of these contracts will materialize within six months. Warrenton, Tarboro, Rocky Mount, Wilson and several other towns of the eastern section report active building operations, the other end of the State, including Winston-Salem, Charlotte and some others of the big towns, will probably make deports of their own, but the reports that come to the capital city are to the effect that all of them are doing some very heavy and very extensive building stunts in this good and lovely spring time.

In Durham twenty-two permits were issued for construction to cost $166,285, the most important building being the plant of the Imperial Tobacco Company, to cost $130,000. Permits were issued in Nashville for construction to cost $76,597, in Greensboro $38,900, and in High Point $74,107.

PETERSBURG AND ROANOKE

Virginia Towns That Keep on Growing as the Days Go on By. Interesting Reports.

Census reports that are coming out from time to time concerning the progress of various localities are intensely interesting. Two reports have come to hand just the past week that are well worth considering. The first one pertains to Petersburg, and it says:

"The capital reported invested in 1914 was $6,497,000, as against $5,221,000, being $1,276,000 gain, or 24.4 per cent. Products for 1914 were valued at $12,610,000, an increase of 41.8 per cent, or $3,714,000 over the 1909 figure of $8,896,000."

The other one tells about Roanoke, and it gives facts and figures as follows:

"Investment of capital for 1914 was reported at $9,666,000, an increase of $4,838,000, or 100.2 per cent over that of 1909, which was $4,828,000. The value of products in 1914 was $16,582,000, 128.4 per cent, or $9,321,000 increase over the $7,261,000 for 1909."

WILLIAMSBURG MOVES; OLD TOWN SEES THINGS

Chesapeake and Ohio People Also Are Busy—Spur Track Going Ahead at Rapid Rate.

DU PONT IS IN ANCIENT CAPITAL

Tells Folks There Some Secrets That They Knew Not Of Before—Expects to Be Frequent Visitor to the Good Old Town.

WILLIAMSBURG, VA., April 15.—A scene of unprecedented activity and bustle is now being displayed along the highways leading from Williamsburg to the site of the proposed Du Pont plant on York River. They now present a very different appearance from that which existed only a few weeks ago. The roads are being scraped and re-enforced with broken stone, and the soil from adjacent properties, which is so well adapted to the making of good roads, is being used extensively in putting the highways in thoroughly good condition. About fifty wagons and 100 mules have been put to work at the proposed plant, and many of them are engaged in hauling lumber, drain pipe and other material needed in connection with the improvements.

Prospective purchasers of lots in Queen City and other subdivisions near the grounds are experiencing difficulty in passing with automobiles the many teams hauling heavy loads to the Du Pont works. About fifty men are now at work on the preliminary improvements, hauling material and erecting bunk houses for the Du Pont Company.

CORPS OF ENGINEERS IS DOING SOME HUSTLING

A corps of civil engineers in the employ of the company is camped on one of the smaller tracts purchased by it, and the residence, barns and other buildings have all been put to use in providing sleeping quarters, office rooms, etc., for the force. These men have been engaged in taking the topography of the lands purchased by the company, and it will be upon the basis of their reports that the location of the different units of the plant will be determined.

Contractor Simon R. Curtis has more than 200 men, with the necessary teams and appliances, all hard at work upon the grading, razing of trees and drainage of the right of way for the track leading from the main line of the Chesapeake and Ohio to the site of the new plant. He began work about one week ago, and already has fully a mile of the right of way graded and ready for the laying of rails.

Of special interest is the presence in Williamsburg of Mr. E. I. du Pont, of Philadelphia. He, with his secretary and valet, registered at the Colonial Inn on Wednesday, April 12. He may frequently be seen going back and forth between Williamsburg and the site of the plant, riding in a handsome new automobile. The people of Williamsburg are disposed to regard his presence there as being indicative of large things to follow.

The hurry and bustle incident to the work of preparing for the erection of the plant, together with an inspection of the large and admirably located acreage purchased for its site, give credence to the persistent rumor that the works to be erected on the York River will ultimately be of large caliber. The extensive and level lowgrounds adjacent to the wide and majestic York present a picture which one may read or dream of, but rarely sees, and are bound to impress the beholder with the vast possibilities attendant upon their use for industrial purposes.

MONEY IS EASY ENOUGH. AND BUSINESS IS GOOD

Local Commercial Situation Is Good as Dun Sees It—Generally Profitable Situation.

R. G. Dun & Co's local report for The Times-Dispatch for the past week is encouraging. It reads as follows:

Trade generally throughout this section continues satisfactory, although weak spots are still apparent in some lines. While building is fairly active, the volume of work is not near as large as it would be if the prices of materials were lower. As spring advances the demand for paints and kindred good increases; sales, however, are not up to the first six weeks of the present year. With most jobbers the volume of business thus far greatly exceed the first three months of 1915, and a few houses sales in excess of 1914.

Bright weather has stimulated retail buying and a fairly active business is being carried on by the department stores and other leading merchants. Shoes and women's goods have advanced considerably since last year; notions are higher and stationery recently advanced from 25 to 40 per cent.

The local financial situation is unchanged, deposits continue large and money is easy, some concessions being made on high-grade commercial paper. Clearings for the week were $15,905,511.

It is hoped that the high price received and the generally profitable season enjoyed by farmers throughout Virginia and North Carolina will cause the permanent abandonment of the one-crop plan, and that diversification will be extensively engaged in.

Durham Novelty Company.

DURHAM, N. C., April 15.—The Durham Novelty Company, which was incorporated here this week with $100,000 capital, is Durham's latest industrial enterprise. The officers of the company are men well known in the business circles of North Carolina. The concern will manufacture novelties of various and sundry kinds.

Special Attention

City License Taxes For 1916

Are Now Due and Payable at the

Office of City Collector

The City Code requires a penalty of not more than $20.00 per day for failure to pay on or before April 30th.

South Richmond licenses will be paid to J. P. Robinson, deputy collector, corner Tenth and Hull Streets.

H. L. HULCE,
City Collector.

HOW CONVICTS ARE USED DOWN IN NORTH CAROLINA

Men Who Wear Stripes Are Building Some Good Roads and Keeping in Splendid Health.

GOOD WORK IN MOUNTAINS

Methods Employed "Down Home" May Be Copied in Virginia and Numerous Other States—Men Who Work Outdoors Have Health.

GREENSBORO, N. C., April 15.—Perhaps no State in the Union is using its convicts to better advantage than North Carolina. This State is using them to its own advantage, to the good of the Commonwealth and for the best good of the convicts themselves.

Just at this time, when the weather is fine for all kinds of outdoor work, the State convicts are doing two interesting bits of public highway in the high mountain region in Western North Carolina. A force of sixty is at work on the last of the Blue Ridge section of the Central Highway, which traverses the State from Beaufort to the Tennessee line, east and west, 544 miles. This force is building the highway up the east face of the Blue Ridge, in McDowell County, and it is now only two miles from the crest of the mountain at Swannanoa Gap, where it will tie-in with the splendid section of this great road in Buncombe County.

Another force is west of Marshall, which is twenty-two miles west of Asheville, building a fine road, also a part of the Central Highway, toward Hot Springs, at which point the road will run along a creek to the Tennessee line.

MOST CHARMING MOUNTAIN COUNTY TO BE SEEN

When these two links are done there will be one of the longest highways in the South. The grade up the Blue Ridge to Swannanoa Gap from Old Fort will nowhere be heavier than 4½ per cent. The old stage road, famous for nearly a century, is to the southward of the new route, which crosses the headwaters of the Catawba River six times on steel bridges.

The United States, the State, the county and private citizens have all contributed to the construction of this particular link. When it is finished it will be put under patrol, like other links, and the familiar red-white-and-blue bands will mark it.

Much use is now being made of the scenic highway which the State and two counties, Rutherford and Henderson, have built through Hickory Nut Gap. It passes within a couple of hundred yards of the highest waterfall east of the Yosemite, the Hickory Nut falls, 860 feet high, and through the canyon or gap, long ago named the Hickory Nut Gap, because of the abundance of hickory trees. This road is now under patrol, and is admirable. Over it one finds a splendid route between Charlotte and Asheville by way of Hendersonville or Fletcher's. When the Old Fort-Swannanoa Gap link in the Central Highway is done there will be two ways of getting to Asheville.

Clay and Hollow Ware Factory.

STATESVILLE, N. C., April 15.—The Buffalo Shoals Manufacturing Company was incorporated here this week with $125,000 capital stock. The company will build a plant for the manufacture of clay and hollow ware goods.

High Point Gets Another.

HIGH POINT, N. C., April 15.—High Point's newest industry is the Consolidated Veneer and Panel Company, which has been incorporated with a capital of $100,000. As the name indicates, the company will engage in the manufacture of veneers and panels. The plant will cost, including machinery, about $75,000, and it is understood that seventy-five expert workmen will be employed.

The Implement Co.
1302 Main St., - Richmond, Va.
Offer special Inducements in
American Field Fencing.
We contracted for our supplies before the recent heavy advance in wire fencing, and can make special low prices on both medium and heavy weight fencing. See or write us for prices.
We also call special attention to the
Williams Portable Corn Meal and Feed Mill,
the best of its kind on the market. Farmers owning one of these mills can not only grind their own meal and feed, but make money grinding for their neighbors.
Write us for prices on any **Farm Implements, Gasoline Engines** or other **Farm Supplies** required. Catalog mailed on request.

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RAILROADS.

CHESAPEAKE & OHIO RY.
Cin., Louisville and West., *3:00 p. *11:00 p. Main Line, Local, *8a. 12 p. †5:15 p. James River Line, *10:00 a. †5:15 p. N. News, Nfk., Old Pt., *9 a., *12m., *4 p. Newport News, Local, *7:15 a., *5:00 p. Trains arrive from Nfk., *11:30 a., *2:45 p., *6:50 p. N. News, *9:55 a., *8:00 p. From West, *8:30 a., *3:40 p., †9:55 a., †11:10 p., 7:00 p. daily from Charlottesville except Sunday from Thurmond, Jas. River, †8:35 a., *7:10 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 Norlina; 4:20 P. M., sleepers and coaches to Jacksonville, Atlanta, Birmingham; 6:30 P. M., through coaches and sleepers to Jacksonville; 12:45 A. M., sleepers to Atlanta, Birmingham, Jacksonville, Tampa and coaches to Jacksonville.
Northbound trains scheduled to arrive in Richmond daily: 4:20 A. M., 8:50 A. M., local, 9:30 A. M., 5:37 P. M.

Richmond and Chesapeake Bay Railway Company
Superseding Schedule of April 11, 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.
b Carries baggage. *Daily except Sunday. **Sundays only.

Norfolk & Western Railway
ONLY ALL-RAIL LINE TO NORFOLK.
Schedule in effect January 3, 1916.
Leave Broad Street Station, Richmond, FOR NORFOLK: *9:15 A. M., *3:00 A. M., *3:00 P. M., *4:00 P. M.
FOR LYNCHBURG AND THE WEST: *9:15 A. M., *3:00 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., *6:25 P. M., *9:00 P. M., *†11:00 P. M. From the west, *6:15 A. M., *8:37 A. M., †2:10 P. M., †11:40 P. M., *6:17 P. M., *9:05 P. M.
*Daily. †Daily except Sunday. ‡Sunday only.
W. B. BEVILL, P. T. M., Roanoke. W. C. SAUNDERS, G. P. A., Roanoke. C. H. BOSLEY, D. P. A., Richmond, Va.

Richmond & Petersburg Electric Ry.

Leave Richmond		Leave Petersburg	
*6 A. M.	4 P. M.	§5:10 A. M.	3:35 P. M.
7 A. M.	5 P. M.	6:35 A. M.	*4:35 P. M.
8 A. M.	*5:15 P.	†7:30 A. M.	5:35 P. M.
*9 A. M.	*6 P. M.	*7:35 A. M.	6:30 P. M.
10 A. M.	7 P. M.	8:35 A. M.	†7:05 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.	*10:40 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.

SOUTHERN RAILWAY
Trains leave Richmond—Main St. Station. Schedule figures not guaranteed. For the South—Daily: 6:30 A. M., local; 10:30 A. M., express, parlor (buffet) car; 3:15 P. M., express, with drawing-room sleeping car for Atlanta; 11:15 P. M., express, sleeping car equipment; 2:00 P. M., local, for Keysville and Chase City—week days.
York River line—5:10 P. M. Steamer Trains get-away connecting for Baltimore (Parlor car), 7:35 A. M. and 4:15 P. M. daily, local.
Trains Arrive Richmond—From the South: 9 A. M. and 8:00 A. M., 3:50 P. M., 8:20 P. M., daily; 8:40 A. M., except Sunday. From West Point: 8:45 A. M. except Monday; 3:40 A. M. and 6:15 P. M. daily.
Office 907 E. Main St. Phone Madison 273.

Richmond, Fredericksburg & Potomac R. R.
To and from Washington and Points—Daily
Lv. Rich'd *4:27 AM, 1:00 AM, Lv. Potom'c *7:30 AM, *1:10 PM
1:40 AM, *9:21 AM, *9:15 AM, 2:50 PM, †6:25 PM, *6:10 PM
12:01 PM, †2:30 PM, *5:47 PM, 8:05 PM, *9:30 PM, †12:15 N.
1:26 PM, 12:46 M.
Richmond-Alexandria local, Lv. *2:15 PM, week days; *4:15 PM, Sundays. Ar. at *11:25 AM, daily. Fredericksburg-Acca, week days, Lv. *4:00 PM, Ar. *8:10 AM. Ashland-Acca, week days, Lv. *7:30 AM, 6:10 PM, Ar. *8:10 AM, 5:42 PM.
*Main St. Sta. †Byrd St. Sta. (sleeping at Ftbg). ‡Ftbg Sta. Read Ch. Sundays.

Atlantic Coast Line
The Standard Railroad of the South.
SCHEDULE EFFECTIVE APRIL 9, 1916.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:15 A. M. and 6:00 P. M., 12:00 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. Ry. West: 6:15 A. M., 9:00 A. M., 3:00 P. M., *4:00 P. M.
For Petersburg: 12:50 A. M., 6:15 A. M., 7:15 A. M., 7:00 A. M., 9:00 A. M., 3:00 P. M., *4:00 P. M., †11:10 P. M., §5:37 P. M., §6:25 P. M., 9:25 P. M., †11:50 P. M.
For Goldsboro and Fayetteville: *4:00 P. M.
For Hopewell: 5:15 A. M., *1:15 P. M., †4:45 P. M., 9:15 P. M.
Trains arrive Richmond daily: 4:20 A. M., 5:15 A. M., 6:15 A. M., 8:27 A. M., †11:40 A. M., *2:10 P. M., *3:40 P. M., §6:17 P. M., §7:25 P. M., 7:45 P. M., 9:00 P. M., †11:20 P. M.
*Except Sunday. †Sunday only.
Time of arrival and departure and connections not guaranteed.

STEAMBOATS.

Old Dominion Line
Lv. Richmond, ft. of Ash St. daily, 7:00 P. M. Leaves Newport News ..... 9:00 A. M. Arrive Norfolk ..... 6:00 A. M.
Connections with main line steamers leaving Norfolk for Boston, New York daily, except Sunday, 7:00 P. M. Connections also made by N. & W. Ry. 3 P. M. and C. & O. Ry. at 1 P. M. Night line steamers stop at Claremont on signal, and are met by public conveyances.
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.

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