ELECTION TALK CAUSES IRREGULARITY IN MARKET

Fear Regarding Coming of Another U-Boat Also Affects Trading.

LOANS BY BROKERS REDUCED

Copper Advances Another Fraction, Growing Interest in Mining Stocks in General Is Noted—Pools Have Busy Day.

BY BROADAN WALL

NEW YORK, November 4.—The average bank statement to-day showed an increase of $6,629,130 in surplus reserve, $12,653,000 in loans and $61,566,000 in net demand deposits. The actual statement showed an increase of $13,322,210 in reserve, $20,476,000 in loans and $18,874,000 in demand deposits.

Brokers have reduced their loans materially in the last week. The public and the professional traders have sold on balances. This is shown clearly by the smaller increase of loans and net demand deposit in the actual statement as compared with the average statement. The increase of loans and deposits, however, such as both statements show, suggest that there has been heavy buying of securities. It must be that big people have loaded up believing that this is a favorable time, while the general public is in doubt regarding the election. The big people really do not care who is President so far as the stock market is concerned, and the bank statement proves it.

MUCH IRREGULARITY NOTED IN MARKET

In the market to-day there was much irregularity. This was due, of course, very largely to the election. But many persons hold in mind the idea that the Kaiser is to be coming to escort the Deutschland home. It is feared that the Germans will decorate the American coast with a crop of wrecks to honor the occasion. Therefore, International Mercantile Marine stock is heavy, and some traders even went short of it, believing that the appearance of a U-boat would send it down easily, now that the market is so nervous anyhow on account of politics.

Pools were busy. The new one in National Enameling and Stamping sold up 10 points. It is understood that a dividend will be declared on this stock in the near future. Pool buying of Central Leather was of the long kind. No action pro or con made yet by bidders to unload bought in. Baldwin Locomotive was well bought in. So were New York Air Brake and Consolidated Gas.

ANACONDA ACCUMULATED IN HEAVY VOLUME

Anaconda has been accumulated in heavy volume ever since it started to make a large advance above par. Anaconda now holds 60 per cent of the world's supply of copper. It is not by any means dominant in price, but it could be made so. Canada has 75 per cent of the market in the future. Copper advanced another fraction and is now quoted by some at 30 cents for delivery in February, the highest figure in more than 2½ years. The big influence of getting 30c for the metal is the strong feature. There is no doubt about the trade being in a healthy condition. The railroad business is coming in very heavily, and the Southwest.

NEW YORK, November 4.—Foreign exchange steady. Sterling, cables, demand, 4.76 9-16; cables, 4.76 13-16; sixty days, 4.72; ninety days, 4.70; documents for payment, 4.72; cotton for payment, 4.76 9-16; cotton for acceptance, 4.76 9-16. Bar silver, 65c. Mexican dollars, 50c. Government bonds steady. Railroad bonds irregular.

BOND LIST

[illegible]

Official Range and Sale of Stocks in New York

BY THOMAS BRANCH & CO., Bankers and Brokers.

Sales.	Stock.	Open.	High.	Low.	Closing Bid.	Closing Asked.
2,500	Allis-Chalmers	28¼	28¼	27¾	27¾	28
500	Allis-Chalmers, pfd.	85	85	85	84½	85
100	Am. Agr. Chems. com.	86½	86½	86½	86½	86¼
1,600	Am. Beet Sugar, com.	103¼	103¼	102¾	102¾	103
3,200	American Can	63¼	64	63¼	63¾	63⅞
100	American Can, pfd.	113¾	113¾	113¾	113¾	114
2,600	Am. Car and Foundry.	70¼	70¼	69¾	69¾	69¾
200	American Cotton Oil	55	55	55	54½	55
200	Am. Hide and Lea'r, pfd	68	68	67½	67½	68
1,500	American Linseed Oil	26	26¾	25¾	25¾	25¾
13,300	American Loco.	92	92	90¾	90¾	91
	American Loco. pfd	...	...	108	109	...
3,200	American Smelting	112¾	112¾	111¾	111¾	111¾
	American Sniff. com	...	...	140	143	...
500	American Sugar	120¼	121	120	120	120½
1,000	Am. Tel. and Tel. Co.	133¼	133¼	133	133	133¼
	Am. Tobacco, com	...	...	...	228	229¼
	Am. Tobacco, pfd.	...	...	...	108	110
1,900	Am. Writing Paper, pfd	47	47	46	47	47¼
1,100	American Zinc	53½	54	52	53	53½
28,500	Anaconda Copper	97¾	97¾	96¾	96¾	97
1,200	Atchison	106¾	106¾	106¼	106¼	106½
100	Atlantic Coast Line	121½	121½	121½	121½	121
	A. C. L. of Ct. (Balto.)	...	...	...	120	121½
700	Baltimore and Ohio	88	88¼	88	88	88¼
	Bethlehem Steel, com	...	...	665	674	...
	Bethlehem Steel, pfd	...	...	140	150	...
1,600	Baldwin Loco.	86¾	87¾	86¼	87	87¼
200	Brooklyn Rapid Transit	84½	84½	84	84	85
9,500	Central Leather, com	99¾	99¾	98¼	98¼	98¼
500	Canadian Pacific	172¾	173¼	172¾	172¾	173¼
100	California Petroleum	23	23	23	23¼	23½
1,900	Chesapeake and Ohio	68¾	68¾	68¼	68½	68½
6,800	Chicago Great Western	15	16	15	15¼	15½
2,700	Chi. Great Western, pfd	46½	46½	46	46	46¼
200	C., M. and St. Paul	95	95	95	94½	95
14,300	Crucible Steel, Co. com	92¾	92¾	91¾	92¾	92¾
	Crucible Steel, pfd.	...	...	...	122	122¼
1,100	Colorado Fuel and Iron	53½	53½	53	53	53¼
600	Colorado and Southern	57½	58	57½	57½	58
1,300	Corn Products, com	19¾	19¾	19¼	19¼	19¼
800	Distillers	46¼	46¼	45¾	45¾	45¾
400	Dome Mines	24¾	24¾	24½	24½	25
24,600	Erie	38¾	38¾	38¼	38¾	38¾
300	Erie, 1st pfd.	53¾	53¾	53¾	53¾	53¾
	Fed. Min. and Sm., pfd	...	...	...	45	44
500	General Electric	182	182½	182	182	182½
1,800	Goodrich, com	71¼	71¾	71¼	71¼	71½
300	Great Northern, pfd.	119½	119½	119	118¾	119
1,200	Great Northern Ore Ctfs	42¼	42¼	42	42	43
300	Illinois Central	108	108	108	107½	108
10,500	Inspiration Copper	68	68	67¼	67½	68
2,600	Interboro-Cons. com.	18¾	19	18¼	18	18¾
1,600	Interboro-Cons. pfd.	76	76	76	77	78
5,200	Int. Mer. Marr. com	41	41½	40¾	40¾	40¾
2,700	Int. Mer. Marr. pfd	118¾	118¾	117¼	117¾	117¾
10,100	Int. Paper, com.	62	62	59½	60½	61
1,500	Int. Paper, pfd.	104¾	104¾	103¾	103¾	104¼
12,200	Kennecott Corp.	54¾	54¾	54	54	54¼
400	Kansas City So., com	27¼	27¼	27¼	27½	27¾
700	Lehigh Valley	83¾	83¾	83¾	83½	84
	Liggett and Myers, com.	...	...	...	289	305
	Lorillard Tobacco, com.	...	...	...	220	230
	Louisville and Nash	...	...	...	136	136¼
1,100	Maxwell, com.	84¼	84¼	83¾	84½	84¼
200	Maxwell, 1st pfd.	85	85	85	85	86
	Maxwell, 2nd pfd.	...	...	...	59	59½
1,100	Mexican Petroleum	110¼	111¼	110¼	111	111¼
2,800	Miami Copper	39¼	39¾	39¼	39	39¼
500	Mo., Kan. and Texas	8¼	8¼	8	8	8¼
600	Missouri Pacific	10¼	10¼	10¼	10¼	10¼
200	National Lead, com.	68½	68¾	68½	68¾	69
500	New Haven	61¼	61¼	60¾	60¾	61
3,500	New York Central	108¾	108½	108	108¾	108½
2,700	N. Y., Ont. and Western	31¼	31¾	31	31½	31¾
7,800	Norfolk and Western	143¼	145	143	143¾	143¾
900	Northern Pacific	112¼	112¼	112	112	112¼
200	Pacific Mail	26¼	26¼	26	26¼	26¼
2,600	Pennsylvania	58¼	58¾	58¼	58¾	58¾
1,300	Pittsburgh Coal, com	47¼	47¼	46½	41	50½
3,200	Pressed Steel Car	74¼	74¼	72¾	74	74¼
1,600	Ry. Steel Spring, com	54¼	54¼	53¾	54¼	54½
6,600	Reading	109½	109¾	109	109¼	109¼
3,700	Rep. Iron and Steel	78¾	78¾	77¾	77¾	78
200	Rep. Iron and Steel, pfd	114¼	114½	114¼	114¼	114½
6,700	Rock Island and Pacific	34	34½	33¾	33¾	34
500	Seaboard Air Line, com.	17¼	17¼	17¼	17	17¼
1,100	Seaboard Air Line, pfd.	39	40	39	39¾	40
200	S. L.-Southwestern, com	26	26	26	24	26
11,600	Sloss-Sheffield, com.	74½	72¾	70½	71	71½
1,000	Southern Pacific	101	101	100¾	100¾	100¾
1,400	Southern Railway	28½	28¾	28½	28½	29
800	Southern Railway, pfd.	68	68	67¾	68	68¾
800	Tennessee Copper	22¾	22¾	22½	22½	22¾
900	Texas Company	225	225	224½	224½	225
3,300	Texas Pacific	18½	18½	17½	17½	17¾
4,800	Union Pacific	150¼	150¼	150¼	150½	150¾
	U. S. Cast Iron Pipe, pfd	...	...	...	62½	63¾
100	United Cigar Stores, com	99¾	99¾	99¾	99¾	100
12,100	U. S. Rubber, com.	61½	61¾	60¾	60¾	61¼
74,400	U. S. Steel, com.	120¾	120¾	119¾	120¼	120¼
1,600	U. S. Steel, pfd.	122¾	122¾	122½	122½	122¾
200	Va.-Car. Chemical, com.	46	46	45¾	45¾	46
	Va.-Car. Chemical, pfd.	...	...	...	111	112
700	Wabash, com.	15¾	15¾	15	15½	15½
1,300	Wabash, pfd. a)	57	57¾	56¾	56¾	57
100	Wabash, pfd. (b)	31	31	31	30½	31
900	Westinghouse	65¾	66¼	65¾	65¾	65¾
400	Western Union	102	102	101¾	102	102
500	Tobacco Products, com.	54¾	54¾	54¾	54¾	54¾
200	Tobacco Products, pfd.	104	104	103	103	106

Total sales for day, 524,500 shares.
Total sales for week (six days), 6,098,600 shares.

Heavy egg crates and express. Thin second-hand crates and express ... 60 65

Butter.

Fancy creamery, per lb. ... 37 38
Packing stock, per lb. ... 26 28

Country Bacon.

Hams, well-smoked, per lb. ... 19 20
Sides, well-smoked, per lb. ... 18 18
Shoulders, well-smoked, per lb. ... 14 16

Hides.

Green, per lb. ... 10 12
Green, per lb. ... 10 12
Green, per lb. ... 10 12
Dry flint, per lb. ... 16 18
Dry salt, per lb. ... 14 16
Deerskins, per lb. ... 1 00 1 10
Hides may be quoted 1c lower.

Live Stock.

Veals, choice, per lb. ... 12 13
Veals, medium, per lb. ... 10 11
Veals, common, per lb. ... 8 9
Veals, culls, per lb. ... 6 7
Spring lambs, per lb. ... 18 19
Lambs, yearlings, per lb. ... 15 16
Lambs, fed, per lb. ... 12 13
Sheep, per lb. ... 10 11
Hogs, choice, per lb. ... 16 16½
Hogs, choice, medium, per lb. ... 16 16
Hogs, choice, heavy, per lb. ... 15 15½
Steers, choice to prime, per lb. ... 8 9
Heifers, choice to prime, lb. ... 7 8
Cows, choice to prime, per lb. ... 6 7
Bulls, choice to prime, per lb. ... 6 7
Cattle, poor to fair, per lb. ... 3 4
MARKET CONDITIONS.

Poultry—Market for dressed receipts heavy, demand poor. Fowls and dressed show. All produce in general in good demand.

RICHMOND FRUIT MARKET.
Wholesale Quotations.
(J. W. Crenshaw & Co.)
Richmond, Va., November 4, 1916.

Apples.

Fancy Genome ... 3 00 @ 3 50
Fancy Ginger ... 3 00 @ 3 50
Fancy Baldwins ... 3 00 @ 3 50
Fancy Beneficus ... 3 00 @ 3 50
Fancy Jonathans ... 3 00 @ 3 50
Fancy Staymans ... 3 00 @ 3 50
Fancy Rome ... 2 50 @ 2 75
Fancy Pippins ... 2 50 @ 2 75
Fancy Yorks ... 2 50 @ 2 75
Fancy Winesaps ... 2 50 @ 2 75
Choice Yorks ... 2 00 @ 2 25
Choice Pippins ... 2 00 @ 2 25
Choice Winesaps ... 2 00 @ 2 50

Vegetables.

Cucumbers, basket ... 1 00 @ 2 25
Fancy tomatoes, per crate ... 1 00 @ 1 50
Peppers, basket ... 75 @ 1 00
Egg plants, per crate ... @ 2 50
Corn, per crate ... @ 1 00
Snap beans, per crate ... @ 1 00
Squash, per basket ... @ 60
Onions ... 2 25 @ 2 50
Cabbage, per crate ... @ 3 00
Potatoes, per bbl. ... @ 4 00

Celery.

Fancy, tendogen crates ... @ 4 50
Fancy, ordinary crates ... @ 4 00
Fancy, per bunch ... @ 50

Oranges.

Fancy California, per box ... @ 5 00
Fancy Florida, per box ... @ 4 50

Grapefruit.

Fancy Florida, per box ... @ 5 00

Lemons.

California, per box ... @ 4 50
Messina, per box ... @ 4 50

Bananas.

Eight hands, per bunch ... 1 75 @ 1 50
Seven hands, per bunch ... 1 50 @ 1 25
MARKET CONDITIONS.

Receipts of apples, heavy; demand good at quotation prices. Celery and lettuce receipts heavy; demand light. Potatoes, scarce and market firm.

CHICAGO GRAIN MARKET.

CHICAGO, November 4.—Under heavy liquidation during the last hour of trading the wheat market displayed a setback due largely to a falling off in export sales and continued arrival of Canadian wheat at Minneapolis. Prices closed unsettled to 1¾c net lower, with December at 11.86@11.87½ and May at 11.84 to 11.84½. Corn lost ¾c to ⅞c net, and oats ⅛c to 1⅛c. Provisions finished irregular, ranging from 7c decline to a rise of 1c.

WHEAT—	Open.	High.	Low.	Close.
December	11.87	11.87	11.82	11.86
May	11.84	11.84	11.79	11.81
July	11.41	11.41	11.37	11.40
CORN—				
December	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
OATS—				
December	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
MESS PORK—Per bbl.				
December	25.50	25.50	25.12	25.40
January	25.37	25.65	25.37	25.57
LARD—Per 100 lbs.				
December	15.40	15.40	15.22	15.40
January	15.20	15.40	15.22	15.37
RIBS—Per 100 lbs.				
January	15.75	15.85	15.75	15.80

Receipts—Wheat, 21 cars; corn, 120 cars; oats, 45 cars. Cash grain: Corn, No. 2 yellow, $1.07@$1.08; No. 4 yellow, new, 92c; No. 5 white, nominal.

RICHMOND GRAIN MARKET.
Richmond, Va., November 4, 1916.
WHOLESALE QUOTATIONS ON CHANGE.

WHEAT—Car lots.

No. 2 red, Western ... @ 1 92
No. 2 red, Virginia ... 1 77 @ 1 78
No. 3 red ... 1 75 @ 1 76
Virginia, bag lots ... 1 70 @ 1 71
Virginia, bag lots (for seed) ... 1 75 @ 1 80
CORN—Car lots.

No. 2 white ... @ 1 07
No. 3 white ... @ 1 06
No. 2 mixed ... @ 1 06
No. 3 mixed ... @ 1 05
Virginia, bag lots, white ... 1 02 @ 1 05
Corn on the cob ... 87 @ 90
OATS—Car lots.

No. 2 mixed ... @ 57
No. 3 mixed ... @ 56
No. 2 white ... @ 59
No. 3 white ... @ 57
Winter seed, bag lots ... 56 @ 70
RYE—Car lots.

No. 2 rye ... @ 1 40
No. 3 rye ... 1 36 @
Virginia, bag lots ... 1 10 @ 1 30

RICHMOND HAY MARKET.
Richmond, Va., November 4, 1916.
Car lots.

No. 1 timothy ... @ 18 00
No. 2 timothy ... @ 16 50
No. 3 timothy ... nominal
Light clover, mixed ... @ 16 50
No. 1 clover, mixed ... 15 50 @
No. 2 clover, mixed ... nominal
No. 1 clover ... nominal
No. 2 clover ... nominal
Sample hay ... nominal
STRAW—Compressed ... @ 9 50
Loose pressed, large bales ... @ 10 00
MILLFEED.

Car lots.

Shipstuff, winter ... @ 36 00
Bran, winter ... 30 00 @
Shipstuff, spring ... @ 35 00
Bran, spring ... @ 29 50

CHICAGO LIVE STOCK MARKET.

CHICAGO, November 4.—Hogs—Receipts, 18,000; slow, 10c to 15c under yesterday's average. Bulks, $9.00@$9.65; light, $8.60@$9.55; mixed, $9.05@$9.80; heavy, $9.10@$9.80; rough, $9.10@$9.25; pigs, $6.25@$8.25.

Cattle—Receipts, 7,000; steady. Native beef cattle, $6.75@$11.75; Western steers, $6.40@$9.75; stockers and feeders, $4.65@$7.85; cows and heifers, $3.50@$9.50; calves, $7.50@$11.50.

Sheep—Receipts, 30,000; firm. Wethers, $7.60@$8.75; lambs, $8.40@$10.90.

RICHMOND LIVE STOCK MARKET.
(Sales at Union Stockyards.)
Richmond, Va., November 4, 1916.

Choice steers, 8 to 8¼; medium to good, 6¾ to 7½; common to fair, 5¼ to 6½. Choice heifers, 6¾ to 7¼; medium to good, 5½ to 6¼; common to fair, 4¾ to 5¼. Choice cows, 5½ to 6; medium to good, 4¾ to 5¼; common to fair, 4 to 4¾. Best oxen, 6¼ to 6¾; medium to good, 5¼ to 6¼; common to fair, 3 to 5½; heavy bulls, 5¼ to 6¼; light, 4¼ to 5¼. Best calves, 10 to 10½; common, 7½ to 8½. Best heavy hogs, 10½; medium weight, 10 to 10¼; light, 8¾ to 9½; sows and stags, 7 to 8. Best sheep, 5½ to 6½.

MISCELLANEOUS MARKETS.

COTTON GOODS.

NEW YORK, November 4.—Tickings today advanced 1c a yard and fruit of the loom muslins 1½c a yard. Narrow print cloths sold on a basis of 45c a pound. Burlaps were active. Yarns and linens were firm. Knit goods were in strong demand.

NAVAL STORES.

SAVANNAH, GA., November 4.—Turpentine firm, 46¼@47; sales, 248 casks; receipts, 181 casks; shipments, 107 casks; stock, 15,[illegible] casks. Rosin, firm; sales, 1,661 barrels; receipts, 1,[illegible] barrels; shipments, 657 barrels; stock, 1[illegible],284 barrels. Quote: A, B, [illegible]; C, [illegible]; D, [illegible]; E, [illegible]; F, [illegible]; G, [illegible]; H, [illegible]; I, [illegible]; K, [illegible]; M, [illegible]; N, [illegible]; WG, [illegible]; WW, [illegible].

PETERSBURG PEANUT MARKET.

(Reported by Rodgers, Plummer & Co., Inc.)
PETERSBURG, VA., November 4.—Spanish Farmers' Hand-Picked—Market firm and active. Old stock exhausted. New stock, [illegible] per bag.

Virginia Farmers' stock—Market firm. Old stock exhausted. New stock: Fancy, [illegible] to 4c per pound; extra prime, [illegible] per pound; prime, [illegible] per pound; shelling stock, [illegible] per pound.

Heavy Trading on Curb.

NEW YORK, November 4.—Trading on the curb to-day was in considerable volume, but prices were irregular with practically nothing to establish any definite trend. Sales included 6,000 Allis-Chalmers, 7,000 Mexican Petroleum, 6,300 Maxim, 7,000 Mitvale, 6,300 Ohio Cities Gas, 900 United Motor, 1,900 Standard Oil of New Jersey, 900 Cosden Ref., 1,700 Cosden Oil, 1,100 Federal Oil, 3,200 Low Inter Petroleum, 1,300 Metropolitan Petroleum, 1,900 Oklahoma Oil, 10,100 Atlanta, 5,900 Cons. Copper, 2,700 Ely, 13,000 Nevada-Utah, 3,500 Goldfield Cons., 7,200 Jumbo, 2,900 Nipissing, 15,900 Rex, 900 Success, 26,900 Tonopah Ext., 1,[illegible] Tonopah Min.

Bank Statement.

NEW YORK, November 4.—The statement of the actual condition of clearing-house banks and trust companies for the week shows that they hold $124,107,000 reserve in excess of legal requirements. This is an increase of $13,322,210 over last week. The statement follows:

Actual conditions:

Loans, discounts, etc., $[illegible], [illegible]; increase, $20,476,000.

Reserve in own vaults, $[illegible], of which $[illegible] is specie; increase, $20,771,000.

Reserve in Federal reserve bank, $170,057,[illegible].

Reserve in other depositories, $[illegible]; decrease, $212,000.

Net demand deposits, $[illegible]; increase, $61,566,000.

Net time deposits, $[illegible]; decrease, $21,000.

Circulation, $[illegible]; increase, $5,000.

Aggregate reserve, $[illegible].

Excess reserve, $124,107,140; increase, $13,322,210.

Summary of state banks and trust companies in Greater New York, not included in clearing-house statement:

Loans, discounts, etc., $[illegible]; increase, $[illegible].

Specie, $[illegible]; increase, $[illegible].

Legal tenders, $[illegible]; decrease, $[illegible].

Total deposits, $[illegible]; increase, $[illegible].

Banks' cash reserve in vaults, $[illegible].

Trust companies' cash reserve in vaults, $[illegible].

CARS BY THE THOUSANDS

Railways Never Known to Be So Eager for Rolling Stock to Carry Freight.

Purchases of freight cars were heavier in this country in October than in any previous month of this year or in any one month of any year for several past. According to the records kept by the Railway Age-Gazette, 21,034 freight cars were ordered in October, as compared with 19,949 ordered during the same month of last year.

This makes the total of freight-car purchases up to November of this year, 88,398, as against 70,798 for the same period a year ago. In no other month of this year have freight equipment purchases exceeded 10,000 cars, except in January and February, when over 14,000 cars were ordered. If the orders placed in November equal those placed during the past month, the total purchases for the year will exceed the orders placed in 1915, i. e., 109,792. Locomotive orders reported for October, 1916, were only 87, as compared with 295 placed in the same month in 1915. Orders were reported in October this year, however, for 180 locomotives for export. The total purchases of locomotives for domestic use so far recorded are 2,130, as compared with 1,612 reported for the entire year of 1915. Passenger cars are also showing up well, orders having been placed during October for 212 cars, this making the month the best during the past two years, with the exception of one exceptionally good month—December, 1915—when orders for 422 cars were reported. The total orders for passenger cars reported thus far this year, exclusive of subway, elevated and Pullman cars, are 1,052, as compared with 986 in the first ten months of 1915, or with 1,467 for the entire year.

MOVING APPLE SHOW

Virginia Horticulture Society Makes New Move Looking to South for Bigger Markets.

Two or more cities of the South are to have the opportunity of a great apple show this season. The Virginia Horticultural Society, through its secretary, W. P. Massey, announces that the prize winnings of its big annual apple show will be shown in Southern cities, instead of in New York and other cities of the East as heretofore.

The 1916 apple show of Virginia will be held at Roanoke, December 5-7, in the big new auditorium, which will enable growers to stage a record-breaking exhibit. And there is now every indication that it will be, as the increase of several hundred dollars in the cash prizes is having a magic effect, the entries now being much larger than any previous season.

Virginia's winning again the great sweepstakes prize at the International Shippers' Association at Niagara Falls in August in competition with apples from England, Canada and every section of the United States has given the apples of this State a wonderful boost. It has caused a big influx of buyers, many of them from new territory.

However, the South will continue to take considerable part of Virginia's apples. It is for the development of these Southern markets that these exhibits are to be changed. Richmond will make a pull for one of these shows.

DIFFERENCES IN WOOD

Government Proposes Guide Book to Keep Lumbermen From Making Numerous Costly Mistakes.

The forest products laboratory of the United States government, located in Wisconsin, has just prepared a "Guide Book for the Identification of Woods Used for Railroad Ties." This booklet, which is of pocket size, contains descriptions and photographs of fifty species of wood now used for crossties by the railways of the country. The specific purpose of the guide book is to point out the distinct differences in woods which resemble each other. At present, lumbermen and inspectors are guided by a composite of numerous individual characteristics in identifying a particular specimen, and are often at a loss when asked to point out the single deciding feature. Species such as the oaks which have been used in large quantities for ties are becoming scarce, and consequently higher in price. As a result of this, other species are now being used, and the tie inspectors require a wider knowledge of the subject of identification. While intended primarily for the inspector of ties, this booklet will also be of value to lumbermen in general and to users of wood in various manufacturing industries. It is understood that Uncle Sam will let people have it at actual cost of publication.

HOW TO CREATE MARKETS; LESSONS FOR PRODUCERS

The principle of meeting a glutted market condition by stimulating consumption has long been recognized by merchants. Unfortunately, farmers, who are too busy producing things to study the business of creating markets, are not alive to the fact. To the producers of things to eat, therefore, the suggestion of a speaker before the recent International Farm Congress will come as a valuable hint of possibilities.

The potato, said this speaker, is not always a profitable crop, at prices that prevail when many growers have gone in for it. The suggestion is made that the potato grower should concentrate his attention on producing potatoes to eat rather than to sell. Heretofore, it is asserted, and with much truth, yield and extraneous considerations, such as uniformity of size and smoothness of surface, have governed chiefly the process of selection and production. But that is not all there is in the potato that is valuable; such matters as texture and flavor—for there is such a thing as flavor in the potato if it is not smothered with salt—are also regarded as important. It is about the last thing the farmer thinks of when he decides on his crop.

The advantage to the grower of a potato of superexcellent flavor would be that people would eat more potatoes. The food value of the tuber is well known. It is the standby of those who would put on flesh cheaply and easily, but it does not always tempt the appetite, even when cooked in deep fat, smothered with salt and cut shoestringwise. But there is no more reason, so argue the scientists, why a distinctively good-tasting potato should not be grown than there is why all apples should be Red Davises. So here is the secret. Produce a potato that has a real flavor all its own, double or treble the consumption in the households of the land, and make of potato-growing both a science and an art.

The process, of course, involves a long course of seed selection, but it must be selection based upon a different, or at least a more painstaking method than the present one. There may be certain impracticable features about it at first, but mankind has advanced by overcoming obstacles. The theory seems sound; and the man who produces a potato that is really delicious deserves no mean place on the list of the benefactors of mankind.

Dangerous Earth Roads.

In Iowa there is a well-organized State Highway Commission, which has, however, only very limited authority. As a result, it has been compelled to issue the following advice to citizens concerning dangerous earth roads, instead of remedying the trouble by direct action. "No community should allow its road draggers to work the roads to a peak in the center. If the road-drag man is getting the center of the road too high for comfort or safety, so that it is dangerous to drive on the sides or even on the peak, stop the first time you meet him and call his attention to it. Tell the road superintendent and the county engineer. Telephone the supervisor who lives nearest you. If the road man, the road superintendent, the county engineer or the supervisor tries to shift the blame or tells you that the highway commission requires them to drag the roads so, tell them that you happen to know the commission has nothing to do with the matter at all. So long as no one outside of the county and township road men have any authority to compel road draggers to stop making roads dangerous by running the crown up to a peak in the center of the road, the people of the community must take the matter in hand and insist on road draggers flattening out the crown so that it is safe."

INVESTORS and TRADERS

If in doubt whether this is "THE BIGGEST BULL MARKET WALL STREET EVER SAW," send for our great "INVESTORS TREND GUIDE," showing entire market since 1896, our long range forecast next two years and full explanation why that forecast should be correct.

Send FIVE DOLLARS for above forecast and ESPECIALLY for our two specials, selling around 20 and 40, with our reasons for buying them for expected 20 point advance.

Cotton and wheat advice a specialty—long both past six months.

We send all above details and DAILY MARKET LETTER, one month's trial, for FIVE DOLLARS, including daily forecast Wheat and Cotton.

SUCCESS CLUB, F. S. GOLDSMITH, Mgr. 77 Broad Street, New York City.

RICHMOND BANK & TRUST CO.
PIONEERS IN THRIFT
11TH & MAIN STS.

PERFECT PROTECTION
FIRST NATIONAL BANK
—NINTH AND MAIN—
CAPITAL & SURPLUS, $3,000,000

3% Compound Interest Paid on Savings.

A bank book showing an ever increasing savings account is one of the most valuable things you can possess. It carries with it an assurance of independence, and a relief from worries for the future.

We invite banking by mail.

BROADWAY NATIONAL BANK
"The Place for My Savings," Main and Fifteenth.

"Oldest, Largest and Strongest Stock Fire Insurance Company in the South"
The test of EIGHTY-FOUR YEARS has proven this Company. It has given PROTECTION by being PREPARED to meet the PAYMENT of the policy when fire occurred.
N. B.--Home Institutions--First!
Incorporated 1832. Assets, $1,852,728.00
Virginia Fire & Marine Insurance Company. Richmond, Va.

HENRY S. HUTZLER & CO.
BANKERS
SOLICIT YOUR PATRONAGE
IN ALL LINES OF
GENERAL BANKING
INTEREST ALLOWED
ON SAVINGS ACCOUNTS

Meditation
should be sweet—make it so by putting your money where it is safest and surest to gain. Our First Mortgage Six Per Cent Notes.
Pollard & Bagby, Inc.
1102 East Main Street.

An Expert
ad. man pleased us last Friday by commending the advertising of this Company!
He is a big believer in printers' ink! Spends 50 to 75 thousand dollars a year in cold cash and says it pays him!
He made a wise remark—"Mighty easy to waste money in advertising, but judiciously spent is a fine investment."
Correct!
The "SAFE EXECUTOR"
otherwise known as
Virginia Trust Co.
1106 East Main Street,
RICHMOND, VA.
Established 1892.

The Season of Gifts Approaches
Your will is your supreme gift, for the benefit of loved ones and dependents.
It is a simple direction for the disposition of your property and——if trust provisions are embodied—the protection of your heirs.
SUPPOSE YOU LEAVE NO WILL!—The law steps in and divides things up—perhaps entirely at variance with your own purposes.
Visit our Trust Department.
Make a will—a quiet, confidential disposal of things—and place it in our keeping subject to changes, if they later occur to you.
Run over in your mind your family and your estate. Are things ready—if you should die suddenly?
Richmond Trust & Savings Co.
Capital $1,000,000
Main St. Corner 7th.

RAILROADS

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. *5:45 P. M.	*7:30 A. M. 5:35 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. *7:05 P. M.
11 A. M. 8 P. M.	*10:35 A. M. 7:35 P. M.
*12 M. *9 P. M.	11:35 A. M. 9:35 P. M.
1 P. M. 10 P. M.	12:35 P. M. *10:40 P. M.
2 P. M. 11 P. M.	*1:35 P. M. 11:40 P. M.
*3 P. M. *12 P. M.	2:35 P. M. 12:15 A. M.

*Baggage. †Limited. ‡Week Days Only.

CHESAPEAKE & OHIO RY.
Cin., Lou'vle & West. Main Line, Local. *3 p., *7 p., *11 p. *7:25 a., †5:10 p.
James River Line. *10:00 a., †5:15 p.
Newport News, Old P. *3:30 a., *4 p.
Newport News, Local. *7:00 a., *3:00 p.
Trains arrive from Nfk.: *11:00 a., *1:45 p., †5:20 p. N. News, *5:55 a., *3:05 p. From West. *8:10 a., *3:50 p., †10:05 a., *1:15 p., 7:10 p. daily from Charlottesville except Sunday from Thurmond, Jas. River, †3:25 a., *4:50 p.
*Daily. †Except Sunday.

Richmond and 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., 6:30 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.

SOUTHERN RAILWAY
Trains Le