

PROTECTION AGAINST COSTLY FOREST FIRES

Destruction That May Be Prevented. Small Cost to State and Owners of Timber Lands.

STATE FORESTER GIVES ALARM

Every Year Virginia Loses Big Sum by Fires in the Woods—Government and State Stand to Help Co-Operation of the Forest.

The season when forest fires may be prevented in Virginia is not far away, and it is well enough for the people to begin to take measures for protection.

Forest fires have been prevalent for years in all parts of Virginia, and have done an incalculable amount of injury to merchantable timber, young growth, the soil, and frequently to other property, such as houses, barns, fences, orchards, farm crops, etc.

Formerly the damage was not thoroughly realized, particularly in backward sections where timber was relatively abundant. But with the spread of education and with the increasing scarcity and the resulting higher prices of timber, there has come an increasing realization of the enormous amount of the annual destruction of property by forest fires, which must amount to over \$600,000 per year to merchantable timber alone.

There has come a very widespread determination among citizens of Virginia that this senseless destruction shall cease, and in place of the former feeling of helplessness, there is a realization that Virginia timber can be protected just as well as that of some of the Northern and Western States.

Where very efficient State fire protective systems are now in operation, at a trifling cost, compared to the value of the timber protected. One Southern State—Maryland—has for years had a fire-protective system, which is becoming more efficient constantly, and the beginning of such a system has already been made in Virginia and in parts of the adjoining States of Kentucky, West Virginia and North Carolina.

A very effective beginning has been made in several counties of Virginia through the co-operation of the Federal government, the State government, and either the county government or the timber-land owners.

That will help. The Forest Service of the United States Department of Agriculture is helping the State to protect their timber lands against fire by providing a certain amount of money to be spent in paying the salaries of patrolmen and watchmen. This money can be spent only where the States themselves are making an organized effort to prevent fires.

The amount is too small to cover the State thoroughly, hence it has been decided that it shall be used only in localities where there is enough local interest in fire protection to make either the county supervisors or the timberland owners willing to go to an expense equal to that of the government. This plan results automatically in the money being spent where it is the most needed and where it will do the most good.

TEN COUNTIES APPROPRIATE. The county supervisors have legal authority to appropriate money for purposes of fire protection. After a few years, this may take the form of paying for the service of forest wardens and perhaps men employed by them for the time actually spent in fighting fire, but in the meantime a beginning should be made by the employment of patrolmen. Such men work on a monthly basis only during the dangerous seasons, particularly in the spring and fall, usually about four months per year, depending upon the dryness of the season. In cases where the county authorities will pay the salaries for such patrolmen for one-half of their time, they can be paid for the other half of their time by the United States government, and an offer to this effect is made to the county authorities by the State forester, as long as the government money holds throughout the year.

GREENSBORO, N. C., September 1.—The county commissioners of Guilford County have finally let the contracts for the construction of the new courthouse, which is to be on the old site in this city. The county bonds have been sold and sold, and the new building, being completed, will cost about \$400,000, to say nothing of the value of the grounds situated in the heart of Greensboro.

The contracts just let do not figure up quite that amount, but the jail is yet to come, and the fixtures, which will be quite costly for such a magnificent building, are yet to be provided for. It is a settled fact that Guilford County will have a courthouse as fine as any in the State of North Carolina, and it will be completed within a year.

AIRPLANE FACTORY. One That May Be Located in Henderson to Do Double Duty. Many Operatives. HENDERSON, N. C., September 1.—The Henderson Chamber of Commerce is in dead earnest about securing an airplane factory for this town. C. W. Roberts, the secretary, is in correspondence with an airplane manufacturer of Denver, Colo., that is in search of an Eastern location for a branch factory, and is making inquiry as to buildings that may be secured for immediate operations, vacant sites for future buildings, health conditions, etc.

This Colorado company manufactures the sere torpedo, which is claimed to be the most effective missile of destruction that is to be used by the American airman in Europe, and the building will be made, if Henderson gets the plant, in a separate and distinct factory. It is said that the combined plants will employ several hundred people.

New Freight House at Huntington. HUNTINGTON, W. VA., September 1.—The Chesapeake and Ohio Railway Company has let the contract for the immediate erection in this city of a freight house with all the necessary offices. The building will cost not less than \$25,000. It is to be built with concrete floors in the freight house proper, and hardwood floors in the offices.

ALL OVER THE SOUTHLAND

Virginia and North Carolina Towns Show Presentments in Prosperity Noticeable in Dixie.

Many different phases of industrial activity are represented in the numerous Southern developmental enterprises announced during the past week. They include plans for the establishment of important manufacturing and other similar plants for the utilization of Southern resources.

The Manufacturers' Record presents the principal features of the week's reports, and the more interesting of the new items may be briefly outlined thus: A phosphate plant estimated to cost \$500,000 for buildings alone is reported to be built by the Dannelton (Fla.) Phosphate Company, at Fernandina, Fla.

Cotton products manufactured by hydro-electric power to be developed at Springwood, Va., is proposed by Jasper Miller, Charlotte, N. C., who plans organizing a \$400,000 company for this enterprise.

General engineering and construction will be undertaken by the Hampton Roads Engineering and Construction Company, Norfolk, Va., incorporated with \$50,000 capital.

Alabama iron will be mined by the Alabama Ore Mining Company, Birmingham, Ala., incorporated with \$150,000 capital.

Shipyards will be established by the Naul Shipbuilding Company, Wilmington, N. C., incorporated with \$125,000 capital.

Killing and packing is planned by the East Carolina Packing Company, Newbern, N. C., incorporated with \$100,000 capital.

Harrows will be manufactured by the Birmingham Harrow Company, Birmingham, Ala., incorporated with \$100,000 capital.

Textile products will be manufactured by the Advance Manufacturing Company, Knoxville, N. C., incorporated with \$100,000 capital.

Alabama graphite will be mined by the Graphite Mills, of Ashland, Ala., incorporated with \$50,000 capital.

Biological products will be manufactured by the Southeastern Laboratories Company, Atlanta, Ga., incorporated with \$50,000 capital.

Rolling mills will be operated by the Jefferson Rolling Mill Company, Birmingham, Ala., incorporated with \$50,000 capital.

Tobacco will be manufactured by the American Havana Tobacco Company, Salisbury, N. C., incorporated with \$50,000 capital.

Eight hundred acres of land will be developed by the Long Fork Coal Company, Smalley, Va., incorporated with \$50,000 capital.

West Virginia coal will be mined by the Helen Run Coal Company, Clarksburg, W. Va., incorporated with \$50,000 capital.

Capital at \$50,000. The J. Payne Coal Company, Huntington, W. Va., incorporated with \$50,000 capital; also by the East River Investment Company, Princeton, W. Va., incorporated with \$50,000 capital.

The Graham Iron Furnace has been purchased by John B. Guernsey & Co., of Roanoke, who will remodel, enlarge and operate it at once. The furnace has been idle for some time.

Rhoades, Waugh & Co., a new contracting concern, has just been incorporated at Saltville, with \$50,000 capital.

J. R. Paschal, of Richmond, and Lewis H. Smith, of the Hamilton Ridge Lumber Company, have purchased the plant of the Petaluma Wood Supply Company, and will rebuild and operate the same.

In Petersburg the Consolidated Grain Loading has been incorporated, with \$100,000 capital stock, and will build and operate an elevator.

The Beaver-Elkhorn Coal Corporation, of Bristol, has been chartered with \$50,000 capital stock. E. S. Jennings, of Johnson City, Tenn., is the president.

The Groveland Park Company has been incorporated in Norfolk, with \$40,000 capital stock. E. S. Romer has been elected president of the company.

The Long Fork Coal Company has been incorporated at Coeburn to mine bituminous coal. The capital stock of the company is \$50,000.

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DYESTUFF INDUSTRIES BROUGHT ABOUT BY WAR

Millions of Money Being Invested in Great Plants That Are New to This Country.

ONE OF GERMANY'S WAR LOSSES

Mountains of Virginia and North Carolina Furnish Raw Material for the Dyes—Ideal Locations for Factories of This Character.

Commenting on the survey covering the expansion of the dyestuff industry in this country, just issued by the Department of Commerce, the Manufacturers' Record calls attention to the advantages the South may reap from this great new industry, for it is new to this country, pretty much all of our dyestuffs having been imported before the beginning of the war that is now working many changes along industrial lines.

The most striking features brought out by the government reports is the marvelous growth of the industry and the plans in process of formation for the continued expansion in both domestic and foreign fields. The industry was shown to be steadily expanding in both value of production and range of colors for the various trades, and a number of colors are now being produced on a commercial scale that were not made in this country before the war.

Recent investigations point to considerable continuous research and experimental work, with a view to both improving the quality of products and extending the range of colors to be made.

MILLIONS OF DOLLARS ALREADY INVESTED IN PLANTS. An increasing tendency is shown toward an amalgamation of interests among certain plants making crude and intermediates with others making finished dyestuffs, which probably result in a more extended variety of colors at a decreasing cost of production. Several instances were also noted where two or more allied corporations pooled their interests to facilitate the manufacture and marketing of their products.

One of these amalgamations, including some of the largest plants in the country, is the capital stock, indicated by ninety companies reporting, aggregates \$158,913,650. Notices of very recent incorporations show twenty-two new enterprises, with a total capital of \$11,000,000. These figures do not, however, include capital invested in dyestuff production by ten firms, some of which are just beginning, nor the capitalization of those firms which formerly made only explosives, but are now entering the dyestuff field.

The report states that if full and accurate statistics were available, it is believed that the recent investment of \$200,000,000 in the domestic dyestuff industry would be too conservative. Twenty-one of these corporations have invested from \$1,000,000 to \$10,000,000 each, and forty others have capital ranging from \$100,000 to \$5,000,000.

NEW ESTABLISHMENTS ARE CONSTANTLY SPRINGING UP. A number of new enterprises to engage in dyestuff manufacture were also noted, among these being one of the leading companies making explosives, with a fully equipped technical staff, plant and laboratory facilities and adequate commercial organization.

Other new plants in process of construction or being operation before the war are two for coal-tar and anthracene, one for chrysoidine and methylene blue, one for nigrosine, induline and magenta, and one for nigrosine only. A producer of direct acid and chrome colors expects to double his present output of nearly 500,000 pounds annually inside of twelve months. One plant making methylene dyes is planning to double its capacity, two others making aniline colors will also double their capacity shortly. One manufacturer expected to have patent blue and fuchsine on the market after July, one of the larger corporations is now making auramine and lanafuchsine on a small scale, and installing equipment for their increased output, and another contemplates the manufacture of primuline in considerable quantity. A producer of high-grade colors for silk is enlarging his factory, and contemplates the early production of saffranine and a suitable plant for the extensive manufacture of aniline dyes.

IDEAL LOCATIONS. A number of the larger corporations have branches in various cities of the United States, while a few have established agencies in Latin-American capitals and in London, Paris and Shanghai.

The facts brought out in this report indicate that the dyestuff industry in the United States is becoming thoroughly organized and coordinated, with every reason to expect that it will be placed upon a substantial, permanent basis both financially and physically to cope with foreign manufacturers after the war. This wonderful progress, in creating a self-contained American dyestuff industry, reflects great credit upon American capital and American genius, and it is almost certain that Congress will so safeguard this industry by adequate tariff that it will be able to successfully operate and compete with the German manufacturers, who before war absolutely dominated the dyestuff situation and made this country dependent upon the Virginia and North Carolina, and in fact, all the South, will make no mistake in going largely into the development of this line of industry, because it is in this part of the country that the products, mineral and vegetable, that make up the raw material are to be found in abundance.

To Do Their Own Dyeing. PULASKI, VA., September 1.—The Paul Knitting Mills, of this place, propose to do their own dyeing and finishing, and for that purpose will build an addition to the mill here. This building will be fully equipped for dyeing and finishing hosiery. It will add largely to the size of the weekly payroll.

One Thousand New Coal Cars. NORFOLK, VA., September 1.—The Virginia Railway Company will begin receiving in a month 1,000 new cars from the Pressed Steel Car Company, of Pittsburgh, the first installment of a 4,000-car order. The order, which is a hurry-calls call, calls for hopper cars of fifty-five tons' capacity.

VIEWES AND NEAR-VIEWS, HINTS AND SUGGESTIONS

Much Smoking Tobacco Wasted—Virginia May Grow Rice—Auto Trucks Doing Their Bit.

"Speaking about economy and conservation, of which we hear so much nowadays, I could a smoker manufacturer, who is himself a large consumer of the product of his smoking tobacco factory, 'do you know that if there could be invested some way to stop the waste of smoking tobacco, the annual production of the factories of this country would be cut down 20 or 25 per cent? It's a fact. A man rarely ever smokes up all the tobacco he puts in his pipe, and when he gets ready to fill up again, what was left from the former smoke is knocked out and wasted. Every smoker, by carelessness, leaves a considerable remnant in every bag or can of tobacco he uses. When he fills his pipe many crumblings of tobacco stick to his hands, and instead of rubbing the tobacco into his bag or pocket he brushes them off to the winds. A man takes a smoke from his pipe and he has not time to finish a pipeful and yet he fills the pipe brimming full. Then, when it is half smoked out and he is called back to business, he throws the other half away. Of course, a smoker cannot save every crumb, but there is no good reason why he should waste one-fourth of the smoking tobacco he buys."

An old citizen of King William County is authority for the statement that fifty years ago and less the people living along the banks of the York, Mattaponi and Pamunkey Rivers raised a good deal of rice, and found it to be a profitable crop. He thinks that what they once did can be done again, and he wants the Times-Dispatch to suggest that some of our best farmers now that rice, like everything else, has become costly. If any one acts upon the suggestion and finds it to pay, Virginia may become a rice-growing State, for it certainly has any amount of swamp land, the kind upon which this cereal flourishes in the Far South.

"Automobiles are about to do up the Bristol street railway, and it looks as if this will be the solution of the Tides and Tidewater River water problem," says the Farmville Leader, and then it adds that framers and others along the narrow-gauge line, in the counties of Cumberland, Powhatan and Chesterfield, are buying motor trucks and hauling the produce to the Chesapeake and Ohio on the one side and the Norfolk and Western on the other, "and as the date for the chances of the narrow-gauge running again diminish. Between autos and truck lines, it is caught between the wheels and their mill stones and ground to pieces."

Here is a cheering story taken from the "Wall Street Journal" that will encourage those who think they have insurmountable difficulties to contend with: "These alarmists who claimed that the battle fields of France would be unfit for agriculture for some time because of the rich top soil being blasted away and the rank undergrowth thrown up on the surface, and because of the bombs, have been answered by fact. 'The reclaimed areas of France are already blooming, and as fast as new sections are cleared, the soil is being manured by the work of rehabilitation begins. The ground is first searched for shells and bombs, which are gathered together and exploded, after which the more modern agricultural equipment plows and harrows the fields that were honeycombed with trenches only a short time before. And German prisoners are made to work their share in restoring that which they helped to destroy."

BIG CANNERY AT WORK

An Establishment That Is Making the Garden in Its Neighborhood a Paying Institution. FARMVILLE, VA., September 1.—The factory of the Old Dominion Cannery Company, situated on the Appomattox River in this place, is in full operation, with thirty-odd people at work. The work is at present confined to the canning of vegetables, but a little later on fruits will also be put up. The cannery is now turning out over 350 crates, or 8,500 cans of vegetables per day, and is increasing the output as the vegetables and fruits come in more freely. The managers say the output will be increased to 10,000 cans per day beginning with next week. The farmers in this section have this year raised more vegetables than ever before in any one year, and this cannery, affording them a convenient and ready market, they have found gardening to be a good paying industry.

Timber Getting in Wise County. GLAMORGAN, VA., September 1.—Hillsman Brothers, extensive lumber dealers have acquired the Roberts timber tract in this, Wise, county, and it is understood they will install thereon extensive sawmills and wood-working plants. The tract contains vast quantities of very valuable timber, and the variety is almost endless.

CHAS. J. BILLUPS FUNERAL DIRECTOR, Removed to 2500 E. MARSHALL ST. OPEN TO VISITORS.

THERE IS MONEY IN OLD BAGS. RICHMOND BAG CO. INC. RICHMOND, VA. Send Today for Quotations.

War-Time ECONOMY Says Buy a Kline Kar Now!

\$1295.00. 17 Miles to a Gallon. The Richmond-made KLINE KAR at its present price of \$1295, is the biggest value on the market to-day. Contracts for materials made before war prices began to bubble the Kline Kar Co. to sell at their old price of \$1295 at least for the present. They cannot hope to do so for long. Already \$1 motor car manufacturers have been forced to raise their prices.

"ASK A KLINE OWNER—HE KNOWS." KLINE KAR SALES CO., Inc. Madison 1500. 822 West Broad Street.

COUNTY OF NANSEMOND IN TIDEWATER VIRGINIA

Where the Peanut Nabobs Move and Live and Grow Rich—Land of Many Truckers.

LEADERS IN COTTON GROWING

Big Alfalfa Averages Shown—All the Railroads Have to Pass Through Nansmond—Lumber Interest and Many Wood-Working Plants.

Nansemond County is just in the center of Tidewater Virginia. It is bounded on the north by Hampton Roads, on the east by Norfolk County, on the south by Gates County, N. C., and on the west by the Counties of Isle of Wight and Southampton. The population, outside of the city of Suffolk, is about 24,000. It is a large county, containing 393 square miles. Sixty-five thousand acres of the land lies in the Dismal Swamp. The soil is a sandy loam, with a splendid clay subsoil, and the most of it is rich, that along Nansemond River and the smaller water courses being of very fine quality.

The farm products are corn, oats, wheat, cotton and peanuts. All of the vegetables grow in this county, and trucking is an immense industry. There are truckers in Nansemond who sell every year 10,000 to 15,000 packages of truck and some who go to 20,000 packages and more. Various types of the grasses grow well, and since alfalfa has become the popular grass crop, it has been found that no county in the State brings it better, and the farmers have made some records that would astonish their brethren in California. As much as seven tons to the acre have been cut, and the county general in authority for the statement that the average yield is over four tons to the acre.

The county has also made some very fine corn records. One young farmer has been known to make 130 bushels on an acre, and it is a very common thing to make records of from seventy-five to eighty-five bushels to an acre. It must be said in this connection that indifference white farmers here and there and that colored farmers who are not up to date in their farming methods keep the general average down, as they do the average in every other product.

PEANUTS, MAKING MONEY IN SEVERAL WAYS, IS THE CROP. Virginia does not boast much about its cotton production, but it has a tier of counties that grow as fine cotton as is to be found anywhere in the South. These counties, Nansemond is the leader. She grows 6,000 to 7,000 bales a year, and has made some very fine records. In fact, in one year, not a great while back, she led the entire South in the production of seed cotton per acre. It is probable that the farmers of this county would grow a great deal more cotton but for the fact that they find that peanuts, alfalfa, trucking and dairying pay better.

The peanut is the big money crop in Nansemond county, and being a great land improver and hog maker, the profits come about in more ways than one. The Nansemond "goober" is famed all over the country for its superior quality, and the growers find no difficulty in obtaining the topnotch prices when they carry their peanuts to the Suffolk and Norfolk markets. Some handsome fortunes have been made in growing peanuts in Nansemond County in the last ten or twenty years.

It may be depended upon that any county that grows peanuts to any extent is also a large grower of hogs. Nansemond is one of the best hog-raising counties in the State, and it

Large Increase of Capital Stock. PETERSBURG, VA., September 1.—The increase of the capital stock of the Bank of Petersburg from \$200,000 to \$300,000, which the stockholders have ordered to be made, the capital and surplus of that institution \$750,000.

MIGRATION DOES NOT PAY: SOUTH THE NEGRO'S HOME

Prominent Colored Man Who Toured North to Investigate Negro Movement Speaks Very Plainly.

B. R. Holmes, president of the Holmes Institute, a normal school for colored people in Atlanta, Ga., has recently made an extended tour of the North and East to make a study of the condition of the negroes who have rushed northward from the South in search of what they were led to believe was better employment. Professor Holmes visited Cincinnati, Pittsburgh, Philadelphia, New York, Baltimore, Washington and other points. On his return the other day he was interviewed by a reporter of the Atlanta Constitution to whom he declared that more than 2,000,000 negroes have migrated from the South in less than one year. The migration is due, he says, to the fact that the steel factories of the North were forced to hire colored laborers from the South to carry on the work done by the foreigners who were called to protect their country in the World's war. Seven-eighths of the negroes from the South, he states, are engaged in manufacturing and ammunitions plants.

Continuing, Professor Holmes says: "The cordial and pleasant relation which exists between the white and colored people of the South does not exist in the North and East, and the Southern negroes are feeling it keenly. 'The best of the steel factories of the North were forced to hire colored laborers from the South to carry on the work done by the foreigners who were called to protect their country in the World's war. Seven-eighths of the negroes from the South, he states, are engaged in manufacturing and ammunitions plants.

With such transportation facilities it was but natural that the lumber industry should become a very important proposition in Suffolk, and in all parts of the county. Nansemond would be covered with forest of as fine pine, cypress, juniper and some other timbers as ever grew on the earth, and naturally wood-working establishments grew up all over the county, along the lines of the six railways that run through the territory. Much of this timber has, of course, been cut out, but there is a great deal left and the timber industry is still one of vast importance.

Being the county-seat of such a county, and having all of the six railroads named to pass through it, Suffolk could not help from becoming a great little city, one of the liveliest and most populous to be found anywhere in the South, but Suffolk, the great peanut market, the home of peanut factories and of various kinds of wood-working establishments, and, in fact, all kinds of industries, is a sufficient subject to be treated by itself.

Along all of the railway lines passing through Nansemond splendid villages have sprung up, and some of them do a great deal of business in one way and another. The county has many miles of good roads, and is still making them. It has the public schools and churches in every community, and the hospitable people always make the stranger and the new-comer welcome. The population is increasing probably more rapidly than in any county in the Tidewater region.

Object Lesson in Road Building. PETERSBURG, VA., September 1.—Bids will be opened here next week by the Board of Supervisors of Warwick County for the construction of a one-mile highway between Stony Creek Bridge and the Newport News reservoir. It is to be a first-class road, and probably will be the best mile of improved highway in the county, and such a road will be an object lesson that may lead to the building of such in other parts of the county.

INTO VIRGINIA TERRITORY

New Railway From Winchester That Will Develop Timber, Mining and Fruit-Growing Lands.

WINCHESTER, September 1.—Track laying on the Winchester and Western Railway is being pushed with vigor and probably will be completed to Wardsville, W. Va., forty miles west of here before the cold winter weather necessitates a let-up in the work.

This new road will be a good thing for Winchester, as it undoubtedly will develop large tracts of timber lands owned by the Lost River Lumber Company, for which purpose the road is being built. The road will also furnish transportation facilities to a rich section of Frederick County that has long been inactive because of the lack of such facilities. There will be considerable development of fruit growing along this line, to say nothing of the development of mining properties that are now lying dormant for lack of the facilities which the road will afford. A few miles of the road are now in operation, and others have been established in this city.

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Montague Mfg. Co. S. W. Corner Tenth and Main Sts. SASH, BLINDS, DOORS, FRAMES.

One Visit To the Lower Main Street Shopping Section

MARK TWAIN WAS A GREAT PILOT. Fifty years ago he knew every sand bar and danger mark in that ever-changing Mississippi river. His accurate knowledge insured a safe, pleasant journey for his passengers. But today you wouldn't ride with a pilot who steered according to Mark Twain's landmarks. The pilot of today must know the river channel as it is now. The same is true of tires. You want tires built on the accurate, scientific knowledge of today.

Miller GEARED-TO-THE-ROAD TIRES. The Miller Method of vulcanizing is a modern development that retains the natural vegetable wax and oil in the fabric; builds rugged endurance and safety into the rubber tread. That's why Miller Tire users don't have mishaps but get excessive mileage and care-free service. You demand an up-to-date car. Demand a tire of today—A Miller Tire. Henrico Essenkay Co., Agents 201 North Belvidere Street. BENJ. T. CRUMP & COMPANY, Distributors. RICHMOND, VA. THE MILLER RUBBER COMPANY, AKRON, U.S.A.

