Following was the range of the thermometer at The Times office yesterday: 9 A. M., 12; 12 M., 22; 3 P. M., 24; 6 P. M., 19; 9 P. M., 16; 12 M., 14; average temperature, 18.33.

The Times.

WEATHER FORECAST.

Forecast for Sunday and Monday:
Virginia—Fair, continued cold Sunday. Monday increasing cloudiness and possibly snow, continued cold; fresh westerly winds.
North Carolina—Fair Sunday; Monday probably snow; continued cold; light to fresh west to north winds.

VOL. 14. NO. 275. RICHMOND VA., SUNDAY, DECEMBER 31, 1899. PRICE THREE CENTS.

RICHMOND'S PROGRESS WAS A RECORD BREAKER.

The Year 1899 Brought the Greatest Prosperity Yet Enjoyed.

BROAD STRIDES IN ALL DIRECTIONS.

The Increase In the Sales from the Many Factories Amounted to Several Millions.

A BIG IMPROVEMENT IN THE JOBBING TRADE.

Real Estate in a Better Condition Than Ever Before, and Bank Clearances Remarkably Large—Insurance Circles Came in for a Big Share of the General Prosperity, and Retail Merchants Have Nothing But Words of Praise for the Splendid Business—Tobacco Men are Gratified at the Outlook. While Transportation People Wear Smiles When Discussing the Good Times—Facts and Figures That Speak Eloquently for the City.

If any city has just cause for congratulation upon the magnificent industrial and commercial records made for one year Richmond is pre-eminently that city, and 1899 is that year. Not for twenty-five years, nor indeed, for any number of years, has Richmond stood out so conspicuously as a great manufacturing and mercantile centre. The year 1899 was an era in the progress of the Queen City of the South. That year brought forth fruits which will stand for many years to come as indisputable proof that Richmond is a great financial, commercial and distributing point, commanding productive territory for many hundreds of miles in various directions.

People were happier this year, and particularly during the last half of the year; fewer artisans were out of employment than ever before; beggars and idlers who were a year ago so numerously encountered by pedestrians on the streets, have been seldom seen during the past four or five months; the charitable institutions which make it their business to assist worthy cases here and there throughout the city have had less to do than ever before, and the general business conditions of Richmond and the territory surrounding it have been far superior to that of any time in the history of the city.

HER MANY ADVANTAGES.

Let us look at Richmond and refer briefly to her many advantages, and which are tempting capitalists, tourists and residents coming from various parts of the country. There is no city in the United States so favorably located, so far as her climatic blessings are concerned. Richmond occupies a central position convenient to the North, South, West, and to the Atlantic coast. She is just far enough South to escape the chilling blasts of the rigid Northern clime, and just far enough North to escape excessive heat and tendency towards fever and malaria. Richmond is one of the healthiest cities in the world. The low mortality shows this fact beyond a doubt. The city is so situated as to derive all the advantages from a most excellent natural drainage. The streets are seldom muddy for any length of time, and seldom dusty for a long period. Standing on high hills a heavy rain always washes the streets thoroughly, and shortly after one of these rains the thoroughfares of Richmond attract wide-spread attention by reason of their cleanliness.

EDUCATIONAL CENTRE.

As an educational center there are few cities in America which stand upon so high a plane. Several excellent female colleges, a splendid collegiate institution, two large and flourishing medical institutions with all the appliances of modern hospitals attached, an excellent mechanics' institute, and one of the finest public school systems in America give it conspicuous place in the educational world. Its liberal publications, political influence, forceful pulpit orators and thoroughly competent teachers greatly strengthen its advantages in this respect. There are also the influences of several circulating libraries, musical organizations, and literary and art clubs.

As a historical center Richmond is an education in itself. Many tourists tarry in the city for days by reason of its historical interest. Its conspicuous place in the Revolutionary War, as well as in the Civil War, makes it specially attractive as a place for sight-seeing.

Richmond is a centre of social culture and refinement. The people of this city are noted far and wide for their good breeding, their hospitality and elegance. No city enjoys greater advantages in this respect.

Her religious influences are powerful, and there are few places in America with so high a moral standing as Richmond. With many churches and splendidly educated ministers, with a large number of charities which are doing a wonderful amount of good, and with a liberal and honest press, Richmond possesses all the benefits derived from these sources, which cannot be over-estimated in value.

A PICTURESQUE CITY.

From a picturesque standpoint, there are few places on the continent which equal the Capital of the Old Dominion. Her parks and suburban homes attract hundreds of tourists. The many splendid residences and the tasteful and refined types of architecture displayed in these show to no little extent the intelligence and refinement of her people.

The bar of the city of Richmond will compare favorably with that of any city in America; the medical profession is far ahead of that of most cities of the same size, while there are many architects and scientific men who stand high in their profession in other parts of the country.

With one or two exceptions, there are no cities in this country which enjoy better hotel accommodations than Richmond. With excellent telephone service, water works system unsurpassed in the South, a fire department which would reflect high credit upon a far larger city, a police department which is most efficient in its service, well-paved and well-lighted streets, and with an excellent street-car system, Richmond has every reason to expect rapid progress in the future.

BIG DISTRIBUTING POINT.

But it is as a distributing centre that Richmond enjoys special advantages. She is the largest city, with one exception, in the South. She is geographically located so as to reach in short periods of time fertile and flourishing territories for the distribution of her products. She has three transportation lines by water and six by rail. These reach out in every direction and traverse rich agricultural and commercial regions. Besides all the roads which she now has, there is every prospect for several more. It is settled that the Seaboard Air-Line will effect its consolidation plan and make Richmond the Northern terminus of a splendid trunk line, extending through to Florida. This trunk line, with its northern connections, will make a through route from New York to the West Indies. It would be hard to predict the great advantage this road will be to Richmond; but it is admitted by all that it is one of the best movements from an industrial standpoint which has taken place in this section for many years. The Richmond and Tidewater railroad seems now to be fairly well launched to become a reality. This will extend through a region of country which has no railroad facilities, but which produces something like $6,000,000 worth of products annually. Heretofore nearly all of these products have been marketed in Baltimore, but after the new road is completed, they will be sent to Richmond.

GREAT MANUFACTURING.

As a manufacturing centre Richmond has every reason to feel proud of herself. She has made greater strides in this respect during the last two or three years, and especially during the past year, than any city in the South. The number of plants have been greatly increased, the capital invested, the number of employes and the annual output during the past year have been remarkably large. There are now more skilled and intelligent mechanics in Richmond than in any city of the South, and there is no city which has within its grasp more magnificent opportunities to become a great centre of industry.

The record for 1899 in this line has been astonishing. It was by far the most successful year during the history of Richmond. The number of plants in operation here was 1,245, as against 1,142 during 1898, an increase of 103. In 1897 the number of plants in operation here was 1,071, while in 1896 there were 984 plants in operation. These figures show a healthy growth from year to year. The remarkable increase in 1899 was largely during the past six months. The number of operatives employed in these plants during 1899 was 21,222, as against 17,317 in 1898, an increase of 3,905. In 1897 the number of operatives employed was 16,550, and in 1896 there were 16,886. Comments upon these figures are unnecessary, they speak for themselves.

VERY LARGE SALES.

The capital invested in manufacturing plants during 1899 was $16,732,892, as against $16,276,500 in 1898, an increase of nearly $500,000. In 1897 the amount of capital invested was $15,811,725, and in 1896 the total amount was $16,275,750. The most encouraging figures will be seen in the annual sales compared for the past four years. In 1899 the sales of the products manufactured by Richmond plants amounted to $41,266,923. This was a tremendous increase over the sales of 1898, which amounted to $34,865,725. The increase was more than $6,500,000. In 1897 the annual sales amounted to $32,334,375, and in 1896 to $31,569,965.

EXCELLENT JOBBING BUSINESS.

As in the manufacturing business, so in the jobbing business, there has been a vast improvement. In the year 1899 the amount of capital invested in the jobbing business in Richmond was $8,170,500. In 1898 the amount of capital was $7,884,000, an increase during the past year of $286,000. In 1897 the amount of capital invested in the jobbing business here was $7,730,000, and in 1896 it was $7,980,000.

There was a striking advance in the annual sales during the past year. In 1899 the annual sales amounted to $35,777,295 as against $31,765,770, an increase of more than $4,000,000 during the past year. In 1897 the annual sales amounted to $30,413,662, and in 1896 to $29,986,062. By a comparison of these figures it will be seen that the annual sales in the jobbing business, just as in the manufacturing business in this city, have been steadily increasing during the past four years, but the increase during the past year has been more than that of all the others together.

MANUFACTURERS PLEASED.

The manufacturers of Richmond speak in the most gratifying terms about the results of the year's work. With hardly an exception they state that 1899 has been a particularly prosperous one, and that during the past few months the increase of business, the prices realized and the collections have been better than ever before. They all predict a most prosperous year for 1900, and say that they see no reason to believe that the advance will not be still larger than during the past year. Richmond manufacturers have never been more alive and active. There has never been more energy, push and enterprise displayed and there has never been great demands for goods manufactured here than there are at present.

The jobbers all have glowing reports to make for the past year. With hardly an exception they report a much larger volume of business, equally as good if not better prices, easier payments, better collections and more gratifying general results.

ACTIVE REAL ESTATE.

The real estate market was never so active in Richmond as at present. As a place of residence this city is acknowledged to be upon the whole the best of any city in the South. By reason of its geographic, climate and other advantages the sites offered for the establishment of new enterprises are regarded as particularly attractive. The reasonable taxation, low insurance rates, good fire and police protection—all combine to make it an especially desirable place from a real estate standpoint. There are fewer houses for rent in Richmond now than were ever known before. Nearly all the real estate agents report that it is almost impossible to supply the demand in moderate-priced houses. Rates for rent are good, and there is a large amount of building now going on in the city, and far more still planned for the year 1900. Real estate men are particularly gratified at the increased business and the bright outlook for the coming year.

Retail merchants are also liberal in their praise of the year's business. The holiday trade was never so gratifying before as during the past few weeks. Country shoppers and people from villages and towns for many miles around came to Richmond to do their shopping. Home industries were never more liberally patronized than at this time, and every retail merchant with whom I have talked is enthusiastic in his report of the past few months' business and the outlook for 1900.

HELPFUL INFLUENCES.

The influence of the Chamber of Commerce, with its energetic business men, the Tobacco Exchange, the Grain and Cotton Exchange, the Produce Exchange, and the various other business organizations of Richmond can hardly be overrated. All of these appear to have fallen in line, and to have put their shoulders to the wheel with the avowed purpose of giving Richmond a lift. There was never a more united effort on the part of Richmond's people to build up the various industrial and commercial enterprises, transportation facilities, and other features that go to make a metropolitan city.

FINE BANKING RECORD.

There is no city in the South which affords better banking facilities than Richmond. The bank clearances of Richmond during 1899 were far larger than ever be-

(Continued on Ninth Page.)

THE OPEN DOOR POLICY IN CHINA

Negotiations of Secretary Hay With the Powers of Europe Meet With Gratifying Results.

WASHINGTON, Dec. 30.—The negotiations opened by Secretary Hay with the great powers of Europe and with Japan, towards securing a common understanding for a continued open door policy throughout China, have met with most gratifying results.

The State Department is unwilling at present to make public the nature of the replies received, as this information will be embodied in a special message to Congress, but in other quarters, thoroughly reliable, and in a position to have trustworthy and accurate information, it is learned that favorable responses have been made by Great Britain, Germany, France, Russia, (the Russian communication coming as late as yesterday), and Japan.

There is no doubt, it is thought here, that Italy, the remaining country addressed, will make favorable answer, if, indeed, it has not already done so.

The position of Austria is felt to be assured by the favorable course adopted by the other four great powers of Europe.

The importance of this unanimous verdict by all the first-class powers of the world—Great Britain, Russia, Germany, France, Italy and Japan, in conjunction with the United States—can hardly be over-estimated, so far as it relates to the future of China and the commerce of the world in that Empire.

The State Department is loth to discuss the far-reaching results to be secured when the agreement advances to the stage of formal consummation, for each favorable response is conditional on the favorable action of all the other parties, so that in each case the negotiations may be regarded as short of absolute finality. But while the Department is silent the details come from sources believed to be fully conversant with what has occurred.

ENGLAND FIRST.

According to this information, the British answer was the first to be submitted, and was exceptionally comprehensive and explicit in yielding to every suggestion made by the United States relative to maintaining the freest entry to the ports of China.

Germany is said to have been the next power to answer in the affirmative. According to the information already referred to, the German answer was rather more vague than the one which had preceded it, but its general tendency was favorable, the only condition being that any arrangements as to free access to China should be universal and assented to by all the powers.

The French answer is understood to have come next and the circumstances attending it were rather peculiar and not in the nature of a direct answer, although the result was regarded as most satisfactory.

FRANCE ACCEPTS.

Secretary Hay's note had been forwarded

(Continued on Second Page.)

A. M. KEILEY IS IN FAVOR OF THE BOERS

He Criticises the Course Pursued By Great Britain.

THE WAR, HE SAYS, IS ONE FOR LIBERTY

Burghers Gallantly Defending Homes and Firesides.

THE ONLY DISCORDANT NOTE FROM AMERICA

Reminds People of This Country o Their Fight for Freedom.

OUR SYMPATHY IS MISPLACED

The Distinguished Lawyer and Orator Makes an Able Presentation of the Boer Side of the Controversy—The History of the Troubles of the South Africans with England is Told in a Very Interesting Way.

Hon. Anthony M. Keiley, one of the judges of the International Court at Cairo, Egypt, has sent to The Times an article in which he ably argues the side of the Boers. Judge Keiley is a former Mayor of Richmond, and was once chairman of the State Democratic Committee. Whatever he writes is always read with interest. His letter, which is dated from Cairo, Egypt, November 18, 1899, is as follows:

GALLANT FIGHT FOR FREEDOM.

Editor of The Times:

Sir,—May I be allowed to raise a discordant note in this curious concord of hostility to a sister republic, which seems to voice the opinion of the people of our country, as to the war on the burghers of the Transvaal?

If, as has been said, the common opinion of contemporary nations as to public act anticipates the final judgment of history, there can be no question as to the verdict which the future will pronounce on the course of Great Britain towards the Transvaal Republic.

With one only dissent, the people of Christendom are denouncing it as the most wicked, causeless and cruel assaults made in our days by one nation on another; and that dissent comes from America! Have we forgotten our own history?

This century was already past its first decade, when England went to war with the United States, ravaged our coasts and burned our capital to support its right to search American ships on the high seas for British seamen; its contention being that a British subject could not renounce his allegiance to his British sovereign without the express consent of the British Government. The century is not yet ended, and Great Britain is seeking the destruction of another republic, in order to maintain the precise contrary, to-wit: that a British subject has not only the right, of his own will, to renounce his allegiance to the Queen, and become a citizen of another State, but that he has the right to call upon the armies of England to force him upon the other State, against its will, and to prescribe the terms on which that other State must receive him!

WAR ON LIBERTY.

It does not overpass the limits of sober speech to say that a doctrine more monstrously subversive of liberty, was never enunciated since modern government arose out of that European chaos which followed the fall of the Roman Empire, and the American people applaud this amazing demand.

A plain story of the remorseless hate with which Great Britain has persecuted this gallant people is the more conclusive defence of the brave burghers, to-day.

The cape was settled by the Dutch about the middle of the seventeenth century, and remained a Dutch settlement until 1815, when by the treaty of Vienna, which restored kings to their thrones throughout Europe, Great Britain received as part pay for her resistance to Napoleon the gift of the Cape—ceded by the King of the Netherlands. It had at that time a territory about three times the size of Virginia, and a sturdy liberty-loving people, composed principally of the men whose brave ancestors cut their dykes and let in the whelming ocean rather than bow the knee to Louis XIV., and partly of the descendants of French Huguenots

(Continued on Fifth Page.)

BRITISH SHOW MORE ACTIVITY

It is Predicted That Ladysmith Will be Relieved About January 7th.

Buller Preparing to Advance.

LONDON, Dec. 31.—4:30 A. M.—During the night of December 28th Ladysmith and Chieveley Camp were in full communication, the former reporting "all well."

While the signalling was in progress the Boers attempted to muddle the messages with flashlights from each extremity of their long entrenched line. The Naval Brigade shelled the Boer positions, which were plainly revealed by their own lights. The Naval Battery resumed the shelling of the Boer trenches on the morning of December 29th, but their fire failed to elicit any sign of life.

A dispatch from Cape Town, dated Wednesday, December 27th, announced that an armored train had restored communication with Dordrecht, where the Free State flag had been hauled down, and the Boers had been driven from the adjacent hills to Stormberg.

LONDON, Dec. 30.—The reported sortie from Ladysmith resulting in the capture of a Boer position is not confirmed. A Chieveley dispatch, dated yesterday, shows renewed activity of the British, apparently preparatory to some action.

The Boer position eastward of the camp was thoroughly reconnoitered Thursday.

The naval guns are engaged in daily practice, and it is said on good authority that some thirty or sixty Boers have been killed by the firing.

It is predicted that Ladysmith will be relieved about January 7th.

There is some disposition to believe General Buller is preparing another attempt to advance, this time by an attack on the Boer position on Inkwe mountain.

The government has accepted 125 Ceylon volunteers, mostly planters, and has also accepted the offers of Indian Princes to supply horses.

LOSSES SEVERE.

PRETORIA, Friday, Dec. 29.—Three British prisoners from Malapo report that Captains Vernon and Sandford, of Colonel Baden-Powell's staff, were killed during the engagement, in which Lord Edward Cecil, Cavendish and Bendenstic were wounded. The object of the sortie was to capture Boer cannons. The losses of the British were very severe. The "Long Tom" injured at Ladysmith has been repaired, and is being replaced.

The new contract reducing the price of dynamite, instituted by the Raad in August, was registered December 28th, between the government and the factory.

LORENZO MARQUES, Dec. 30.—Advices received here from Pretoria, under date of Wednesday, December 27th, say that an official dispatch from Mafeking announces that in the sortie which the British made from that place December 25th, attacking one of the Boer forts with cannon, Maxims and an armored train, so persistently, that the fighting raged up to the walls of the fort, the British lost 100 men, killed and wounded, while the Boers only lost two men killed and seven wounded.

The dispatch adds that Captains Kirkwood and Grenfell were captured by Boer scouts near Colenso, and were being sent to Pretoria.

Ten unloaded shells inscribed "The season's greetings," have been fired at Ladysmith.

Ten South African medical students from Edinburg have arrived at Pretoria from Delagoa Bay with five tons of medical stores.

A dispatch from the Boer camp at Modder River, dated Thursday, December 28th, reports an artillery duel lasting an hour, December 27th, a British reconnoitering party made a sortie, but did not come within the Boer range. The British, December 28th, commenced a steady bombardment of the Boer position.

OPENED HEAVY FIRE.

CAPE TOWN, Dec. 29.—The troops in the British Camp of Victoria West turned out last night to repel an attempt of the Boers to cut the railroad near the station. A patrol reported early in the evening that they had sighted the Boers in the neighborhood. At 10 o'clock at night the Boers opened a fire near the station. The British replied and the Boers refired at daybreak, their attempt having turned out a failure.

LORENZO, MARQUES, DELAGOA BAY, Dec. 30.—The German steamer Bundesrath, belonging to the German East African Line, has been captured as a prize and taken to Durban.

The Bundesrath arrived here from Mozambique.

The German steamer Bundesrath of 1,319 tons, sailed from Hamburg November 8th for Tanga, East Africa.

DURBAN, Dec. 29.—The British cruiser Magicienne seized the German steamer Bundesrath in North Delagoa Bay. She will be brought before a prize court.

(Continued on Second Page.)

A LARGE FIRE IN CHICAGO

Nine Firemen Were Injured and a Loss of $950,000 Caused.

Three Alarms Sent in.

CHICAGO, Dec. 30.—Fire at an early hour to-day completely gutted the buildings extending from 218 to 222 Monroe street, badly damaged the building at 212-214 Monroe street, caused a loss aggregating $950,000, and resulted in the injury of nine firemen, two of them, Captain Robert O'Conner and James Woolley, were seriously injured.

The fire is supposed to have originated on the second floor in the work-room of Woolley and Company, wholesale woolens, at 220 and 222 Monroe street, and fanned by a fierce northwest wind spread so rapidly that when the first fire companies arrived on the scene the whole south end of the building was a mass of flames.

A second, and then a third alarm was sent in, but in spite of the tons of water thrown into the burning buildings by thirty-eight engines and two fire tugs, the wind and the bitter cold so hindered the firemen that for a time the entire wholesale district was in danger. The flames quickly communicated to the buildings at 216 and 218 Monroe street, but there their progress was finally checked.

Immense brands were carried long distances and the firemen were kept busy extinguishing small fires on nearby roofs. The principal losses follow:

Building at 220-222 Monroe street, loss $225,000; Edwards, Stanwood & Company, successors to Phelps, Dodge & Palmer, boots and shoes, third and sixth floors, loss $200,000; Woolley & Company, first and second floors, woolen goods, loss $155,000; building at 216-218 Monroe street, occupied by J. W. Butler Paper Company, loss $25,000; J. W. Butler Paper Company, damage to stock $250,000, fully insured; Henry O. Sheppard Company, printers, occupying building at 212-214 Monroe street, loss $100,000.

WELL INSURED.

The building at 217 Fifth avenue was also damaged to the extent of $2,000. Most of the losses are well covered by insurance.

The escapes from death of Captains O'Connor, Evans and Carey, and Firemen Padden, O'Hara and three others, was little short of miraculous. All of the men were working on the roof of the building at 216-218 Monroe street, and as the fire crept closer to the west side of the structure, the men were gradually driven toward the middle of the roof. Suddenly the east wall of the building adjoining fell with a terrific crash. An immense mass of brick and timbers cruched into the roof where Captain O'Connor and his men were at work. The roof tore away from the sides and fell with a crash to the floor beneath, carrying Pipemen O'Hara and Padden down in the debris and leaving the others on the frail broken edge of the roof, high above the flames. Captain O'Connor, Lieutenant Callahan and Pipeman Fountain and Morgan finally succeeded in rescuing the two unfortunate pipemen, and crawling along the shaking walls, made their way to the fire escape and safely to the ground.

After the fire had been raging about an hour and a half the walls began falling, and several firemen were more or less injured. James Woolley so seriously that he was taken to the hospital.

The fire was one of the worst in years, and the intense cold hampered the firemen in their work.

EVERYWHERE IN VIRGINIA PEOPLE BUSY AND HAPPY.

The Ring of the Anvil and the Whir of the Wheels

MAKE A GLAD SONG OF PROSPERITY.

The Chinook Wind of Business Blows in Every Hamlet and Cross Road in the Land.

NEW ENTERPRISES AT WORK EVERYWHERE.

There Has Been a Marvelous Uplift in Business in Every Corner of Virginia, and Where the Improvements Have Not Been Material the Advantages are Shown in the Plentitude of Money and the Prompt Payment of Obligations—Tremendous Activities in Iron and Coal Industries in the Western Half of the State—The Towns all Report New Industries and Unprecedented Success in Business in Every Line.

The year 1899 ushered in an era of business prosperity without precedent in the affairs of this nation, and to the remotest hamlet and cross roads in the old Commonwealth the chinook wind of good times is blowing.

The whir of wheels and the ring of the anvil make gladsome music everywhere in Virginia.

Where there are no new enterprises the old ones have expanded and there is no more cry of hard times.

The air is full of the ozone of prosperity and cheerfulness reigns. The farmers are paying their bills, the tax collectors garner the taxes without levy and cash has taken the place of credit. Work at good wages, good prices for products and a buyer for everything of value makes prosperity roll.

The reports from every town, large or small, tell of new industries and the expansion of the old. So great is the business activity over former years that there is a fear by nearly every people that the impression may prevail that their town is on a boom and this idea they are quick to repudiate.

There is no boom. The same story comes from every point of the compass in the old Commonwealth.

The people are hopeful, confident and busy. They have money in their inside pockets. Prosperity reigns.

DANVILLE'S GROWTH.

Fine New Depot Under Construction by the Southern.

DANVILLE, Dec. 28.—Special.—From a business standpoint Danville will commence its new year with brighter prospects than at any time in her history. The recent improvements in her streets, street-car line and depots will add much to her future welfare. As a tobacco centre she still leads the loose leaf tobacco market of the world.

Within the past few years the Business Men's Association has pushed its welfare as a manufacturing centre far to the front. Within the past week there has been chartered a pants factory, which will give employment to a large number of people.

Seven large cotton factories afford employment to nearly five thousand men, women and children, while her tobacco factories are the means of support of hundreds of darkies. Within the past few years the town of Neapolis has been annexed to Greater Danville, thereby increasing her recorded population nearly six thousand and placing her total population, according to a census of a year ago, at about 22,000.

Beginning January 1, 1900, the single-line street-car system will be abolished, and a double line will be inaugurated as soon as the work can be completed. The street-car tracks will be extended to north Main street, thus connecting the north and south portions of the city. This improvement has been a matter of discussion between the street-car company and many leading citizens for five years or more. The opposition claimed that the cars crossing the bridge across Dan river would prevent farmers crossing, and thereby affect the tobacco market.

At a recent meeting of the City Council bonds amounting to $100,000 were issued for street improvements and the contract for such work has been given out. The work will be commenced the first of the year. Belgian blocks and vitrified brick will be used in the paving.

The Southern railway has been at work here, too, and a new and handsome depot is under process of erection. This depot covers a space of about 75x200 feet. It will be composed of white brick trimmed in terra-cotta. This building will be one of the most attractive structures erected in Danville in many years. Since the Southern railway has owned and operated the old Atlantic and Danville system the railways have all had a common centre, thus making the new depot a union depot for Washington, Richmond, Norfolk, Martinsville and all points South.

IN FREDERICKSBURG.

The Mary Washington Hospital Completed During the Year.

FREDERICKSBURG, VA., Dec. 30.—Special.—Fredericksburg now has in full and successful operation two progressive newspapers and four job printing establishments, four flouring and grist mills, three foundries and machine shops, two silk mills, large woollen mills, two sumac mills, large tannery, two shoe factories, wood-working establishment, a large ice plant and storage houses, wagon factory, two carriage factories and repair shops, two pickle factories, large granite works, a spoke and rim factory; a rim, chair-round and rocker factory; a partial furniture factory, an electric light plant, a first-class telephone system, churches of almost every denomination, banks with ample capital, good schools and hotels, a splendidly equipped co-educational college. Of these, one of the foundries and the ice plant were established the present year; as also, among other acquisitions, was the Mary Washington Hospital, which was built through the efforts of the ladies.

Travelling salesmen say the credit of Fredericksburg merchants is not surpassed by those of any place in the State.

The city owns and operates the water works and gas works, and both are sources of revenue. Many handsome residences were erected in 1899. The foregoing facts, coupled with an increased interest in all business enterprises, and an unusually large and satisfactory trade with merchants and manufacturers, stamp the year 1899 as one of great prosperity and generally gratifying results.

Of the new developments in contemplation for 1900, which will be of great value to the city, may be mentioned the proposed building by capitalists of a sugar-beet plant at a cost of $150,000; a new electric light plant by the city; a large and attractive business building on the corner of Main and Hanover streets by a syndicate, and another of large dimensions, three stories high, on the corner of Commerce and Princess Anne streets, by one of our progressive capitalists; a fuller development of the magnificent water power, with the prospect of many new dwellings, and the almost certain assurance that Congress will this session make the necessary appropriation for the Battlefields Park, and its attractive features here and in this county.

PULASKI PROSPEROUS.

Much Building is Being Done There and Furnaces are Enlarged.

PULASKI, VA., Dec. 30.—Special.—Pulaski has had a prosperous year, and has bright prospects for 1900. Her Christmas trade has been far the best in her history.

During the year 1899 her furnaces have been enlarged and improved, thus increasing their output and employing more hands and paying higher wages. This is especially true of the Bertha Mineral Company's zinc furnaces at Pulaski, 13 in number, under the immediate management of Vice-President Geo. E. Holstein. This company is building new warehouses for its ores in their yards at Pulaski, and has stored away already a supply of ore for 12 months. It is building a number of large, handsome houses for its officers, thus adding much to the attractions of the city.

The city has this year improved its streets and walks, making good, permanent ones. It has bought and now owns its light and water power, which the Pulaski Land Company formerly owned.

Some good roads have been made by the county of Pulaski to the city of Pulas-

(Continued on Tenth Page.)

SUMMARY OF TO-DAY'S NEWS.

Local.

—Schooner owned by Richmond men sunk off Hatteras.
—The Boulevard may be extended.
—Many marriages of the day.
—Jefferson Club's enjoyable smoker.
—Music in the churches to-day.
—Meeting of the Virginia Historical Society.
—Skating on the lakes.
—Letter from Hon. A. M. Keiley.

State.

—Botetourt elects thirty-three delegates to the senatorial convention in favor of Dr. A. Nash Johnston, and Alleghany nineteen for W. E. Allen.
—Albert Hunt, who shot John K. Parrish, asks for bail.
—A popular young man drowned while skating at Lynchburg.

General.

—Secretary Hay's negotiations for open door policy in China meet favorable response from great powers.
—A large fire in Chicago; nine firemen injured.

Foreign.

—British show renewed activity.
—Buller preparing to make an advance.
—Funeral of General Lawton in Manila.
—Colonel Lockett defeats insurgents by a brilliant charge.