MAYER & PETTIT'S HANDSOME STORE

Wonderful Strides in Two Short Years.

MAY COMPLETELY FURNISH HOME

Courteous Treatment and Liberal Terms, With High-Class Goods, Have Made of This Firm One of the Most Substantial in the City.

Messrs. Mayer and Pettit, the Southern Carpet and Furniture Company, are celebrating their second anniversary as part and parcel of the up-to-date business world of Richmond. They have moved into their handsome and commodious new quarters at Foushee and Broad Streets, and glorying in the fact that, through business-like dealings and liberal treatment, they are now occupying twice as much room for the conduct of their large and growing business as they did during the first two years of their existence as a commercial factor in the wheels of industry of this city.

WONDERFUL PROGRESS.

Two years is not a long time in the history of business houses. Within that time, however, many eventful things can transpire. Dust may accumulate and aspirations tumble to the ground. In the case of Mayer and Pettit, though, energy, industry and liberal dealing have combined to form a most substantial and rapidly increasing business. Hard work and continuous attention to the wants of the people have placed this firm in the front rank and side by side with older firms.

In the first place, Mayer and Pettit carry only the best goods made by the most reliable manufacturers, and the goods are disposed of at low rates on exceedingly liberal terms; and in the second place, each customer is made to feel that he is a member of the firm, so kind and courteous are the attaches of the place, and with that he feels at home whenever he enters the store.

This combination is enough to make any business house popular, and Mayer and Pettit are reaping their reward in a business that is increasing daily.

BEAUTIFUL APPEARANCE.

The new store presents a beautiful appearance. The big show windows are so attractively decorated and arranged that one is drawn before them with that impulse of curiosity that, when it is gratified, impresses itself on the mind for a long time. On the first floor are long lines of furniture, including handsome escritoires, chiffoniers and other things of equally as queer names, of which an ordinary newspaper man knows little, but which are so reasonably low that they may be found in the homes of the lowly as well as those of the great.

The mezzanine floor is filled with couches, foot-stools, pictures, baby-carriages, stoves and chinaware, and the second floor contains the choicest of parlor and ornamental furniture at all prices. Upstairs, on the third floor, are the carpets, bed-room suits and curtains, thus making of the establishment one from which a house may be completely furnished.

Every visitor to the establishment is the recipient of a souvenir in the shape of a beautiful panel picture, suitable for decorating the wall of any one's boudoir.

HANDSOME NEW STORE OF MAYER & PETTIT.

Property Transfers.

Richmond: Elizabeth R. and Richard P. Dunn to Charles A. Rose, 31 3-4 feet on north side Jackson Street, 31 3-4 feet from east side of Clark Street, $5.

Gilbert J. Hunt and wife to W. J. Whitehurst, 25 feet on north side Park Avenue, 191 10-12 feet west of Harrison, $7,000.

Old Dominion Building and Loan Association to A. C. Carneal, trustee, 60 6-12 feet on south side Boyd Street, 120 feet west of Hancock Street, and 18 feet on south side Boyd Street, 107 feet west of Norton, $1,375.

William B. Pizzini, trustee, to George Herman, 19 feet on north side P Street, between Twenty-sixth and Twenty-seventh Streets, $200.

The Southern Benedictine Society of North Carolina to the Right Reverend A. Van de Vyver, D. D., Bishop of the Roman Catholic Diocese of Richmond, Va., trustee, 60.98 feet on north side Marshall Street, between Third and Fourth, $10, etc.

S. P. Waddill, clerk, to R. B. Rowe, 170 7-12 feet on south side Hanover Street, southeast corner Rowland Street, in name of Joseph G. Beattie, for taxes, $15.07.

Henrico: Joseph M. Fourqurean and wife to H. M. Fleming, lots 3 and 4 in square 33 on plan of Chestnut Hill, $2,000.

M. L. Franklin and wife to M. Urban, 26 acres on the old canal and C. & O. Ry., $5.

D. J. Martin to Henry E. Mills, 20 feet on east side Thirty-fourth Street, 80 feet north of Clay Street, $220.

Patterson and Hooper Newton, special masters, to W. T. Smoot, 19 feet on west side Duncan Street, 18 feet from Clay Street, and 16 8-12 feet on Wood Street, Chessea Hill, $340.

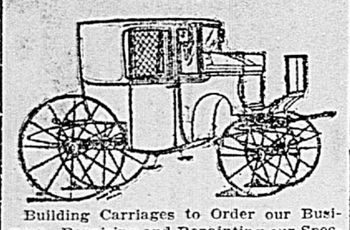
Ridge Baptist Church's trustees to Michael Urban, 1 1-2 acres at the junction of the Three Chopped and the Quioccasin Roads.

A. J. Shackelford to Francis Willis Shackelford, 121.30 acres about 12 miles east of Richmond on the Williamsburg Road, $5, etc.

DAVID A. AINSLIE,

Carriage Builder,

Nos. 8-10-12 Tenth Street, Richmond, Va.



Building Carriages to Order our Business. Repairing and Repainting our Specialty. Large and complete stock of all the Latest Styles always on hand. Will pay you to see our Delivery Wagons.

TIRES CUT WHILE YOU WAIT.

For the convenience of the public we have put in our factory a Tire-Setting Machine. Can set your tires in twenty minutes. It will cost you less than the old and out-of-date way and is ten times better. Can set tires cold without injury to the lightest wheel.

COME AND SEE IT WORK.

DAVID A. AINSLIE.

McClintic--Sommers.

(Special Dispatch to The Times.)

MONTEREY, VA., Sept. 21.—At the residence of Mrs. Agnes Sommers, on the Bull Pasture, Highland county, Mr. Chas. M. McClintic and Miss Sadie Sommers were married at 11:40 A. M., September 18, 1901. Rev. J. C. Johnston, of McDowell, performed the ceremony in a beautiful and impressive manner.

The bride wore a tailor-made suit of gray, and the groom wore a neat black of the latest pattern. The bride is a very popular young lady and the groom is an enterprising young merchant and postmaster at Bolar, Va. The presents were numerous and handsome.

After partaking of a bountiful dinner, the happy couple repaired to Mrs. Mary E. McClintic's, on Jackson's River, where every one is sure of a royal welcome.

"Johnson has started a good thing."
"What is it?"
"He calls it the 'Don't-Worry-Other-People Club.'"—Chicago Record-Herald.

OPENING!

Fall and Winter Millinery

...AT...

Crighton's

Monday, Tuesday & Wednesday.

.....ALL INVITED.....

M. CRIGHTON,

113 E. BROAD ST.

REV. DR. KERR'S NOTES ON CANADA

The Canadian-French are Interesting People.

THE FINE CITY OF MONTREAL.

The Duke's Visit—A Canadian Preacher Makes Feeling Reference to America's Dead President—Every Flag at Half-Mast.

(Special Dispatch to The Times.)

MONTREAL, CANADA, Sept. 18.—Mr. and Mrs. Millar and family, our hosts at the Lake St. Joseph, told us good-bye with such manifestations of regard as few people except those from the north of Ireland ever show, and we were away at 2 P. M. for the village River Desert (pronounced Desair) to spend the night. Arriving at the village after an eight-mile drive, half of the way through densest forests of spruce, fir, and pine, dark as twilight, and moss-carpeted, in a little over two hours. After a few calls on old friends we went to the house of Mr. Andrew Baxter, a good Scotchman, who had prevailed over several others for the opportunity of keeping us for the night. The house was at our disposal, and the host and hostess did all that any person could do to make us at home, and they succeeded well. Mr. Baxter runs a saw mill all day and reads history and philosophy half the night. I found him astonishingly well posted in the affairs of all countries, especially those of Great Britain and America, and that his ideas of political tendencies and measures were eminently wise, conservative, and philosophical. We sat up late, this sturdy frontiersman and I, discussing international politics, and the drift of affairs in Europe, America, and Asia. Mr. Baxter, like most of his fellow-countrymen, is a philosopher.

Early next morning we were off for a thirty-mile drive to Gracefield, where we take the railroad for Ottawa. Our driver was a Frenchman named M. Marin, and until we arrived, at 12 o'clock, we had conversations on many subjects. He had a fine team of horses, of which he was proud, and we came down in fine style, making the distance in three hours and a half. M. Marin speaks English well, but French better, and some English words he cannot pronounce. Like other Frenchmen, he is incapable of managing some of our consonant sounds. I had him wrestling with the word wasp, but it was impossible for him to say anything but waps.

CANADIAN FRENCH.

These Canadian French are interesting people, and they and their Anglo-Saxon neighbors get on delightfully together, notwithstanding the differences between the religion, language, and traditions of the two races.

In Montreal it was our privilege on Sunday morning to hear the Rev. James Barclay, D. D., pastor of St. Paul's Presbyterian Church. He is a Scotchman and was once co-pastor with Dr. McGregor in St. Cuthbert's Church, Edinburgh. St. Paul's is a strong congregation, of the best people in Montreal, and the church building is a splendid specimen of Gothic architecture. The service was extremely simple, including five hymns, and in his prayers, Dr. Barclay made beautiful reference to the bereavement that had just fallen upon the American people in the loss of their beloved President.

The text of the sermon was: "If the foundations be destroyed, what shall the righteous do?" from Psalm iii:3, and the argument was to show that the church must not shirk the great questions of the day, nor try to stop men from enquiry and investigation, but be able to give a solid reason for all its doctrines, and be able to grapple with the mighty problems of modern thought and of the life of the world. The delivery was forceful and impressive and the impression strong. The sermon was well though out, and there was a fairness and a manly ring that were most pleasing. The preacher has a voice like a clarion, and it penetrated every corner of the great audience.

AMERICAN PRESBYTERIAN.

We were in the "American Presbyterian" Church at night. This is also a large and flourishing congregation, and is under the care of the Rev. T. S. McWilliams, D. D., who has been its pastor nine years. The people seem profoundly in earnest, and under the very efficient leadership of Dr. McWilliams, the church is doing a great work. Here is something rare: Before each service the choir assembles for a few moments in the lecture-room for the pastor to pray with them before they go to perform their part of the service, and this custom was inaugurated by request of the choir.

Another sign of spiritual life in this congregation is that the Woman's Foreign Missionary Society's monthly meetings under the inspiring presidency of the pastor's wife, has an attendance of between two and three hundred.

Every flag in Montreal has been at half-mast since the death of Mr. McKinley, and the American people themselves would not show more sorrow and sympathy for Mrs. McKinley and all the bereaved than do these Canadians. There are national differences and commercial rivalries between the Canadians and the Americans, as there are between the Americans and English, but an event like Mr. McKinley's tragic death demonstrates the real oneness of the two great branches of the Anglo-Saxon race, and draws them into closer sympathy and fuller understanding of the mission of the English-speaking people to mankind.

THE DUKE'S VISIT.

I have just returned from seeing the Duke and Duchess of Cornwall and York, making their triumphal entry into the city. For weeks preparations had been going forward for the reception and entertainment of the future King and Queen of England, and no pains nor money spared to make it the grandest occasion in the history of Montreal. The whole city is glorified with decorations of every conceivable kind, and innumerable flags wave everywhere. At suitable points arches are erected and seats are provided for thousands of spectators.

The arrival of the royal party at Place Viger Station at 3 o'clock was heralded by the booming of cannon, and then, for half an hour, all the bells of the city were rung. The Duke and Duchess received welcome addresses from the city government and various bodies, and the Duke presented medals to such Canadian soldiers as had specially distinguished themselves in the war in South Africa. This was done in Place Viger Square.

ENTHUSIASTIC CROWDS.

Then the royal party began their drive across the city to the house of Lord Strathcona, where they are to be entertained. Tens of thousands of people lined the streets, waving flags and cheering as the Duke and Duchess drove along the splendidly decorated thoroughfares. Great numbers of policemen and militia guarded the streets, but the special guard and retinue of the Duke and Duchess was modest. As they passed us, thousands cheered and waved flags, while the royal pair bowed graciously on either hand, and in such an engaging manner as to please all the people and enlist their affectionate loyalty. The Duchess certainly shows herself to be a fascinating lady, and the Duke gives promise of being a wise and benevolent ruler when his turn comes.

It was an impressive spectacle to see these vast multitudes pouring forth to catch a glimpse of a young couple, both under forty years of age, and to think that there are countries and great communities in every clime under heaven where the same thing would be done, and that nearly four hundred millions of people rejoice to believe that this pair will be their King and Queen some day.

A GREAT POWER.

Truly the British empire is a wonderful organism, the embodiment of more wisdom of government and more power on land and sea than has ever been exhibited in any other nation.

The reason is that British rule carries with it order, peace and justice. Nothing is strong enough to last that is not based on righteousness and truth.

May the British empire never wane, but ever wax in greatness, and may the bonds of friendship be continually strengthened between it and the greatest of republics. God forbid that Britain and America shall ever again draw sword against one another, but may these two nations and great race ever work together for their common good and for the weal of the human race!

Our people will all be gratified to know that the Duke and Duchess of York have ordered that there be no formal reception, nor festivities, such as had been prepared, as they could not participate in them while the American nation are mourning the death of their President, and the people who had expected a series of brilliant entertainments cordially agree that they ought to be abandoned.

ROBERT P. KERR.

Highland County Notes.

(Special Dispatch to The Times.)

MONTEREY, VA., Sept. 21.—This is the regular term of Highland County Court. Judge Chalkley issued an order at 12 M. that out of respect to the death of the late President the court would adjourn.

At 3 o'clock services were held in the Presbyterian Church in his memory.

Miss Edna Hull, of this place, is visiting friends on the Bull Pasture.

Prof. E. E. Neff, of Long Glade, Va., who has been connected with the Shenandoah Normal at Reliance, Va., has been elected principal of the Monterey schools.

Rev. W. W. Carson, principal of the Hightown High School, commences the second term, the twenty-third under favorable circumstances, having taught very successfully last term.

Mr. J. A. Jones, the county treasurer, who has been quite complaining, is able to be in his office.

A CARD.

To the Public:

In regard to certain publications which have recently appeared in reference to the finding of junk in my establishment, which seems to reflect upon me, permit me to say: For ten days prior to the finding of the junk I was in New York city on business. The whole of my time is devoted to the discharge of my duties as City Sergeant, and the entire management of my other business is committed to the keeping of others.

At the time the railroad stock was bought my manager was indisposed and there was no one in charge but a young lady who was unacquainted with the law regulating junk-houses. As soon as the matter was brought to my attention I at once turned over to the officers not only all that the railroad authorities claimed, but 150 pounds of old spikes, which had bought in the absence of my manager, to which the railroad company laid no claim. I sent the iron back as they suggested, and they were satisfied. Sixteen days after they issued a warrant.

The entire amount purchased at my place was only 450 pounds, which is a small transaction in the junk business, when at the time there were 900,000 pounds, 250,000 pounds having been bought of railroad companies.

I have given explicit orders to all of my employes that no letter of the law in regard to junk houses is to be violated, and as to the error which was committed, no one regrets more than myself. I not only strive to have my business conducted according to law, but am more than willing at all times to render the authorities any assistance in my power for a proper enforcement of the laws, and trust this statement will suffice to exonerate me from all blame.

Respectfully,

J. C. SMITH.

Fall and Winter Opening

of Imported Trimmed Hats and Bonnets on

WEDNESDAY AND THURSDAY, Sept. 25 and 26,

at our new show rooms, No. 3 West Broad Street and 210 Foushee Street.

All the latest novelties will be on exhibition by

James Donald & Co.

No Cards.

WHITE TAFFETA BLOUSE.

This blouse is tucked all over and has a square tucked yoke of batiste bordered with insertion in which is run green satin ribbon. This insertion and ribbon also form bretelles which extend to the pointed girdle of the white taffeta.—Wiener Chic.

FANCY AUTUMN BLOUSE.

Pretty blouse of white silk, or muslin, made with fine tucks all over and trimmed with narrow black velvet ribbon finished with a pretty knot in front. The lower part, forming a sort of deep corslet, is of white silk covered with a beautiful black silk embroidery.—Le Costume Elegant.

THEATRE WAIST.

Pretty waist of golden yellow taffeta. The fichu is of white mousseline de soie and chantilly lace, in which is run black velvet ribbon; a large bow of which finishes the front.

The sleeves, trimmed with the lace, are slashed open at the bottom to show a puff of the mousseline de soie.—Neueste Blousen.

Municipal Trading.

By THE HON. ROBERT P. PORTER.

(Director of the Eleventh United States Census; Special Commissioner to Cuba from the United States, etc.)

We have been given to understand that in England wonderful success had attended the efforts of municipalities to monopolise individual endeavor or enterprise. The appeal, however, was chiefly made on the exceedingly fallacious ground that the "profits" thus extracted from the pockets of the capable and enterprising, the energetic and far-sighted, the ingenious and the inventive, were enabling the rest of the community to live free of taxation. Herein lies its chief attraction to the unenterprising American taxpayer. Glasgow's initiative, we were told, would soon enable that model farm of industrial experiments to carry on its business without taxation, while the London County Council, in its daring speculations with the public money, would make the people of London happy and contented and relieve the rate-payers of onerous burdens.

Has a change come over the spirit of this dream? or have we been misinformed by the army of American college professors, who have spent their vocations, studying the "art" of how to govern the cities without taxation? These are pertinent questions, because the Select Committee of the British Parliament brought out the fact that the profits of the Glasgow industries are no longer applied to the reduction of general rates, but to the improvement in, or the reduction of the price of, the individual enterprise. This, if true, will be a severe blow to the advocate of State ownership of public utilities in the United States.

SOME FACTS THAT TALK.

In some instances, Acts authorizing those undertakings or Scotch cities have even prohibited the application of trading profits for the relief of the rate-payers. In the case of the London County Council, the price of its securities ($425 and $430 on the $500) and the increase of the tax rate does not indicate that the headlong rush of that body into tramway, omnibus and other trading speculations—while the water supply of the city remains in private hands—has either been particularly wise or profitable. Mr. Donald disposes of this point himself by the declaration "It would be preferable in all cases that municipalities ceased to make profits from their undertakings—whether water, gas, electricity or tramways." Here we have the leading advocate of municipal trading in England abandoning the very essence of the argument of his colaborer across the Atlantic. The bait of lower taxation is the luscious morsel which the Bryanite orator and college professor have been dangling before the American tax-payer. Were it not for this temptation, the subject would hardly receive respectful attention. We have in nearly all our cities municipal water so cheap and so abundant that the amount per capita consumed—recklessly consumed in many cases—would astonish European municipalities. The legislatures of the several States and competition have so persistently reduced the price of company gas in the populous parts of the country, that the companies have only been able to continue a profitable existance by the application of science, by encouraging invention and by a reduction in the cost of manufacture by the most expert and economical management. In the same way have been brought into existence comprehensive traction systems—aggregating for the country nearly twenty thousand miles and representing an investment of over $1,500,000,000—carrying passengers, by transfer, over distances varying from twenty and even twenty-five miles, for five cents.

AMERICAN PROGRESS.

The rapid growth of the telephone industry in the United States tells the same story of the marvelous achievement of individual effort. The triple scheme proposed for England, of governmental, municipal and private companies, will never work satisfactorily.

Just one recent and striking instance on this point: The Metropolitan Street Railway of New York decided a year or so ago to change its motive power on Broadway from cable to electricity. By making the change the company found itself the possessor of a scrap iron pile that cost $6,000,000, but now only worth its value as old iron. The change was made, not because the plant was worn out, but because it had been superseded by the march of progress.

CITIES BENEFITTED.

The testimony before the Select Committee almost unanimously admits that what is called the "Twenty-one Years' Purchase Clause" in the Tramway act of 1870, retarded the extension of tramways in England. It was shown that the first glimmer of enterprise in electric traction appeared in Dublin—because Ireland was expected in this act. Without such restrictions, private companies in the United States made the best bargains they could with municipalities, and built tramways oftentimes far out into sparsely-populated districts of cities and into surrounding suburbs. The large and handsome suburbs thus built up with modern residences have subsequently become part of the towns, and the municipalities are deriving immense revenues from the taxation of communities practically brought into existence by the enterprise of the American street railway. These companies never aimed to "churn up the population in the thickest of the city," but to reach forth into the new districts, and at a uniform cheap fare take the laborer ten, or even twenty, miles from his work for 5 cents—out where his family could breathe pure air, and where house-rent was within his reach.

ENORMOUS RECEIPTS.

It is a matter of regret—that one so well informed as Mr. Donald should make so sweeping and unjust a statement as the following speaking of American tramway enterprise: "In America the use of the streets have been given over to companies for nothing—companies which have exercised the most corrupt influence upon municipal life." In the early days of street railways franchises for operating tramways were given away, and some of them could find no takers, but of late years all this has changed. The Metropolitan, Manhattan Elevated and other street railway companies of New York city pay hundreds of thousands of dollars annually to the city and State in taxes—direct or indirect. The Brooklyn Rapid Transit Company, to my own knowledge, paid last year $730,000 in direct taxes, and as part of the burdens imposed upon its franchise, another amount exceeding $305,000, a total exceeding $1,000,000 per annum. Here we have one private company, in a city of not much over a million inhabitants, paying a munificent revenue into the public treasury. Can Mr. Donald point to a similar case in which this amount of net revenue of profits is paid in relief of taxes by a British municipality owning and working its own tramway system? Yet Brooklyn has one of the best and cheapest street-railway systems in the world. In Brooklyn you may ride for over twenty miles in the finest cars ever built for 5 cents.

PAYMENTS TO CITIES.

To show what a large proportion of their earnings these enterprises do pay into the public exchequer, and to demonstrate the injustice of such an inconsiderate remark as the one quoted above, it is only necessary to say that the $1,042,000 thus paid by the Brooklyn Rapid Transit Company was 10 per cent. of its gross earnings. The average profit per cash passenger, after paying operating expenses and interest on cost, was only sixtenths of 1 cent, and it therefore required the carrying of 483,000 cash passengers every day in the year in order to yield profit enough to pay the company's taxes. What applies to Brooklyn applies with equal force to all our large tramway systems and gas-plants and all other large undertakings. In Philadelphia the city and State together absorb about 12 per cent. of the gross receipts of the Union Traction Company. In Baltimore the public treasury received last year about 10 per cent. of the gross tramway receipts. The Metropolitan System of New York pays about 5 1-2 per cent. of its gross receipts, but that does not by any means represent its total taxes. The railways of Massachusetts pay about 4 1-2 per cent. of gross earnings in the form of taxes. Under the American system of taxation, the capital employed in these enterprises is heavily assessed for taxation, in addition to the requirements to pay over a certain percentage of the gross receipts. This suggests the query if, in comparing the work of company and municipal enterprises, Mr. Donald and his friends make allowance for the value of municipal and State taxes relinquished by reason of municipal ownership.

PAVING CITY AND STREETS.

It must be borne in mind that the payment for the franchise privilege in America has been exacted under various forms. In Philadelphia, for example, and in many other towns, it was required that the tramway companies should pave and repair the streets which were occupied by their tracks. The old companies had somewhat neglected this, but, in 1892, when electric traction privileges were asked for and obtained, the city insisted on its rights, and, as a result, Philadelphia was transformed in a few years from one of the worst to one of the best-paved cities in the United States, at an expense of nearly $15,000,000, all of which the traction company paid. I am not advocating this as a good method of business, but merely mention it to show that the statement that companies obtain the streets in America for nothing is wide of the truth.

Mr. Donald declares that traveling is cheaper in English cities, where we have municipal tramways, than in any other cities of the world. Here comparison with the United States is difficult, because we look upon cheap traveling from a different point of view. The aim of the American steel railway men is to take the population out as far as possible from the congested districts of the city at a phenomenally low fare. In Brooklyn and New York we carry passengers eighteen and twenty-two miles for 5 cents. Taking twenty large American cities at random, I find nothing less than ten miles for 5 cents. The municipality of Glasgow charges 6 cents for less than six miles; Liverpool, practically the same; Belfast, 6 cents for five miles; Edinburgh, 14 cents for eight miles; Manchester, 6 cents for eight miles; and so on, not less than a cent, and in some cases 2 cents, a mile for long distances. It will be seen that long-distance riders in America receive much better value than is the case in English cities. In a country famous for its walkers, and in a climate peculiarly suited for brisk walking, I hardly see the advantage of half-penny fares for half a mile—or less than a mile. Economically, the uniform fare and cheap long-distance rate seems best.

COMPETITION AND ENTERPRISE.

Mr. Donald says there should be no finality to municipal enterprise. How far can municipalities go in this direction without undermining the whole fabric of free competition? Here, to my mind, we have one of the vital points of the whole subject. If the State or city takes away, as Mr. Donald advocates, one after another (his latest proposal being fire insurance) of the opportunities for profitable employment of private capital and brains, the logical result is that other occupations become overcrowded, the struggle for existence gets harder and an increasing number of persons must come upon the State or city for support. The State's function is to give every man an opportunity to do business under a stable government.

That State or municipal ownership deadens enterprise there can be no sort of doubt. That the timid policy of Parliament, in tying these great modern enterprises to the apron-strings of local political boards by such legislation as the tramway act, the various lighting acts, and now the telepehone act of 1899, has had much to do with the backward condition of the electrical and other great industries is proved by the testimony before the Select Committee. In a like manner, the over-zealous corporation, in thwarting company enterprise, because of its own investments in these undertakings, has soaked the activity out of private capital, and kept it back from channels which it would otherwise have sought, to the benefit of the kingdom at large. In short, it has chilled enterprise.—Engineering.

THE BLUE RIDGE.

The Autumn Colony, With Renewed Life Enjoy its Pleasures.

(Special Dispatch to The Times.)

BLUE RIDGE, VA., Sept. 21.—Summer lays down her sceptre very reluctantly, but the mist and rain dampened her ardor and sent her shivering away, and now autumn occupies the Blue Ridge throne. No more loyal subjects can be found than those gathered at the Blue Ridge Springs.

We, who swore allegiance to summer, now cheer as lustily for her successor. Such is life!

We can walk further, dance longer and sleep better under nature's new regime. Since the last Sunday Times went to press some of our "summer friends" have said good-bye, but their places have been filled by others, and among the number are Mrs. Grima and Miss Emma Grima, the attractive daughter of a very charming mother. Mrs. Grima belongs to one of the oldest and most aristocratic families of New Orleans, and one readily recognizes that fact when meeting this Southern lady.

Colonel Charles Withrow, of Augusta, Ga., is a pleasant addition the week brought us. Baltimore sent us Mrs. and Miss Gratz and Mr. Phelps. Miss Gratz is a young lady of charming personality and also possesses unusual musical ability, having studied voice culture under one of the best Italian masters.

Miss Ethelyn Mills, of Texas, has given us a treat with her sweet voice. She also has enjoyed excellent opportunities, which shows in her well-cultured voice, that possesses power and brilliance as well as sweetness.

Miss Mary Page Randolph, of Florida, is still with us, delighting our little circle with her exquisite mastery of the violin.

Miss Margaret Higgins, of Norfolk, doesn't sing or play, but none the less contributes to our pleasure by the dainty lunches over which she presides. That given by her on Wednesday was more elaborate than any previous.

Dr. Kennard, of Baltimore, was the host at a candy party, which proved quite a frolic for the twenty-one guests who enjoyed his hospitality. The Doctor makes an excellent host, for he had an eye for each of his guests.

On Thursday evening at 9 o'clock Captain Kennedy, of Norfolk, was doing the honors at an oyster and champagne supper. Covers were laid for twelve on one of the most exquisite tables seen this season. Every appointment was perfect—from the decorations to the service. Oysters were served in many different styles, and each one seemed the best, while all did credit to the Blue Ridge chef. The wit and humor was as sparkling as "Mumm's Extra Dry." We toasted absent friends and to our gallant host we drank "a long life and a merry one." Those around the festive board were: Mr. and Mrs. Hughes, Major and Mrs. Todd, Miss Mason, Miss Bryant, General Billups, Miss Billups, Miss Moss, Mrs. Stone and Miss Higgins, who occupied the post of honor. All things must end and the "wee sma" were stealing on when good-nights were spoken.

"Whether at Naishapur or Babylon,
Whether the cup with sweet or bitter run,
The wine of life keeps oozing drop by drop
The leaves of life keep falling one by one."

And so it is at old Blue Ridge, one more leaf in summer life has fallen.

SHIPYARD NEWS.

Changes to Be Made in Sterns of the Decatur and Dale.

There are changes to be made in the sterns of both the Decatur and Dale, the two torpedo-boat destroyers built by the Trigg Shipbuilding Company, and they will go to Baltimore to be docked for this purpose. The Dale left yesterday under tow, and the Decatur will leave Monday under her own steam.

The Thornton will leave the Trigg yards September 28th for Solomon's Island for her final trial run.

Hebrew Day of Atonement.

The Hebrew Day of Atonement will be celebrated to-morrow by the Jewish residents of the city. Dr. Calisch will preach two sermons at Beth Ahaba, one in the morning and one in the evening. The services will begin at 10 o'clock in the morning and will last until 6 o'clock. The reading of the scroll and the blowing of the shofar, or ram's horn, are features of the ritual. The memorial service for the dead also occurs on this fast, and the service held generally in the afternoon is very impressive.

Prince Selma.

(Special Dispatch to The Times.)

LEESBURG, VA., Sept. 21.—Mr. E. B. White, of Leesburg, yesterday received notice that his trotting thoroughbred, Prince Selma, had won a handsome purse in the 2:27 trot at the Oakley meeting in Cincinnati, on the 18th inst.

This is Prince Selma's first race, and was won in the first, second and fourth heats, only a slight break losing the third. The time made was 2:16.

Parties Holding Claims

Against the Firm of

Meyer's

CORNER FOUSHEE AND BROAD

"EVERYTHING FOR EVERYBODY"

for and on account of their fire are required to bring proof thereof and same will be settled.

JULIUS MEYER'S SONS,

820 E. Broad.