GOLD MOVEMENT AFFECTS STOCKS

Importance Attached to Question of Relief From Possible Stringency of Money.

SLOSS-SHEFFIELD STRONG

Prices Touched Highest in Final Hour, When Market Broadened Considerably.

(By Associated Press.)

NEW YORK, September 12.—The response of stocks to the engagement of gold for import was testimony to the importance attached to the question of relief from a possible stringency of money. The advance was decisive and comprehensive, following promptly upon the announcement of the engagement.

It was the common belief that to-day's engagement of $1,200,000 was preliminary to an extended inward movement of gold. Time money rates continue to advance in New York, and borrowers on call are paying off their obligations and taking out time loans.

The volume of dealings to-day expanded somewhat, but was attributed very largely to professional sources. Commission houses complained of the lifeless outside demand in stocks. The Weather Bureau's weekly crop bulletin, confirmed the prevailing confidence over the grain crop, especially the corn crop, and the corn carriers were relatively stronger than the rest of the list. The special movement in Sloss-Sheffield Steel was due to the declaration of a stock dividend. Prices touched the highest in the final hour, when the market broadened considerably, and Union Pacific, St. Paul, Pennsylvania, Erie and the United States Steel stocks were in large demand. The closing was steady at about the best of the day.

Bonds were firm; total sales, par value, $2,840,000.

United States bonds were all unchanged on call.

The total sales of stocks for the day amounted to 930,200 shares.

MONEY AND EXCHANGE—CLOSE: Money on call steady, 2 3-4@3 per cent.; closing bid, 2 1-2 per cent.; offered, 2 3-4 per cent. Time loans firmer; sixty days, 3 3-4@4 per cent.; ninety days, 4@4 1-4 per cent.; six months, 4 1-2 per cent. Prime mercantile paper, 4 1-2@4 3-4. Sterling exchange opened weak, closed steadier, with actual business in bankers' bills at $4.85.65@4.85.10 for demand, and at $4.82.40@4.82.45 for sixty-day bills. Posted rates, $4.83 1-2@4.84 and $4.86 1-2@4.87. Commercial bills, $4.82 1-2. Bar silver, 62. Mexican dollars, 47.

RICHMOND STOCK MARKET.

Richmond, Va., Sept. 12, 1905.

SALES.

Richmond and Mecklenburg—1,600 at 90.

STATE SECURITIES.	Bid.	Asked.
North Carolina 4s, C., 1910	103	...
North Carolina 6s, 1919	130	...
Va. 3s, New, C. and R., 1932	95	...
Va. Centuries, 2-3, C. and R., 1991	99¾	90
RAILROAD BONDS.		
Atlanta and Char. 1st 7s, R., 1907	104	...
A. C. L. R. R. Con. Tr. 4 p. c.	101	...
Ga., Car. and Northern 1st 5s, 1929	112	...
Georgia Pac. 1st 6s, C., 1922	114	...
Ga., So. and Fla. 1st 5s, 1945	112½	...
Rich. and Danville Gold 5s, C., 1915	115	...
Norfolk and Western Ry. 4s, 1996	102	...
N. and W. Ry. Pocahontas 4s	96	...
Richmond and Meck. 1st 4s, 1948	90	...
Florida Southern, 1945	100	...
Western N. C. 1st 6s, C., 1914	114	...
Seaboard Air Line Con. 1st 4s, 1950	90¼	90½
RAILROAD STOCKS.	Par.	
Atlanta and Charlotte	100	165
Atlantic Coast Line "A"	100	164
Atlantic Coast Line pfd	100	125
Atlantic Coast Line com	100	164
Atlantic Coast Line of Conn	100	425
Rich., Fred. and Pot. com	100	200
R., F. and P. Div. Oblig	100	286
R., F. and P. 6 p. c. guar	100	308
R., F. and P. 7 p. c. guar	100	308
Seaboard Air Line pfd	100	44
Seaboard Air Line com	100	23
Southern Railway pfd	100	100
Southern Railway com	100	35
BANK AND TRUST CO. STOCKS.		
American National	100	126
Broad Street Bank	25	29
INSURANCE COMPANIES.		
Virginia Fire and Marine	25	42
Virginia State	25	25
MISCELLANEOUS.		
American Locomotive pfd	100	112
Va.-Car. Chem. pfd., 5 p. c.	100	105¼
Va.-Carolina Chemical com	100	29½
Va.-Car. C. Co. Col. Tr. 5 p. c.	100	102

COTTON MARKETS.

NEW YORK, Sept. 12.—The cotton market was nervous and unsettled with trading moderately active. Fluctuations were irregular and comparatively narrow, but prices made a new low record for the current movement and closed within a point or two of the bottom at a net decline of 4@10 points. Sales were estimated at 350,000 bales.

The opening was steady at unchanged prices to a decline of 2 points, which was better than due on a very weak set of cables, but as soon as the initial covering subsided the market weakened under liberal selling of October, supposed to be against spot supplies in the South, scattering liquidation and aggressive selling of the winter months by leading local traders. After working off to 10.25 for October and 10.37 for January, the market was rallied to within a couple of points of last night's finals by covering, but eased off again in the afternoon under reports of easier Southern spot markets and continued free offerings. It could not be seen that the Wall Street bull pool in October was liquidating, but rumors were circulating regarding its position, and while the official tone at the close was steady, sentiment was badly confused. The weekly weather report was about a stand off and had no influence on the market.

Cotton futures opened steady and closed steady.

	Open.	High.	Low.	Close.
September	10.20	10.20	10.11	10.15
October	10.31	10.33	10.25	10.27
November	10.28	10.28	10.23	10.23
December	10.39	10.40	10.31	10.33
January	10.43	10.44	10.37	10.38
February	10.47	10.48	10.47	10.41
March	10.51	10.52	10.44	10.45
April	....	....	....	10.48
May	10.55	10.56	10.50	10.52

Spot cotton closed quiet, 10 points lower; middling uplands, 10.65; middling gulf, 10.90; sales, 305 bales.

Cotton, quiet; middling, 10.65; net receipts, 117 bales; gross, 7,039 bales; sales, 305 bales; stock, 141,786 bales; to the Continent, 900 bales; to Japan, 300 bales.

Total to-day at all ports—Net receipts, 59,705 bales; export to the Continent, 900 bales; to Japan, 300 bales; stock, 450,468 bales.

Consolidated at all ports—Net receipts, 118,789 bales; export to Great Britain, 5,934 bales; to the Continent, 21,813 bales; to Japan, 400 bales; to Mexico, 100 bales.

Total since September 1st at all ports—Net receipts, 294,250 bales; export to Great Britain, 38,541 bales; to France, 13,976 bales; to the Continent, 61,940 bales; to Japan, 500 bales; to Mexico, 100 bales.

Chicago Produce Market.

NEW YORK, Sept. 12.—FLOUR—Quiet and unchanged. Rye Flour—Easy. Buckwheat Flour—Quiet. Cornmeal—Dull. Rye—Firm. Barley—Steady.

Wheat—Steady; No. 2 red, 87¼c. elevator. Options unchanged. September, 88½c.; December, 88⅞c.; May, 90¼c.

Corn—Easy; No. 2, 59½c. elevator. Options 1@1¼c. net lower. September, 59½c.; December, 51½c.; May, 49½c. Oats—Quiet; mixed, 32@36½c.

Beef—Firm. Cut Meats—Quiet; pickled bellies, 9¾@10½c. per pound. Lard—Easy; Western steamed, $7.90; refined, easy; Continent, $8.35. Pork—Quiet. Tallow—Steady. Rosin—Steady. Turpentine—Steady at 65½@66c.

Coffee—Spot Rio, quiet; No. 7 invoice, 8 11-16c.; mild, firm; Cordova, 10@13c. Futures steady at a net decline of 10@15 points. Sugar—Raw, nominal; fair refining, 3¼c.; centrifugal, 3¾c.; molasses sugar, 3c.; refined, dull. Rice—Quiet. Molasses—Steady.

Butter—Firm and unchanged. Cheese—Steady and unchanged. Eggs—Steady and unchanged. Potatoes—Irish, firm at $1.25@1.87; sweets, easy at $1@1.75; Jersey, 40@85c. per basket. Cabbages—Steady and unchanged. Peanuts—Steady and unchanged. Freights—Steady and unchanged.

CHICAGO, Sept. 12.—A heavy movement of the crop in the Northwest had a weakening influence on the wheat market here to-day. Support from a leading bull, however, prevented any material decline in values, the December option at the close being practically unchanged, compared with yesterday's final quotations. Closing prices for corn, oats and provisions also were almost identical with those of yesterday.

The leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT—No. 2.				
Sept.	82⅞	83¼	82¼	82⅞
Dec.	84⅝	85⅛	83¼	83⅞
May	86	86	85¾	85⅞
CORN—No. 2.				
Sept. (old)	53½	53½	52¾	53⅛
Sept. (new)	53⅝	53⅝	52¾	53
Dec. (old)	45⅛	45⅛	45	45⅛
Dec. (new)	43⅝	43⅝	43⅝	43⅝
OATS—No. 2				
Sept.	26¼	26¾	26¼	26¾
Dec.	27⅜	27½	27¼	27½
May	29½	29¾	29½	29½
MESS PORK—Per bbl.				
Sept.	15.20	15.20	15.20	15.20
Oct.	14.65	14.70	14.65	14.70
Jan.	12.45	12.45	12.30	12.30
LARD—Per 100 lbs.				
Oct.	7.60	7.62½	7.57½	7.60
Nov.	7.45	7.47	7.42½	7.42½
Jan.	6.85	6.92	6.85	6.86
SHORT RIBS—Per 100 lbs.				
Sept.	....	....	....	8.55
Oct.	8.60	8.60	8.60	8.62½
Jan.	6.40	6.47½	6.37	6.40

Cash quotations were as follows: Flour—Firm. No. 2 spring wheat, 85@88c.; No. 3, 80@85c.; No. 2 red, 82¼@82½c. No. 2 corn, 52¾c.; No. 2 yellow, 53½c. No. 2 oats, 26⅞c.; No. 2 white, 28½@29c.; No. 3 white, 26¼@28½c. No. 2 rye, 62c. Good feeding barley, 37@37½c.; fair to choice malting, 42@48c. No. 1 flaxseed, $1.06; No. 1 northwestern, $1.10. Mess pork, per barrel, $15.20@15.30; lard, per 100 pounds, $7.55; short ribs sides (loose), $8.35@8.60; short clear sides (boxed), $8.75@9.00. Whiskey—Basis of high wines, $1.29. Clover, contract grade, $11.00. Cheese—Easy at 11@12c. Eggs—Firm at mark, cases included, 14½c.; firsts, 18c.; prime firsts, 20c.; extras, 22c. Butter—Firm; creamery, 17@20½c.; dairy, 16½@18½c.

BALTIMORE, MD., Sept. 12.—Holiday in grain markets. Butter—Steady and unchanged; fancy imitation, 19@20c.; creamery, 22½c.; ladle 15@16c.; store packed, 16@17c. Eggs—Firm and unchanged at 21c. Cheese—Firm and unchanged at 12¼@12½c. Sugar—Steady and unchanged.

RICHMOND GRAIN MARKET.

Richmond, Va., Sept. 12, 1905.

QUOTATIONS.

WHEAT—		
Longberry (car lots)	$ 87	@ 88
Mixed (car lots)	85	@ 86
Shortberry (car lots)	85	@ 86
No. 2 red (car lots)	86	
Va. bag lots	65	@ 85
CORN—		
White, Va. bag lots	60	@ 61
No. 2 white (car lots)	61	
No. 3 white (car lots)	60	
No. 2 mixed (car lots)	60	
No. 3 mixed (car lots)	59½	
OATS—		
No. 2 mixed, new (car lots)	29	
No. 3 mixed, new (car lots)	28	
oN. 2 white, new (car lots)	30½	
No. 3 white, new (car lots)	29½	
Winter seed (bag lots)	38	@ 45
RYE—Va. bag lots	60	@ 65
No. 2 rye (car lots)	65	@ 66

CATTLE MARKETS.

RICHMOND LIVE STOCK MARKET.
(Sales at Union Stock Yards.)

Richmond, Va., Sept. 12, 1905.

Report of the live stock market for the week ending September 11th:

Cattle—Best steers, 4½@5c.; medium to good, 3¾@4¼c.; common to fair, 3@3.40c.; best heifers, 4@4½c.; a few extra higher; medium to good, 3½@3.80c.; common to fair, 2¾@3.30; cows, best, 3@3¼c.; common to fair, 2¼@2¾c.; bulls, 2¼@2¾c.; calves, 5@6½c.; cows and calves, $20@45.00 per head.

Fat sheep, 3½@4¼c.; common to fair, 2½@3c.; old, cull sheep, 1½@2c.; best lambs, 6½@7c.; common to fair, 3½@5½c.; stock ewes, $2.50@4.25 per head; feeding wethers, 4¼@4½c.

Hogs, 5@6c.; a few extra, 6¼c.

Prospects good for all kinds of stock.

CHICAGO, ILL., Sept. 12.—CATTLE—Receipts, 13,000 head. Market 5@10c. lower. Steers, $3.25@5.90; stockers and feeders, $2.25@4.15; bulls, $2@4.25; heifers, $2.25@5.65; calves, $3@7.75. Hogs—Receipts, 20,000 head. Market 5@10c. lower. Shipping and selected, $5.60@5.80; mixed and heavy packing, $4.85@5.02½; light, $5.00@5.75; pigs and roughs, $2@5.50. Sheep—Receipts, 30,000 head. Market 10c. lower. Sheep, $2.50@5.25; lambs, $5.60@7.70.

NEW YORK, Sept. 12.—BEEVES—Receipts, 843 head. No trading; feeling steady. Calves—Receipts, 258 head; not much trading; feeling steady. Indiana calves, $5@6.75; no sales of veals. Sheep and Lambs—Receipts, 1,412 head. Sheep steady; lambs steady. Sheep, $3.50@5.50; lambs, $5.75@7.25; Canada lambs, $7.00; culls, $4@4.60. Hogs—Receipts, 2,872 head; none on sale; feeling nominally weak.

MISCELLANEOUS MARKETS.

PETERSBURG PEANUT MARKET.
(Reported by Rodgers, McCabe and Co.)

PETERSBURG, VA., Sept. 12.—PEANUTS—Spanish.—Market quiet at $1.12½@1.15 per bushel. Virginia.—Market quiet at 3¾c. for fancy stock; machine picked, 3¼@3¾c.; shelling stock at 2@2¾c.

DRY GOODS MARKET.

NEW YORK, Sept. 12.—The dry goods market to-day was less active, but everything pointed to continued firmness, which, however, did not create any increased desire on the part of buyers to operate. Delays in deliveries were still complained of. Although a slight improvement was noted in this direction, yet the buyers found it difficult to obtain spot goods.

NAVAL STORES.

WILMINGTON, N. C., Sept. 12.—SPIRITS TURPENTINE—Firm at 62c.; receipts, 48 casks. Rosin—Firm at $3.20; receipts, 541 barrels. Tar—Firm at $1.80; receipts, 132 barrels. Crude Turpentine—Firm at $2.75@4.25; receipts, 138 barrels.

SAVANNAH, GA., Sept. 12.—TURPENTINE—Steady at 62½c.; sales, 625 casks; receipts, 818 casks; shipments, 3,792 casks. Rosin—Firm; sales, 1,626 barrels; receipts, 2,249 barrels; shipments, 10,918 barrels.

CHARLESTON, S. C., Sept. 12.—TURPENTINE AND ROSIN—Nothing doing.

MARINE INTELLIGENCE.

PORT OF RICHMOND, SEPT. 12, 1905.

ARRIVED.

Steamer Berkeley, Shelly, Norfolk, merchandise and passengers, Old Dominion line.

Steamer Pocahontas, Graves, Norfolk, merchandise and passengers, Virginia Navigation Company.

Barge Swansboro, Scott, Baltimore, coal, Walke and Ballauff.

SAILED.

Steamer Berkeley, Shelly, Norfolk, merchandise and passengers, Old Dominion line.

PORT OF WEST POINT, SEPT. 12, 1905.

ARRIVED.

Charlotte, Murphy, Baltimore, passengers and general cargo.

Steamer Elm City, Haynes, Mattaponi River Landing, passengers and general cargo.

SAILED

Steamer Charlotte, Murphy, Baltimore, passengers and general cargo.

Elm City, Haynes, Mattaponi River landings, passengers and general cargo.

PORT NEWPORT NEWS, SEPT. 12, 1905.

ARRIVED.

Schooner Helen Thomas, Norfolk.

SAILED.

Steamer Miramar, Kingston.
Steamer Georgetown, Portland.
Schooner W. H. Hood, Gardner.
Steamer Ermor Brown, Newburry ort.
Barge, Iowa, New Bedford.
Barge City of Montreal, Providence.

ONE MAN KILLED; SEVERAL INJURED

Explosion of Small Locomotive in Dinwiddie Attended With Fatal Results.

THE CAUSE NOT KNOWN

By the explosion of a small engine on the lumber road of the Camp Manufacturing Company, in Dinwiddie county, near Holdsworth Station, yesterday morning, one man was instantly killed and several were seriously injured. The engineer and fireman were badly scalded and were later in the day taken to a hospital in Petersburg for treatment.

Mrs. Fred Jones, of No. 911 East Marshall Street, Richmond, who was recently made mistress of the hotel at Butterworth, the headquarters for the employes of the Camp Manufacturing Company, aided materially in treating the wounded men. She returned to Richmond last night after witnessing the horrible condition of those who were injured by the explosion.

The name of the man killed is unknown. Engineer Bell, of the locomotive that exploded, was scalded down to his knees. He was brought to the hotel and Mrs. Jones bandaged his wounds. Although suffering intense pain, the man did not think of himself, and almost his first question was to inquire about those who were on the little train. After being treated, and with the flesh on his limbs literally burned off, he walked three miles and was taken to the Petersburg hospital for treatment.

Mr. Clements, an employe, was badly scalded, and was later carried to the hospital.

Fireman Lazarus Reed (colored) was probably fatally burned by the steam.

General Manager Stephenson, of the company, which has mills at Franklin, Norfolk and Arringdale, was soon on the scene of the explosion, and rendered every assistance possible to the wounded men.

No one seems able to account for the accident which wrought such havoc among the men employed on the road.

DIVIDEND DECLARED.

Common Stockholders of Sloss-Sheffield Company Benefit.

(By Associated Press.)

NEW YORK, September 12.—The directors of the Sloss-Sheffield Steel and Iron Company to-day declared a scrip dividend of $2,500,000 on common stock, payable to the common stockholders of the company October 2d, next. The regular quarterly dividend of 1 3-4 per cent. on its preferred stock and the usual semi-annual dividend of 2 1-2 per cent. on its common stock also were declared.

STRUCK BY SHAFT; MAY NOT RECOVER

Mr. Samuel Crutchfield Meets With Accident While On Car, Which May Prove Fatal.

HIS CONDITION VERY GRAVE

Still Alive Early This Morning, But Fear Felt That He May Not Survive.

Struck in the pit of the stomach by the shaft of a wagon while he was standing on the running board of a Manchester car near the corner of Seventh and Main Streets yesterday morning, Mr. Samuel Crutchfield received injuries that may terminate fatally. He lies at the Virginia Hospital, where he was taken immediately after the accident, in a precarious condition. An operation was performed yesterday afternoon, and as yet it cannot be definitely asserted whether or not he will recover. His injury is internal and of a very serious nature.

The accident occurred about 11 o'clock. Mr. Crutchfield boarded Perry Street car No. 51, of the Manchester branch of the Passenger and Power Company, at Seventh and Main Streets. The car was in charge of Motorman Archer, a veteran in the employ of the company, and Mr. Joseph Trosser, who has been employed as conductor and motorman for years. Mr. Crutchfield was walking on the running board towards the fourth seat in the car, having been told that the third seat was reserved for colored passengers. A horse hitched to a wagon belonging to D. B. Brooks (colored), which was standing near the curbing, suddenly started up as the car moved down the hill. The shaft narrowly grazed the back of Conductor Trosser and struck Mr. Crtuchfield in the pit of the stomach, knocking him backward into the car between the seats. Motorman Archer applied the brakes at once, and the car was brought to a standstill.

The unfortunate young man was at the time suffering great pain, and the ambulance was called immediately. Dr. McLean, surgeon for the company, was on the scene within a few minutes and had the man taken to the Virginia Hospital, where an operation was deemed necessary in the afternoon.

Mr. Crutchfield is a brother of Mr. E. Mulford Crutchfield, a well known insurance man of the city, and a nephew of Police Justice John Jeter Crtuchfield. News of the accident was brought into the Police Court yesterday morning while Justice Crutchfield was in the middle of the docket.

JUDGE LEWIS AT LOUISA.

(Special to The Times-Dispatch.)

LOUISA, September 12.—The Republicans opened their campaign here yesterday by speaking in the new court-house by Judge Lewis and Mr. Pat McCaull. There was a good crowd present, it being court day, and the Democrats were there out of curiosity, while all of the front seats were occupied by negroes.

In the couse of his remarks on the management of the schools, Judge Lewis said that at Roanoke he had stated that not more than one-half of the children of school age were enrolled and not more than one-third were in attendance, and the session of the schools did not average more than five and a half months in the year.

He said The Times-Dispatch had controverted this statement, saying that the session of the schools were longer than he had stated. He said his assertion was based on the authority of certain statements put forth last spring by the Co-operative Education Commission of Virginia, the correctness of which he had no reason to question.

Accompanied Her to Depot.

Miss Bernice Stall, of No. 11 East Grace Street, after a farewell entertainment to her friends at her home, left last night on the 10:45 train for Hamilton College, Lexington, Ky. All her friends present accompanied her to the train to wish her Godspeed and a fond farewell.

Chemical Dividend.

(Special to The Times-Dispatch.)

NEW YORK, September 12.—At their meeting in Jersey City to-day the directors of the Virginia-Carolina Chemical Company declared the regular quarterly dividend of two per cent., payable October 15th. Books close September 30th, and reopen October 16th.

FINANCIAL.

"Get" is a good servant, but "KEEP" is a better one. Fools can make money, but only the wise can keep it. This bank is at the service of all desiring to save money.

All sums received. None too large—none too small. Interest allowed and compounded semi-annually.

PROVIDENT SAVINGS BANK,
Corner Ninth and Main Streets
(Mutual Assurance Society Building).
S. GALESKI, President. W. GRAY WATTSON, Cashier.

CRISIS PASSED IN NEW ORLEANS

Mayor Makes This Announcement to Sympathetic Citizens of Isle of Pines.

SITUATION BAD ELSEWHERE

Many Appeals for Help Coming From Country—Case in Michigan.

New Orleans Record.

Total cases	2,370
Total cases	319
Deaths yesterday	3
Total deaths	319
Cases under treatment	314
Cases discharged	1,737

(By Associated Press.)

NEW ORLEANS, Sept. 12.—The only name on the list of new cases to-day that is of special note, is that of H. S. Douglass, a United States civil engineer who is stationed at the mouth of the river, supervising certain work in progress there.

Mayor Behrman was in receipt to-day of a letter of sympathy from a committee of citizens of the Isle of Pines. The committee tendered the use of the island to all citizens of the city who might wish to flee from the plague. It was suggested that a steamer might be chartered to transport the refugees and the committee wrote also that yellow fever had never prevailed on the island. Mayor Behrman, acknowledging the tender of the committee, said that the crisis had passed here, so that there was no longer any necessity for citizens to leave New Orleans.

Situation Bad Outside.

Appeals continue to come to the Governor and State Board of Health from the country for assistance. Leeville has been in need of help, and Governor Blanchard is to send money there while the wholesale merchants here have contributed a carload of provisions. Tallulah is despondent, but Dr. Chassaignac and a staff of nurses reached there to-day. People continue to leave Lake Providence. Four new cases of fever have appeared at La Fourche crossing. The Patterson situation is still serious and the community is completely out of funds.

President Sanders, of the Progressive Union announced to-day that while he was in New York, he communicated with Secretary Loeb and learned that President Roosevelt had not cancelled his engagement to visit New Orleans in October.

Tulane University and Newcomb College, which were to have been opened on the 2d of October, have announced a postponement until November.

CASE IN MICHIGAN.

Physicians Declare There is No Danger of Infection.

(By Associated Press.)

MENOMINEE, MICH., September 12.—Health officials announced to-day that John Howe, of Marinette, who is ill at his home after a sojourn in the South, is suffering from yellow fever. The patient probably will recover. Physicians declare that there is no danger of infection.

MISSISSIPPI SITUATION.

New Cases Reported From Number of Places.

(By Associated Press.)

JACKSON, MISS., September 12.—The Mississippi yellow fever summary to-night is as follows:

Mississippi City, six new cases.

Gulfport, one new case.

Natchez, one new case and one new foci near original infected area.

Vicksburg, one new case.

No new infected points have been reported in the State.

Better at Pensacola.

(By Associated Press.)

PENSACOLA, FLA., September 12.—When physicians in the employ of the State Board of Health reported to-night it showed that another day had passed without a new case of yellow fever. One death occurred in the forenoon, that of a Russian peddler, whose demise was caused as much from exposure as the fever. The officials think the situation is more encouraging to-night than it has been since the outbreak. There are a number of doubtful cases under surveillance.

HAVE LIVELY FIGHT FOR HOUSE SPEAKER

Mr. Cardwell, Colonel Robert E. Lee and Mr. Churchman in the Race.

Captain W. D. Cardwell, member of the House of Delegates from Hanover county, is a formidable candidate for the speakership of the House, and his friends are confident of his success. They are very actively at work in his behalf.

News comes from Fairfax that Colonel Robert E. Lee, Jr., is in the fight to the finish, and with Mr. Churchman, of Augusta, likewise aspiring to wield the gavel, a lively battle is in prospect.

DEATHS

DEASY.—Died, at her home, No. 1712 W. Marshall Street, September 13th, at 12:05 o'clock A. M., LUCIE D., wife of James H. Deasy, aged forty-six years.

Funeral notice later.

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A. R. HOLLADAY, Vice-President.
J. D. LECKY, Secretary.

W. M. HABLISTON, President.
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The State Bank of Virginia
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JOHN S. ELLETT, President.
WM. M. HILL, Cashier.
JULIEN H. HILL, Asst. Cashier.

STEAMBOATS.

Old Dominion Steamship Co.

Night Line for Norfolk.
Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport News en route. Fare $2.50 one way, $4.50 round trip, including stateroom berth; meals, 50c. each. Street Cars to Steamer's Wharf.

For New York.
Via Night Line Steamers (except Saturday), making connection in Norfolk with Main Line Ship following day at 7 P. M., and Norfolk and Western Ry. at 9 A. M. and 8 P. M., and Chesapeake and Ohio Ry. at 9 A. M. and 4 P. M., making connection daily (except Sunday) at Norfolk with Main Line Ships sailing at 7 P. M.
T. G. BOSWELL, City Ticket Agent, 808 E. Main Street; J. P. MAYER, Agent, Steamer's Wharf; H. H. WALKER, V. P. and T. M., New York, N. Y.

Bay Line to Baltimore
via C. and O. Rwy. and Old Point U. S. MAIL ROUTE.
Leave Richmond via C. and O. daily, except Sunday, at 4 P. M., connecting at Old Point with steamers of Old Bay Line, leaving 7:15 P. M., arriving Baltimore 6:30 A. M., connecting North, East and West. For tickets and information apply to C. and O. Rwy., Richmond Transfer Company, or No. 830 East Main Street.

Merchants and Miners Tansportation Co.
Boston, Mass, and Providence, R. I.
Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. For Providence Monday, Thursday and Saturday at 6 P. M. Passengers and freight taken for all New England Points. Tickets on sale at C. and O. Rwy. and N. and W. Rwy. Offices, and No. 819 East Main.

Clyde Steamship Co.'s
PHILADELPHIA.
RICHMOND AND NORFOLK LINE.
Freight received and delivered daily at C. and O. Rwy. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Va. Nav. Co.'s Wharf, Rockets.

Virginia Navigation Co.,
JAMES RIVER DAY LINE.
STEAMER OLD POINT COMFORT LEAVES MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont and James River landings, and connecting at Old Point for Washington, Baltimore and the North. Staterooms reserved for the night at moderate prices. Electric cars direct to the wharf. Fare only $1.50 and $1 Norfolk.
Freight received for above-named places and all points in Eastern Virginia and North Carolina.
E. A. BARBER, Jr., Secretary.

RAILROADS.

C&O ROUTE. Scenic Route to The West.
2 Hours and 25 Minutes to Norfolk
June 4-1905.
LEAVE RICHMOND—EASTBOUND.
7:35 A. M.—Daily—Local to Newport News and way stations.
9:00 A. M.—Daily—Limited—Arrives Williamsburg 9:56 A. M., Newport News 10:20 A. M., Old Point 11:00 A. M., Norfolk 11:25 A. M., Portsmouth 11:45 A. M.
4:00 P. M.—Daily—Special—Arrives Williamsburg 4:56 P. M., Newport News 5:30 P. M., Old Point 6:00 P. M., Norfolk 6:25 P. M., Portsmouth 6:45 P. M.
5:00 P. M.—Daily—Local to Old Point.
MAIN LINE—WESTBOUND.
7:30 A. M.—Local—To Ronceverte; daily to Charlottesville and week days beyond. Parlor Car. Connects at Union Station, Charlottesville, with Southern Locals, North and South; at Staunton with B. and O. North; at Ronceverte for Durbin.
2:00 P. M.—Daily—Cafe Parlor Car to Ronceverte; through Pullman for Cincinnati, Indianapolis and Chicago without change. Pullman service for Louisville and St. Louis.
5:15 P. M.—Week Days—Local to Gordonsville and Orange.
10:45 P. M.—Daily—Limited—With Pullman service for Cincinnati, Louisville, St. Louis and Chicago.
JAMES RIVER LINE.
10:20 A. M.—Daily—Express—To Lynchburg, Lexington, Va., New Castle, Clifton Forge and principal stations; on week days to Rosney and Esmont. Parlor Car.
6:15 P. M.—Week Days—Local—To Gladstone.
TRAINS ARRIVE RICHMOND FROM
Norfolk and Old Point 10:05 A. M. daily, 11:45 A. M. daily, and 7:00 P. M. daily, and from Newport News 8:00 P. M. daily.
From Cincinnati and West 7:30 A. M. daily and 3:30 P. M. daily; Main Line Local 7:45 P. M. week days from stations between Clifton Forge and Charlottesville; daily from Charlottesville; Orange Accom. 8:15 A. M. week days.
James River Line Local from Clifton Forge 6:35 P. M. daily; Gladstone Accom. 8:40 A. M., Ex. Sun.
H. W. FULLER, Gen'l. Pass. Agt. W. O. WARTHEN, Dist. Pass. Agt.
C. E. DOYLE, Gen'l. Manager.

Southern Railway
SCHEDULE IN EFFECT MAY 28, 1905.
TRAINS LEAVE RICHMOND.
7:00 A. M.—Daily—Local for Charlotte, N. C.
12:30 P. M.—Daily—Limited—Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga and all the South, with through coach for Chase City, Oxford, Durham and Raleigh.
6:00 P. M.—Ex. Sunday—Chase City Local.
11:30 P. M.—Daily—Limited—Pullman ready 9:30 P. M., for all the South.
YORK RIVER LINE.
The favorite route to Baltimore and Eastern points. Leaves Richmond 4:20 P. M., daily, except Sunday.
2:10 P. M.—Local—Daily—Except Sunday.
4:20 P. M.—Except Sunday—For West Point, connecting with steamers for Baltimore and river landings. Steamers call at Yorktown and Clay Bank Mondays, Wednesdays and Fridays, and at Gloucester Point and Allmonds Tuesdays, Thursday and Saturdays.
4:45 A. M.—Except Sunday—Local mixed for West Point.
TRAINS ARRIVE RICHMOND.
6:53 A. M. and 6:42 P. M.—From all the South.
9:35 P. M.—From Charlotte and Raleigh.
8:40 A. M.—From Chase City and intermediate stations.
9:25 A. M.—Baltimore and West Point.
10:45 A. M.—Daily—Except Sunday and Monday; 5:10 P. M., daily, except Sunday—From West Point.
C. W. WESTBURY, D. P. A., Richmond, Va.
S. H. HARDWICK, P. T. M., W. H. TAYLOE, G. P. A.
H. B. SPENCER, Gen'l. Mgr., Washington, D. C.

R. F. & P. Richmond, Fredericksburg & Potomac R. R.
Trains Leave Richmond—Northward.
1:15 A. M.—Daily—Byrd St. Through.
6:45 A. M.—Daily—Main St. Through.
7:25 A. M.—Week Days—Elba, Ashland Accommodation.
8:40 A. M.—Daily—Byrd St. Through. Local stops.
12:05 noon—Week Days—Byrd St. Through.
4:00 P. M.—Week Days—Byrd St. Fredericksburg Accommodation.
5:05 P. M.—Daily—Main St. Through.
6:30 P. M.—Week Days—Elba, Ashland Accommodation.
8:05 P. M.—Daily—Byrd St. Through.
Trains Arrive Richmond—Southward.
6:40 A. M.—Week Days—Elba, Ashland Accommodation.
8:20 A. M.—Week Days—Byrd St. Fredericksburg Accommodation.
8:35 A. M.—Daily—Byrd St. Through.
11:50 A. M.—Week Days—Byrd St. Through. Local Stops.
2:14 P. M.—Daily—Main St. Through.
5:18 P. M.—Week Days—Elba, Ashland Accommodation.
7:35 P. M.—Daily—Byrd St. Through.
9:00 P. M.—Daily—Byrd St. Through. Local Stops.
9:50 P. M.—Daily—Main St. Through.
NOTE—Pullman Sleeping or Parlor Cars on all above trains, except trains arriving Richmond 11:50 A. M. week days, and local accommodation.
Time of arrivals and departures and connections not guaranteed.
W. D. DUKE, C. Y. CULP, W. P. TAYLOR, Gen'l. Man'r., Ass't. Gen'l. Man'r., Traf. Man.

N. & W. Ry. Norfolk & Western
June 11-1905.
LEAVE RICHMOND DAILY.
9:00 A. M.—NORFOLK LIMITED. Arrives Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk.
9:06 A. M.—CHICAGO EXPRESS. Parlor Car, Broiler Service, Petersburg to Lynchburg and Roanoke. Pullman Sleepers Roanoke to Columbus, Bluefield to Cincinnati; also Roanoke to Knoxville, and Knoxville to Memphis. Cafe Dining Car. Roanoke to Williamson.
12:10 P. M.—ROANOKE EXPRESS. For Farmville, Lynchburg and Roanoke.
8:00 P. M.—OCEAN SHORE LIMITED. Arrives Norfolk 5:20 P. M. Stops only at Petersburg