RAILROAD NEWS FROM ALL POINTS

Greatest Demand for Railway Supplies Ever Known in History of Country.

SUPERSTITIONS OF THE ROAD

The Virginian in the Market for Heavy Electrically Operated Conveyor Cars.

A prominent dealer in railway supplies, who was a visitor at the general offices of the Chesapeake and Ohio yesterday, was asked by a Times-Dispatch man as to the conditions of trade in his line. Said he: "There never was a time in the history of the country when there was greater and more urgent demand for railway supplies, steel rails excepted, than right now. There never was a time when the railroads of the country were doing more business or earning more money than now. I mean, of course, gross earnings. It is said that increased expenses are holding net earnings down to a smaller percentage of increase. It does not seem as if there is going to be any let up in this wonderful business, for in a short while the roads will have to begin to move the new crops."

Superstitions of the Road.

"Do you know that railroad men, like sailors, have their superstitions?" asked a railway official yesterday. "Well, they have, and one of them is that accidents never go in single file, but go by twos or threes abreast. Whenever a railroad man hears of an accident he expects before he sleeps again to hear of another of the same character, not necessarily on the same road, but somewhere within reaching distance. I was reminded of it this morning. I read in your paper of an accident on the Chesapeake and Ohio, near Richmond. It was an accident to a freight train on the James River Division, and it is said it was due to the slipping of a drawhead, causing the train to break in the middle and then the rear end ran into the head end and the wreck followed. I said then there will be another just like it before night, when looking in another column of the same paper, I read of a serious wreck near Pittsburg, caused, so the account said, by the breaking in two of a freight train. The language of the explanation of the two wrecks was almost identical."

The Virginian Railway (Tidewater) has just placed an order with the Atlas Manufacturing Company, of Pittsburg, for ten sixty-ton electrically-operated steel conveyor cars. Five of them are to be run on the Norfolk end of the line.

Personal.

Mr. M. W. Enslie, assistant general freight agent of the Atlanta and West Point Railway, spent yesterday in the city looking after Richmond freight that is bound Southward.

OHIO MAY BEAT STANDARD'S FINE

Nineteen Railroads Said to Have Failed to Obey New Car Service Rules.

COLUMBUS, OHIO, August 7.—Nineteen railroads of Ohio, including the Baltimore and Ohio, the Big Four, the Erie, the Wheeling and Lake Erie, and the Norfolk and Western, are placing themselves liable, in the opinion of the Ohio Railroad Commission, to fines which in the aggregate may amount to more than the enormous penalty assessed against the Standard Oil Company, of Indiana and unless these roads immediately put into effect rules laid down to them by the commission, action undoubtedly will be brought against them. Such is the statement made by heavy shippers, who have been interesting themselves in the matter.

These shippers say the commission holds that the penalties may be assessed for failure by the nineteen roads to abide by the new car service rules laid down for them by the commission, and which were effective August 1. Each offense, if the roads are found guilty, could be punished with a fine of $10,000, which would make the aggregate run to millions of dollars. Nothing in a long time has so incensed Ohio shippers as the failure of the roads to comply with the commission's orders, and the feeling has gone so far that there is a concerted movement on against the roads, which in effect will be nothing more nor less than a boycott.

Circulars are now being prepared and will be mailed within a very few days to every shipper in Ohio, asking him to send instructions with each order not to send even a box of tacks by any of the roads which have defied the commission. With this the railroad commission has had nothing to do, but it has been informed unofficially by the shippers that such action is to be taken.

The big storm is expected September 1, when the railroads attempt to collect demurrage on the old basis. There seems to be nothing left for the commission to do at that time except to take the roads into the courts and attempt to fine them under the Railroad Commission law.

Long Hours on the Farm.

Boys leave the farm because they don't enjoy fourteen or fifteen hours of bitter hard work every day; they don't like to get up before daylight in the morning and toil like steam engines until after dark in the evening. The best way to encourage the farmer boys is to treat them as though they were human beings; let them have their sleep in the morning; call ten hours a day's work; let them have their evenings for themselves, without a thousand heartbreaking chores to embitter their souls and make them old before their time.—Atchison (Kan.) Champion.

Officers of the Upper James River Valley League

HON. WALTER GRANT, President.

C. N. ROBINSON, Secretary.

UPPER RIVER MEN HAVE ORGANIZED

(Continued from First Page.)

bacco in the Piedmont and wheat in the Valley, to beef in the mountains and corn everywhere. Virginia, too, has the greatest water-power of any State in the Union, power that is capable of moving all the machinery now in operation in the United States.

Time for Business.

The time has come, said the Governor, for the people to utilize all of those facilities and go to doing something, stop making soapsuds, and go to washing the clothes. Virginia must branch out and go to work as she never worked before.

The Governor expressed his great gratification that the league had been organized for the development of what can be made the best part of Virginia. He declared that the upper valley from Richmond to Lynchburg, has the finest water-power, the best drinking water and the finest of farm lands, and with all this wealth and the additional blessing of the health the upper valley of the James presents, a combination worthy to be presented to the world.

Things To Be Done.

Outlining some of the things that must be done, the Governor declared good schools to be an actual necessity. Another thing to come is a good labor population. In this connection the Governor said the last Legislature had made it possible for Virginia to go after this kind of population, and he spoke most highly of the good work Commissioner Koiner has done in this direction, and paid a handsome tribute to the intelligence and untiring energy of the commissioner. The Governor wants to see the upper James made navigable for small boats, so that the river may be a check on the railroads, and here he paid his respects to railways. He said he thinks the roads are willing now to do the right thing when properly approached, but Virginia is in a position to make them do the right thing, whether they want to or not. "Go at the railways in the way characteristic of Virginians—going at them courteously and persuasively—and if fair and reasonable demands are not acceded to, then go in for a fight, and under the law you are bound to win."

The Governor wants to see the time come when the upper valley will be lined with manufacturing enterprises and the nearby farms producing the stuff upon which to feed the thousands of operatives. "When that time comes, the upper valley of the James will be the best section of the old State, sitting like a diadem on Virginia's fair brow."

The applause which followed the Governor's speech was long and earnest.

Mr. Stuart Practical.

Mr. Stuart, the next speaker, addressed the body along practical lines. He urged greater productiveness and more population. No man should hold more land than he can make more productive. If a man can't cultivate all the land he owns he should sell off some to a good fellow who can. There should be no waste land in all Virginia. Comparing the conditions under the ante-bellum civilization with the new civilization, Mr. Stuart said Virginians have been forty years discussing the necessity of the change from the old to the new. Greater productiveness and a proper increase of population are the basis of the new. On these two all the other things must hinge. Along this line Mr. Stuart was intensely practical.

Mr. Stuart spoke of the good results of lawful combination the object being to use it to oppose unlawful combinations, sometimes called trusts, which buy our products at their price, but give us no say in what we shall pay for their products. Agriculture surrounded by unlawful combinations must fight back by lawful combination. This, he took it, was one of the good purposes of the league.

Land Values Compared.

Mr. Koiner, who was unwell, spoke briefly. He declared that if the upper valley of the James was as thickly settled as England it would have more population than all Virginia now has, and if the lands were as high as those of England they would be worth $9,000,000,000, and if as high as those of Denmark $14,000,000,000. He declared that there are 10,000 men in the West and 10,000 more in England who are looking for just such lands as those of the James River counties, and the only thing to do is to get them to come and buy, is to let them know the land is there. The remainder of Mr. Koiner's talk was in regard to the movement to bring immigrants to Virginia, declaring that it had been successful beyond his most sanguine expectations.

Officers Elected.

At the conclusion of these addresses the league proceeded to business. The proposed constitution and by-laws were adopted without discussion, and then a committee was appointed to nominate officers for the ensuing term.

While the committee was out short addresses were made by former Attorney-General Harden, of Kentucky, and Captain R. F. Vaughan, of West View.

The following list of officers was placed in nomination by the nominating committee, and all were unanimously elected:

President, Walter E. Grant.

Secretary, C. N. Robinson.

Treasurer, T. D. Stokes.

First Vice-President, W. E. Kennon, of Powhatan.

Second Vice-President, William Holman, of Goochland.

Third Vice-President, R. T. Winston, of Chesterfield.

Fourth Vice-President, A. J. Terrill, of Buckingham.

Fifth Vice-President, J. S. Payne, of Fluvanna.

Sixth Vice-President, E. J. Harrison, of Cumberland.

Seventh Vice-President, S. E. Gall, of Albemarle.

On resuming the chair, President Grant made a speech of thanks for the honor conferred, and, no further business appearing, the first annual session of the league was adjourned.

The valley men attending the meeting, other than those already named, were Rev. Martin Johnson, Judge Wickham, W. E. Grant, Major M. J. Enright, W. W. Willis, J. C. Jordan, T. P. Davis, W. A. Jacobs, J. T. Robertson, C. H. Harrison, N. N. Kinnon, C. M. Robinson, J. C. Spencer, Seldon Scott, R. T. Swann, P. N. Stoneman, Samuel Scott, Sam W. Meek, A. J. Terrell, J. L. Scott, E. R. Williams, W. M. Woodson, Dr. J. L. Nelson, G. J. Stoneman, B. R. Cowherd, H. P. Booker, I. S. Wood, P. F. Severs, D. R. Conrad, Dr. Holman, Julian A. Kean, L. H. Stoneman, J. H. Manley, W. T. St. Clair, W. S. Moss, John H. Guy, W. W. Finney, Harris, T. W. Hardin, C. M. Harris, M. G. Hobson, S. Hobson, T. D. Stokes, B. Johnson, R. F. Vaughan, M. Valentine, J. K. P. Moss, R. D. Tucker and H. N. Woodward.

Daily Court Record

Law and Equity Court.

Judgments entered yesterday: William P. Briel vs. L. V. Leighton and William Campbell for $715.28.

Decrees entered yesterday: William T. Campbell vs. L. V. Leighton and W. P. Briel; referring cause to a commissioner, etc.

Sarah Jane Royster vs. Blanche V. Roane, etc.; investing fund in State bonds.

Suits instituted yesterday: Albert Pollard vs. Northrop and Wickham, receivers, etc., for $500; Ellis Pollard vs. Northrop and Wickham, receivers, etc., for $2,000; R. T. Pollard vs. Northrop and Wickham, receivers, etc., for $500; Florence T. Brodie vs. Northrop and Wickham, receivers, etc., for $5,000; B. L. Blair vs. Southern Interstate Bank for $2,000.

New Virginia Concerns.

The State Corporation Commission has issued the following charters:

Norfolk Trust and Realty Corporation, Norfolk. J. R. Ives, president; W. W. Old, jr., vice-president; Eugene Ives, secretary and treasurer—all of Norfolk. Capital: Maximum, $25,000; minimum, $5,000. Objects: Trust and realty business.

Dime Savings Bank of Washington, D. C. (incorporated), Alexandria. M. D. Rosenberg, president; William Montgomery, secretary; J. B. Harrell, first vice-president—all of Wishington. Capital: Maximum, $50,000; minimum, $25,000. Objects: Savings bank.

The Colonial Publishing Company (incorporated), Norfolk. C. H. Bull, president; T. S. Garnett, jr., vice-president; Eugene D. Avinguea, secretary and general manager—all of Norfolk. Capital: Maximum, $5,000; minimum, $3,000. Objects: Publishing business.

HOTEL ALLEN CHANGES HANDS

Stock and Fixtures Transferred by Jake Wells to Harry D. Eichelberger.

LATTER OWNS BUILDINGS

Capitalist Will Operate House Under New Management, at Least for Present.

Mr. Harry D. Eichelberger, who owns the property in which the Hotel Allen has been operated for the past year, has taken over the hotel business, and will continue to operate it under new management.

The transfer of stock, fixtures, etc., from Jake Wells and his brother-in-law, Steven Allen, to Mr. Eichelberger took place at the close of business Tuesday at midnight, and yesterday Mr. Eichelberger was in full charge, the former owner and manager having retired.

The announcement did not come as a great surprise, for it has been seen for some time that the hotel, as operated, was not a paying institution. About a year ago Mr. Eichelberger and his associates purchased the property at the southwest corner of Broad and Tenth Streets, which was formerly the Campbell Hotel. Later they bought the old Valentine House. Jake Wells leased the former building and opened it under the name of the Hotel Allen. His brother-in-law, Steve Allen, came here from Pensacola, Fla., and took charge as manager. About the time of the recent Confederate Reunion they leased the Valentine House, removed the bar from the lower house, and ran both under one management as the Hotel Allen.

Closed One Up.

When the rush was over the original Campbell Hotel was closed up, and all the business transferred to the upper house. Many judgments for supplies and provisions have been secured in the courts recently against the Hotel Allen, and it is said that the management was largely indebted to Mr. Eichelberger. They came to an agreement, by which the latter was to take over the stock and fixtures and the management retire. This has been consummated, and it is understood that Mr. Eichelberger will appoint a manager and run the place, at least for the present. If he sees a good opportunity, he may dispose of it; but naturally he will not allow the property to be idle in the meantime. Everything seemed to be going on as usual around the hotel yesterday, except that Mr. Allen was not in charge.

Mr. Allen is undecided what he will do, but he says he has several offers to return to the hotel business. Mr. Eichelberger was at the hotel for a while yesterday, and before he left he placed its affairs in the hands of a temporary manager.

Howitzers' Moonlight.

The Howitzers' moonlight excursion, which was recently postponed, will take place on the night of August 29th. The Blues' Band will make music for the occasion.

THE ARTISTIC

STIEFF

is the fairest priced Strictly High-Grade

Piano

in America.

This stands to reason, for there's no Piano as good as the STIEFF that's sold by its makers DIRECT to the home, thereby saving the purchaser the big profits of the dealer and the fat commissions of the agent.

We confine our energies and capital to the exclusive manufacture of but ONE grade of instrument — and that grade is

The World's Standard

Chas. M. Stieff

NEW WAREROOMS,

205 East Broad Street

L. B. Slaughter, Manager.

Popular Rates at the Popular

MECKLENBURG

The Mecklenburg great waters sell best where they are best known. 1. Because they have merit. 2. Because they positively cure Dyspepsia, Rheumatism, Kidney and Bladder troubles, Catarrh, Chronic Malarial Poisoning, Scrofulous and Glandular Enlargments in Tubercular Joint and Bone Diseases and all Skin Diseases.

We have it demonstrated to us daily that it is easy to sell our waters where they are known, and, as positive evidence of this fact, we are now selling them in all parts of the United States, from which guests have visited "The Mecklenburg"; therefore, it behooves us to acquaint everybody with them, and to this end we are going to reduce the rates at The Mecklenburg Hotel, so all may come and test these waters for themselves, for to know them is to drink them, and to drink them is to be cured.

HOTEL RATES:

First and second floors, without bath, $14.00 to $17.50, according to size of room and number of occupants.

First and second floors, with bath, $17.50 to $21.00, according to size of room and number of occupants.

Third floor, without bath, $12.50 to $15.00, according to size of room and number of occupants.

Third floor, with bath, $15.00 to $17.50, according to size of room and number of occupants.

Clubhouse Annex, with bath, $12.50 to $15.00 per week.

Barnett Hotel Annex, without bath, $10.00 to $12.00.

Write at once and make your reservations.

Hotel Mecklenburg,

Chase City, Va.

Mecklenburg Waters for Sale everywhere. Cuisine and service the best in the South.

ANOTHER SUBURB IN THE MARKET

Westview Looms Up Beautifully, Overlooking Both the River and the City.

HIGHEST ELEVATION YET

Auction Sales of Charming Lots to Begin Friday Afternoon at 5:30.

One of the most attractive suburban localities around Richmond is that traversed by the Westhampton Park Railway Company, which extends from Robinson Street and Floyd Avenue through the Home Place property, adjoining the Soldiers' Home, out to the extension of Grove Road, and through the various estates of T. C. Williams, J. K. Jones, Mark T. Thompson and M. C. Patterson, and terminates in a very attractive park at the end of the line. The altitude of this section is very high, and it overlooks not only the river, but Richmond.

One of its chief charms is that there are no unpleasant spots on the approach to it. From the junction of the Westhampton Park Railway Company with the Richmond Traction Company, at Robinson Street, to the terminus of the line in the park, there is not an objectionable house or locality. A number of very attractive villas have been built along the line of the road, and building operations have received fresh interest by the permanent establishment of one fare, with transfers from this line.

A Beautiful Subdivision.

The fact that nearly all of this property consists of large estates, upon which are palatial residences, has so far prevented the subdivision into lots so prevalent in other sections.

The Old Dominion and Western Lumber Corporation, a successful, progressive lumber and building company, of this city, has, however, been fortunate enough to obtain a very beautiful tract along the line of this railroad, by purchase from Mr. Mark T. Thompson, who is retiring from business. The tract in question is the highest point of land in that neighborhood and consists of twenty acres situated just at the station and on Libby Avenue, extending from the line of the street car company to the Cary Street Road. The Old Dominion Company realizing the desirability of perpetuating high class residences in this vicinity has subdivided this tract into small villa sites and large building lots, and is progressing rapidly with its plans for the improvement and development of this property by the placing of granolithic walks, trimming the hedges and laying streets and avenues, and otherwise improving this park-like tract. Sales will be made with the most desirable restrictions as to occupants and undesirable persons will not be able to ever obtain a foothold there.

Big Auction Sale.

These lots are being rapidly purchased, for the most part, by people of moderate means, and the Old Dominion Company will assist those who wish it by building desirable homes, which can be paid for on long times and under favorable terms.

It is confidently anticipated that in the near future, though the dahlia farm as such will be a thing of the past, the place will be filled by attractive homes and a charming village, near to the business centre of Richmond.

An auction sale of the lots on this property will be held Friday afternoon at 5:30 o'clock. The establishment of this latest suburban subdivision will undoubtedly promote the growing tendency of Richmond people to establish their homes in the healthy and attractive neighborhood of the James.

Bradstreet's Trade Report.

Bradstreet's to-morrow will say for Richmond, Va., and vicinity: "Wholesale dealers in dry goods and notions are receiving satisfactory orders, but the volume of business is not altogether as large as has been expected, owing partly to slow collections, and also late conditions of the tobacco and cotton crops. The conditions are true of a number of other staple lines. Produce dealers are receiving large orders for locally grown crops, other than this the market is generally inactive. In Southern Virginia and North Carolina advanced sales of the new crop of tobacco are noted and prices received have been good, considering the quality. Cotton shows an improvement and with continued favorable weather growers anticipate an average crop. The market shows a weakening on metals. The retail trade is fair. Collections are not good.

LUMBER

Sash, Blinds, Doors, Mouldings. Large Stock. Low Prices. WOODWARD & SON, Richmond, Va.

A Past Record

Guarantees future transactions. For thirty-six years the careful, conservative management of

The Merchants National Bank

has insured success.

Prompt and courteous attention insured to all depositors with

The Merchants National Bank

Eleventh and Main Streets, RICHMOND, VA.

Safest for Savings.

Francione's Stag Hotel

114 EAST BROAD STREET, RICHMOND, VA.

Restaurant Open Every Day in the Year.

The season's best at moderate prices. Rooms by the day or week, nicely furnished, and good service.

OPIUM CURE

Morphine, Cocaine, Opium and all Drug Habits positively and painlessly cured without loss of time from business by the James Home Cure for Drug Habits, a product of the famous James Sanatorium. Over 14,000 cases cured. Trial treatment free under plain cover. Write in confidence for booklet, under plain cover. JAMES SANATORIUM, Memphis, Tenn.

Hicks' Capudine Cures

It is not a narcotic or dope but removes the cause. Get a bottle and try it for headaches, sour stomach, indigestion pains or colds. It's liquid—affects immediately—pleasant to take. Sold at all drug stores.

Richmond Transfer Co.

UNION RAILROAD AND PULLMAN TICKET OFFICE,

819 E. MAIN STREET.

We represent all European and Oriental steamship lines.

Beach Park.

One Hour's Ride. Amusements for All. See railroad schedule for trains. Fifty Cents—Round Trip—Fifty Cents.

Steamboats.

Virginia Navigation Co.'s

JAMES RIVER DAY LINE

To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY AND FRIDAY, STEAMER HAMPTON ROADS TUESDAY, THURSDAY AND SATURDAY at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont and James River landings, connecting at Old Point for Washington, Baltimore and the North. Staterooms reserved for the night at moderate prices on Pocahontas. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 819 E. Main Street, 808 East Main Street, or on wharf or steamer. Fare to Norfolk, one way, $1.50. Round Trip, $2.50.

Steamers stop at Exposition Grounds Pier, 104th Street.

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

JOHN F. MAYER, Agent.

IRVIN WEISIGER, Gen'l Mgr.

Clyde Steamship Co.

PHILADELPHIA, RICHMOND AND NORFOLK LINE.

Freight received and delivered daily at C. & O. Ry. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN Soliciting Agent, Clyde Line Wharf. 'Phone 510.

Merchants & Miners' Trans. Co.

Norfolk to Boston, Mass., Providence, R. I., and Savannah, Ga.

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. Ry., N. and W. Ry. Offices, and No. 808 and 819 East Main.

E. C. LOHR, Agt., Norfolk, Va.

S.S.S. HEALS OLD SORES

The deep, underlying cause of every old sore is a bad condition of the blood. This vital fluid has become infected with some germ or poison which prevents the place from healing. This infection may be the result of an inactive, sluggish condition of the system leaving the refuse matter in the body to be absorbed into the circulation instead of throwing it off through the usual channels of nature. Another cause is the weakening or polluting of this life-stream from hereditary taints, or from the effects of a long spell of sickness, leaving disease germs in the system. When the blood is in this condition a sore cannot heal because the impurities with which the circulation is filled are being constantly discharged into the place to irritate and inflame the tissues and further disease the surrounding flesh. The only treatment that can do any good is one that removes the cause, and for this purpose nothing equals S. S. S. It begins at the fountain head of the trouble and drives out all germs, impurities and poisons, and then the place, being supplied with rich, pure blood, heals naturally and permanently. Local applications assist in cleansing the place, but a cure can only be affected through a purification of the blood. Book on Sores and Ulcers and any medical advice free. THE SWIFT SPECIFIC CO., ATLANTA, GA.

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7:00 A. M.—Daily—Local for Charlotte, connecting at Keysville for Chase City and Clarksville.

11:15 A. M.—Daily—Limited — Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham and Raleigh.

6:00 P. M.—Ex. Sunday—Keysville Local.

11:30 P. M.—Daily—Limited Pullman ready 9:30 P. M., for all the South.

YORK RIVER LINE.

4:30 P. M.—Ex. Sunday—Limited—To West Point—Connecting for Baltimore.

2:15 P. M.—Ex. Sundays.

4:45 A. M.—Ex. Sunday—Local to West Point.

TRAINS ARRIVE RICHMOND.

6:55 A. M., 8:40 P. M.—From all the South.

4:10 P. M.—From Charlotte, Raleigh, Durham, Chase City, and local stations.

8:40 A. M.—From Keysville—Local.

9:20 A. M.—From Baltimore and West Point.

10:45 A. M., 5:15 P. M.—Local from West Point.

C. W. WESTBURY, D. P. A., 920 E. Main Street, Richmond, Va.

R., F. & P. RICHMOND FREDERICKSBURG & POTOMAC R. R.

TRAINS LEAVE RICHMOND—NORTHWARD.

6:35 A. M.—Daily—Byrd St. Through.

7:00 A. M.—Daily—Main St. Through.

7:20 A. M.—Week Days—Elba. Ashland Accommodation.

8:40 A. M.—Daily—Byrd St. Through. Local stops.

12:01 Noon—Week Days—Byrd St. Through.

12:30 P. M.—Week Days—Elba. Ashland Accommodation.

4:00 P. M.—Week Days—Byrd St. Washington Accommodation.

5:45 P. M.—Sunday only—Elba. Washington Accommodation.

6:30 P. M.—Week Days—Elba. Ashland Accommodation.

6:45 P. M.—Daily—Main St. Through.

8:20 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:30 A. M.—Week Days—Elba. Ashland Accommodation.

7:50 A. M.—Daily—Byrd St. Through.

8:25 A. M.—Week Days—Byrd St. Washington Accommodation.

10:35 A. M.—Sunday only—Elba. Washington Accommodation.

10:40 A. M.—Week Days—Elba. Ashland Accommodation.

12:20 P. M.—Daily—Main St. Through.

2:45 P. M.—Daily—Byrd St. Through.

3:45 P. M.—Week Days—Main St. Through. "Washington—Exposition Special."

5:40 P. M.—Week Days—Elba. Ashland Accommodation.

7:15 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through. Local stops.

9:15 P. M.—Daily—Main St. Through.

NOTE.—Pullman Sleeping or Parlor Cars on all above trains, except local accommodations.

All trains to and from Byrd Street Station stop at Elba.

Time of arrivals and departures and connections not guaranteed.

C. W. CULP, Gen'l Supt. W. P. TAYLOR, Traf. Mgr.

Chesapeake & Ohio Railway

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND.

6:00 A. M., 9:00 A. M., 4:00 P. M., 4:25 P. M.—Fast daily trains to Newport News, Old Point, Norfolk and Exposition. All trains carry Pullmans or Parlor cars.

7:00 A. M., 5:20 P. M.—Daily Locals to Newport News.

WESTBOUND—MAIN LINE.

10:00 A. M.—Daily — Charleston, Columbus and Toledo. Pullman Sleeper to Toledo via Gauley and Ohio Central Line.

2:00 P. M., 11:00 P. M.—Daily. Louisville, Cincinnati, Chicago and St. Louis. Through Pullman sleepers.

7:25 A. M.—Week Days—Clifton Forge. Daily—Charlottesville.

5:15 P. M.—Week Days—Local to Orange.

JAMES RIVER LINE.

10:20 A. M.—Daily—Lynchburg, Lexington, Va., and Clifton Forge.

5:15 P. M.—Week Days—To Lynchburg. Sleeper Natural Bridge and Clifton Forge.

TRAINS ARRIVE RICHMOND.

From the East—9:10 A. M., 9:30 A. M., 11:45 A. M., 7:00 P. M., 8:00 P. M., 10:30 P. M.

Main Line West—5:30 A. M., 7:30 A. M., *8:30 A. M., 4:15 P. M., 7:45 P. M.

James River Line—*8:40 A. M., 7:30 P. M.

*Daily except Sunday.

N. & W. Ry. Norfolk & Western

ONLY ALL RAIL LINE TO NORFOLK. Leave Byrd Street Station, Richmond. In Effect July 14, 1907.

FOR NORFOLK: 7:25 P. M. daily; 6:00 A. M., 9:00 A. M. and 3:00 P. M. Ex. Sun.; 8:10 A. M. and 7:00 P. M. Sun. only.

FOR LYNCHBURG, THE WEST AND SOUTHWEST: 9:00 A. M. Ex. Sun.; 8:10 A. M. Sun. only; 12:10 P. M. and 9:00 P. M. daily.

ARRIVE RICHMOND: From Norfolk 11:30 A. M., 6:50 P. M. and 10:40 P. M., Ex. Sun.; 11:15 A. M. and 9:45 P. M. Sun. only.

Pullman Parlor and Sleeping Cars. Cafe Dining Cars.

W. B. BEVILL, Gen. Pas. Agent. C. H. BOSLEY, Dis. Pas. Agent.

ATLANTIC COAST LINE

EFFECTIVE AUGUST 1, 1907.

TRAINS LEAVE RICHMOND DAILY:

For Florida and South: 3:15 A. M., 7:20 P. M.

For Norfolk: *6:00 A. M., *9:00 A. M., *3:00 P. M. and 6:00 P. M.

For N. and W. Ry. West: **8:10 and *9:00 A. M., 12:10 and 9:00 P. M.

For Petersburg: *6:00 and *9:00 A. M., 12:10, *3:00, *3:28 P. M., 6:00, 9:00 P. M., 7:25 and 11:30 P. M.

For Goldsboro and Fayetteville: *3:28 P. M.

Trains arrive Richmond daily: 6:25, 7:40 A. M., *8:35, **10:45 and *11:30 A. M., *1:27, 2:05, *6:50, 8:00, 8:50 and 10:40 P. M.

*Except Sunday. **Sunday only.

Time of arrivals and departures and connections not guaranteed.

C. S. CAMPBELL, D. P. A.

Seaboard Air Line Railway

SOUTBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY.

9:35 A. M.—Local to Norlina, Raleigh, Charlotte, Wilmington. 12:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points. 9:25 P. M.—Sleepers and coaches, Atlanta, Birmingham, Memphis, Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY.

6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour from 6 A. M. to 10 P. M.; 11 P. M. car to Chester. Last car 12 midnight through to Petersburg. Limited car, 5:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Sycamore Street, every hour from 6:35 A. M. to 10:35 P. M. Last car, 11:40 P. M.; Limited car, 7:15 A. M. daily, except Sunday.

All cars from Petersburg connecting Richmond cars.

Steamboats.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk

Leave Richmond every evening (foot 4th Street) at 7 P. M., stopping at Newport News en route. Fare $2.50 one way; $4.50 round trip, including stateroom berth; meals extra. 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.; also Norfolk and Miscellaneous at 9 A. M. and 3 P. M., and Chesapeake and Ohio R. at 9 A. M. and 4:00 P. M., making connection daily (except Sunday) at Norfolk with Main Line Ships sailing 7 P. M. Tickets 808 E. Main St., Richmond Transfer Co., 813 E. Main St., The Jefferson, Murphy's Hotel.