WHEAT MARKET FIRM WITH SMALL OFFERINGS

Interior Movement Diminishing and Available Supplies Reduced.

CORN STRONG: STOCK LIGHT

Cotton Dealing Has Been Small, With the Market Manipulated to Operators.

NEW YORK, February 9.—Early in the week the domestic wheat markets were in an unsettled condition. The price changes were erratic, with the tendency toward higher levels. Offerings were appreciably lighter, and as there was a material betterment in the demand a more hopeful feeling was noticeable. It was generally agreed that much of last week's heavy selling represented unloading on the part of a large Chicago and New York commission house. Naturally such selling was bound to break the market for a time, but it did not mean that wheat was actually worth any less.

Early Firmness.

The surprising strength shown by the cables, especially from Liverpool, was mainly responsible for the early firmness here. The strength abroad was somewhat difficult to account for, in view of the fact that the world's exports for the week exceeded the estimates, and brought about an important addition to the quantity on passage. Buying in domestic markets was also prompted in part by a fair reduction in our visible supply and the big reduction in the world's available supply, in sharp contrast with last year's increase of 2,216,000 bushels. Firmness was also imparted to some extent by a decrease in the arrivals at primary points, and the expectation of an even lighter movement in the near future because of the reluctance of farmers to let go of their wheat at prices now bid.

It is generally agreed that climatic conditions thus far have not been favorable, the weather having been too mild most of the time. As this is the kind of weather most likely to promote the growth of insect life, conservative dealers would not be surprised to hear in the near future that green bugs and Hessian fly were in many cases the chief causes of the poor condition. Our markets were also steadied at times by the fact that exporters were again displaying interest, having taken a fair quantity of No. 2 red winter and of Durum. The influence of these factors was offset, in part, however, by cables from Argentine, estimating the exportable surplus in that country at 144,000,000 bushels, against earlier estimates of 125,000,000 to 130,000,000 bushels.

Cause of the Late Decline.

Late in the week the market was feverish and unsettled, with spasmodic variations, although in the main more firmness was noticeable. Offerings were decidedly lighter, while demand showed improvement. The action of the market suggested that there had been too much unanimity on the bear side, and that sellers for the decline had become nervous and anxious to cover, owing partly to firmer cables, notwithstanding the fact that the exports from Argentine were bigger than anticipated. Buying was also stimulated partly by higher advices from the interior, and particularly from the Northwest, where the receipts are diminishing. A further decrease is expected, owing to reports of appreciably smaller deliveries by farmers at country stations. As a result, the movement, at the principal centres, is just about equal to home requirements. Consequently, it is anticipated.

Little Trading in Corn.

There was only moderate activity in the local corn market and the variations were more numerous and wider with the tendency upward, mainly in keeping with higher advices from the West, where supplies are small for the season, while grading is unsatisfactory. In other words, farmers are finding it more profitable to feed to hogs and cattle than to ship. Exporters have been comparatively idle most of the week, as their limits were as a rule too low.

Cotton Market.

The volume of business on the New York Cotton Exchange was smaller last week than at any time during the past year, ranging from only 100,000 to 150,000 bales per day. Fluctuations have been erratic, owing to the great conflict of opinions in regard to existing conditions in the South on the movement of the crop, and also in relation to the commercial situation and astual conditions in the leading dry goods districts and milling centres. Outside speculative interest has been almost entirely absent from the markets. Therefore the principal trading is still confined largely to the cliques, most of whom seem to be basing their operations chiefly on events from day to day, and content to scalp out moderate profits from fluctuations either way of 10 to 20 points. The same conditions prevail on the Liverpool and New Orleans markets.

Liquidation by Local Operators

Saturday a week ago, the March option here closed at 10.36, May 10.91, and July 10.71. By Tuesday the March option had been advanced to 11.17, May 11.18, and July 10.97. The rise of 25 to 30 points was due chiefly to manipulation. It was entirely lost in the following day's trading, when efforts were made to liquidate by some of the leading local operators, most heavily committed to the bull side. There was a further decline the following day, which carried the March option down to 10.88, May 10.92, and July to 10.52, but yesterday the market was rallied on renewed support and manipulation, with prices closed at a net advance for the week, ranging from 5 to 15 points, with March ending at 11 cents, May 11.06, and July 10.75 as contrasted with 10.89 for February, 10.56 for August, and 10.10 for October deliveries.

The principal feature of these fluctuations is in the fact that the May option which closed last Saturday at a discount of 5 points, compared with March, has now gone to a premium of about 6 points. This has been due to the largest local operators trading on the bull side concentrating their purchases in the May option. Prices have fluctuated within the same narrow range at New Orleans and Liverpool. Spot markets have been dull throughout the week, and so little actual change has taken place in prices either here or at the principal interior or seaboard receiving points in the South.

The Question of the Future.

The general cotton situation shows practically no changes of importance. The movement of the crop continues liberal, but there is no accumulation being felt as yet on the Southern markets, where prices are being maintained on the basis of 11 1-4 to 11 3-4 cents for middling. The amount brought in sight during the week is about 320,000 bales, against 365,000 last week, 320,000 last year, 188,000 two years ago, and 135,000 in 1905. This makes the total amount of the crop brought into sight or marketed from the opening of the season on September 1st to date about 8,450,000 bales, against 10,033,000 the corresponding period last year, according to the Chronicle's figures, and 8,084,000 the same time the previous year. The trade continues to compare the movement of this season's crop with that of last year. This is very unfair, as the advocates of higher prices and holders of cotton in the South generally have been insisting all along the total amount produced has not been more than 11,000,000 bales, whereas last season's crop of 11,500,000 bales was the largest ever produced, and its movement to market consequently made a record-breaking showing in the daily and weekly receipts. If the movement of this season's crop is compared with the previous year, it would be fairer and more consistent in every way, as the crop produced that year was about 11,500,000 bales. The Agricultural Bureau's estimate of this season's crop, made on December 10th, was 11,678,000 bales, of the gross weight of 500 pounds each, exclusive of about 300,000 bales of "linters." There are many conservative interests in the trade who still hold that these figures will be realized, regardless of the efforts of the bull cliques and other interested parties to make it appear otherwise.

THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.)

STOCK EXCHANGE TRANSACTIONS.

	This week.	Last week.	Last year.	Two years ago.	Three years ago.
Shares	2,283,700	2,816,400	3,710,476	5,068,560	5,063,200
Railway and miscellaneous bonds	$11,675,000	$24,857,000	$8,264,000	$15,183,000	$28,741,000
Government bonds sold	$11,000	1,015,000	1,295,000	2,220,000	4,867,000
For the calendar year to date:	1908.	1907.	1906.	1905.	1904.
Shares	19,197,900	27,539,616	43,845,633	47,750,931	27,778,328
Bonds	$101,204,000	$667,956,000	$111,221,000	$127,447,000	$232,809,350

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sale and net changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1907 and 1908:

1907 High.	1907 Low.	1908 High.	1908 Low.		Week ending February 8th. Sales.	High.	Low.	Close.	Net ch.
16⅝	4	6⅞	6	Allis-Chalmers Co.	500	6¼	6	6	
43¾	14	22	18⅛	Allis-Chalmers Co., pr.	450	18¾	18⅛	18⅛	— 2⅛
121½	41¾	53¾	45⅞	Amalgamated Copper	176,000	61½	48⅛	49½	— 2⅝
7½	3	5½	4¼	American Can	500	5	4½	4½	— ¼
69½	34	52⅝	44	American Can, pr.	1,100	50	49	49	— ¾
45¼	24¾	32⅝	27	Amer. Car and Foundry	7,700	30	27	27	— 2½
103	78	90¾	88	Amer. Car and Foun., pr	200	89	89	89	
36½	21	34⅝	29¾	American Cotton Oil	1,700	32⅞	32¼	32½	
88	8⅛	19⅞	12½	American Ice	10,600	13⅝	12½	13	— 2¾
75¾	32¼	41¾	33½	American Locomotive	10,300	37¾	*33½	*33⅞	— 1⅝
111½	83	92	85½	Amer. Locomotive, pr.	820	90¼	88	88	— 2½
155	55¼	79¼	62½	American Smelting	145,000	67⅛	62½	62¾	— 3¾
117⅞	81¾	96	89¼	Amer. Smelting, pr.	2,500	91⅞	89¾	89¾	— 1¾
10¾	4⅝	7	5½	Amer. Steel Foundry	200	5½	5½	5½	— ⅝
41½	20	34	29	Amer. Steel Foun., pr.	350	30½	30	30½	— ½
137½	92¾	155⅛	98¾	American Sugar	4,900	113¾	110½	110⅞	— ⅞
131	106	144⅛	108	American Sugar, pr.	500	112	111	111	
98¼	60	81⅞	72½	American Tobacco, pr.	600	80	78½	78½	— 1
168¼	66⅞	74½	63¾	Atchison	32,600	72⅛	69½	69⅞	— 1⅞
101⅝	78	87½	84¼	Atchison, pr.	1,400	87	86½	86½	— ½
133⅞	58	75⅛	67	Atlantic Coast Line	620	68	67	67	— 2
122	75¾	90½	79½	Baltimore and Ohio	24,385	84½	79½	79⅝	— 3½
20¼	8	16	12	Bethlehem Steel	100	14	14	14	
83⅝	29¾	47⅝	33⅞	Brooklyn Rapid Transit	83,575	46¼	39⅞	39⅞	— 5⅝
56	23¼	32¾	27⅞	Chesapeake and Ohio	5,900	29⅞	27⅞	27⅞	+ 1⅛
18	6⅞	8⅛	3¾	Chicago Great Western	9,565	5	3¾	3¾	— 1⅛
92⅞	48	62	48½	C., C., C. and St. L.	4,700	52	51	51	— 1
57⅞	14	23⅝	17¾	Colorado Fuel and Iron	6,200	19⅛	17¾	17⅞	— 1⅛
85½	31	40	40	Col. Fuel and Iron, pr.	100	40	40	40	+ 5
38⅞	17	26	23	Colorado and Southern	6,500	24¾	23	23¾	— 1⅛
69½	41	52⅞	50⅝	Col. and South., 1st pr.	1,425	52	51¼	51¼	— ¾
58½	29½	44½	41½	Col. and South. 2d pr.	400	42¾	41½	42¾	+ 1¼
78	35	35	29¼	Distilling Securities	3,350	32½	30½	30½	— 2¼
44¼	12¼	17¼	14¼	Erie	10,650	15	14¼	14¾	— ½
75⅞	28	35¾	29¾	Erie, 1st pr.	2,600	31⅝	29¾	29¾	— 2
67	20	30¼	20½	Erie, 2d pr.	900	23⅞	20½	20½	— 1⅝
189¾	107½	125¾	115¼	Great Northern, pr.	21,600	121	117	117⅛	— 2⅞
145⅛	85½	103½	90¾	Louisville and Nashville	3,350	97½	94	94	— 3¾
44⅝	26¾	27⅛	19⅞	Mo., Kan. and Texas	11,900	22⅞	19⅞	19⅞	— 2⅞
52¾	44¼	47	40	Missouri Pacific	18,500	43	40	40½	— ⅞
134⅞	89	103	96⅛	New York Central	26,900	97¼	95⅛	95⅛	— ⅞
48⅝	28	36	31	N. Y., Ont. and Western	2,550	32½	31	31	— 1½
92¼	53	70	62½	Norfolk and Western	2,800	65¼	63¼	62½	— 4
139½	100½	128½	116⅞	Northern Pacific	107,950	125¾	121½	122	— 1¾
134	91½	112	100	North. Pacific fives, pd.	6,820	107⅝	106	106½	— ⅝
141¾	103½	117⅞	108¾	Pennsylvania Railroad	74,950	112⅝	111	111⅛	— ⅞
57	15⅝	23½	19¼	Pressed Steel Car	1,635	20¼	19⅛	19⅛	— 1⅝
96⅞	64	80	69	Pressed Steel Car, pr.	745	*76¾	*72	*72	— 4⅞
57½	21½	29¾	23¾	Railway Steel Spring	1,500	25¼	23¾	23¾	— 1¾
96½	72	80	75	Ry. Steel Spring, pr.	100	75½	75½	75½	— ½
139⅞	70½	111	94¼	Reading	672,500	102¾	97⅛	97⅛	— 3⅝
92	73	84	78	Reading, 1st pr.	110	83	83	83	+ 1
94	67	82½	76	Reading, 2d pr.	200	76½	76½	76½	— 3½
41¼	12	18⅝	16	Republic Iron and Steel	900	16½	16	16¼	— ⅝
103	59½	71½	65¼	Republic I. and S., pr.	515	68	67¾	67¾	— ¼
30⅛	11¼	15¾	10½	Rock Island	27,100	12⅞	10½	11⅜	— 1¼
64½	26½	30¾	20¾	Rock Island, pr.	27,510	26	20¾	23⅝	— 1
77¾	36	42	36	Sloss-Sheff. Steel and I.	400	39¾	38⅛	38⅛	— 1⅝
103	80	92	87½	Sloss-Sheff. S. and I., pr	100	92	91	91	— 1
96¼	63¼	78½	69⅝	Southern Pacific	47,950	73½	69¾	69⅞	— 3¾
118⅛	109	112	109⅝	Southern Pacific, pr.	4,200	111½	109⅝	109⅝	— 2⅛
34	19	18¼	9⅛	Southern Railroad	1,700	10¾	10¼	10¼	— ¼
94½	29½	37	29⅞	Southern Railroad, pr.	1,400	33	31¼	31¼	— 1¾
97	85	77½	77½	So. R. R., M. and O. ctfs	100	77½	77½	77½	— 12½
53½	17	32½	23	Tennessee Copper	800	*30	*27½	*28¼	— ¾
183	100	128⅝	116¼	Union Pacific	304,407	121¾	116¾	116⅞	— 4¼
96	75	84¾	80	Union Pacific, pr.	300	83	82⅛	83	+ 1
62	16½	21½	15	United Ry. Investment	800	20	19	19¼	— ¼
71¼	20	38¼	27½	United Ry. Invest. pr.	300	37½	37½	37½	— ¼
52½	13½	26	18⅞	United States Rubber	2,000	22	18⅞	18⅞	— 3⅛
109⅞	61¼	88½	77	U. S. Rubber, 1st pr.	800	81	80½	80¾	— ¼
50⅝	21⅞	31¼	25¾	United States Steel	174,100	28¾	27¾	27⅞	— ½
107¾	79⅛	95⅝	87¼	United States Steel, pr.	43,900	92⅞	*90¼	*90¼	— ¼
28⅞	12⅞	18¼	17	Va.-Car. Chemical	200	17½	17½	17½	— ½
108	75	91	87	Va.-Car. Chemical, pr.	100	90	90	90	
97	31	53½	43	Va., Iron, Coal and Coke	200	47	45	47	— 2
18½	8	10⅝	8½	Wabash	1,300	8¾	8½	8½	— ½
38½	14⅛	18½	14¾	Wabash, pr.	1,200	15½	14¾	15½	— ½

*Ex-dividend. Total sales for the week, 2,283,700 shares.

BOND MARKET OF THE WEEK.

Railway and Miscellaneous Bonds.

1908 High.	1908 Low.	Sales in $1,000.		High.	Low.	Close.	Net ch.
65¾	60½	100	American Tobacco fours	64¾	63	63	— 2
105	99¾	123	American Tobacco sixes	103¼	101	101	— 2½
91½	85	5	Ann Arbor fours	87½	80	86	
101¼	95⅛	83	Atch., T. and S. Fe gen. fours	100⅛	99⅝	99⅝	— ¾
88¼	85½	4	Atch., T. and S. Fe adj. fours	88	87	87	— 1¼
89	85	8	Atch., T. and S. Fe adj. fours, stpd	87½	87⅝	87⅝	— 1
89½	83½	103	Atch., T. and S. Fe cvt. fours	88½	87¼	87¼	— 1¾
93¾	91½	189	Atch., T. and S. Fe cvt. fives	98	97½	97⅞	— ⅞
90	87¾	10	Atlantic Coast Line fours	89½	89½	89½	
105	98½	29	Baltimore and Ohio gold fours	101½	100	100	— 1½
92½	87	1	B. and O., P., L. E. and W. Va. fours	91½	91	91	— ½
88⅞	83¾	1	B. and O., Southwestern div. 3½s	88	88	88	— 1¾
89¾	89⅝	5	Central of Georgia C. div. fours	89⅝	89¾	89⅝	+ 1⅞
102¼	97¼	23	Central of Georgia Railway con. fives	100	99¾	100	
70	62	10	Central of Georgia Railway first inc.	62	62	62	— 3
37¾	27	29	Central of Georgia third inc.	28	27	27	— ½
103	102½	1	Chesapeake and Ohio sixes, 1911	103	102½	103	+ 1
111¾	107½	9	Chesapeake and Ohio con fives	111½	111	111⅛	— ⅜
101⅝	96	7	Chesapeake and Ohio gen. 4½s	101¼	101	101	— ½
96½	91½	1	C. and O., R. and A. first con. fours	95½	95½	95½	— 1
92	92	3	C. and O., R. and A. second con. fours	92	92	92	+ 2
98	94	5	C., C., C. and St. Louis gen. fours	97	97	97	— ½
110	108¾	14	Ch., Mil. and St. P., C. and P. W. fives	110	109¾	110	+ ½
93⅞	82	9	Colorado and Southern fours	88½	87½	87½	— 1
77½	75⅝	273	Colorado and Southern 4½s	77	75½	76⅞	— 1⅛
68	62½	3	Con. Tobacco fours	62½	62½	62½	— 3½
77	69	19	Dist. Secur. Corp. fives	72	70	70	— 3¼
122	120	10	Erie first con. sevens	122	121	121	+ ¾
61	55	61	Erie convt. fours, ser. A	56	55	55	
109½	103½	1	Erie fourth ext. fives	103½	103½	103½	— 1½
86½	83	10	Erie prior lien fours	86¼	83	83	— 3½
89½	87½	20	L. and N., at Knox. and Cin. fours	88½	87⅞	87⅞	— 1⅛
105	104	2	Louisville and Nashville col. tr. fives	105	105	105	
100	95¼	8	Louisville and Nashville uni. fours	100	99	100	+ ¼
94	88	1	Louisville and Nashville col. tr. fours	94	94	94	+ 2½
98	92½	3	New York, Ontario and Western fours	98	98	98	+ ½
97½	92¼	20	Norfolk and Western con. fours	96¼	95½	95½	— ½
84⅝	78	107	Norfolk and Western cvt. fours	83⅛	82	82	— 1¼
86	77	1	N. and W., P., C. and C. fours	86	86	86	+ 2
94½	91¼	19	Pennsylvania Railroad cvt. 3½s, 1912	93½	93½	93½	— ½
91½	88	241	Pennsylvania Railroad cvt. 3½s, 1915	90¾	89	89	— 2⅞
104½	102¾	8	Pennsylvania Railroad 4½s	103¾	103¾	103¾	— ¼
96	90	6	Pennsylvania Railroad fours, 1906	95	94	94	— 2
83¾	78	3	San An. and Ara. P. first fours	83	82	83	— ½
55	45	30	Seaboard Air Line fours	49½	45	49	— 1½
95	85	28	Southern Railway con. fives	88	87	87½	— 1
89	82½	2	Tennessee Coal and Iron gen. fives	89	88¼	89	
104	99	2	Tenn. Coal and Iron, Birm. div. sixes	104	104	104	+ 2
101⅞	99	124	Union Pacific first fours	100½	99⅞	99⅞	— 1⅜
100¼	98½	1	Union Pacific first fours, reg.	100¼	100¼	100¼	+ ¾
87½	84	397	Union Pacific cvt. fours	86½	85	85¼	— 1¼
89¾	85¼	1,628	United States Steel fives	88⅝	87⅞	87⅞	— 1
89½	85⅝	3	United States Steel s. f. fives, reg.	88¼	88	88	— ¾
87½	81	4	Virginia Iron, Coal and Coke fives	86	85½	86	— 1½
47½	41	32	Wabash fours	42½	41	41	— 3
109¾	105¼	12	Wabash first fives	108	107½	107½	— 2¼
94	90	4	Wabash second fives	91	90	90	— 1
102	100	16	Wabash Eq. fives	102	102	102	— 2

Total sales for the week, including $81,000 government and municipal bonds, were $12,486,000.

CHICAGO BANKS IN JANUARY.

Heavy Flow of Money From Country Turned Towards New York.

CHICAGO, February 9.—Local banks gained $7,632,000 on the currency movement in January. They received $15,766,730 from the country, the largest monthly total on record. Shipments were $8,009,270, mostly to New York. In January last year the banks received $8,594,000 and shipped $7,462,000.

Week's Stock Trading.

Daily transactions on the Stock Exchange during last week were as follows, compared with one and two years ago:

	1908. Shares.	1907. Shares.	1906. Shares.
Monday	446,154	604,600	984,495
Tuesday	526,399	593,800	945,300
Wednesday	445,187	580,977	753,000
Thursday	404,001	797,450	927,000
Friday	312,683	845,405	938,000
Saturday	429,309	374,382	478,000

Montague to Speak.

[Special to The Times-Dispatch.]

EUREKA MILLS, VA., February 9.—The first meeting of the newly-elected Board of Supervisors was held recently and P. N. Morgan was re-elected chairman. Considerable business of a routine nature was transacted. The board decided to operate two road machines, to begin work April 1st, with P. N. Guy, superintendent, at a salary of $800 per year. The board contemplates purchasing a rock crusher.

Former Governor A. J. Montague will lecture at Ascension Episcopal Church on February 11th, at 8 P. M., his subject being his experiences in Rio Janeiro.

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POLITICAL ORATORY HOLDS DOWN PRICES

Market Outlook Is Bad for the Spring and Summer.

THOUSANDS OF CARS IDLE

Baldwin Locomotive Works Put Off 10,000 Hands—Earnings Falling Off.

NEW YORK, February 9.—Speculative activity in the security market came almost to a halt last week in the midst of the uncertainties, because of the accumulating evidence of shrinkage of business and industries in the country and the symptoms of political activity in the form of public utterances by persons conspicuous in political affairs.

The world of the stock market has felt itself inveighed against by both of the great political parties, and has conceived that the heat of the coming campaign will see a continuance of this policy in the shaping of the oratory and public discussion incident to the canvass of candidates for the presidency. A discouraging effect on active operations in the stock market is augured from this spring, and a summer of dullness and neglect of the market is looked forward to, which offers little inducement to present embarkation on speculative ventures on a large scale. The immediate effect of the neglected condition of the market has been to leave it open to shifting influences of small professional operations, with a dropping tendency inherent in a dull market.

Bear operations have been manifest from time to time, accompined by more than usually reckless circulation of damaging rumors without confirmation.

On the side of the business contraction the perception of the present depression has been modified in its influence by the opinion that conditions are working towards improvement.

Current news, however, failed to show the actual condition of any betterment, and the fundamental motive for the halt in the markets founds on this fact.

Cars Idle.

Statistics of the iron and steel trade for January showed a process for contraction still in progress.

Estimates of 375,000 freight cars lay on February 6th left no room for inferences of a revival in freight traffic. Reports of railroad earnings coming to hand bore the clear reflection of the effects of the great decrease in traffic the country over. The enforcement of economies by the railroads was reflected upon the equipment companies, and a strong impression was created by the announcement of the laying of of 10,000 men by the Baldwin Locomotive Works.

These evidences of declining earning power in the industries detracted from the influence of the continued ease in money markets to stimulate the demand for securities. For the high-grade investment class of securities, with a fixed return well below the margin of assured earnings, there was some continued absorption both here and abroad. In this field of investment also there was some check as the week progressed, partly attributed to the growth of uncertainty over the political and business prospect, but also affected by a tightening of the London money market. Money on call in New York proved difficult to lend, and this condition was not affected by some heavy special requirements during the week for payment of accrued subscriptions on stock issues. Money for mercantile purposes also was readily secured. Corporations are still resorting to short-time note issues for meeting capital requirements. The outcome of this week's sale of $50,000,000 New York City fifty-year 4½ per cent. bonds will be watched with much interest for the light it will throw on the actual investment situation.

MIDWINTER GERMAN

Virginia Polytechnic Institute Has Gay and Brilliant Entertainment.

[Special to The Times-Dispatch.]

BLACKSBURG, VA., February 9.—The midwinter german, given by the German Club of the Virginia Polytechnic Institute Friday evening was a brilliant social affair. The visitors included many young ladies from nearly all parts of the State, former members of the club and students of the institute. The chaperons were Mesdames John Spencer, Bolton McBryde, W. E. Barlow, Carol M. Newman and John H. Hoge. course supper was served at midnight, and music was by the Blackburn Orchestra, of Roanoke.

Mr. P. H. Noland, of Loudoun, led, with Miss Virginia Mercer Patton, of Blacksburg, and the figures were pretty and graceful. Others dancing were Miss Katherine Cassell, Radford, and Mr. Adams; Miss Louise Black, Blacksburg, and Mr. S. M. McMurran; Miss Emma Garrison, Blacksburg, and Mr. A. P. Spencer; Miss Evelyn Rutherford, Baltimore, and Mr. F. H. Abbott; Miss Nan Logan, Salem, and Mr. L. V. Sutton; Miss Annie Henderson, Blacksburg, and Mr. W. R. Galt; Miss Bessie Ellett, Christiansburg, and Mr. H. H. Varner; Miss Edna Hunt, Chatham, and Mr. C. P. Millard; Miss Harding, Roanoke, and Mr. Harper Dean; Miss Minnie Mann, Bluefield, and Mr. O. R. Jenkins; Miss Ellen Bowen, Blacksburg, and Mr. John D. Powell; Miss McConnell, Roanoke, and Mr. A. D. Austin; Miss Loomis Logan, Salem, and Mr. C. C. Cooke; Miss Louise Hoge, Blacksburg, and Mr. A. B. Guigon; Miss Anna Barringer, Blacksburg, and Mr. Stockton Heth; Miss Anna Wilson, Radford, and Mr. John D. Waldrop; Miss Carrie Austin, Roanoke, and Mr. E. S. Alexander; Miss Mary Miles, Radford, and Mr. J. H. Wilson; Miss Lucy Patton, Lexington, and Mr. H. H. Hutchinson; Miss Norris, Bluefield, and Mr. N. C. Davis; Miss Nan Dupuy, Roanoke, and Mr. C. P. Miles; Miss Willie Harvey, Radford, and Mr. F. H. Trollinger; Miss Melita Wilson, Radford, and Mr. William K. Youngs; Miss Alice Preston, Lynchburg, and Mr. T. G. Wood; Miss Nellie Shires, Roanoke, and Mr. Beverly Ellett; Miss Trollinger, Radford, and Mr. G. S. Parsons; Miss Edith Jamerson, Roanoke, and Mr. T. D. Hobart; Mrs. Gilkerson, Staunton, and Mr. Gilkerson; Mrs. David M. Cloyd, Jr., Radford, and Mr. Cloyd.

There were a large number of stags present, and a number of spectators who remained for a part of the evening.

Laymen's Conference.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., February 9.—A laymen's conference, under the auspices of the local Methodist Union, to continue until Monday night, began this afternoon at the Court Street Church, with addresses by Charles H. Ireland, vice-president of the laymen's missionary movement of the Methodist Episcopal Church, South, and Dr. W. R. Lambuth, general secretary of the board of missions. The principal Methodist pulpits of the city were filled night and morning by visiting speakers. To-morrow sessions will be held morning and afternoon at the Court Street Church, at which prominent men in the Southern Methodist Church will speak. The conference will come to an end with a banquet in the refectory of that church, beginning at 7:30 P. M. Prominent laymen from Richmond, Norfolk, Portsmouth, Petersburg, Charlottesville and Danville are expected to attend to-morrow.

Financial. Financial.

ACTIVE ACCOUNTS OF INDIVIDUALS, FIRMS, CORPORATIONS SOLICITED.

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INTEREST PAID ON SAVINGS DEPOSITS.

HOLLOWAY BRINGS A UNIQUE SUIT

Asks Railroad Company for $5,000 for Having Cold Station.

WAITING THERE MADE HIM ILL

[Special to The Times-Dispatch.]

DURHAM, N. C., February 9.—The suit instituted by Holloway, of Wake county, against the Durham Union Station Company, alleging that he contracted a cold while awaiting the arrival of a passenger train, it is understood, will be heard at the next term of Wake County Civil Court. The plaintiff is asking for damages to the amount of $5,000, claiming that he suffered injury to this extent, and the litigation is one of such a peculiar nature that from its very first appearance, when the summons were served, it has caused unlimited criticism and comment through the papers and by the people. The plaintiff, Mr. Holloway, is a farmer, who owns a place between Raleigh and Cary, and when he stopped over in Durham one day last year, he claimed that he suffered the cold. The plaintiff further alleges that the station was disagreeably cold, and he suffered loss of time by sickness that resulted from compelling him to await in the station. The company contends that the date mentioned in the suit was very mild, and it was not necessary to have anything more than a small fire in the furnace.

One of the leading State papers has designated Mr. Holloway a benefactor by his unique means of finding a new way to sue the company.

Two New Schools.

[Special to The Times-Dispatch.]

DURHAM, N. C., February 9.—By the time that the Durham county schools open next September, two new high schools will be completed, one in the Glenn District, six miles northeast of Durham, and another at Redwood. Plans for these new buildings are being considered, and it is contemplated to have the schools completed by a specified time. Both will be modern structures, and afford splendid advantages to the patrons in these sections. These high schools were made possible by two special tax elections, at which time the citizens in these sections agree to pay additional tax by popular vote.

IRVINGTON NOTES.

[Special to The Times-Dispatch.]

IRVINGTON, VA., February 9.—E. Goldsbury Hall, near Lynhams, Northumberland county, became insane last week on account of business reverses and was taken to the Richard Gundry Home, Catonsville, Md., by Dr. H. Jeter Edmonds. It is thought that Mr. Hall's affliction is only temporary and that after treatment at the institution he will soon regain his reason. Mr. Hall is a successful fisherman and large oyster planter, and it is believed that meditating on the loss of several thousand bushels of oysters, which have died on his shore this winter, caused the trouble.

The dwelling of Frank Lewis, colored, near White Stone, was destroyed by fire Monday. The fire is supposed to have caught from a chimney and when detected was beyond control.

Fire also broke out Monday about noon on the second floor of Mrs. W. H. Longworth's dwelling in Popular Neck. Presumably the fire had its origin from a spark falling through an empty stovepipe hole. The damage was small. Both buildings were insured.

While coming up the bay Sunday midnight, in the face of a heavy northwester, oyster police steamer Commodore Maury, shipped heavy seas which froze almost as they fell. The next morning a young codfish was found in the ice on deck, evidently shipped with one of the seas.

Invitations have been issued to the marriage of Miss Alice Gertrude Wilkinson, of West Point, Va., to Mr. Fred Irving Roberts, formerly of Irvington, Va., but now of Norfolk, to take place Thursday, February 20th, at West Point. Miss Wilkinson not only has a wide circle of friends in West Point, but is popular in Norfolk, where she spends a good part of her time. Mr. Roberts is well known in Lancaster and along the Rappahannock, and now holds a responsible position with a steamship company in Norfolk.

In response to invitations about thirty-five of Mr. Fred Gunby's friends met at his home in Irvington, Va., Monday evening, the occasion being the twenty-first anniversary of his birth. Progressive games were played until about 11 o'clock, when the tables were cleared and refreshments served. Music and resitations rounded off the evening's pleasure. At 12 o'clock the party dispersed.

Carson Ownes, of Norfolk, spent several days at Weems, Va., the past week.

Mr. and Mrs.