

THE TIMES-DISPATCH FOUNDED 1866.  
THE DISPATCH FOUNDED 1852.

WHOLE NUMBER 18,133.

RICHMOND, VA., WEDNESDAY, JANUARY 12, 1910.

THE WEATHER TO-DAY—Fair.

PRICE TWO CENTS.

## "WHIP" MUST PASS ON HOUSE "PAIRS"

### Latest Move of Organ- ization to Embarrass Insurgents.

## DEMOCRATS MAY NULLIFY EFFORT

### Both Sides to Controversy Rest- ing on Arms and Awaiting Events—Republicans Inti- mate That Ballinger Should Resign—Taft Talks With Dwight.

Washington, January 11.—No caucus of the House Republicans on the Ballinger-Pinchot committee has been called, according to the statement of Representative Currier, of New Hampshire, chairman of the caucus. One may have had any time, however, and the insurgents may or may not be bidden to take a hand in it. And they may or may not attend the caucus, depending upon future information as to the sort of treatment they are to be accorded.

The Democrats will probably caucus on the subject the latter part of the week, and it is understood that they will extend all the aid and comfort possible to the insurgent Republicans.

The joint Senate and House Republican caucus, which will be held to-morrow night in the House of Representatives, will result in no fight between the regulars and the insurgents. Nothing but the selection of a new Republican Congressional committee can be considered under the caucuses, and it is not expected to cause more than a mere possible discussion of insurgency in some of the States from which members of the committee are to be chosen. All of the insurgents have received the regular notices of the caucus and will attend.

Another move of the House organization, which is construed as a further effort against the insurgents, was made today by Representative Dwight, of Virginia, the Republican whip, who he directed the Republican pair clerks of the House not to pair any members of the House with the insurgent pair clerks without the consent of "the whip." For a score of years or more it has been the House custom to allow pairs in the House on the subject of the rule of the House on the subject requires that two members desiring to be paired, must announce such intention in writing in the House, and the representative of the House, the acting Democratic whip, in order to counteract the move of Mr. Dwight, gave instruction that no pairs were to be allowed at the desk excepting in strict accordance with the House rule on the subject.

Under Mr. Dwight's order he would be able to control the voting of absent members of the House, and to which, it was pointed out, he would work to the advantage of the House insurgents, since the Republican whip is working in harmony with the regulars. The move of the Democrats, if successful, may result in greatly limiting the proposition of pairing, as well as perhaps in the resignation of the Republican regulars to embarrass the insurgents.

**Side Hearing on Arms.**

Both sides to the bitter controversy are resting on their arms to-day, talking little, but sullen, defiant and apparently determined to wage the battle to the bitter end. The insurgents of the House last night it was decided that for the present the insurgent should keep their own counsel, making no comment, and the regulars except to reiterate that the opponents of Speaker Cannon were not fighting the administration, as has been alleged, but were arrayed against the "autocracy of the House."

It was learned to-day that twenty-two insurgents responded to the roll call at the caucus last night. At least ten other Republicans were prevented from attending by other engagements. They sent word, however, that they were in hearty accord with the purposes for which the meeting was held.

The insurgents took stock, counted noses, and decided that the movement was proceeding and that success was in sight. This means that the insurgents are firm in the belief that in a short time Joseph G. Cannon will announce that he will resign as a candidate for the office. He now holds Cannon out of the way, the insurgents say, the two wings of the party will all unite in unison.

The end and aim of the insurgent movement, it appears, is not so much to bring about a new order of procedure in the House as it is to eliminate Cannon and to elect a President, as well as many regulars, declare that in a short time, "for the good of the party," the Danville warrior will be forced to yield.

**Too Much Charged Up to Taft.**

President Taft had a long talk this morning with Representative John Campbell, of Virginia, of the House. The President is tenaciously held with favoring or opposing many of the things being done in connection with the insurgent-Cannon fight in the House. Newspaper reports have alleged that he gave his approval to the action of the Republican Congressional Committee in refusing support to insurgents. It has since become evident that the action was not known in advance to most of those connected with the committee, and that the President had no idea of the slightest idea that the statement was being made. It is understood to be getting tired of this sort of thing, and some day will put the executive dumping apparatus into play. The President is being dragged upon more than he is willing it should be. His attitude was pretty clearly made known to-day in conference with Mr. Dwight, so that there should be fewer things charged up to him in the future.

**Suggested That Ballinger Resign.**

There is no let-up in interest around the fight in the Ballinger-Pinchot controversy and the situation in which Congress and the administration is now placed as a result of recent developments. It is now suggested as a means of relieving the situation, that Mr. Taft of possible embarrassment and to preclude the possibility of the controversy becoming a campaign issue, should be asked to tender his resignation as a member of the Cabinet.

**Opposed to Investigation.**

This suggestion emanated from members of Congress who are deeply interested in the election of a Republican majority in the next House. They have opposed a congressional investi-

## OFFICERS OF GENERAL ASSEMBLY AND CAUCUS NOMINEES



### JOHN MARSHALL'S HOUSE CONDEMNED

#### School Board Asks Council to Authorize Removal of Structure.

#### NEED MANY NEW BUILDINGS

#### Would Replace Antiquated Dis- trict Schools in Many Sec- tions of the City.

Application for \$465,555.37 to operate and maintain the public school system of the city of Richmond for the coming year, which was made to the City Council last night by the School Board. The paper was referred to the Finance Committee for consideration in connection with the making up of the annual budget for 1910.

A number of new buildings are asked for to replace present antiquated structures in growing sections of the city. The total for sites and new construction believed by the board to be imperative is \$465,555.37.

One of the most interesting questions raised by the School Board is the disposition of the John Marshall residence at the corner of Ninth and Marshall Streets, adjoining the new High School building.

Lately, Inspector Beck has made an examination of the building with a view to its use as an annex to the High School for instruction in domestic science. His report shows that it is in unsafe and hazardous condition, and an especial menace to the new \$500,000 John Marshall High School building, which is being erected on the site of the old building, the amount being \$11,000.

**Menace to High School.**

The following resolution was forwarded by the School Board to the City Council:

"Whereas, the Building Inspector in a communication to this board has stated that the building in its present condition is unsafe and hazardous and is a menace to the High School Building, therefore,

"Resolved, That the City Council be requested to take steps to move the John Marshall house, or to make such appropriation as may be needed to repair at some of the older buildings, and includes replacing such rickety old desks with new and modern school furniture. The item for manual training and kindergarten includes the expense of extending manual training into the High School building in February, including the equipment of the shops in the basement, with the introduction of cooking classes in some of the higher grades of the district schools. The item is also to provide for new kindergarten to be established at Nicholson, Fairmount and Randolph schools.

**Estimate of Needs.**

Yearly estimate of needs for the year is given as follows:	
Payroll account.....	\$176,922.77
General expense account.....	22,682.50
For building school census.....	1,000.00
Special repairs and improvements.....	24,050.00
Manual training and kinder- garden.....	34,000.00
New building.....	195,200.00
John Marshall house.....	11,000.00
Total.....	\$465,555.37

**New Buildings and Sites.**

For the purchase of lots and the erection of new district school buildings, the board submits the following schedule arranged in the order of preference on the basis of the greatest present needs:

Hanover Street, West End School—New building on lot owned by city.....	70,000 00
Chimborazo, East End Sec- ondary—Addition to building needed, a building for the full number of grades.....	30,000 00
Oregon Hill, Southwest Sec- ondary—Building—this building has been under way in addition to lot owned by city, which has been ten- dered by Miss Grace Arbuckle.....	20,000 00
Fulton School (Colored), Southeast Section—New building on lot owned by city.....	10,000 00
Montrose School, Northern Section—Eight-room addi- tion and improvements on present building.....	15,000 00
Beulah Street, Northeast Section—Purchase of lot and buildings to take place of old Valley School—primary grades.....	18,000 00
Springfield, East End Sec- ondary—For purchase of ad- ditional lot.....	10,500 00
Sidney (Colored), West End Section—New lot and building.....	12,000 00
Total.....	\$195,500 00
John Marshall House—Cost for putting in thorough repairs and partial re- roofing.....	11,000 00
Grand total.....	\$206,500 00



### FITZGERALD AGAIN MAYOR OF BOSTON

#### Banker and Business Men's Can- didate Loses by 1,223 Plurality.

Boston, Mass., January 11.—Boston to-day, in the first party caucus election held under a new charter, elected former Mayor John F. Fitzgerald to again fill the Mayor's chair, this time for a four-year term, giving him 46,983 votes and a plurality of 1,223 over his nearest opponent, James J. Storrow, banker, former president of the Chamber of Commerce and former chairman of the School Board, who received 45,761.

The remarkable feature of the election to many was the small vote of 1,738 given the present Mayor, George A. Hibbard, who received 35,000 votes two years ago, being elected on a "reform" ticket, over Fitzgerald.

The fourth majority aspirant, Nathaniel H. Taylor, found only 629 supporters.

Mr. Storrow's campaign manager gave out a statement declaring that while he acknowledged the election of Fitzgerald by an apparent plurality of 1,223, he would not ask for a recount. The campaign, noteworthy in many ways, was easily Boston's greatest. A record total vote, 93,126, more than 84 per cent. of the total registration, was cast.

Mr. Fitzgerald won his victory to-day in spite of the fact that not one of the daily newspapers of the city advocated his election. He based his campaign on a plea for vindication, his previous term in office having been conspicuous for the exposure of graft among a number of his subordinates. Like Mr. Storrow, he is a Democrat.

Mr. Storrow made a determined fight, the ballots to-day bore no party designations, but only the candidates' names and street addresses.

Mr. Storrow made a determined fight to gain the chief executiveship of the city, promising the citizens a progressive business administration. He was unable to overcome, however, the work of the powerful personal following of Mr. Fitzgerald.

Throughout the city excitement ran high all day. The voting in the early hours was heavy, and by noon it was evident that an unprecedented vote was being cast.

The battle of the ballots was conducted in orderly fashion, only two incidents, the arrest of an alleged rioter and an assault, marred its progress.

The campaign was probably the costliest ever waged in Boston.

Celebrations by Fitzgerald adherents were held to-night in many sections of the city.



### NEXT PRESIDENT TO BE FREE TRADER

#### Taft's War Secretary Predicts Democratic Chief Executive.

Havana, January 11.—Jacob McGavock Dickinson, Secretary of War in President Taft's Cabinet, has hopes of a Democratic free trade President succeeding Mr. Taft, after the latter has served two terms, according to a statement made to-day by Don Ramon Pelayo, owner of the Rosario sugar mill, where Dickinson and his party took breakfast yesterday.

Pelayo says that during a discussion at the breakfast table of the question of the free entry of Cuban products into the United States, Dickinson said:

"I am the only free trade Democrat in the Republican protection Cabinet, and after Mr. Taft has finished his second term I invite you to come to the United States to assist in electing a Democratic free trade President."

The statement was made before a large number of guests, including members of the Cuban cabinet, army officers and prominent politicians, and was met with other remarks, as well as unbounded enthusiasm.

Dickinson's words were in answer to an appeal from Pelayo to work in favor of the free entry of Cuban products, "because," as he said, "Cuba is the economic slave of the United States, being allowed reciprocity agreements with no other nation."

Dickinson asked Pelayo whether, in his opinion, the United States could successfully operate sugar mills in the Philippines.

"Yes," answered Pelayo, "if you get the right sort of men to run the mills. A sugar mill in the Philippines ought to clear its original cost in the first five years, but if it is not run properly it would sink eight times its original cost in this time."



### GIRL STILL TRUE TO WATER FRIEND

#### Declares Cohen Was Not to Blame for Elope- ment.

Chicago, Ill., January 11.—Roberta de Janon, the young Philadelphia heiress, who was arrested on Monday with Frederic Cohen, a hotel waiter, with whom she eloped on December 29, became nervous to-night, after spending twenty-four hours in a police station, and asked if she could not go to a theatre.

The girl, who related to the police a remarkable story of her attachment for the Philadelphia waiter as an adopted father, grew weary of waiting for the arrival of detectives from Philadelphia to take her to her grandfather's home, from which she fled in disguise.

Information reached the police that the Philadelphia officers would not arrive in time to return East with the girl and Cohen to-night.

When Miss de Janon heard this, she exclaimed to the matron at the Harrison street annex: "Oh, I can't stand it to be cooped up in her so long. Can't I go somewhere?"

"As no charge is made against her, the girl was permitted to attend a theatrical performance in company with detectives.

Later she was returned to the station to await the arrival of the officers. Cohen remained in cell at the Chicago Avenue Station.

Miss de Janon said to-day that if court proceedings were begun against Cohen that she would be his chief defender. She was emphatic in her declarations that the elopement was all her fault, and that Cohen was in no way to blame.

Miss de Janon declared that her chief desire was to eliminate future trouble, and return to her grandfather's home, where her relations with Cohen had been those of father and daughter.

Cohen said he has known Miss de Janon since she was a child, and how he had met her in the apartments in a Philadelphia hotel while he was in the city on business. He said he did not know what a foolish thing it did when I left with Miss de Janon," continued Cohen.

"We would have been in England by this time if it had not been for Miss de Janon's love for her dog. I feel sorry for the girl, and I feel sorry for myself. I thought I was her rescuer."

Detectives Emanuel and Scanlon, of the Philadelphia force, arrived to-night at 11 o'clock, and after a conference with local officials, announced that they would leave here with Miss de Janon and Cohen for Philadelphia at 10 o'clock to-morrow morning.



### TRAP CAR SERVICE ON ALL ROADS NOW

#### R. F. & P. Notifies Chamber Committee of New and Liberal Regulations.

Announcement was made by the Richmond, Fredericksburg and Potomac Railroad to the general committee of the Chamber of Commerce yesterday that as soon as practicable it would file with the Interstate Commerce Commission and suitable new regulations covering a trap car service of a very comprehensive and liberal character for the committee.

The determination reached by this road, which is very gratifying to the Chamber of Commerce, was made known at conference following an exchange of views between Traffic Manager Warren P. Taylor, of the Richmond, Fredericksburg and Potomac Railroad, and members of the chamber committee having the matter in charge.

The committee is composed of the following members: Thomas L. Moore, T. M. Carrington, M. A. Chambers, John R. Guthrie, T. P. Giles and E. S. Goodman, secretary of the committee.

Members of the committee said yesterday that it was their opinion that the strictly and liberal regulations proposed were a move in the direction of progress, calculated to foster and stimulate the business of shippers located on the tracks of the Richmond, Fredericksburg and Potomac Railroad, and to permit the use of their own cars, as well as those of other carriers.

The new regulations, briefly stated, will be as follows:

The Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for freight from industries having private freight cars, and will transport such cars to points on or by way of that line, and will distribute the same at its freight station unless the quantity to one destination is so small as to require direct to destination. There will be no charge for switching charges for subject to the switching requirements of these lines—at present 10,000 pounds—the Richmond, Fredericksburg and Potomac Railroad will accept for