RICHMOND'S WAY; BIG INDUSTRIES

(Continued From First Page.)

75,400 square feet, or about two acres of ground. The factory buildings and the office building, all of which are under one roof, and yet properly separated, are three stories, and thus the company has about 200,000 square feet of floor space upon which to operate.

The power plant, which is located midway between the two facories, is equipped with four 200-horsepower boilers, which furnish steam power for one 300-horsepower belt-connected engine, and also one 450-horsepower engine directly connected to a 350-kilowatt electric generator, to which is added an electric lighting dynamo, which furnishes lights for the entire establishment, all of the wiring for lighting and machine operation being within the plant, and the same being in no way dependent upon outside wires for lighting or other purposes.

Thus, it may be seen that the plant is equipped in the most modern way, and is in a position to use both steam and electric power, and it utilizes both.

The band sawmill has a capacity of 25,000 feet of lumber per day of ten hours, and when business requires a "double shift," of course the capacity can be doubled, for with the electric lighting facilities work can go on at night as well as in the day. Logs to keep this mill busy come in from the woods over all the railways centring in Richmond. The company operates several large sawmills of their own in various parts of Virginia, and they are large customers of many other mills, being buyers of lumbers from all over the country, for in bringing out their varied products they must needs use all the kinds of lumber known to the building and manufacturing trade. As a matter of fact, they consume lumber from as far west as the mountain slopes of California, as far South as the Gulf of Mexico, as far North as Maine, and as far to the northwest as Michigan and Wisconsin, for all manner of hardwoods, softwoods and all the other kinds of wods are used in the establishment.

Various Departments.

One of the factories referred to above is devoted to the manufacture of sash, blinds, doors and general mill work, also porch columns, stair work, fine interior trimmings for houses, offices, and bank furniture, etc.

The other big factory is confined to the output of packing cases, boxes, box shooks, crates, barrel headings, nail keg headings, pail covers, etc., and the company does a tremendous business in this line, a business that is national in its scope, for they ship boxes and box shooks, headings, covers, etc., to the North, the Middle West and to the Northwestern States.

The planing mill is a big establishment of itself, the capacity being 60,000 feet of dressed lumber per day of ten hours. This department does a big business in milling and dressing lumber for the transit trade, and is also kept constantly busy dressing lumber for the box and box shook department.

Another interesting department of this big plant is the dry kilns, there being four of them, with a daily capacity of 60,000 feet. Two are used for caring for the lumber from the company's own sawmills, and the other two for kiln-drying material for the sash, blind and door department. Two immense storage sheds, which cover something more than a third of acre of ground, are used for storing all kinds of dried lumber ready for use and manufacture at a moment's notice. Another interesting department is a big machine shop, in which are employed expert mechanics to repair the machinery in use and keep the tools in order. The plans for this entire mammoth establishment were made by the company's own corps of architects, draughtsmen and designers.

Complete Equipment.

On other ground within the domain of this tremendous plant the company maintains and operates a retail lumber yard, which covers, with offices, storage rooms, sheds, etc., two city squares. Here the company carries a regular stock of from three to four million feet of all kinds of lumber required by builders in this section of the country.

As the company does an immense local business and delivers goods as sold, a big stable has to be maintained, and this, too, is on the grounds and forms a department of business unto itself. Forty head of mules and horses are quartered in this department, and, by the way, this of itself gives an idea of the big local business done by the company, and, of course, the teams cut no figure in the out-of-town business done in all parts of Virginia and the Carolinas, for the tracks of two railways, the Seaboard Air Line and the Southern, invade the grounds of the company and all of the goods that are shipped, no matter where to, are loaded right at the factory door onto the waiting cars.

All of this immense establishment is equipped with the very latest of modern machinery, and some new labor-saving devices have had their "try-out" in the factories of the Miller Manufacturing Company. Included in the vast hubbub of machinery in use is that necessary to operate the "dust and shavings collecting system," by which all refuse material from the finest sawdust to the coarsest shavings and the odds and ends from the cutting and sawing machines are taken direct from where they fall and are automatically conveyed to the boilers, to be used as fuel.

Fuel Right at Hand.

In this way the plant furnishes free of cost, you may say, all of the fuel required to run itself, and the company has no coal bills to pay. As a matter of fact, the big boilers and engines cannot consume all of the refuse matter, not near all of it, and the company does a large side business selling kindling wood, two or three teams being kept busy all the time delivering the same on order.

The large and airy office is one of the best equipped in all of greater Richmond, and here a force of clerks, bookkeepers ,architects, draughtsmen, designers, etc., number about twenty-five people, is constantly employed. In the factories from 400 to 600 artisans, the majority of them being skilled workmen, are regularly employed, and the weekly payroll is something great, and turns loose a whole lot of money to find its way into trade channels and into the savings banks.

Taken by and large, the Miller Manufacturing Company's big plant is indeed something that Greater Richmond is proud of, and well it may be.

A Message From Alberta, Va.

Alberta, Va., Sept. 24, 1910.

I desire to thank the people for the interest they have manifested in this prospective town, and I must insist that they come and take a look at the situation.

There are many, doubtless, who think that the proposition is too good to be true; but I want to say that they can depend upon every promise being carried out to the letter. It is no humbug, but a clear-cut business proposition.

I want to say to the many who have written me concerning Alberta that it has been an impossibility to reply to each individual letter. I, therefore, take this opportunity to reply, to them all in general, and to say that the proposition to give away lots to good parties who will build on them will hold good for awhile longer. The impression seems to prevail that I would withdraw it after ten days. Not so at all. I said that I would be at Alberta ten days to show any one around; but the proposition will hold good for a while longer. But I would not say that I would be there every day after the tne days to show them around. My business demands are such as to take me away a good deal of my time; but if any one will let me know that they are coming to Alberta any certain day, I will try to arrange and be here.

The business done here during the ten days guarantees Alberta's success. Of course we all realize that a town cannot be built in a night, and that it takes time to accomplish all things; but those who see fit to cast lots with the people of Alberta may rest assured that they have decided to locate in one of the most prosperous and healthy communities that lies south of the Mason and Dixon line.

With its alluvial soil, so well adapted to bright tobacco, on the one side, and on the other with a stronger clay subsoil, adapted to dark tobacco, makes it not only one of the finest tobacco-growing sections in the country, but it is well adapted to the growing of any other crops grown outside of the tropics. The land is easy to work, as are other gray lands, yet the clay subsoil holds the improvements and makes it very susceptible to improvement. No farmers are more prosperous in any section than those around Alberta. They are thickly settled, and nearly every man owns his farm.

The finest water that courses the veins of Mother Earth is here found. With its mild climate, good water, and altitude of several hundred feet above sea level, makes it a desirable place for home-seekers. I have several letters from physicians asking about the prospects for their profession. I have not encouraged a single one to come, if making money was their chief aim. It is not my intention to induce any one to come here except those who can be benefited. To all those who are seeking homes and business in a section of the country that gives every promise of success, I bid you come and investigate ALBERTA. It will be worth your while.

CHAS. S. BARROW.

REAL ESTATE AND BUILDING NEWS

(Continued From First Page.)

Henna, now being erected on the same avenue, are the most attractive in that section.

Doings Up the River.

Westhampton, the attractions of which are becoming more and more pronounced, seems to be largely in the eye of the home-makers, and the agents who are handling that property were greatly encouraged the past week by the closing up of several big deals.

Norwood, the new addition to Barton Heights, keeps in the limelight, and two sales of houses nearing completion made a very satisfactory report last week

Westham has attracted the attention not only of Richmond people, but buyers from a distance are among the many inquirers and investigators.

Before the company had succeeded in getting the land laid off with its beautiful avenues and other improvements, between $40,000 and $50,000 worth of the property had been sold to home builders, who have gotten their deeds and are said to have started work on plans for beautiful homes to be built as soon as possible. In addition to its natural location, the many physical advantages make the Westham property ideal in every respect for homemakers. Each piece of property fronts on broad avenues and is easily accessible, in addition to having beautiful views of the noble James, the handsome Virginia Country Club grounds and the grounds of the new Richmond College.

Over the River.

An enthusiast who has been spending a few days on the south side of the James expresses the opinion that Chesterfield county is undoubtedly going to be the show county of the State, and each month now will see more and more the attention of homeseekers turned toward the Southside, and especially toward that locality which is served by the steam and trolley lines.

Perhaps he is right, for already certain capitalists, with their usual foresight, have recognized the coming increase in values, and have gotten busy and acquired several large tracts of land, which may be later subdivided and resold, but for a long time to come the village of Bensley, with its many unique advantages, will be the factor in the section between Richmond and Petersburg.

PRIMING OFFERED ON THE MARKET

(Continued From First Page.)

and that prices will likely be dark and heavy, and that fine brights will be scarce.

Sales in the markets south of us large, and the crop in Eastern Carolina and South Carolina will be marketed earlier this year than usual, a large proportion of the South Carolina crop, fully as high as 80 per cent., having already been sold, and a larger proportion of the Eastern Carolina crop has been marketed than usual at this season of the year. The crop in both of these sections is reported from 30 per cent. to 40 per cent. short of last year.

Prices are firm on all the bright tobacco markets, and trade in new tobacco appears to be very active.

The market in redried tobaccos is very quiet, but few sales being made, and dealers generally report a dull and slow market.

Lynchburg Fair Opens Tuesday.

[Special to The Times-Dispatch.]

Lynchburg, Va., September 24.—Everything augurs well for the next exhibition of the Lynchburg Interstate Fair Association, which opens next Tuesday morning for four days, and with good weather it is believed the fair, as well as the side attractions, will bring a large crowd to the city.

HYDRO-ELECTRIC PLANT PROPOSED

Movement for Big Water Power Development North of Wadesboro.

[Special to The Times-Dispatch.]

Wadesboro, N. C., September 24.—Several representative men, with A. H. Richardson, of Ansonville, in the lead, have taken the initial steps looking forward to the development of the Northern section of the county. Mr. Richardson is a large landowner, and has employed surveyors and had made plans of a hydro-electric plant near Kendall Ferry, in Rocky River, fifteen miles north of Wadesboro.

At this point the building of a dam and powerhouse, which will cost about $400,000, will produce from 6,000 to 7,000 horsepower. The plans as drawn provide for a dam across the river, which is only 200 feet wide at the proposed point, with a high bank of rock on the Anson county side. On the Stanly county side the main dam will extend 300 feet beyond the river bank, with abutments and a core wall with earth dam 300 feet in length. The natural surroundings are perfect, and back from this dam there will be a natural reservoir extending for several miles. The line of the new Winston-Salem Southbound passes within a mile of the site of the plant, and the promoters expect to see a new town and manufacturing centre established. With the cheap power generated at the plant, large cotton mills can be operated at a good profit.

The work to be done just now is the securing of options and the completion of the organization of the company for the purpose of securing the needed capital. It is thought that the plant can be built by the enlistment of local financiers, although prominent Eastern capitalists are anxious to take up the proposition.

In addition to the hydro-electric plant, Mr. Richardson has enlisted the interest of several prominent capitalists in a proposition to erect a $1,000,000 cotton mill near Ansonville, and the company will probably be organized in the near future. The location for the mill is ideal, with a good country in every direction, and with the railroad facilities to be afforded by the new Winston-Salem Southbound.

ROAD WILL BE READY FOR USE DECEMBER 1

Double Force of Hands at Work on Winston-Salem Southbound.

[Special to The Times-Dispatch.]

Wadesboro, N. C., September 24.—The contractors who are building the Winston-Salem Southbound Railroad through Anson county are working double forces. One of them stated yesterday that it was now expected that the first through train would be able to run by December 1.

J. Thomas Bennett, contractor of this end, will send his steam shovel through the deep cut north of the Seaboard once more and dress the track for the ties and the rails. They have had considerable trouble by reason of slides of earth and rock into the cut, delaying the work and increasing the slope.

The other contractors in the county will complete their contracts within the next thirty days, with the exception of the erection of Brown Creek Bridge, which will not be done until the tracks are laid there to enable the iron work to be delivered.

The depot at Ansonville has been awarded, and will be erected by December 1.

The rebuilding of the Atlantic Coast Line from Wadesboro south will be completed by December 1, and that part of the line ready for the new heavy trains.

President H. E. Fries states that only freight trains will be operated on the Winston-Salem Southbound for the first few months, and the company has purchased 150 freight cars and four additional engines. This road will be operated as an independent line for a while, at least. Rumors have been circulated here that the road would be absorbed by the Norfolk and Western, and that its terminus would be Wadesboro, but Colonel Fries stated that he did not think there was any truth in the rumor. The new line is ninety miles long, and one-half of the iron has been laid to this date.

IN JOBBING CIRCLES.

Increase Business Comes to Wholesale Merchants as Fall Days Go By.

There was decided activity the past week in jobbing circles and in every branch of trade the wholesalers are up to their neck in new orders. The traveling men who are out are sending in big orders from all parts of the South and the jobbers are of the opinion that this will be a record-breaking autumn.

The commission merchants who always have a dull season in the warmer months are getting exceedingly busy with the opening of fall trade and they are extending their trade territory to regions in the South not heretofore covered. The wholesale grocers say fall business never before opened up more auspiciously, and the shoe and dry goods people are making immense stunts in filling hurry orders, to say nothing of the booking of orders for future shipment.

The good business being done by the hardware jobbers is indicative of more than the usual activity in building operations throughout the region which look to Richmond for supplies. All along the line there is decided activity.

Taxicabs for Richmond.

Richmond men never go into anything with blinds over their eyes, and for that reason whenever they get in dead earnest in the building up of a new industry or enterprise they carry it through to a successful end.

A company of capitalists and far-seeing business men have been for many weeks considering the feasibility of a taxicab service in this city that will go the gaits of similar enterprises in the larger cities of the north of us, for in addition to their weather eye to business they have not a little of that kind of sentiment which declares that there is nothing that any city has in the way of conveniences and luxuries that is too good for Richmond.

A number of men of means, men of the calibre above indicated, have organized the Virginia Taxi Service Company, and while they are amply able to carry the scheme through to a successful end, they are willing to sell a part of the stock, a limited part of it, to the end that as many Richmond people as possible may become interested and thus make the taxicab feature of Richmond's utilities universally popular.

It is a sufficient guarantee of success to say that S. H. Bowman, a man known to the traveling public of Virginia, and of the world, as for that matter, will be the manager of the company's business.

W. E. Tanner. John F. Tanner

PAINTS, STAINS, BRUSHES

Tanner Paint & Oil Co.

THE ORIGINALS,
1419 East Main Street.
Phones Madison 399 and 1797

Steamboats.

OLD DOMINION LINE

Lv. Richmond (foot of Ash St.) daily..7 P. M.
Leave Newport News.....6:00 A. M.
Arrive Norfolk.....6:00 A. M.

Connects with main line steamers leaving Norfolk for New York daily except Sunday 7:00 P. M. Connection also made by N. & W. Ry. 3 P. M. and C. & O. Ry. at 4 P. M. Night Line steamers stop at Claremont to land or receive passengers on signal.

VIRGINIA NAVIGATION CO. James River by daylight for Norfolk, Old Joint, Newport News and all James River landings. Steamer leaves Monday, Wednesday and Friday at 7:00 A. M. Freight received for all James River landings. Ticket office, 821 E. Main Street.

Baltimore Steam Packet Co.

Equipped with wireless telegraphy.
TO BALTIMORE AND THE NORTH VIA NORFOLK AND OLD POINT.

Leave Richmond Daily including Sunday via N. & W. Ry. 3:00 P. M., Norfolk 5:30 P. M. C. & O. Ry. 4:00 P. M., Old Point 7:30 P. M. O. D. S. S. Co. 7:00 P. M. (one day in Norfolk).

Va. Nav. Co. 6:30 A. M. (Monday, Wednesday and Friday).

Tickets at all offices. For stateerooms apply to H. M. BOYKIN, Agent, 830 E. Main Street.

Merchants and Miners Transportation Co

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

Steamers leave Norfolk for Boston, Tues., Wed., Fri. and Sun.; for Providence Mon., Wed. and Sat. at 7 P. M. Passengers and freight taken for all New England points. Tickets on sale at office C. & O. Ry., N. & W. Ry., S. H. Bowman, 708 East Main, and Rich. Trans. Co., 809 E. Main.

AMERICA EUROPE
TRAVEL WITHOUT CARE OR TROUBLE
"ASK MR. BOWMAN"
MAD. 5154 708 E. MAIN ST.

Railroads.

RICHMOND AND CHESAPEAKE BAY RAILWAY COMPANY.

Schedule of electric trains to and from Ashland, stopping at intermediate stations upon signal: Lv. Richmond (Broad and Laurel Sts.): 6:05b, *7:10, 8:10b, 9:10 **10:10, 11:10 A. M., 1:10, 2:10, 3:10, 4:10b, 5:10, 6:20, 7:10, 8:10b, 10:10, 11:45 P. M. Lv. Ashland: *5:55, *7:00b, 8, 9b, 10, **11 A. M., *12M., **1, 2, 3, 4, 5b, 6, 7, 8, 9b, 11 P. M.

*Daily except Sunday. **Sunday only. b Carries baggage.

National Bank of Virginia

Capital $1,200,000. Surplus $600,000

DIRECTORS

E. B. Addison, E. L. Bemiss, Geo. L. Christian, T. A. Cary, T. H. Ellett, H. Theo. Ellyson, Wm. Northrop, Carl H. Nolting, Wm. T. Reed, J. W. Rothert, R. G. Reynolds, S. W. Travers, Eppa Hunton, Jr., E. C. Laird, R. H. Lindsey, W. P. Glinn, W. M. Habliston, Benj. P. Alsop, J. G. Tinsley, B. Rand. Wellford, F. D. Williams, John Skelton Williams, Jno. T. Wilson, Jas. A. Moncure, T. C. Williams, Jr.

OFFICERS

W. M. Habliston, President.
Jno. Skelton Williams, William T. Reed, Vice-Presidents.
W. M. Addison, Cashier.
O. S. Morton, H. A. Williams, W. H. Slaughter, John Tyler, J. M. Ball Jr, Assistant Cashiers.

ACCOUNTS SOLICITED

3% Interest Paid in Savings Department

HENRY S. HUTZLER & CO.
BANKERS
Do a General Banking Business

And solicit your business and personal accounts. Deposits subject to check. $1.00 and upward received. Interest allowed—3 per cent compounded semi-annually

F. F. V.
FACTS, FIGURES, VERIFIED.
SYSTEMATIZING—AUDITING—ACCOUNTING.
Chas. F. Hudnall
1113 East Main Street,
Phone Monroe 431. Richmond, Va.

Railroads.

Southern Railway.

TRAINS LEAVE RICHMOND.
N. B.—Following schedule figures published as information and not guaranteed:
6:10 A. M.—Daily—Local for Charlotte.
10:45 A. M.—Daily—Limited—For all points South. Pullman and Day Coaches.
3:00 P. M.—Ex. Sunday—Local for Moseley.
6:00 P. M.—Ex. Sunday—Keysville Local.
11:45 P. M.—Daily—Limited, for all points South. Pullman ready 9:30 P. M.
YORK RIVER LINE.
4:30 P. M.—Ex. Sun.—To West Pt., connecting for Baltimore Mon., Wed. and Fri.
4:30 A. M.—Ex. Sun. and 3:15 P. M.—Mon., Wed. and Fri.—Local to West Point.
TRAINS ARRIVE RICHMOND.
From the South: 7:00 A. M., 9:30 P. M., daily; 8:40 A. M., Ex. Sun., 4:10 P. M. Daily; 6:05 P. M., Ex. Sun. (Local).
From West Point: 9:30 A. M., Daily; 11:35 A. M., Wed. and Fri.; 6:45 P. M., Ex. Sun.
S. E. BURGESS, D. P. A.,
920 E. Main St. 'Phone Madison 455.

Chesapeake & Ohio Railway

9:00 A. M.—Daily—Fast trains to Old Point, Newport News and Norfolk.
7:40 A.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Old Point.
2:00 P. M.—Daily—Louisville and Cincinnati Pullmans.
11:00 P. M.—Daily—Louisville and Cincinnati Pullmans.
6:45 P.—Daily. "St. Louis-Chicago Special." Pullmans.
12:00 N.—Week days to Hinton. "Mountain Special." Parlor Cars.
8:30 A.—Daily—Charlottesville. Week days—Clifton Forge.
5:15 P.—Week days. Local to Gordonsville.
11:45 A.—Daily. L'burg, Lex., C. Forge.
5:15 P.—Daily. To Lynchburg.
TRAINS ARRIVE RICHMOND.
Local from East—8:25 A. M., 7:50 P. M.
Through from East—11:35 A. M., 6:35 P. M.
Local from West—8:30 A. M., 9:50 A. M., 7:20 P. M.
Through—7:00 A. M., 2:45 P. M.
James River Line—8:35 A. M., 6:00 P. M.
*Daily except Sunday.

Richmond, Fredericksb'g & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond	Arrive Richmond
*4.50 A.M. Byrd St. Sta.	*7.50 A.M. Byrd St. Sta.
*5.20 A.M. Byrd St. Sta.	‡11.25 A.M. Elba Station.
*5.45 A.M. Main St. Sta.	‡11.35 A.M. Byrd St. Sta.
*8.40 A.M. Byrd St. Sta.	*1.12 P.M. Main St. Sta.
*12.01 noon Byrd St. Sta.	*2.46 P.M. Byrd St. Sta.
†4.00 P.M. Byrd St. Sta.	*7.20 P.M. Byrd St. Sta.
‡4.15 P.M. Elba Station.	*9.00 P.M. Byrd St. Sta.
*5.15 P.M. Main St. Sta.	*10.40 P.M. Main St. Sta.
*8.20 P.M. Byrd St. Sta.	*12.50 night Byrd St. Sta.

ACCOMMODATION TRAINS—WEEKDAYS.
Leave Byrd St. Sta. 1.30 P. M. for Fredericksburg.
Leave Elba Sta. 7.30 A. M., 6.30 P. M. for Ashland.
Arrive Byrd St. Sta. 8.25 A. M. from Fredericksb'g.
Arrive Elba Sta. 6.40 A. M., 5.30 P. M. from Ashland.

*Daily. †Weekdays. ‡Sundays only.
All trains to or from Byrd Street Station (except trains leaving 4.50 a. m. and arriving 12.50 night) stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Norfolk and Western Railway

ONLY ALL RAIL LINE TO NORFOLK.
Schedule in Effect June 12, 1910.
Leave Byrd Street Station, Richmond, FOR NORFOLK: b8:10 A. M., *9:00 A. M., a3:00 P. M., *4:10 P. M., b7:00 P. M.
FOR LYNCHBURG AND THE WEST: *6:15 A. M., *9:00 A. M., b12:10 noon; a3:00 P. M., *9:20 P. M.
Arrive Richmond from Norfolk: b11:35 A. M., a11:40 A. M., *6:50 P. M., b10:25 P. M., *11:20 P. M. From the West: *6:50 A. M., a1:30 P. M., b2:15 P. M., *6:05 P. M., *9:00 P. M.
*Daily. aDaily, ex. Sunday. bSunday only.
Pullman, Parlor and Sleeping Cars. Cafe Dining Cars.
C. H. BOSLEY, D. P. A., Richmond, Va.
W. B. BEVILL, G. P. A., Roanoke, Va.

Atlantic Coast Line

EFFECTIVE JUNE 12, 1910.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 1:00 A. M., 8:15 A. M., and 7:30 P. M.
For Norfolk: **8:10 A. M., 9 A. M., *3:00 P. M., 4:10 P. M.
For N. & W. Ry. West: 8:15 A. M., 3:00 A. M., *3:00 P. M. and 9:20 P. M.
For Petersburg: 1:00 A. M., 6:15 A. M., **8:10 A. M., 8:15 A. M., 9:00 A. M., 12:10 P. M., *3:00 P. M., 4:10 P. M., 6:05 P. M., 7:30 P. M., 9:20 P. M., 11:45 P. M.
For Goldsboro and Fayetteville: *4:10 P. M.
Trains arrive Richmond daily: 4:40 A. M., 5:10 A. M., 6:40 A. M., *8:35 A. M., **10:45 A. M., **11:35 A. M., *11:40 A. M., *1:30 P. M., **2:15 P. M., 6:05 P. M., 6:50 P. M., 8:00 P. M., 8:00 P. M., **10:25 P. M. and 11:20 P. M.
*Except Sunday. **Sunday only.
Time of arrival and departure and connections not guaranteed.
C. S. CAMPBELL, D. P. A.

Richmond and Petersburg Electric Railway

Cars leave Manchester, Seventh and Ferry Streets, for Petersburg:
*6, 7, 8, *9, 10, 11, *12 P. M., 1, 2, *3, 4, 5, **6:45, *8, 7, 8, *9, 10 P. M.
11:00 P. M. for Chester, 12:00 midnight for Petersburg.
Cars leave Petersburg, foot Sycamore Street, for Manchester:
5:15, 6:35, **7:15, *7:35, 8:35, 9:35, *10:35, 11:35 A. M., 12:35, *1:35, 2:35, 3:35, *4:35, 5:35, 6:35, *7:35, 8:35, 9:35, *10:40, 11:40 P. M.
*Carries baggage and express.
**Limited, except Sundays and holidays.
All cars from Petersburg connect with cars for Richmond.

American National Bank
RICHMOND, VA.
With ample Capital and Surplus and modern facilities, invites accounts of Individuals, Firms and Corporations.
3% Interest Paid in Savings Department.

J. M. CULBRETH
Consulting Accountant, Business Systematizer.
COMMERCIAL, COUNTY AND MUNICIPAL
AUDITING AND INVESTIGATING
910 Mutual Building,
Mad. 6864. Richmond, Va.

Commonwealth Bank
12 North Ninth Street.
Richmond, Va.
BRANCHES:
4 East Broad Street.
Twenty-fifth and Broad Sts.
Williamsburg Ave., Fulton.
Active business accounts solicited.
4% On Savings Deposits 4%

E. A. Barber, Jr. 'Phone Mad. 5321.
E. A. BARBER & CO.,
Accounting, Auditing, Organizing, Systematizing.
215 Mutual Building,
RICHMOND, VA.

Commercial Guarantee Co.,
BANKERS,
28 North Ninth,
pay 4 per cent. on savings and inactive accounts.

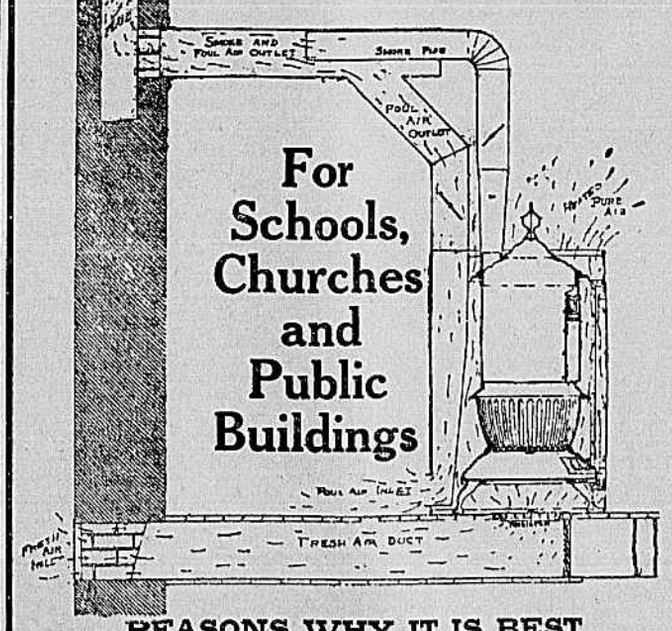
Branch Cabell & Co.
1115 E. Main St.
Phones Nos. 43 and 7934.
Members New York Stock Exchange, New York Cotton Exchange and Chicago Board of Trade.

Railroads.

SEABOARD AIR LINE.

Southbound trains scheduled to leave Richmond daily: 8:18 A. M.—Local to Norlina, Raleigh, Charlotte, Wilmington. 1:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points. 10:50 P. M.—Sleepers and coaches, Savannah, Jacksonville, Atlanta, Birmingham and Memphis. Northbound trains scheduled to arrive Richmond daily: 5:33 A. M., 4:40 P. M., 8:40 P. M.

OLD DOMINION (Patent) Heating and Ventilating System



REASONS WHY IT IS BEST

It warms the room with pure fresh air, and combines a duct or pipe to exhaust the vitiated or foul air; *no other system does this.*

It does not require a separate independent foul air flue of brick or metal; *all other systems do.*

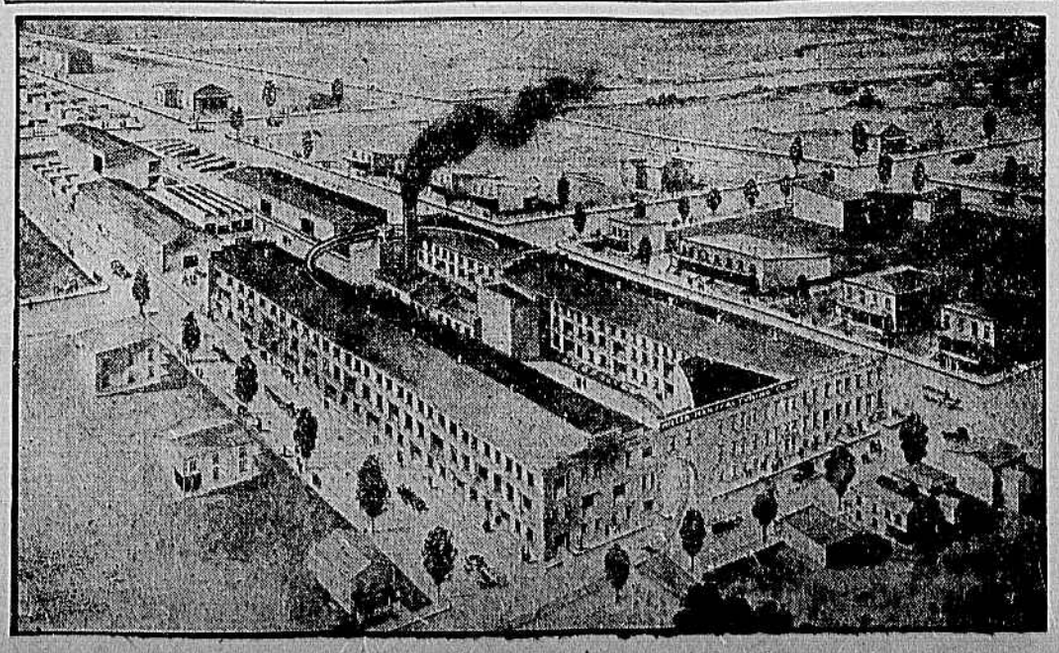
It is simple, easy to set up and easy to regulate; *all other systems are complicated.*

It does not clog with soot and rot out, requiring expensive experts to repair; *other systems do.*

It draws the foul or vitiated air from floor of room by a Syphon Suction combined with the heater; *no other system can do this.*

It is the **cheapest** of all Heating and Ventilating Systems, because it combines Heater, Ventilating Drum, Ventilating Mat, Stove Pipe and *Foul Air Pipe or duct.* Pipe furnished free 6 feet 4 inches from centre of heater; additional lengths 50c per foot. All other systems require expensive independent foul air flues or ducts, either metal, brick or stone.

Write for catalog and prices.

VIRGINIA SCHOOL SUPPLY CO.,
No. 18 SOUTH NINTH STREET,
RICHMOND, VA.

Miller Manufacturing Company's Plant in South Richmond