ACTIVITY IN COTTON SUDDENLY RENEWED

News of Settlement of Lancashire Mill Trouble Used by Bull Interests to Bid Up Prices. Attitude of Speculators.

New York, January 21.—The daily volume of business transacted the past week averaged up smaller than for some time. The market plainly showed the effects of the elimination of the short interest during the advances of the previous two weeks. Absence of any incentive for buying, made it necessary for the leading spot interest and others, who have been so aggressively bullish and active in the manipulation of the market lately, to render strong support at times to hold the market. After many failures, the final effort to settle the Lancashire mill trouble pending since December 29, was successfully concluded yesterday and this news was then used by the bull interests to bid up the market 8 to 10 points from Thursday's closing prices. Ootherwise, the week would have ended a flat and uneventful session.

Despite all the bull support and bullish manipulation and bullish trade gossip, prices closed last night 6 to 10 points below last Saturday's final bids, with January at 9.39, March 9.45, May 9.60, July 9.73, and October deliveries for the next crop at 9.83. The settlement of the Lancashire labor trouble will enable the mills to start up Monday, after nearly thirty days of idleness. The news of this settlement, however, had been expected and used as a bull factor in supporting the market the pass two weeks.

Next Week's Ginning Report.

The Census Bureau's report on the total amount of the crop ginned to January 15, will be announced just before the opening of the market next Tuesday. This will be the last report until the final statement showing the total crop with linters and the average net and gross weight of the bales for the season. The very severe weather of the past three weeks was the worst for the period for the past ten years. Zero temperatures and four to seven inches of snow in parts of the Carolinas, Georgia, Northrn Alabama, Tennessee, Oklahoma, and North Texas, following the heavy rains after the first of the year, made the roads so bad that it was impossible to haul cotton and ginning operations were curtailed to considerable extent.

As a consequence of these unfavorable conditions the amount of cotton ginned from the last census report of 14,353,000 bales to January 1 can hardly exceed 300,000 bales. This would still be the largest, however, for the period since the late fall picking season of 423,000 bales in the previous record ginning and big crop of 1909. It would make the total crop ginned to January 16 over 14,600,000 bales. This would exceed the 14,885,000 bales of the gross weight of 500 pounds each in the government's estimate for the total crop, as the average weight of the bales so far marketed to date ranges up to 516 pounds each. This heavier weight of the bales and the fact that a great deal more cotton remains to be ginned make the trade believe the total crop will turn out between 15,200,000 and 15,500,000 exclusive of linters, or at least 500,000 bales more than allowed for in the government's total crop estimate. The linters and repacks of sample cotton in a crop of such unprecedent magnitude would be at least 400,000 bales to be added for the total commercial crop.

The Heavy Surplus.

As the estimates on the world's demand for cotton are still about 13,500,000 bales, this would leave a surplus of fully 2,000,000 bales to be taken care of from the past season's crop alone, without considering the surplus carried over in the world's visible supply from the crop o. 12,100,000 produced in 1910. With American spinners still operating their mills on the average of but 75 per cent. of their normal capacity from continued slow trade and uncertainty over the probable reduction of at least 30 per cent. in the tariff of general cotton goods, and European political uncertainties similarly affecting the foreign spinners' trade situation, the prospects for an advance in the price of cotton from the basis of, say, 10 cents is now regarded as wholly dependent upon the production of a much smaller American crop the coming season.

Last year's acreage is believed to have been actually near 36,000,000, instead of 35,004,000 acres, as estimated by the Agricultural Bureau. A campaign was inaugurated two months ago by certain leading spot and Wall Street interests, acting in conjunction with the leaders of the "farmers' unions" throughout the South. That was when cotton was declining to 8 1-2 cents, and it seemed as though it would go to at least 8 cents. But since then the bullish manipulation in the option markets, carrying prices last week up to 9 3-4 to 10 cents, is regarded as likely to defeat this movement. With the predictions of 11-cent cotton before the end of next month now being telegraphed and circularized by the bull leaders all over the South, the average framer is likely to leave all the reducing in the acreage to his neighbor. This would result in little or no curtailment from last year's record-breaking acreage. In that case there would be little prospect of the new crop being cut down to 12,000,000 bales without the aid of disastrous weather.

Effects of Bullish Speculation.

Thus with the prospect of 11 or 12-cent cotton again next summer depending almost entirely on a heavy reduction in the acreage for a much smaller crop, the bullish activity and manipulation in the contract markets of the past fortnight seems entirely premature to say the least. The price has been driven high enough for the present trade situation. A continuation of bullish activity during the next few weeks would probably not only defeat the efforts to induce the farmers to plant less cotton, but also furnish an argument for those holding 5,000,000 bales of the crop still on plantations and interior country towns to rush it forward on the markets. Hence it appears while cotton was cheap at 8 1-2@9 cents, and that it was an excellent purchase on that basis for either spinning or investment purposes, conditions prevailing at present do not make it look so at 10 cents, with so much depending on the new crop being so heavily cut down the coming season to put the price higher.

BUOYANCY SUCCEEDS WEAKNESS IN WHEAT

Early Declines Recovered on Reduced Estimates as to Argentine Surplus—Net Changes Rather Inconsequential.

New York, January 21.—At the opening of the week wheat markets were irregular and unsettled, with a slightly weaker trend. Bear selling was on a protest that the Interstate Commerce Commissioners had consented to reduce the rail rate on Canadian wheat to Minneapolis and Duluth to a parity with Canadian rates. It was alleged that this would bring about large shipments of Manitoba wheat to be ground "in bond" at Minneapolis and Duluth. That is to say, the flour from such grain would have to be exported. It was extremely difficult to comprehend why such a ruling by the commissioners could be considered a bearish influence, unless it should happen that millers might find it more profitable to grind Canadian wheat than our own, so that suddenly there was a radical change in the temper of the market, weakness being succeeded by buoyancy. This was partly attributed to the small world's shipments, 7,554,000 bushels, or approximately 3,000,000 less than the estimated import requirements. Then, too, there was an unexpectedly large decrease in the visible supply, 2,596,000 bushels. Probably the most potent buying stimulus was the cable advices, further reports of deterioration in the Argentine crop being received.

Estimates as to the probable exportable surplus were again reduced, being variously placed between 70,000,000 and 80,000,000 bushels. In other words, there has been a shrinkage of fully 35,000,000 bushels, compared with conservative estimates early in December. To make matters worse, there was no improvement in the strike situation in Argentina, and it is probable that the exports from that country during January will be extremely light, whereas it was predicted early in December that they would be decidedly heavy. Therefore it is believed that exporters in European and tropical markets will find it necessary to buy more wheat or flour here.

Firm Market Later in Week.

Late in the week there was more firmness, although the net changes were rather inconsequential. It seemed evident that the market was in an oversold condition and that shorts had been rendered nervous by the encouraging tenor cable advices, and notably from Continental markets. European markets were influenced largely by continued unsettled weather in Argentina and by small exports from that country, only 352,000 bushels, against 1,264,000 bushels a year ago. Notwithstanding this, the visible supply there is somewhat small, 960,000 bushels against 2,240,000 bushels a year ago. It is, however, fair to say at this juncture that the comparatively light supply was perhaps partly caused by the continued unsettled weather and the strike among railroad employes. However this may be, it will not help those dealers and speculators who had counted on big shipments from Argentina during January, and it is reasonable to suppose that the small amounts from that country will make it necessary for importing countries to buy more freely in this country or elsewhere. The week's exports from near-all quarters excepting Australia and North America are expected to be light and hence there will probably be a fairly large decrease in the quantity on passage. The weather in the West has been somewhat unsettled, there being short periods of alternate thawing and freezing, although in the main the temperature was low, which is generally considered favorable, more especially when the plant is protected by snow, which is said to be the case in most places now.

Receipts at primary points continue light, particularly in the winter wheat territory, while shipments abroad and into consumptive channels here have been moderately large. Consequently there will doubtless be another fair decrease in the visible supply.

Movement of Corn Prices.

Corn has been decidedly strong during the week, prices rising to a higher plane, chiefly in sympathy with a sharp advance in Western cash markets, where there has been a good demand, both domestic and foreign. Sellers for the decline have been rendered uneasy because of the good buying by exporters, notwithstanding the unusually high prices current. It is exceedingly uncommon to find Europe buying freely when the cost is so much higher than in ordinary seasons. Recently 104 cents was paid for export No. 2, whereas ordinarily exporters would consider 55 or 60 cents exorbitant figures. At times the rising tendency was checked partly by longs taking in profits, prompted by reports that farmers were inclined to make larger deliveries to country stations.

NEWSPAPER MEETING

Press Association Committee to Name Place for Next Convention.

The executive committee of the Virginia Press Association will meet at Murphy's Hotel to-morrow night at 8:30 o'clock, to determine the time and place of the annual convention of the association.

The committee is composed of Walter H. Addison, Lynchburg, president; C. B. Cook, Richmond, vice-president; J. L. Hart, Farmville, secretary; H. R. Mills, Buena Vista; George O. Green, Clifton Forge; Allen Potts, Richmond; A. P. Rowe, Fredericksburg, and C. D. Dennit, Salem.

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BRING YOUR LOOSE LEAF TOBACCO TO HUTCHESON'S
for top notch prices and quick sales. Your check ready in two minutes after your last pile is sold.
JOHN A. HUTCHESON, Proprietor.
John M. Valentine, Auctioneer.

TRADERS IN MARKET LACK CONVICTIONS

New York, January 21.—The dullness of dealings in the stock market last week and the sluggishness of price movements, both of which underwent a radical chasge in the last two days, semed to argue lack of any strong speculative convictions on the part of operators. As to general developments the lack of conviction was as to whether the new year was bearing out the promise of the latter part of last year.

In the steel trade opinions were divided over the significance of the lull which has occurred in new contracts. A filing of new orders was expected after the filling of requirements previous to expiration of low price periods, and hopes are expressed in some quarters that activity will go forward again after a pause. The amount of the New York Central rail order was disappointing, in view of the large rail capacity idle.

Copper trade conditions presented a like degree of hestitancy.

Expectation of a continuing conditions of surplus steel products over domestic requirements is inferred from the project of the large independent steel companies to form a joint exportation company to handle foreign business.

This new project caused attention to revert to an earlier prediction of H. C. Frick of an enormous foreign demand for steel during the year.

The week's publication of the statistics of the country's foreign trade for the calendar year disclosed record figures for the total and for the exports, steel products playing an important part in the exhibit. The conclusion is suggested that much reliance is to be placed on foreign trade activity to absorb this country's production.

Apparently this reliance will apply also to the money market. The lack of demand for money at Berlin has induced the belief that maturity credits to Berlin would be renewed, and shrewd observers believe Italy will be a large borrower, and that Paris will issue a heavy loan in the spring.

The moderate new offerings of capital issues here under the money market conditions offer ground for consideration. Last week saw a few new bond issues, but the issue price and the intention of other companies to resort to short note issues are evidence of dissatisfaction with terms. The new public service commission fixed a premissive minimum price of 86 to the New York Central Railroad for the sale of $5,000,000 of its 3 1-2 per cent. gold bonds. This same bond was issued at par at 100 in 1897 for the company's comprehensive refunding plan. The incident naturally invited comparison between investment conditions then and now, as between periods showing many similarities in other respects.

One parallel with that period is shown in the rapid piling up of bank reserves here, which continued last week. Only a languid demand for commercial credits can be inferred from this inflow. The rate of growth of the idle freight car surplus also carries some disquieting implicatons.

ELEMENTS CONFLICT IN COTTON MARKET

New York, January 21Conflicting elements of strength and weakness were so plainly manifest in the cotton goods markets during the week that merchants were unable to say with certainty how the ultimate drift of the trade would set in. On the one hand there were confirmed reports of sales to China, and inquiries for more goods at prices mills could not afford to accept; while on the other hand the great weakness in the fine goods end of the market was continued. The operations of a great many of the largest jobbers were of a conservative character. They express uncertainty about the volume of goods they will require, and concerning the character of distribution which will obtain in their own territories. General export trade is good.

Of the 175,000 pieces of print cloths sold at Fall River about half were spot and nearby delivery. Drills and twills for the converting trade have been advanced and discounts shortened about 5 per cent. on wide and sail duck. Denims rule steady. Bleached cottons are being sold at the slightly higher price levels fixed a week ago. Wide sheetings are in steady request and deliveries are behind hand. Cotton blankets and napped goods have been opened for fall blankets being priced at reductions varying from 2 to 9 per cent. from last year's levels.

The retail trade in lightweight materials has been held back by the extreme weather, but the clearances of heavyweight goods have been aided. The strong end of the market is in the coarser yarn goods.

More Activity Promised.

New Orleans, La., January 21.—This week in the cotton market promises more activity than ast. In the first place the cotton mills of England will again be running, according to the agreement reached Friday between the employers and their men, and this ought to mean more activity in the spot department of the Liverpool market, which would stimulate trading on this side.

On Tuesday the last of the semi-monthly reports on ginning by the Census Bureau will be issued. The trade expects bearish figures which some operators say already have been discounted by the decline of this last week. This report is also generally expected to clinch belief in a total crop of at least 15,500,000 bales. The spot markets of the South will be closely watched this week for signs of anything extraordinary in the demand to fill end-of-the-month shipments.

It is claimed by the bulls that shipments this month will be large, and they believe that shippers have not yet covered all their wants. Better weather throughout the week probably would have a considerable bearish influence on prices.

ALL IN READINESS FOR CELEBRATION

Extension of Florida East Coast Railway Will Be Opened To-Day.

Key West, Fla., January 21.—When the cross-over span at Knights Key was closed this afternoon and the great concrete trestle into Key West was finally tested out, everything was in readiness for the celebration of the opening of the over-seas extension of the Florida East Coast Railway here to-morrow.

To-night the warships and other vessels in the harbor were brilliantly lighted in honor of the event. Among the ships here are the Portuguese cruiser Republica, the German cruiser Bremen and the Cuban flagship Hatuey. The United States government is represented by the fifth division of the Atlantic squadron, under command of Rear-Admiral Fiske, and consisting of the flagship Washington, the armored cruiser North Carolina and the scout cruisers Birmingham, Chester and Salem.

Assistant Secretary of War Oliver has been designated to represent President Taft at the celebration, and accompanying him will be a congressional delegation numbering sixty-eight in all.

In addition to these, ambassadors and other representatives of foreign countries will be in attendance, and the State of Florida will be officially represented by Governor Gilchrist and almost his entire staff of assistants. The larger cities and towns of the State also have signified their intention of sending big delegations here throughout the week. The first through train from New York to Key West passed through Jacksonville this morning with a large passenger list. This train will arrive in Key West to-morrow morning, followed by the congressional special and an excursion train. As these trains cross the long viaduct approaching the island they will be welcomed by clanging bells, blasts of steam whistles and the enthusiastic cheers of the islanders.

The program to-morrow will be opened with a reception to the distinguished guests. A grand ball will be given in the government equipment building at night.

Tuesday's program will consist of a tour of inspection of forts, navy yards, review of civic and military parades, reception by Admiral Young, of the United States navy yard; reception by United States Coast Artillery forces; banquet to distinguished guests.

The over-sea road is one of the costliest railways ever constructed, and one of the most unique and picturesque. It stops from key to key, at some points being out of sight of land except the narrow strip of roadbed. Between the keys there are the long stretches of concrete viaducts, steel and drawbridges.

Work on the over-sea extension of the Florida East Coast Railway was begun from Homestead in 1904. Four years were required to construct this extension to Knights Key.

Four more years of strenuous labor, made more difficult and delayed by storm wreckage, were required to complete the road to Key West—a distance of only forty-six miles from Knights Key.

New Schedule of Rates.

Chicago, January 21.—Eight hundred delegates, representing 1,200,000 members of the Modern Woodmen of America will meet in Chicago Tuesday to decide upon a new schedule of life insurance rates to be charged by the order. This has been rendered necessary by legislation regulating fraternal insurance in a number of States.

Virginia Trust Co.
Acts as Executor and Trustee.
1106 East Main Street,
RICHMOND, VA.
CAPITAL ONE MILLION DOLLARS

COUNTY ROADS IN GOOD CONDITION

Commissioners Exercise Great Vigilance in Protection of Highways.

[Special to The Times-Dispatch.]

Spotsyvania, Va., January 21.—Great vigilance is being exercised on the part of the public road commissioners for the protection and preservation of the permanently improved public roads of the county. Some of the lumber dealers have supplied themselves with the broad tire wagons, but many have not, and from four to six are arrested and fined every week for violation of the law regulating the width of wheel tires and the quantity of lumber to be hauled. The sand and gravel roads are standing the travel and traffic beyond what was expected of them, and for the most part they are unhurt, although this is the second winter they have been used since their completion, and they also are of better character, and stand the wear and tear of traffic better than the macadamized roads.

The real estate market in the county is quite active, and Northern and Western men are being brought here to see the lands, and a good many buy. Many of them are steady, progressive farmers. The climatic and other conditions are especially pleasing to them.

The activity of the poultry and egg markets and the good prices obtained for this produce have engendered a desire on the part of many Spotsylvania people to add these two enterprises to their several other business pursuits.

The Spotsylvania Sporting and Hunting Club has arranged for a competitive fox chase with the Payne and Young Hunting Club as soon as the snow has melted sufficiently to make the tariling good. some of the best trained hounds in this county, and owned by both clubs, will be entered, and four skilled and practiced huntsmen will act as umpires. The hunt promises to be one of great interest and will enlist the co-operation of many persons. Both men and women will participate in the two hunts, and a hundred dogs will make the chase. Four hours will be the time allowed each pack in the race from the start, and the winners will win the blue ribbon for speed and time.

Since the melting of the snow a great many coveys of partridges and other birds, also rabbits and other game hav eheen found dead, having perished during the snow without food. This is especially the case in the isolated fields and forests, where they could not be reached and fed.

James P. Turnley, the former sheriff of the county, who sold his farm here several weeks ago, is now in North Carolina, where he has bought land and will soon remove to that State.

JUDICIAL NOTICE OF 'TURKEY' TROT

Supreme Court of New York Declares It Is Not Novel, Original or Unique.

[Special to The Times-Dispatch.]

New York, January 21.—The Supreme Court of New York has taken judicial notice of the "turkey trot" and has decided that there is nothing novel, original or unique in it which entitles a theatrical firm to an injunction to restrain some one else from producing it.

The "turkey trot" came before the court on the application of Werba and Leuscher, the producers of the play "Little Miss Fix-It," to restrain Nora Bayes and Jack Norworth from appearing in vaudeville with the "turkey trot" and other attractions which were a part of the play, of which Miss Bayes was the star until last September. The plaintiffs insist that Miss Bayes broke her contract, but she insists that she was tool ill to appear at the time, and that the managers told her that if she would not play she could consider the contract waived.

The chief allegation of the plaintiffs was that the "turkey trot" dance was a feature of the play, and that it was of such a unique and original nature that it comes within the specifications of decisions under which an injunction is authorized. In her replying affidavit Miss Bayes says that the "turkey trot" requires no peculiar or intricate steps which makes it become a part and parcel of "Little Miss Fix-It," and says "it is being danced in society everywhere and has become a social craze."

Miss Rita Walker, who does the "Turkey Trot" in the vaudeville act in which Miss Bayes and her husband are appearing, said that she has been a professional dancer for eight years, and that she saw the "Turkey Trot" first two years ago on the Barbary coast, in San Francisco. Everybody was dancing it, she said, so she learned the steps, and has subsequently acquired a reputation for it. She has taught it to a number of persons, she says. It requires no special steps or music, she said, and there is nothing "novel, original or unique" in it.

"It can only be danced one way, although there are various tunes to which it can be danced," said Miss Walker.

The court upheld this view of the "Turkey Trot," and denied the application for an injunction.

13-YEAR-OLD BOY KILLS MAN.

Acts in Defense of Mother and Sister—"Endora" Farm Is Sold.

[Special to The Times-Dispatch.]

Leesburg, Va., January 21.—John Lee, a colored man of Lovettsville, was shot and instantly killed betwen 9 and 10 o'clock Friday night by Lincoln Gray, colored, in defense of his mother and sister. Lee had driven his wife out of their home Thursday night, threatening to kill her, her mother and himself, when she took refuge with her mother, Lou Gray. Friday night Lee followed her and began an attack upon the women, when Lincoln Gray, the brother of Lee's wife, a boy of about twelve or thirteen years of age, shot and killed him.

The boy was taken into custody and appeared before the magistrate yesterday morning.

George Latham Johnston, of Washington and Leesburg, and Miss Mildrew V. Taylor, of Baltimore, were married on Thursday at Congress Heights, by the Rev. Edward Staley. After a wedding trip North, Mr. and Mrs. Johnston will make their home in Washington.

Mr. and Mrs. William L. Humphrey announce the engagement of their daughter, Nellie Louise, to William Carroll Paxson, of Purcellville, the marriage to take pace February 10, at "Rosemore," the home of the bride, near Bluemont, this county.

"Endora," the 498-acre farm of the late Miss Florence Braden, lying two miles north of Hamilton, was sold by R. R. Walker for the heirs, through A. C. Vandevanter, to Forrest Manning, of Chicago, a former citizen of Loudoun county. The price was $35,500 cash. One-half of the estate will go to Cabell Peyton, and the remainder to four Raphels, nephews and nieces of Miss Braden.

The prominent fruitgrowers of Berkeley county, W. Va., state that owing to the recent severely cold weather, practically every prospect of a crop of peaches, cherries, pears and berries throughout that section has been destroyed, and that enormous damage has been done to the bearing trees and plants.

A fire at Hillsboro, this county, on Wednesday night destroyed the building which was occupied by Dr. G. T. Metzger as a drug store and residence. He was away from home at the time, and the origin of the fire is unknown. The loss is only partially covered by insurance.

The lowest temperature ever recorded in Leesburg was that of Sunday morn'ng, when the thermometer reached 17 below zero. Waterford, this county, registering 30 below.

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Capital, - $1,200,000
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Railroads

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.
*5.42 A.M. Main St. Sta.	‖11.25 A.M. Elba Station.
*5.50 A.M. Byrd St. Sta.	†11.35 A.M. Byrd St. Sta.
†7.10 A.M. Byrd St. Sta.	*1.12 P.M. Main St. Sta.
*7.48 A.M. Main St. Sta.	*2.45 P.M. Byrd St. Sta.
*8.40 A.M. Byrd St. Sta.	‖6.50 P.M. Byrd St. Sta.
‖9.30 A.M. Main St. Sta.	*7.25 P.M. Byrd St. Sta.
‖4.01 noon Byrd St. Sta.	*8.10 P.M. Main St. Sta.
‖2.00 P.M. Byrd St. Sta.	*9.10 P.M. Byrd St. Sta.
†3.50 P.M. Byrd St. Sta.	*9.32 P.M. Main St. Sta.
‖4.15 P.M. Elba Station.	†10.20 P.M. Byrd St. Sta.
*5.15 P.M. Main St. Sta.	*11.30 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. 4.00 P. M. for Fredericksburg.
Leave Elba Sta. 8.20 A. M., 6.30 P. M. for Ashland.
Arrive Byrd St. Sta. 8.25 A. M. from Fredericksb'g.
Arrive Elba Sta. 6.20 A. M., 5.30 P. M. from Ashland.

*Daily. †Weekdays. ‖Sundays only.
¶ Daily except Monday.
All trains to or from Byrd Street Station (except trains leaving 4.50 a. m., 5.50 a. m. and arriving 12.50 night) stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Chesapeake & Ohio Railway
7:40 A.—Local—Daily—Newport News.
8:20 A.—Local—Daily—Ch'ville. Ex. Sun. Thursday.
†9:00 A.—Express—Daily—Norfolk, Old Point.
†10:00 A.—Local—Daily—Lchbg. Lex. C. Forge.
*3:00 P.—Express—Daily—Hm.-L'ville.
‖4:00 P.—Express—Daily—Norfolk, N. News.
5:00 P.—Local—Daily—N. News. Old Point.
5:16 P.—Local—Daily—Gordonsville.
5:15 P.—Local—Ex. Sun.—Lchbg. Natural Bridge, Clifton Forge.
*8:25 P.—Limited—Daily—Cincin'ti, Chi'go.
*11:00 P.—Express—Daily—C'ncinnati, L'ville.
*Sleepers. †Parlor Cars.
TRAINS ARRIVE RICHMOND—Local from East: 8:15 A. M., 7:50 P. M. Through from East: 11:30 A. M., 6:50 P. M. Local from West: 8:30 A. M., 9:40 A. M. and 7:15 P. M. Through: 8:50 A. M., 2:35 P. M. and 3:30 P. M.
James River Line: **8:35 A. M., 6:15 P. M.
** Daily except Sunday.

Richmond & Petersburg Electric Railway
Cars leave Manchester, Seventh and Perry Streets, for Petersburg:
†6, 7, 8, *9 10, 11, *12 A. M., 1, 2, *3, 4, 5, **5:45, *6, 7, 8, *9 10 P. M.
11:00 P. M., for Chester, 12:00 midnight for Petersburg.
Cars leave Petersburg, foot of Sycamore Street, for Manchester:
†6:15, 6:35, **7:15, *7:25, 8:25, 9:35, *10:25, 11:35 A. M., 12:35, *1:35, 2:35, 3:35, *4:25, 5:25, 6:35, *7:35, 8:35, 9:35, *10:40, 11:40 P. M.
†Daily except Sunday and holidays.
*Carries baggage and express.
**Limited, except Sundays and holidays.
All cars from Petersburg connect with cars for Richmond.

NORFOLK AND WESTERN RAILWAY.
ONLY ALL RAIL LINE TO NORFOLK.
Schedule in effect January 1st, 1912.
Leave Byrd Street Station, Richmond, FOR NORFOLK: *9:00 A. M., *2:00 P. M., *4:10 P. M.
FOR LYNCHBURG AND THE WEST: *6:25 A. M., *10:00 A. M., *3.40 P. M., *9:30 P. M.
Arrive Richmond from Norfolk: *11:40 A. M., *6:25 P. M., *11:30 P. M. From the West: *8:40 A. M., a2:00 P. M., b1:40 P. M., *6:05 P. M., *9:00 P. M.
*Daily. aDaily ex. Sunday. bSunday only.
Pullman Parlor and Sleeping Cars.
W. B. BEVILL, D. P. A., Roanoke.
C. H. BOSLEY, G. P. A., Richmond.

SEABOARD AIR LINE.
Southbound trains scheduled to leave Richmond daily: 9:10 A. M.—Local to Norlina. 1:20 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville. 5:13 P. M.—Florida Limited (except Sunday). 9:42 P. M.—Sleeper, Jacksonville coaches, Birmingham. 11:35 P. M.—Sleepers, Jacksonville, Tampa, Birmingham, Memphis. Northbound trains scheduled to arrive in Richmond daily: 5:32 A. M., 7:33 A. M., 9:26 A. M. (except Monday), 5:05 P. M., 5:40 P. M., Local.

Railroads

SOUTHERN RAILWAY
PREMIER CARRIER OF THE SOUTH.
Trains Leave Richmond.
N. B.—Following schedule figures published as information and not guaranteed:
For the South—Daily: 6:10 A. M. Local, 10:45 A. M. Express. 8:00 P. M. Express, with electric lighted Sleeping Car for Atlanta and Birmingham. 11:45 P. M. Express. Week Days: 3:00 P. M. Local.
YORK RIVER LINE.
4:30 P. M.—Daily.—Connecting for Baltimore Mon., Wed. and Friday, 6:00 A. M.—Ex. Sun. and 2:15 P. M.—Mon., Wed. and Friday—Local.
Trains Arrive Richmond.
From the South: 6:50 A. M., 8:40 A. M., 2:00 P. M., 8:05 P. M., daily; 12:55 Ex. Sun. From West Point: 9:30 A. M. daily, 12:55 A. M., Mon., We. and Fri., 4:25 P. M. Ex. Sun.
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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.): *6:05, *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: *6:50, 7b, 8, 9b, 10, **11 A. M., *12 M., **1, 2, 3, 4, 5b, 6, 7, 8, 9b, 11 P. M.
*Daily except Sunday. **Sunday only. bCarries baggage.

Steamboats

OLD DOMINION LINE.
Lv. Richmond foot of Ash St. daily.7:00 P. M.
Leave Newport News.....5:00 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. Connections 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, and will be met by motor conveyance.
VIRGINIA NAVIGATION CO.—James River by daylight for Norfolk and Old Point, Newport News and all James River landings. Steamer leaves Mon., Wednesday and Friday at 7:00 A. M. Freight received for all James River landings. 'PhoneMadison 174. Main Ticket Office, 821 E. Main Street.

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