

Mr. Hanna, Here Are the Trusts.

Your Denial an Insult to the Intelligence of the People.

(Langdon Smith, in N. Y. Journal.) In the interest of political truth and equity, let us for a brief period seize the Republican trust battery and turn its guns upon the Imperial camp. Hanna, Manley, Roosevelt, Depew, and lastly, Carnegie, arguing laboriously and in their diverse fashions, are like to burst throwing mud at William Jennings Bryan.

These have become the princes of Republican fallacy. Hanna represents the soulless brutality of money. Manley stands for political falsehood and condescension of class. Depew for swivel-eyed foolishness, and Carnegie for philanthropic whitewash. They all place party before patriotism and the requirements of loft before those of labor.

Of the four, Hanna is easily the chief. Devoid of eloquence and refinement, he has neither the ability nor the tact to punctuate his discourse with anything more graceful than the oaths of a bully and the gestures of a boor. Yet his superior brutality has made him great in his party.

In comparison, the bellowing and chest-slapping of Roosevelt, the puerile and unself arguments of Depew, the misstatements of Carnegie, and the plain misstatements of Manley are preferable to Hanna's direct insults to the intelligence of workmen.

HANNA TRIES TO DECEIVE BY LIES. Hanna believes that the people are to be deceived by specious lies. He assumes that the misstatements will not be inquired into. He dares to assert that the common rights and liberties of the people should be subjected to the arbitrary will of a moneyed clique.

His wishes are likely to be rewarded only by the fear and hatred of his fellowman. Even his bald head and sparse, gray hairs cannot make his hypocrisy venerable, or lend an air of verisimilitude to his arguments. With all his talk he has never yet given the people a valid reason for submitting themselves to his Administration. That it would be his Administration who will presume to doubt.

Let us proceed to demonstrate the Hanna principle: Before a Cleveland audience one year ago Hanna said: "This hue and cry against so-called trusts is pure buncombe. It is designed to arouse class against class, and to prejudice the people against the American people. I firmly believe that these legitimate combinations of capital will outlive the criticism against them, and that the people will soon see that these lawful aggregations of wealth are to the best interests of mankind."

ADHERERS TO HIS POSITION. This, in brief, was Hanna's position and belief a year ago. His ideas have not changed within the year, although his expressions have been altered in a manner both astonishing and painful.

To an intelligent audience last week Hanna said: "There are no trusts." To another intelligent audience he remarked: "There are no classes in this country."

Now, what has caused the wonderful change in the warts of this political grenouille? Simply that he has come to think that the people are so ignorant they can be bludgeoned with oaths, and at the same time led to believe that no fire exists.

There are no trusts and there are no classes, both of which have been built up and fostered solely by the Republican party, of which Hanna is the master representative. Here is an illustration thereof:

TRUSTS. American Sugar—Capital, \$83,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, 6-10c per pound. Standard Oil—Capital, \$110,000,000; yearly dividend, 40 per cent.; increased prices due to Dingley tariff and Hanna politics, 2c per gallon.

American Tin Plate—Capital, \$46,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, 20 per cent. American Tobacco—Capital, \$68,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, 32 to 42 per cent.

American Window Glass—Capital, \$17,000,000; yearly dividend, 4 per cent.; increased prices due to Dingley tariff and Hanna politics, 100 per cent. Diamond Match—Capital, \$15,000,000; yearly dividend, 7 per cent.; increased prices due to Dingley tariff and Hanna politics, \$4.50 to \$7.50 per case.

National Salt—Capital, \$12,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, 75c to \$1.10 per barrel. National Starch—Capital, \$8,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, \$2.50 to \$3.50 per barrel.

Beef—Capital, \$100,000,000; yearly dividend, 7 per cent.; increased prices due to Dingley tariff and Hanna politics, 5c per pound. United Zinc—Capital, \$6,000,000; yearly dividend, 6 per cent.; increased prices due to Dingley tariff and Hanna politics, 35 per cent.

Coal—Capital, \$100,000,000; yearly dividend, 8 per cent.; increased prices due to Dingley tariff and Hanna politics, 25c to \$1 per ton. American Steel and Wire—Capital, \$90,000,000; yearly dividend, 7 per cent.; increased prices due to Dingley tariff and Hanna politics, 10 per cent.

Broom—Capital, \$5,000,000; yearly dividend, 5 per cent.; increased prices due to Dingley tariff and Hanna politics, \$1.75 to \$2.25 per dozen. Soap—Capital, \$7,000,000; yearly dividend, 5 per cent.; increased prices due to Dingley tariff and Hanna politics, \$2.35 to \$2.85 per box.

All of these trusts are Republican in politics. Wages of employees have not been increased a cent. ALL THE STOCKS ARE WATERED. In the above table the dividend percentage is given at the lowest possible figure. When it is considered that all these trust stocks are watered from 30 to 50 per cent., the dividend moral becomes all the more obvious.

These are only a few of the Republican trusts which Hanna asserts do not exist. There may have been sporadic cases where a foreman here, or a few faithful workmen there, have had their wages increased, but the decrease in other directions has more than counterbalanced these benefits. In addition to the economic conditions mentioned above, the trust legislation of the Republican party has enabled every combination of capital in this country to flourish, at the expense of labor. There is absolutely no exception.

In the face of this damning record, how does Hanna dare to stand up and tell an intelligent audience that the Republicans have made prosperity by legislation? Whatever prosperity the workingman of this country enjoys is due to hard work, unlimited capacity for suffering and the saving grace of God, but never to the Republican party.

THE DIVIDENDS AND THE WAGES. And speaking of classes, let Hanna by his holy band of harp-twangers and look at the above table and note the heart-breaking difference between the percentage column of the trusts and that of the workingman, and then talk of Democratic arraignment of the classes! Here you have the classes with a vengeance. They are separated, cut out and defined by Republican legislation. On one side pride and the pocket-book, on the other poverty and the pick; on one side the magnate in his rolling carriage, pondering on his full purse, and on the other the hard worked horse pondering on the promise of a full nose-bag.

Whatever class lines exist have been drawn by Hanna and his kind. It is up to the voter to tear these lines down to the legitimate use of the ballot. Trust not to Hanna for success or success when he comes to buy your votes with trust contributions. He who has deceived you once will deceive you again. In the face of his past record, his arguments have not even the color of a virtue.

HANNA HAS MONEY TO BURN. Twenty Thousand Dollars for "Teddy" Pinks, But Not a Dollar for the Poor. (From the New York Journal.) The highly important question as to the sort of flower the Republican party should adopt as its emblem was settled at Republican National Headquarters last Thursday. It is the carnation.

More real friction and bad feelings have been caused among the big Republicans over this matter than anybody can imagine. The Republicans will burn up \$20,000 on the flowers; nothing to give to the poor. First, it was unanimously resolved to have a yellow flower as near the color of gold as possible. In order to carry out this idea scouts were sent to all of the Republican florists in the nation to discover the most expressive yellow flower that might be worn in a buttonhole.

No cheap flower would suit. The instructions were that it had to be as yellow as gold, and that it must cost a lot of gold to get. No success attended the scouts. All the yellow

flowers they could find at the Republican florists were these: The sunflower. The buttercup. The golden-rod. The daisy. The National Committeeman Gibbs instantly had all the colors and was reaching out for more, in order to create a trust of them. The Republican managers were jubilant. They almost burst into cheers when they learned that carnation is derived from Carnatio, meaning fresh, and Caro, meaning fleshiness.

Orders were instantly sent out that every man who participates in the big Republican parade on November 3 must wear a Teddy R. carnation. A contract has been made with several big Republican florists to get big crops of them. WILL SPEND \$20,000. The National Committee is going to spend at least \$20,000 besides for the Teddy R. flowers. Money is no object. The watchword of the men at headquarters is: "Money talks! Come and get some."

WHAT THE \$20,000 WILL PURCHASE. 4,000 barrels of flour, at \$5 a barrel. 400,000 loaves of bread, at 5 cents a loaf. 100,000 pounds of meat (best), at 20 cents a pound. 10,000 bushels of beans or peas, at \$2 a bushel. 100,000 pounds of roast beef, at 20 cents a pound. 100,000 pounds of butter, at 20 cents a pound. 100,000 dozen eggs, at 20 cents a dozen. 16,000 barrels of potatoes, at \$1.25 a barrel. 1,000,000 cabbages, at \$2 per hundred. 200,000 quarts of milk, at 10 cents per quart. 2,000 pairs of children's shoes, at \$1 per pair. 2,000 tons of coal, at \$5 per ton. 80,000 pairs of stockings, at 25 cents a pair. 2,000 suits of clothing, at \$10 per suit. 133,333 pounds of corned beef, at 15 cents per pound.

SWEET POTATOES ABROAD. Virginia to Help Introduce Them in European Markets. Hon. G. W. Kolner, Commissioner of Agriculture, has been called upon by Mr. D. M. Nesbit, of the United States Department of Agriculture, to assist the latter in introducing sweet potatoes into European markets. Mr. Kolner is heartily in favor of the proposition of the Washington officials, and has signified his assent to the effect that Virginia sends her portion of the sweet potatoes that are to be sent for trial in European countries.

The United States Department last March made a trial shipment of potatoes to London and Paris. Dr. Wray, in reporting the result of the experiment, said that many persons with whom he talked had never before eaten American sweet potatoes and their first impression of them was not favorable, but after a second and third trial, they were voted very opalable. Dr. Wray is strongly of the opinion that if sweet potatoes are introduced through the proper channels, they will find a considerable sale in the English market. He says to introduce them it will be necessary to educate the British public, and he thinks it would be advisable to have printed a small circular, giving the various recipes for cooking and serving. Dr. Wray says that a considerable sale would be insured from the start by the demand of the many American families for this product of their country. It is the intention of the United States to ship sweet potatoes dried and canned.

Cancer There are never any external signs of Cancer until the blood is polluted and the system thoroughly contaminated by this deadly virulent poison. Then a sore or ulcer appears on some part of the body; it may be small and harmless looking at first, but as the cancerous cells form and are deposited by the blood near the sore, it increases in size and severity, with sharp shooting pains. No matter how often the sore is removed by the surgeon's knife or flesh destroying plasters, another comes and is worse. The real disease is in the blood, and the treatment must begin there. The poisoned blood must be invigorated and purified, and when this is done cancerous cells can no longer form and the sore will heal naturally and permanently.

Mr. Sarah M. Keesling, 94 Windsor Ave., Bristol, Conn., writes: "I am 47 years old, and for three years have suffered with a severe form of Cancer on my jaw, which the doctors said was incurable, and that I could never live more than six months. I accepted their statement as true, and had given up all hope of ever being well again when my druggist, knowing of my condition, recommended S.S.S. After taking a few bottles the sore began to heal, to the surprise of the physicians, and in a short time made a complete cure. I have gained in flesh, my appetite is splendid, sleep is refreshing—in fact, an enjoying perfect health."

SSS overcomes this destructive poison and removes every vestige of it from the system, makes new, rich blood, strengthens the body and builds up the general health.

If you have a suspicious sore, or have inherited any blood taint, send for our free book on Cancer, and write to our medical department for any information or advice wanted; we make no charge for this service. Your letter will receive prompt and careful attention, and will be held in strictest confidence. THE SWIFT SPECIFIC CO., ATLANTA, GA.

Fresh Land Plasters AUGUST 12. NOW LANDING. COAL TAR PINE TAR in oil, pork and pine barrels Shell Lime No. 1 Rock Lime JOHN O. GAMAGE WOODSIDE'S WHARF.

Norfolk Iron Works, GEO. W. DUVAL & CO., NO. 15 WATER STREET, NORFOLK. ENGINES, BOILERS, SAWMILL and all kinds of machinery of the most improved pattern. Also repairing and shortest notice. Particular attention to steamboat work. DUVAL'S PATENT BOILER TUBE PURRLES are the only perfect remedy for leaky boiler tubes. They can be inserted in a few minutes by an engineer, and are warranted to stop leaks.

TRAVELERS' GUIDE. "THE NEW LINE." Norfolk and Atlantic Terminal COMPANY. The following schedule, effective 7:45 A. M., SEPTEMBER 15th, 1900. Close connection made at Old Point with Norfolk, Phoebus, Hampton, and Newport News.

Norfolk & Washington Steamboat Co. The new and powerful from palace steamers NEWPORT NEWS, WASHINGTON and NORFOLK, will leave daily as follows:

NORTH-BOUND. Leave Portsmouth, N. & W. S. B. Co. 5:00 p. m. Leave Norfolk, N. & W. S. B. Co. 6:00 p. m. Leave Old Point Comfort 7:00 p. m. Leave Washington, B. & O. 7:45 a. m. Leave Washington, Penn. R. R. 8:20 a. m. Leave Philadelphia, Penn. R. R. 10:55 a. m. Arrive in Philadelphia, B. & O. 11:27 a. m. Arrive in New York, B. & O. 11:45 p. m. Arrive in New York, B. & O. 11:45 p. m. Arrive in New York, B. & O. 11:45 p. m.

Chesapeake & Ohio Ry. TO RICHMOND, CINCINNATI, LOUISVILLE AND THE WEST. SCHEDULE IN EFFECT OCT. 1, 1900. LEAVE NORFOLK. 8:10 a. m.—Daily, with Parlor Car, to Richmond, connecting at Richmond with the Chesapeake & Ohio Ry. to Philadelphia, Pa., and to Washington, D. C., and to New York, N. Y., via the Pennsylvania R. R. and the New York, N. Y. & New Jersey R. R. Local cars will leave Norfolk for Norfolk at 7:00 a. m., 8:00 a. m., 9:00 a. m., and every half-hour thereafter until 8:00 p. m. Schedule subject to change without notice. Baggage checked from Old Point Pier to any point in the city.

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The Steamer S. A. McCall Leaves the N. Y. P. & N. wharf with freight and passengers for Newport News, at James River, leaving Norfolk every Monday, Wednesday and Friday at 6 a. m. Passenger and freight rates much lower than any other line.

CLYDE'S REGULAR LINE STEAMSHIPS TO PHILADELPHIA. THE ONLY DIRECT LINE FROM NORFOLK TO PHILADELPHIA. Until further orders steamers are appointed to sail from Norfolk every MONDAY, WEDNESDAY and SATURDAY at 6 p. m., and from Philadelphia every TUESDAY, THURSDAY and SATURDAY. Through Bills of Lading to all points South, West and North, via Seaboard Air Line, Norfolk and Western Dispatch, Virginia, Tennessee and Georgia Air Line, Southern Railway and Norfolk and Southern Railroads.

TRAVELERS' GUIDE. VESTIBULED WEST INDIA LIMITED TRAINS DOUBLE DAILY SERVICE SHORT LINE TO THE PRINCIPAL CITIES OF THE SOUTH. ATLANTA, NEW ORLEANS, AUGUSTA, MACON, CHATTAHOOGA, NASHVILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE, TAMPA, HAVANA, CUBA, AND PORTO RICO, ST. AUGUSTINE, PALM BEACH, MIAMI, FLORIDA EAST COAST AND THE ENTIRE SOUTH.

Table with columns: Station, No. 41, No. 403, and times for various routes including Norfolk, Portsmouth, Lewiston, Henderson, Raleigh, Wilmington, Charlotte, Hamlet, Augusta, Savannah, Jacksonville, Tampa, Macon, Montgomery, New Orleans, Chattanooga, and Memphis.

Norfolk & Southern R. R. Co. SCHEDULE IN EFFECT SEPT. 30, 1900. MAIL AND EXPRESS LEAVES NORFOLK DAILY (except Sunday) 10 a. m. for Edenton and all stations. Connects at Edenton for Plymouth, Jameville, Williamston and Windsor. For Edenton on Chowan River TUESDAY, THURSDAY and SATURDAY, and for Sepperrong River MONDAY and FRIDAY. Connects at Belhaven with Old Point and steamers for Mackleville, Aurora, South Creek and Washington, N. C. Connects at Elizabeth City with steamer for Sepperrong River Landings MONDAY and WEDNESDAY.

Virginia Beach Division. LEAVE NORFOLK, PARK AVENUE STATION. Week Days—6:45 a. m., 10:45 a. m., 3:00 p. m., 5:10 p. m. Sunday—5:00 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m. LEAVE VIRGINIA BEACH. Week Days—8:30 a. m., 12:30 p. m., 4:15 p. m. Sunday—10:15 a. m., 12:30 p. m., 2:30 p. m., 6:00 p. m.

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TRAVELERS' GUIDE. NORFOLK & OCEAN VIEW R.Y. QUICK AND FREQUENT SERVICE BETWEEN NORFOLK, OCEAN VIEW, OLD POINT, HAMPTON AND NEWPORT NEWS. Cars leave West Main street, corner Grand street (opposite New Atlantic Hotel), Henry street station discontinued. TEMPORARY SCHEDULE TAKING EFFECT OCTOBER 14, 1900.

Table with columns: Station, No. 1, No. 2, and times for routes including Norfolk, Portsmouth, Old Point, and Newport News.

A. C. L. ATLANTIC COAST LINE RAILROAD COMPANY. IN EFFECT MAY 1st, 1900.

Table with columns: Stations, No. 49, No. 102, and times for routes including Norfolk, Portsmouth, Old Point, and Newport News.

BALTIMORE STEAM PACKET CO. COMMENCING MONDAY, NOV. 20, 1899. LEAVE NORFOLK, PARK AVENUE STATION. Week Days—6:45 a. m., 10:45 a. m., 3:00 p. m., 5:10 p. m. Sunday—5:00 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m.

CAPE CHARLES ROUTE. New York, Philadelphia and Norfolk Railroad. QUICK TIME—LOW RATES. TWO TRAINS EACH WAY. SCHEDULE IN EFFECT SUNDAY, SEPTEMBER 17, 1899. LEAVE NORFOLK. 7:45 a. m.—Daily, except Sunday—(Portsmouth, High street, 7:45 a. m.; Philadelphia, 10:45 a. m.; New York at 3:35 p. m.) LEAVE NORFOLK. 6:00 p. m.—Daily, Portsmouth, High street, 6:30 p. m.; Philadelphia, 5:30 a. m.; New York, 7:45 a. m.

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CAPE CHARLES ROUTE. New York, Philadelphia and Norfolk Railroad. QUICK TIME—LOW RATES. TWO TRAINS EACH WAY. SCHEDULE IN EFFECT SUNDAY, SEPTEMBER 17, 1899. LEAVE NORFOLK. 7:45 a. m.—Daily, except Sunday—(Portsmouth, High street, 7:45 a. m.; Philadelphia, 10:45 a. m.; New York at 3:35 p. m.) LEAVE NORFOLK. 6:00 p. m.—Daily, Portsmouth, High street, 6:30 p. m.; Philadelphia, 5:30 a. m.; New York, 7:45 a. m.

TRAVELERS' GUIDE. Old Dominion Steamship Co's Line FOR NEW YORK—Passenger ships are appointed to leave Norfolk daily, except Sunday, at 8:00 p. m. FROM NEW YORK—Daily, except Sunday, at 3:00 p. m.

FARE, INCLUDING MEALS AND STATE-ROOM BERTH, LIMITED TO THIRTY DAYS. 13.00 Round trip (limited to thirty days). For tickets and reservation of state-rooms, apply at ticket office, No. 159 Main street, or at general office at wharf. Ships leave Old Point for Norfolk Sunday at about 9:30 a. m. Time schedule of steamers "Hampton Roads," "Joback," "Luray," "Accomack," "Ocracoke," and "Virginia Dare," sailing daily, except Sunday, from Company wharf, Norfolk, at 8:00 a. m. FOR OLD POINT—At 8:30 and 11:15 a. m. and 4:15 p. m.; Portsmouth, 6:45 and 10:45 a. m. and 3:05 p. m.; Bay Line wharf, Norfolk, at 7:00 and 11:30 a. m. and 4:30 p. m. FOR HAMPTON—At 11:15 a. m. and 4:15 p. m.; Portsmouth, 10:05 a. m. and 3:05 p. m.; Bay Line wharf, 11:30 a. m. and 4:30 p. m. FOR NEWPORT NEWS AND SMITH-FIELD—At 6:50 a. m. and 2:50 p. m.; Portsmouth, 7:00 a. m. and 2:45 p. m.; Bay Line wharf, 7:10 a. m. and 3:00 p. m. FOR WARE AND EAST RIVERS—At 6:30 a. m.; Portsmouth, 6:45 a. m.; Bay Line wharf, 7:00 a. m. FOR NORTH RIVER—On Monday, Wednesday and Friday, at 6:30 a. m.; Portsmouth, 6:45 a. m.; Bay Line, 7:00 a. m. FOR SEVERN RIVER—Tuesday, Thursday and Saturday at 6:30 a. m.; Portsmouth, 6:45 a. m.; Bay Line wharf, 7:00 a. m. FOR BACK, POGOQUIN AND YORK RIVER LANDINGS AND CRAB NECK, On Monday, 7:00 a. m. and 2:45 p. m.; 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m. Returning following day. FOR NANSEMOND RIVER AND SUFFOLK—At 2:30 p. m.; Portsmouth, 3:10 p. m., connecting at Suffolk with S. and C. Railroad. Freight for Ware, East, North, Severn, Back, Pogoquin and York and Nansemon River Landings must be prepaid. All schedules subject to change without notice. For freight for Washington and New Bern, N. C., received at and delivered from N. and S. Railroad depot. Freight received daily, except Sunday, until 5:00 p. m. M. B. CROWELL, General Agent, Norfolk, Va. H. B. WALKER, Traffic Manager, New York, N. Y.

SOUTHERN RY. DOUBLE DAILY SCHEDULES TO ALL POINTS SOUTH, SOUTHEAST, and SOUTHWEST. EFFECTIVE AUGUST 19, 1900. Lv. Norfolk 9:35 a. m. 7:40 p. m. Ar. Suffolk 10:41 a. m. 8:53 p. m. Ar. Franklin 11:23 a. m. 8:39 p. m. Ar. Emporia 12:04 p. m. 8:25 p. m. Ar. Bufton Junction 12:37 p. m. 8:08 p. m. Ar. Danville 5:30 p. m. 4:20 a. m. Lv. Norfolk 9:00 a. m. Ar. Raleigh 9:50 p. m. Ar. Durham 4:43 p. m. Ar. Greensboro 4:35 p. m. Lv. Danville 4:43 a. m. 4:33 a. m. Lv. Greensboro 5:10 p. m. 5:00 p. m. Lv. Salisbury 5:24 p. m. 5:55 a. m. Ar. Charlotte 9:45 p. m. 8:05 a. m. Lv. Salisbury 8:40 p. m. 9:10 a. m. Ar. Asheville 12:10 p. m. 2:30 p. m. Ar. Hot Springs 1:32 a. m. 4:32 p. m. Ar. Knoxville 4:15 a. m. 7:30 p. m. Ar. Chattanooga 7:40 a. m. 11:35 p. m. Ar. Nashville 6:55 p. m. 6:40 a. m. Lv. Chattanooga 5:00 a. m. Lv. Charlotte 10:00 p. m. 9:35 a. m. Ar. Atlanta 8:10 p. m. 8:53 a. m. Ar. Montgomery 10:31 a. m. 9:30 p. m. Ar. Mobile 4:12 p. m. 3:05 a. m. Ar. New Orleans 5:40 p. m. 7:40 a. m. Lv. Atlanta 5:40 p. m. Ar. Birmingham 11:35 a. m. 10:00 p. m. Ar. Memphis 8:05 p. m. 7:15 a. m. Lv. Charlotte 9:55 p. m. 8:10 a. m. Ar. Columbia 1:15 a. m. 11:20 a. m. Ar. Augusta 3:00 a. m. 2:50 p. m. Ar. Savannah 4:45 a. m. 4:45 p. m. Ar. Jacksonville 8:25 a. m. 7:40 p. m. Ar. Tampa 10:00 p. m. 7:30 a. m.

Pullman Palace Sleeping Cars. For all information apply at CITY TICKET OFFICE, 112 MAIN AND GRANBY STREETS, PHONES 142. Baggage called for and checked from hotels and residences in Virginia. Transfers Company on orders left at ticket office. Third V. President and Gen. Mgr. J. M. CULP, W. A. TURK, Traffic Mgr. Gen'l Pass. Agt. Washington, D. C. W. B. BROWN, Pass. Agt., Norfolk, Va.

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