

SPECIAL NOTICES.

PARTIES WHO CONTEMPLATE

availing themselves of the opportunity of investing in inside property at the Woodland Park land sale Friday, October 17, will do well to call at our office, rooms 3 and 4 Exchange Building, where a map can be seen; select your lots, and allow us to forward your name to the secretary as one of the bidders.

Respectfully, WILBURS, POLE & Co.

SIMMONS, AMBLER & Co.

REAL ESTATE AGENTS.

Buchanan, Va.

We have the choicest property in all parts of the town for sale, and can therefore offer the best inducements to investors. Office, corner of Water and Washington streets.

VESTIBULE EXCURSION TO ROANOKE, VA.

Leaving Baltimore via B. and O., 10:20 A. M., Thursday, October 16. Auction Sale of Inside Lots by the Woodland Park Land Company, Roanoke, October 17. Return to Baltimore Saturday, October 18. Round-Trip Fare 55. A Delightful Trip for Ladies.

This splendid excursion will be personally conducted by the B. & O. Railway Company. The train will run through without change, and will consist of Pullman Buffet Cars and Day Coaches. Time schedule as follows: October 16, Leave Philadelphia, 8:15 A. M.

Return Schedule, October 18. Roanoke, 10:00 A. M. Lech Laird, Noon. Lexington, Va., 12:45 P. M.

Tickets good for return five days. Parties buying tickets for the excursion may, if unable to take the special train at 10:20 A. M., leave on the regular evening train by having their tickets indorsed at B. and O. Central Building Ticket Office.

The usual round-trip excursion rates will apply from local points on the Shenandoah Valley for regular trains on that line.

Round trip from Frederick \$1. For the benefit of Hagerstown people, tickets will be on sale from Weaver town for \$4 round trip, for trains connecting with excursion train at Frederick Junction.

Excursion tickets will be on sale at B. & O. offices at Washington under above conditions.

The trip will be made with all the comforts of modern travel. It will afford the people of Baltimore and neighboring cities an opportunity of seeing both sides of the Virginia Valley by daylight, and also of visiting the wonderful city of Roanoke, where enough new industries are to be established within the next year to double its population.

Pullman accommodations may be reserved at usual rates at B. and O. Central Ticket Office.

For tickets and further information apply at B. & O. Ticket Office, Central Building.

WOODLAND PARK LAND COMPANY. E. A. PAIBSONS, Secretary. JAMES S. SIMMONS, President.

FOR THE HOSPITAL.

A List of the Subscribers to the Fund up to Date.

Table listing names and amounts for the hospital fund, including T. P. Fishburne (\$1,000), W. P. Terry (\$1,000), Dr. Jos. A. Gale (\$1,000), etc.

Edmundson and Tucker Comdg. Mr. M. C. Thomas, chairman of the city Democratic Executive Committee, has received a letter from Hon. Paul C. Edmundson, member of Congress from this district, announcing that he and Hon. Harry Tucker, member of Congress from the Tenth district, will speak here on Saturday evening next.

FROM BIG LICK TO ROANOKE.

An Interesting Chapter of Industrial Progress.

Some of the Enterprises of a Flourishing City—Interesting Paragraphs for the Outside Reader—General Statistics and the Really Assessment—Manufacturing Plants Exempt from Taxation for Fifteen Years from the Time They are Started.

Ten years ago farms were cultivated where now stand the mammoth manufacturing plants, business buildings, and handsome residences of Roanoke. Big Lick, with its 400 people, was an easy-going Virginia village, that had not dreamed of the wonderful things of the succeeding years and the present bustling city of 20,000 population.

In 1882 the Roanoke Machine works were located here, the Shenandoah Valley railroad was completed, the Norfolk and Western headquarters were removed, Roanoke city was incorporated, and the era of progress began.

The attention of capitalists was directed to the great resources of the Southwest, and Roanoke at once became the center of all operations. Northern capital began to flow in, and has continued in an increasing volume. The location of extensive iron works has brought thousands of people, and other industries followed. Roanoke's manufacturing growth has been so rapid and fast that, notwithstanding the great influx of people, its population is not yet in proportion to the manufacturing.

Without any further increase of industries, the city would continue to expand until fully 35,000 people were here. Roanoke is located in the valley of the Roanoke river, 257 miles west of Norfolk on the Norfolk and Western, at the southern terminus of the Shenandoah Valley railroad, and the northern terminus of the Roanoke and Southern. In course of construction. The lines make tributary inexhaustible supplies of coal, iron, marble, limestone, granite and lumber, and afford transportation facilities for an enormous business.

The altitude is 907 feet above the sea level, and the location is healthful. Hills and low mountains rise on either side, and the swift little Roanoke river skirts the southern border.

There are sixty-five miles of streets and eight miles of street railway inside the corporate limits. A dummy line extends to Vinton, a distance of two miles east, and will soon be completed to Salem, six miles west.

The waterworks are sufficient to furnish a city of 50,000 inhabitants. The supply comes from a pure, cold spring that gushes from the side of Mill mountain, and is without an equal in any city in the country. It is undoubtedly a specific for many forms of kidney disease.

Light is furnished by the Gas Company and the Electric Light and Motor Power Company. The city is fairly well drained, and the city will next year construct a thorough sewerage system.

The property valuation according to the assessment of this year is nearly \$9,000,000; besides the railroad property and the Roanoke Machine Works. The increase in the value of realty was about \$5,000,000 over the previous assessment of four years ago; but present values are many millions in excess of those given.

There are four fine hotels—Hotel Roanoke, the Ponce de Leon, the Continental and Hotel Felix—besides a number of smaller ones. All of them are crowded and constantly turning away guests.

Roanoke is well supplied with banking facilities. The First National Bank has a capital of \$100,000 and a surplus of \$25,000; the National Exchange Bank, with a capital of \$100,000, has \$25,000 in Government bonds; the Citizens' Bank has a capital of \$50,000; the Commercial National Bank, with a capital of \$100,000, has a surplus of \$1,000; the Roanoke Trust, Loan and Safe Deposit Company, with a capital of \$100,000, has a \$200,000 surplus; the Traders' Loan, Trust and Deposit Company, with a capital of \$100,000; the Fidelity Loan and Trust Company and several private banking concerns transact a large financial business.

There are a number of new churches and others going up with more soon to be started. The Southern Methodist, Presbyterian and Catholic churches have handsome brick edifices. The Baptists are erecting a new church and the Lutherans will soon begin the erection of a \$40,000 structure. The Christian sect and Northern Methodist churches also have neat houses of worship. There are several colored churches.

There are three fire companies with 150 members and modern equipments. Not less than nine million dollars are invested in the manufacturing plants already established. The Roanoke Machine Works alone with a capital of \$5,000,000 pays out \$65,000 per month in wages to employes. About \$5,000,000 a year is paid out in the city for wages.

Some of the important manufacturing plants are as follows: Roanoke Machine Works, (employ 1,500 men) \$5,000,000; Virginia Development Co., 5,000,000; West End Iron Co., 400,000; Crozer Steel and Iron Co., 500,000; American Bridge Works, 200,000; Rifle's Hydraulic Engine Works, 50,000; Roanoke Canning Factory, 50,000; Roanoke Rolling Mills, 50,000; Roanoke Spike Factory, 50,000; Roanoke Iron Co., (consisting of a 200-ton Furnace, Muck Bar Mill and Plate Mill) 500,000; General Repair Shops N. & W. R., 50,000; General Repair Shops Shenandoah Valley R. R., 50,000; Roanoke Brewery, 75,000; Bridgewater Carriage Co. of Roanoke, 60,000; Gambill Flouring Mill Co., 50,000.

ROANOKE'S WHOLESALE TRADE.

Wholesale Boot, Shoe and Dry Goods Houses Needed.

Roanoke's Mammoth Wholesale Grocery Trade—Goods Sold as far West as Lexington, Ky.—The Opening of the Roanoke and Southern—The Bright Future in Store for the Trade Here—No City in the State Surpasses It in Inducements Offered.

A MODEL CORPORATION.

The Crystal Springs Railway Co.'s Plans and Purposes.

The Crystal Springs Street Railway Company is constructing a line of railway from Walnut street, on Jefferson son, to the Crystal Spring. The line will be a mile in length, and the company hopes to have it in operation inside of two months. It will probably be extended to Chestnut Ridge, and through different parts of the property of the Crystal Spring Land Company, as the growth of the business may justify.

The extension of Jefferson street is being macadamized, and will be one of the best in the city. The track of the new railway will be laid with flat rail, and will be paved between the rails and to the ends of the ties on each side with Belgian block. The flat rail will be used because it offers less obstruction to vehicles, and is better for the public, notwithstanding the fact that the T-rail is cheaper. The advantages of the T-rail to street railway companies are that it cost less in construction, requires less repair if properly constructed, and when worn out leaves more old iron for sale. The advantages of the flat rail to the public are that it is much less liable to wreck the wheels of any kind of vehicles, and does not make the part of the street occupied by the track useless for all other purposes.

The Crystal Springs Company has done a commendable thing in deciding in favor of the interests of the public. Two light horse cars will be put on the line at first, and others will be added as the business may demand. When the line is extended further than now contemplated electricity will be substituted for horse power.

The present capital of the company is \$15,000. The officers are: S. W. Jamison, president; E. H. Stewart, vice-president; W. S. McClanahan, secretary and treasurer. The directors are: S. W. Jamison, E. H. Stewart, Joseph H. Sands, A. S. Ashbery and S. B. Haupt. The work of grading the road is being pushed forward, and all the material for the line is now on the grounds.

PAYNE-DOBYNS.

Two Well Known Roanoke People United in Marriage.

The marriage of Mr. V. M. Payne and Miss Addie Dobyms at Greene Memorial Church yesterday morning was a very social event. Mr. Payne is a promising young business man, and Miss Dobyms is an amiable and accomplished young lady. Both have many friends in this city.

The church was handsomely decorated and the attendance was large. The ceremony was impressively performed by Rev. J. H. Boyd, pastor of the church. Miss Legrand presided at the organ. The ushers were Messrs. G. S. Jacks, J. E. Pritchard, A. M. Mannoni and George Jett. There were no attendants.

Immediately after the marriage the couple left for Norfolk, to go thence to Washington, Philadelphia and other Northern cities. The best wishes of a host of friends accompany them.

The "Water Queen" To-Night.

The lighous of admirers of the spectacular will be attracted to the Opera House to witness the performance to-night of Bobossy Kirady's latest and most successful spectacle, "The Water Queen," which comes to us fresh from its triumphs at Niblo's theater, New York. It is peculiar in its construction, resembling the pantomime so popular in London at Christmas time, though the typical harlequinade is absent, and for this reason is calculated to please children and family parties, to whom its purity and unobjectionable nature form strong inducements. The plot deals with a good fairy, who protects the moral hero and heroine of the play from the machinations of an evil demon, and finally triumphantly vanquishes him. The scenery was painted by the best European and American artists and possesses unusual beauty.

The sub-marine stalactite grotto is a wonderful piece of work and exceedingly dream-like in its effects, while the enchanted forest is a novel and weird representation of bewitched trees, with skeletons, enchanted birds, witches, etc. The final transformation, depicting the four seasons, is a masterpiece of scenic art, with its elaborate and dazzling changes, and its beautiful allegorical tableaux.

Over the River.

Work on the bridges over the Roanoke river is progressing as rapidly as circumstances will permit. When through communication with the other side of the river is completed the laying off of Mill Mountain into streets may be next in order. Several gentlemen have already expressed a determination of erecting residences on the mountain as soon as the proper transportation facilities are afforded.

Even the Children Want It.

Mr. J. E. M. Wright, one of the job-best telegraph salesmen on the road, was in the office yesterday. He is a subscriber to THE TIMES, and said: "When I go to Roanoke the children are always eager for THE TIMES to see if there is any thing in the paper about papa."

WOODLAND PARK SALE.

The Great Event Comes Off To-morrow at 11 O'clock.

The Woodland Park sale begins to-morrow at 11 o'clock. Last night it was definitely learned that large delegations would come from Baltimore, Norfolk, Hagerstown, Frederick, Washington and other points. Up to last night 130 tickets for the excursion train had been sold in Baltimore, and that means that many more than that number will wait until train time before purchasing transportation.

The trains bearing the prospective investors will arrive over the Shenandoah Valley road at 9 o'clock to-night, and the visitors will be quartered at the various hotels. The morning of Friday, the 17th, will be spent in visiting the machine works, furnaces, car shops and other points of interest, and at 11 o'clock the visitors will assemble at the north-west corner of Woodland Park if the weather is fair, and at the Opera House if the weather is inclement, and the great sale will begin. The Machine Works stand will attend.

Auctioneer T. A. Frierson will conduct the sale in person, aided by a large staff. It is promised by the company that the sales will be quick and fast and that there will be no haggling. The company proposes that every buyer shall get in at a figure which will leave a wide margin for profit.

A brief description of the situation as regards the property will not be out of place. It is situated in the southeast angle formed by the junction of the Roanoke and Southern railroad, now in process of construction, with the Norfolk and Western. Its front is the continuation of Campbell street into which pour the united traffic of Salem and Railroad avenues. In the 30 foot alley at the rear of the Campbell street lots a switch track will be constructed by the company, thus affording to warehouses facilities for loading and unloading goods without the extra and heavy expense of drayage.

The property is within two and one-half blocks of the business center of the city, and for the purpose of showing comparative estimates of value a few figures are given: L. L. Powell & Co. sold last week a lot adjoining Woodland Park on Campbell street 60 by 105 feet for \$300 a front foot.

Mr. S. W. Jamison sub-divided a piece of ground at the intersection of Tazewell and Holiday streets, near the park, 150 by 160 feet, and sold the lots at an aggregate of \$41,000. Residence property on Tazewell street readily brings \$50 a front foot.

BROTHERHOOD OF ENGINEERS.

Meets in Pittsburg in Their Twenty-seventh Annual Convention.

PITTSBURG, Oct. 15.—[Special]—The twenty-seventh annual convention of the International Brotherhood of Locomotive Engineers was called to order at Old City Hall by Grand Chief Engineer Arthur this morning. There was a large attendance of delegates, every division of the 452 in the organization being represented. The convention will be in session at least two weeks and will not get down to business before Friday.

To-morrow will be devoted to the grand open meeting at which addresses will be made by Chas. J. Depew, Chief Engineer, Mayor Gourley and others. No one will venture an opinion as to what understanding the convention would come to on the question of affiliation with the federation of railroad employes. Mr. Arthur says the sentiment is evenly divided. Sentiment seems against the proposition to unite with the Knights of Labor.

LETTER CARRIERS' REPORT.

Assistant-Postmaster O'Brien Makes an Interesting Comparison. SEPTEMBER, 1890.

Table showing letter carrier statistics for September 1890: Registered letters delivered, 404; Letters delivered, 59,803; Postal cards delivered, 9,183; 2d, 3d and 4th class matter delivered, 29,005; Local letters collected, 2,756; Mail letters collected, 26,301; Local postal cards collected, 655; Mail postal cards collected, 4,325; 2d, 3d and 4th class matter collected, 716.

Table showing total pieces for September and August: Total pieces for September, 133,255; Total pieces for August, 119,852; Increase for September, 13,403.

Table showing total pieces for September 1890 and 1889: Total pieces for September, 1890, 133,147; Total pieces for September, 1889, 45,754; Increase for one year, 87,393.

Racing Yesterday.

MONROE PARK, Oct. 15.—[Special]—First race—Madstone won, Eclipse second, Reilly third; time 1:01 3/4. Second race, Stonewall handicap, three-quarters of a mile—Amie won, Bradford second, Lakeview third; time 1:15 3/4. Third race, Echo stakes, one mile and one-sixteenth—St. James won, Funster, Jr., second, Insight third; time, 1:57. Fourth race, one mile—Paramatta won, Masterode second, Benedictine third; time, 1:48 3/4. Fifth race, Fall test handicap, one and one-quarter miles—Diablo won, My Fellow second, Euris third; time, 1:16 3/4. Sixth race, Farewell stakes, three-quarters of a mile, selling—Kirkover won, Terrifier second, Monterey third; time, 1:11 3/4. Seventh race, one mile and one-sixteenth heats—Can Can won, Elvo second, only two started time, 1:56.

As Bad as a Bombardment.

SYDNEY, N. S. W., Oct. 15.—[Special]—In a speech in the Chamber today, Sir Henry Parker, premier, declared that the present strike in Australia has been almost as disastrous to the country as a bombardment would be. The country, he said, would suffer less at the hands of an enemy than it had suffered through the strike.

He denounces the stoppage of supplies of railroad fuel, and a scorching attack on the strikers as almost a declaration of revolution. But the government, he said, was determined to suppress the strike.

Sir Alfred Stephenson is trying to arrange a compromise between the strikers and the employers at the Coal Cliff mine, where the trouble occurred yesterday. A commission men are at work under police protection.

Ohio's Special Session. COLUMBUS, Ohio, Oct. 15.—[Special]—Very little has been accomplished in the Legislature this morning. A resolution was offered in the House, the tone of which censured the governor for calling an extra session. The House caucus agreed to support the bill giving the governor power of removal from the boards at Cincinnati and for an investigating committee. In the Senate, a bill was introduced to abolish the office of controller at Cincinnati, and a resolution was offered for a committee to prepare a plan for city government for that city and report in January. All went over under the new rule.

Dr. McGonegal's Sentence. NEW YORK, Oct. 15.—[Special]—Dr. McGonegal, charged with malpractice in the case of Annie Gardwin, was today sentenced to 14 years in the State prison.

The Weather To-day. For Virginia: Slightly warmer; southerly winds; fair weather.

VICE-PRESIDENT EDDY TALKS.

He Tells of the Fine Streets of Columbus, Ohio.

Paved With Belgian Blocks, Asphalt and Vitriified Fire Brick—A Model City—A Good Suggestion for Roanoke—He Commends the Salem Avenue Railway Scheme.

No man in Roanoke has the welfare of the city and its material interests more at heart than Vice-President Eddy, of the Norfolk and Western railroad. He kindly talked to a TIMES reporter yesterday on municipal improvements and other matters.

"The City Council," said he, "might do well to send a special committee to investigate the municipal improvements of Columbus, O. It is one of the most beautiful and well regulated cities in the country. Its streets are magnificent in breadth and length. But it is of the paving that I wish to speak particularly. In the first place complete systems of sewers, water and gas mains are laid before the paving is begun. There is no ripping up of pavements after they are once down.

"The pavements are of three kinds, Belgian block, asphalt and vitriified fire brick. The streets where heavy traffic is conducted are paved with Belgian block. The residence streets have asphalt in the middle and fire bricks for eighteen feet on each side of the street. When the asphalt is slippery from rain or sleet, the fire brick with its ribbed surface affords sure footing for horses. It is an admirable provision. The fire bricks show very durable wearing qualities.

"The expense of paving falls eventually on the property directly benefited. The city issues bonds to the amount of the improvements and assesses the cost of pavement over a period of five years on the adjoining properties. The intersections of streets are paved at the expense of the city.

"Now, Roanoke might profit immensely by studying the methods of Columbus."

From Columbus the conversation drifted to Roanoke and the recent attempt of the Street Railway Company to occupy Salem avenue.

"If I were a merchant or property owner on Salem avenue," said Mr. Eddy, "with emphasis, I would resist the occupation of that avenue by every means in my power. It would not only injure business and depreciate property on that street, but it would injure the whole city."

"The TIMES has taken just the position regarding the occupation of Salem avenue that Vice-President Eddy tersely and forcibly states, but it wants to be fair to all, and allows the Street Railway side of the question to be stated in its columns.

"I believe," said Councilman Buckner last night, "a great many people who own property on Salem avenue are opposed to a street railway on conditions. They consider the street too narrow for the present traffic, and I was of the same opinion until I investigated the matter. When I found that cars would only run one way, and the lines would extend to all residence portions of the city, and run electric cars, I thought it was only justice that Salem avenue merchants should have the benefit of the trade carried by these cars, as well as other streets."

"With the condition that vehicles be not allowed to block the streets by standing an unreasonable length of time, the traffic would not be interfered with."

"Are you convinced that the majority of Salem avenue merchants, residents and property owners are opposed to the street railway?"

"I am not, but on the contrary I believe that should every one investigate the matter as thoroughly as we, the committee, have done, a majority of them would feel that it would be to their interest to have this line, and would favor it. There have been petitions for and against the line since I have been a member of the Council from merchants and other business men on that street."

"Will you vote in favor of reconsidering the vote on the Salem avenue line, or will you oppose it, should a motion be made to reconsider?"

"So far as I am concerned the matter is settled. Should a motion be made to reconsider I reserve the right to vote on that question as on all others, as my best judgment dictates is to the best interest to the city."

"Do you favor or oppose the reconsideration of the action of the Council on the T rail?"

"When the matter was referred to the committee, of which I was a member, I was in favor of getting the best rail possible, and Mr. Christian proposed to lay a sample of the T-rail, and invite the City Council and engineers to inspect it, and if unsatisfactory, to reject it by any that would be satisfactory to the Council. I thought this a fair business proposition, as did the other members of the committee, and we accepted it."

Mr. Buckner states that he is not a stockholder in the Street Railway Company and is not interested in it.

Secretary McGeehe, of the Melrose Land Company, who is also secretary of the Street Railway Company, states that only one man interested in the Street Railway Company is a stockholder in the Melrose Park Land Company, and that is Manager Christian, who is also a director in the latter company and owns five shares of stock. Mr. J. H. Wayt, one of the directors in the Melrose Land Company, is said to have sold his street railway stock a month ago, as did several others.

The Weather To-day. For Virginia: Slightly warmer; southerly winds; fair weather.