

## RICHMOND MAKES BIG AUTOMOBILES

Richmond Iron Works  
Establish a Factory to  
Make the Flying Cars.

### THE VIRGINIAN A SUPERIOR CAR

An Old-Time Richmond Factory  
Gets Right in the Limelight  
by Building a Superior  
Car That Attracts At-  
tention of Ex-  
perts.

BY FRANK S. WOODSON,  
Industrial Editor.

From time immemorial Richmond has been an iron-working town. Since the days of Father Byrd there has never been a time when this city did not have iron works of some kind or another, and from those early days it has been known to all the Southland, that when anything in the iron-making line was wanted it might be found in the city on the James.

The Richmond Iron Works Corporation is an establishment that Richmond is justly proud of for it is one of those establishments of a home kind that commenced away back yonder in a small way, and has grown along with other great enterprises of this great city to mammoth proportions. Just when the mammoth works now known as the Richmond Iron Works actually commenced business it would be hard to tell, because the plant of to-day is the result of several small beginnings, and just which is the real daddy is a question.

Of course, the history could be hunted up, and doubtless it would make a very romantic story, but there is but little time for historical research, and in this fast and furious business age and romance cut but a poor figure.

#### Some Ancient History.

What the people of to-day want to know is, what is going on in this day; not last year or last century. However, there is evidence that away back yonder in another century some energetic folks started little iron-working shop on the banks of the James that in time became the larger concern of Joseph H. Hall & Co., makers of architectural castings and almost anything else that could in those days be made out of iron.

Then came along the Tanner-Delaney Engine Company, builders of stationary engines, boilers and such things. This concern made the name of Richmond famous in several States, and its good work attracted a great deal of trade of one kind and another to the city. Later still, say about 1865, the Richmond Iron Works Company was organized and went into the general iron-working business, building anything and everything in the iron line, from a new point to a stationary engine. All of these concerns built up big business in their respective lines, working hand in hand, one supplying what the other did not make, and all joining in to make the name of Richmond famous in the trade centres of the South.

#### Got Closer Together.

By and by these three concerns consolidated under the name of the Richmond Iron Works Corporation, and while none of the old-time stockholders are now on the list, the most of them having passed over the river, and the others having made enough money to retire, the establishment is under the management of wide-awake twentieth century young men and is doing the best work of its long and eventful career, keeping up with twentieth century ideas and modern development. An illustration of this fact is noticeable on the streets of Richmond every day, for one of the handsomest automobile that skips over the pavements of this city is one that has just been turned out by the company in their mammoth works out on the North Boulevard, and the building of automobiles of a superior quality in Richmond is a new industry for Virginia. But this, of course, is in this column.

#### Widespread Business.

The company has business in all of the Southern and Northern States. They even invade Pennsylvania, where it is supposed that everything in the iron-making and building line it right at the front door of every house, and in this broad territory the corporation has contracts for special machinery, such as individual gas machines, tobacco manufacturing machinery, special bagging machinery, heavy castings of all kinds, and all kinds of specialties.

The corporation has had a number of large contracts with the United States government for various kinds of armor. It is now working on a big contract with the War Department for ten-inch shells. This contract is of huge dimensions, so large in fact that a government inspector is stationed here to make an estimate at the company's plant, where he looks after the government work according to contract.

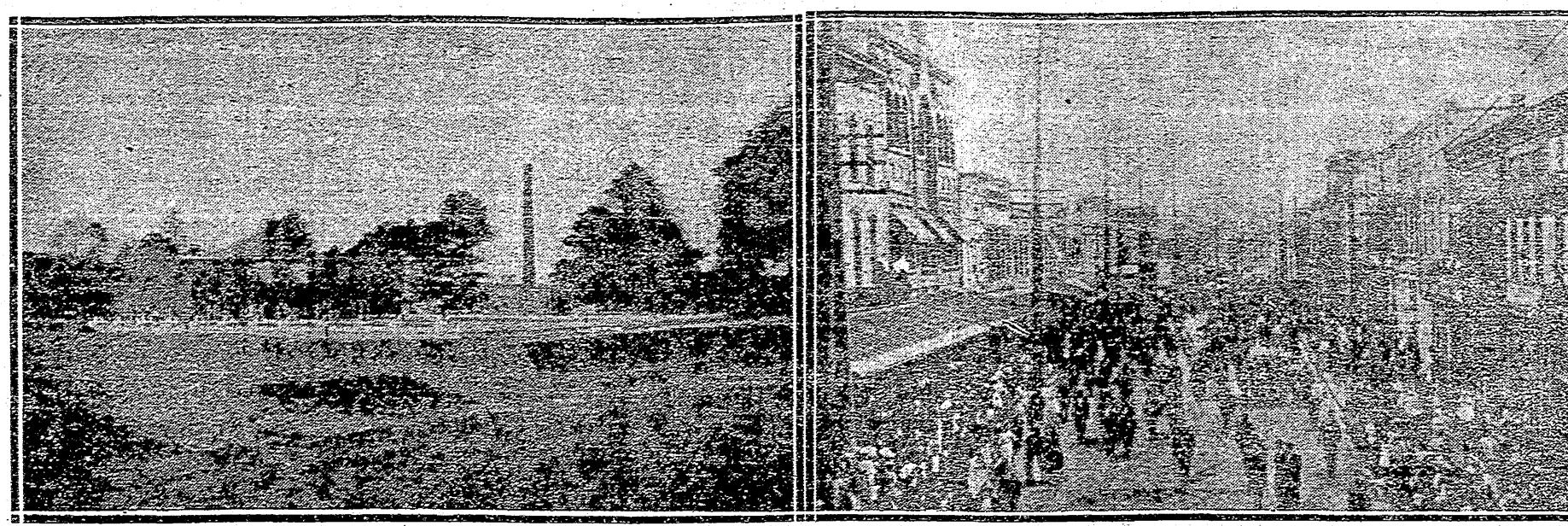
#### A Costly Plant.

The corporation's plant is an establishment that Richmond is proud of. It covers four and a half acres out on the North Boulevard near the Richmond, Fredericksburg and Potomac Railway line, and is connected with the town by sidetracks that go all over the grounds and up to the buildings enabling the company to load and unload "air fast" shipments right at the shop door. The buildings on the grounds are of the most modern kind, being of brick and steel, and they are reported to be all of the modern machinery required for the business. The company maintains its own electric power plant, and a complete one it is.

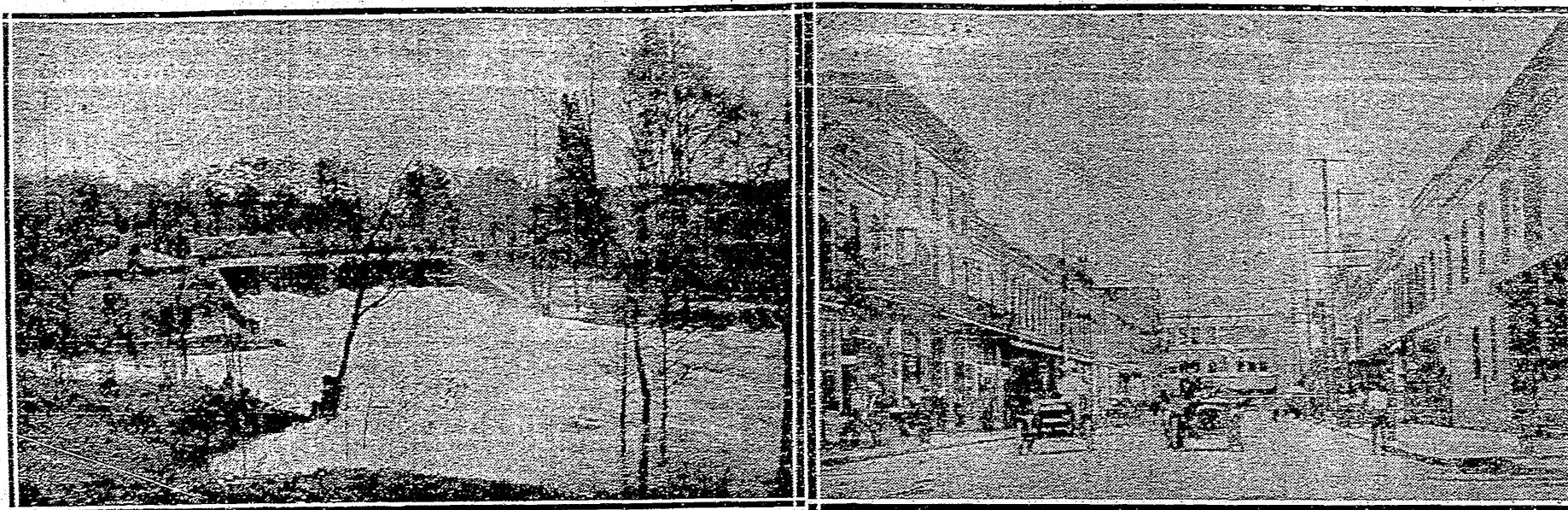
The plant from an outsider's view is already large enough, and the growing business has suggested to the management that further enlargement to accommodate this business is necessary, and the plans have been drawn and contract

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## BUSINESS SCENES IN THE CITY OF SUFFOLK



FILTERING PLANT, SUFFOLK CITY WATER WORKS.



HOLIDAY SCENE IN SUFFOLK.



SUFFOLK'S WATER SUPPLY.

## BIG COUNTY FAIR IN CHESTERFIELD

It Was Great Success and Will  
Become a Permanent County  
Institution.

Those good people who didn't go to Chesterfield Courthouse last Monday missed a treat—it was Chesterfield's first effort at a county fair, and though it was not advertised, the large crowd of people from all parts of the county showed the interest taken in this movement, and they came on foot, horseback, buggies, hacks, carriages, wagons, automobiles, street cars, trains, and every way except by flying machine, and they were as happy, healthy and enthusiastic a crowd as you could imagine. It was a resounding success. There were very enthusiastic reports about the exhibits, and very attentive and appreciative of the speeches made by Governor Mann and Superintendent of Public Instruction John D. Eggleston.

Naturally, when one hears of anything started they want to know something of its origin and so upon investigation it seems the following is the story:

Last winter the Mechanics' and Merchants' Bank of what was Manchester, but now Richmond, offered \$250 in prizes for the best five-acre crop of corn raised in Chesterfield county, and in order to insure interest and awards and distribution of the money, the bank asked a competent farmer from each district in the county to undertake this work for it. These men kindly consented, and have performed their duty in an entirely satisfactory manner. At their first meeting last spring Senator John B. Warkins, who represented his part of the county, suggested that the awards be made at Supervisors' Day, the fourth Monday in October, and that the farmers bring their exhibits to the courthouse that day and make it a county fair.

This suggestion was enthusiastically adopted upon, and so the first Chesterfield County Fair originated.

The prizes were awarded as follows:

First prize, lowgrounds, 133 1-3 bushels per acre, \$50, to James Bellwood.

First prize, highland, 130 bushels per acre, \$50, to James Bellwood.

Second prize, lowgrounds, 83 1-3 bushels, \$25, to E. T. Hatcher.

Second prize, highland, 93 1-3 bushels per acre, \$25, to S. D. Moore.

In addition the splendid exhibits of corn, there were general exhibits of all crops, fruits and vegetables, dairy products, hogs, chickens, household articles, bread, etc., and a good exhibit

from the Fritch Broom Works, owned by James R. Gibbs, showing what can be done with broom corn; and by the way, Mr. Gibbs raises all he can and is in the market for more at \$125 per ton.

Governor Mann and Mr. Eggleston made splendid speeches, and impressed upon the people how the executive and legislative branches of the government are using every effort to help the farmer make larger crops and farming life more attractive.

The judges made their awards while the speakers were going on, and any one who is able to interest the people in the exhibits would have been convinced by seeing the hundreds of people immediately after the speaking was over make a rush to the exhibits and with eager and intent faces examine each and every article that had

been sold up in the fair.

Several additional buyers have been put on this market for the season, and each of them are holding large orders.

Tobacco Report from Danville.

[Special to The Times-Dispatch.] Danville, Va., October 29.—It was expected from the seasonable weather that the tobacco would be ready this week.

The sales, blocked on Tuesday, and every day this week the sales have lasted until 1 o'clock and after. The offerings at this time are thought to be quite an average of 100,000 pounds.

The warehouses look for large deliveries of sun-cured stocks this week.

Lynchburg Tobacco Market.

[Special to The Times-Dispatch.] Lynchburg, Va., October 29.—John D. Ogleby, of the Lynchburg Tobacco Warehouse Company (Inc.), makes the following

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## REAL ESTATE AND BUILDING NEWS

## NEW INDUSTRIES OF THE PAST WEEK

Week of Comparative Dullness  
in Some Respects, but With  
Bright Outlook.

Considerable Activity Reported  
From Various Sections  
of South.

[Special to The Times-Dispatch.]

Baltimore, October 29.—Reports from all parts of the South to the Manufacturers' Record show considerable activity in the organization of new industrial and mining enterprises as well as in the improvements of existing plants. There is at the same time an increasing tendency on the part of outside people to invest in Southern mineral and timber properties for development, as well as in agricultural lands for colonization purposes throughout the South and in the mineral and mining operations as well as in the erection of costly schools and school buildings. This feature of Southern life being more noticeable at present than ever before, indicative of the business conditions prevailing throughout the South are the announcements made during the week of industrial and mining developments which include coal mining and lumber manufacturing operations, the opening up of new land for sugar cultivation and building of sugar mills, quarrying iron ore mining, the building of new cotton mills and the enlargement of existing plants, the construction of water works, electric light plants and the building of good roads and schools, paving and other municipal works.

Among some of the leading industrial operations reported for the week were the following:

LaFeria Sugar Company, LaFeria, Tex., incorporated with a capital stock of \$2,000,000 to establish a 5,000-acre sugar plantation and to build a mill with an initial daily capacity of 1,000 tons of sugar, which will be increased to 2,000 tons.

Del Carbo Coal and Coke Company, Logan, W. Va., will develop 3,666 acres of coal land, and plans a daily output of 2,000 tons of coal.

Dauphin Island Railway and Harbor Company, Dauphin Island, Ala., is understood to be planning an expenditure of several million dollars for construction docks, coaling station and a bridge to connect Dauphin Island with the mainland.

Benedum-Trees Oil Company, Shreveport, La., plans an expenditure of \$200,000 for 100 miles of line to convey oil from the oil fields and \$300,000 to build a refinery with a daily capacity of 4,000 barrels of oil.

Richter Coal and Coke Company, Lost Creek, W. Va., has awarded contracts for machinery, erection of houses, construction of ripples, etc., for developing 700 acres of coal land, and plans a daily capacity of 2,000 to 2,500 tons of coal.

Braxton Split Coal Company, Gasaway, W. Va., incorporated with a capital stock of \$500,000 by Ohio capitalists to develop West Virginia coal lands.

Dunson Mills, Laramie, Ga., incorporated with a capital stock of \$2,500,000 to build a cotton factory.

Giant Furniture Company, High Point, N. C., incorporated with a capital stock of \$150,000 to manufacture furniture.

Woodside Cotton Mills, Greenville, S. C., will hold a directors' meeting on November 15 to vote on increasing capital stock from \$300,000 to \$1,200,000.

G. E. Worthen, Tuscaloosa, Ala., plans establishing a croceting plant with daily capacity of 25,000 feet of timber.

Norte-Selway Coal Company, Wheeling, W. Va., will have a countable population of 15,000, and that shows up a

considerable increase over the last census.

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## CITY OF SUFFOLK ON THE NANSEMOND

Aged Town Becomes  
City In Name as It  
Was in Fact.

## RAILROAD CENTRE DEEP WATER TOO

Six Trunk Lines Make Freight  
Rates Low, and Wholesale  
Trade and Manufacturing  
Enterprises Grow—Biggest  
Peanut Market in World.  
Banking Advantages.

BY FRANK S. WOODSON,  
Industrial Editor.

Suffolk, Va., October 28.—When last I wrote for the Industrial Section under the above date line I had to talk about the "town of Suffolk." Now I am writing from the "city of Suffolk." The town is dead, by law, and the city stands in glory upon the old site, as far as the old site was big enough to hold it. For the past decade, especially in the past three to five years, the old town had been enlarged so fast that speaking from the point of population, industrial enterprise, hand, some homes, good churches, good schools, business enlargement, and in fact all of the things that go to make a town or a city great, the limits of the new city extend far beyond the metes and bounds of the old town and far ahead of the wildest dreams of the old-time citizens of the town. And they had some pretty extensive dreams, too, for as far back as the Colonial times, when Suffolk was but a village, the people knew, or believed, that its geographical position, its location in the finest kind of a farming section, its nearness to forests or lumber, its deep water advantages, its healthful location and many other advantages, all conspired to make it, at some time in the future a great town or city, as the case might be.

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I do not know just when Suffolk became a town, but suppose it was when Nansemond county was first formed by the cutting off of a big slice of Isle of Wight county, and the folks of the newly formed county made their county seat Suffolk, after a fine old English estate, and according to Virginia history, that happened away back yonder sixteen hundred and something. After this country won its independence, the county seat of Nansemond became quite a little town and a trading point of no mean pretensions. It grew, as towns used to grow in those days, that is to say, the days from the Revolutionary period up to the close of the War Between the States, and after the latter period, it became a very important town, the oyster and fish industry and the farming interest, in the rich country around it, and the lumber interest all combined to make it an attractive to business men and investors. Then the railroads, hunting deep-water terminals got to coming along, and the last one of them that ran on the south side of James River had to come through Suffolk, and there is where the geographical advantage of the town got in its best ticks.

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The City Was Born.

Well, a town right in the finest of the fine agricultural sections of Virginia, with the best of lumber right at doors and with deep water—deep enough to float big ships and steamers, and that, coupled with its especially favored position on the map of great State dictate terms to six trunk lines of railway—just had to become a city. This it can be, for that mark two years and more ago, by the folks preferred to go slow, and it was not until the first day of this month that the town of Suffolk was formally and legally declared to be Virginia's twentieth city, the population having been found to be in the neighborhood of 7,000 within the contracted corporate limits and something like 2,000 just beyond the narrow limits, these latter being to all intents and purposes citizens of the city. And so, it happens that the city was born on October 1, 1910. And when we come to consider the splendid water works, the gas and electric light power works, the magnificent school system, the mile of paved streets and sidewalks, the splendid public schools, the public buildings and the vast banking and business and industrial interests the town turned over to the city, it can be truthfully said that Suffolk was a splendid little city in fact a considerable while before the Virginia laws made it one in name.

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The City of Suffolk.

And now, leaving the defunct "town" to the grave in which it was forced by law, I want to talk just a little bit about the city of Suffolk. The figures of the United States census takers who performed here last spring have not yet come out, but it is known that

a local census had to be taken under that same Virginia law which transforms a town into a city.

It was carefully taken, and is doubtless nearer the accurate figure than will be the United States census, which is yet to be heard from.

This local census gives the population within the actual city limits at 5,728, and the population of the outlying districts, which are practically within the city, as 2,557. This outlying section is as much a part of Suffolk as is Washington Square, in the heart of the city, for every person in it does business in the city and gets his or her living out of it. We all know that in Virginia there was a time when the negro question so confronted us that in laying out towns and cities a lot of "gerrymandering" had to be done to keep the colored vote out of town, so to speak. Suffolk was no exception to the rule.

If the lines were straightened, as they doubtless will be in due time, now that there is no longer a Senegambian in the political woodpile, the city of Suffolk will have a countable population of 15,000, and that shows up a

considerable increase over the last census.

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