Evening State Journal.

WEDNESDAY EVE'G, MARCH 6, 1872.

VIRGINIA LEGISLATURE.

TUESDAY, March 5.

House of Delegates---Night Session.

The Speaker took the chair at 8 o'clock.

TOWNSHIP OFFICERS.

House bill to prescribe the duties and compensation of township officers was further amended and ordered to its engrossment and third reading.

PILOT LAW.

House bill to amend the law in relation to pilotage was taken up, and, the question being upon agreeing to the Senate substitute for the same, it was agreed to.

A motion to reconsider was rejected.

[The bill abolishes compulsory pilotage on the James river, and allows vessels to engage tugs without licensed pilots. It now goes to the Governor.]

CLAIM OF DR. WATKINS.

House bill to pay Dr. F. B. Watkins for his services in examining artificial limbs for the use of citizens of Virginia who lost their limbs in the late war, came up in order.

Its passage was advocated by Mr. Lovenstein, and opposed by Mr. Donald and others.

Mr. Donald moved to dismiss the bill, which was agreed to.

Later in the evening the vote by which the bill was dismissed was reconsidered, and it was then passed by.

DOG TAX.

The Senate amendments to House bill authorizing the supervisors of certain counties to impose a tax on dogs was agreed to.

DISMISSED.

House bill to allow sheriffs $5 a day for attendance on Circuit courts; to amend the act for the protection of fish in the Shenandoah river and its tributaries; to amend the homestead law.

NINETY-THIRD DAY.

WEDNESDAY, March 6.

House of Delegates.

Speaker Hanger in the chair.

Prayer by the Rev. Dr. Edwards, of the Broad-Street Methodist church.

BILLS REPORTED AND PLACED ON THE CALENDAR.

Senate Bills.—Providing for new grants whose title papers are lost or destroyed; to amend the code as to criminal procedure; to incorporate Valley Lodge, No. 40, I. O. O. F.; to incorporate the Old Dominion Construction company; to incorporate Jefferson College; to incorporate the Jones' Wharf and Surry railroad company; to authorize the Fredericksburg and Charlottesville railroad company to receive subscriptions to its capital stock from citizens of the counties of Orange, Madison, Greene and Albemarle, to be paid for in lands lying in said counties; to change the name of the Natural Bridge turnpike company, &c.

House Bills—Instructing the Treasurer *not* to receive on deposit from foreign insurance companies, under act of February 3d, 1866, certificates for one-third of the public debt issued under act of March 30th, and known as West Virginia certificates (under suspension of the rules); to amend the act of March 15th, 1870, in relation to the interest on money; to prevent lobbying with the General Assembly of this State; to authorize the construction of a turnpike road from Marion to Jeffersonville by the counties of Smythe and Tazewell.

EXPENSES OF FUNDING.

The special committee [Mr. Riddlebarger chairman] appointed to inquire into the expenses incurred under the funding bill for lithographing engraving &c., and as to the duty of the Second Auditor in the matter, presented a report. It appears that the cost of engraving was $32,423.75 of lithographing $4,705.00. Six hundred dollars of the last item remains unpaid because of the refusal of the Second Auditor to approve a bill of C. L. Ludwig for that amount. The committe are unanimous in the opinion that the work was contracted for on terms as reasonable as could have been made with any parties competent to execute it in the finished and workmanlike manner in which the bonds were prepared. The testimony of Generals Wickham and Mahone shows that they have been paying fifty cents per bond on orders of 15,000, while the prices paid by the late treasurer for Virginia State bonds averaged 34 cents per bond on an order for 95,000. The West Virginia certificates cost about 13 cents each, and the lithographer testified that his whole profit on the number executed did not exceed two hundred dollars. The committee find that the aggregate incidental expenses incurred under the funding bill were $5,551.26, all of which the committee concludes was absolutely necessary to the execution of the act.

On motion of Mr. J. T. Brown, the report and testimony were laid on the table and ordered to be printed.

RECONSIDERED.

On motion of Mr. Gray, the vote by which the House on yesterday rejected the petition of John Henson for the exemption of the Fluvanna Female Institute from taxation, was reconsidered, and the petition recommitted.

PAYMENT OF INTEREST.

On motion of Mr. Riddlebarger, House bill for the payment of interest on the public debt was taken up out of order. He then submitted a substitute almost identical with the original bill, but differing in phraseology and in form. [It provides for the payment of 4 per cent. on all of the funded, and two-thirds of the unfunded debt.]

Mr. Deneale thought this matter ought not to be considered without careful deliberation. He moved to pass by and print. Lost—ayes, 53; noes, 53.

The hour for the special order (House bill for the relief of debtors and the adjustment of debts on the principles of equity) now arrived.

Mr. Coghill moved to postpone the special order, which was opposed to by Messrs. O'Ferrall and Denale and then agreed to.

Mr. Daniel moved to amend the substitute by striking out the proviso which declares that the person receiving the interest shall acquiesce in the non-receivabilty of coupons in payment of taxes, &c. The amendment was rejected—ayes, 27; noes, 76.

The substitute was then agreed to by the following vote:

Ayes—Messrs. Beaton, Berger, Booker, Bernard, Bishop, Borland, Bouton, Bristow, Brooke, J. S. Brown, J. T. Brown, Bryant, Burkholder, Butler, Campbell, Coghill, Critz, Cummings, Douglas, Dungey, Early, Elliott, Evans, Fitzgerald, Freeman, Fulkerson, Gardner, Jas. S. Gilliam, Graham, Graves, Gray, Gresham, Hamilton, Hardesty, Hill, Irvine, James, W. T. Jones, Keyser, Kincheloe, Lewis, Paul Lightner, Miller, Munsey, Noble, Nowlin, Page, Patterson, Paine, Powell, Ramsdell, Riddlebarger, Rogers, Roler, Sangster, Scruggs, Smith, Smoot, Stephens, St. John, Stovall, Strother, Swann, Sutherlin, Suttle, Taliaferro, Thomas, Tidball, Turpin, Walker, Watson and Williams—72.

Noes—Messrs. Allen, Bolling, Jack Carter, Coleman, Cottrell, Cox, Daniel, Delaney, Deneale, Donald, Fletcher, Wm. Gilliam, Gilman, Griffith, Head, Peter K. Jones, R. S. Jones, Kelly, Lassiter, Lawson, A. B. Lightner, Lovenstein, Wm. Matthew, McMullan, Minor, Neatle, O'Ferrall, Pearce, Robertson, Russell, Snidow, Watts, Wall, Walke and Mr. Speaker (Hanger)—35.

The question being upon agreeing to the bill as amended by the adoption of the substitute, it was favored by Messrs. Brooke, Gray, Walker and Coghill, and opposed by Messrs. Deneale and O'Ferrall.

Mr. Brown, of Richmond, explained his reasons for voting for the substitute. He had not experienced any change of views, but thought four per cent. better than nothing.

The bill as amended was then agreed to (ayes, 67; noes, 43;) and ordered to its engrossment and third reading.

BILLS, &C., PRESENTED AND REFERRED.

By Mr. Matthews—Resolution as to the appointment of commissioners for the purpose of revising the assessment laws.

By Mr. Snidow—Bill continuing in force the corporation of the town of Pearisburg.

"THE EQUITIES BILL."

The special order—House bill "for the relief of debtors and the adjustment of debts on the principles and equity"—was taken up and amended.

Mr. Bagwell moved to dismiss the bill. The motion was opposed by Mr. Douglas, who was speaking when the hour for recess arrived.

Senate.

Mr. Quesenberry in the chair.

No prayer.

BILLS REPORTED AND PUT ON CALENDAR.

Senate Bills—To authorize the sale of the State interest in the bridge across James river at Lick Run, in the county of Botetourt; declaring the rights and franchises of the trustees of Willis' river forfeited, and providing for restoring the navigation of Willis' river by the incorporation of the Willis Navigation company; for relief of Nathan E. Bendine, of Russell county, (adversely); to establish and maintain a Normal school, and to provide otherwise for the training of teachers for the public schools of Virginia; to authorize the Board of supervisors for the counties of Elizabeth City and Warwick to contract annually for keeping in repair the public roads of said counties.

House Bills—To authorize the Auditor to purchase guns for oyster police force; to amend and reënact the 1st section of an act approved November 1st, 1870, entitled "an act to provide artificial legs for citizens of the Commonwealth who lost their legs during the late war"; for the relief of Ruth Clendening; for the protection of fish in the Roanoke river, west of the Blue Ridge; relating to fences and for the protection of crops; to amend section 1 of the act of the General Assembly, approved March 25th, 1871, entitled "an act to turn over the Southwestern turnpike to the counties through which it passed"; to amend and reënact the 1st section of chapter 99 of the code of Virginia of 1860 in relation to fences.

BILLS PASSED.

House bill to protect the oyster beds in the waters of the Commonwealth. [Returned from the House of Delegates at the request of the Senate.]

SALARY OF ADJUTANT-GENERAL.

The Committee on Finance reported a resolution declaring that Adjutant-General Wm. H. Richardson is entitled to the salary of that office, $2,000 per annum, since 29th March, 1871. Put on calendar.

THE PENITENTIARY.

The bill leasing out the penitentiary was ordered to engrossment—ayes 23; noes 8.

Adjourned.

VIRGINIA NEWS.

—Col. J. Ambrose White, formerly of Petersburg, died in Brooklyn, N. Y., on Sunday night last.

—Captain Samuel Smithson, one of the oldest residents of Campbell county, died Sunday last. He was in the 60th year of his age.

—The Norfolk *Virginian* states the loss at Portsmouth by the storm of Saturday, in damage to shipping, bridges and private property, to be not less than $50,000.

—A grocery store-keeper in Norfolk, named C. W. Stone, has been arrested and held to bail in the sum of $1,000, on the charge of setting fire to his own premises.

—The Lynchburg *Virginian* has information that James Hudson, formerly of this State, died recently in Jefferson City, Missouri, of injuries received in an accident on the Missouri Pacific railroad in December.

—The Norfolk *Journal* says the old dream that a great city would spring up at some point on the Peninsula is being revived, and both Newport News and Yorktown are exhibiting faith in its realization by a steady advance in real estate.

—Some young gentlemen who went across the river at Alexandria on Monday to shoot ducks on the opposite flats, were unable to get back that night in consequence of the high northwest wind prevailing, and so, in order to relieve the anxiety of their friends, they walked to Washington and telegraphed that they were safe.

—The Carroll *News* says that on Thursday night last, the dwelling house of Mr. Herbert Branscomb, seven miles from Hillsville, was totally destroyed by fire, and one of his children, aged 11 years, perished in the flames, and another child, aged 9 years was so badly burned that its life is despaired of. The furniture in the dwelling was mostly saved but the sum of $1,250 in money was consumed. The fire was accidental.

—The Lynchburg *Virginian* of Tuesday, says: "We received intelligence yesterday of a heartless and cold-blooded murder, committed in Bedford county on Monday, the 26th of February.—J. C. Wooldridge, employed as a woodchopper for Locher's Cement Works on the Virginia and Tennessee railroad, about five miles west of Buford's Depôt, was most brutally murdered, it is supposed, by his own son and two nephews, named Sinclair. It occurred about dark in the evening at a secluded hollow in the mountain, about half a mile from the Cement Works. He was beat to death with a dogwood club, and when found was in a kneeling posture, with the right eye knocked out, two large gashes through the left cheek, his jaw-bone broken, and hand clasped as though he were beseeching mercy. His son and two nephews, named Sinclair, are supposed to have perpetrated the deed. The former made his escape, but the two Sinclairs were arrested on Friday last by Constable Forggie, near the Cement Works, and taken to Captain Slicer's store, at Buford's Depôt, where they were to have had an examination before a magistrates court.

THE SOUTHERN ASSOCIATION.—RAFFLE for the Benefit of the Widows and Orphans of the Southern States.

DISTRIBUTION No. 210. EVENING, March 5.

72 21 18 68 7 74 60 5 18 67 75 47

DISTRIBUTION No. 211. MORNING, March 6.

14 19 71 74 18 66 13 50 52 46 12 35

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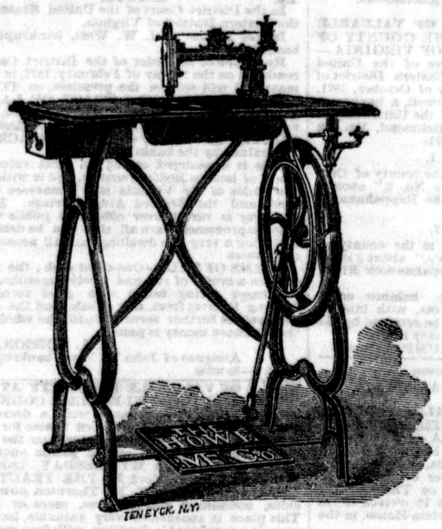

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Call and examine it.

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BECAUSE, before being offered to the people, it was tested by able sewing-machinists, and by them so pronounced;

BECAUSE, it took the first prize at the great Paris Exposition in 1867;

BECAUSE, it took the first prize at the great four weeks' contest between sewing-machines at the Baltimore (Maryland) Institute in 1869;

BECAUSE, it will do what any other first-class lock-stitch will do;

BECAUSE, it will do what most of them cannot do. We say this without disparagement to the merits of other machines;

BECAUSE, in the five years it has been before the people, the sale has been so rapid that the company have been unable to supply the demand, thus leaving Virginia and a great part of the country unsupplied; and last, but not least, to give a woman's reason,

BECAUSE, it is just a "little darling," and so easy to learn.

Price the same as any other first-class machine. Sold on the instalment plan, if desired.

Machines sent on trial and instruction given free.

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CAPITAL (gold).....$500,000 00
SURPLUS.....299,620 67

Total assets (gold), January 1, 1871..$799,620 67

$39,900 in Virginia registered bonds, and $10,000 in United States bonds, deposited with the Treasurer of Virginia, for security of Virginia policy-holders.

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Frank Leslie's Ladies' Journal	4 00	Rural New Yorker	3 00
Frank Leslie's Boys' & Girls' Weekly	2 50	Saturday Journal	3 00
Freeman's Journal	3 00	Revolution	2 00
Fireside Companion	3 00	Saturday Night	3 00
Flag of Our Union	3 00	Scientific American	3 00
Harper's Bazar	4 00	Sporting Times	4 00
" Weekly	4 00	Turf, Field and Farm	5 00
Independent	3 00	N. Y. Weekly	3 00
Irish Citizen	2 50	True Flag	3 00
		Waverley	6 00
		Yankee Blade	3 00
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mh 15d&wtf

Congress having recently passed a bill providing for the appointment of a COMMISSION for the examination and adjustment of the claims of LOYAL CITIZENS of the South, for stores or supplies taken or furnished during the rebellion for the use of the army, including the use and loss of vessels and boats while employed in the military service of the United States, and there being many claims of this description which should have prompt attention, we respectfully offer our service in the prosecution of the same before the Commission, on the most liberal terms according to the amount involved and the character of the claim. For full particulars address

JENKINS & POPHAM,
Attorneys at Law, Richmond, Va

We refer by permission to Jno. B. Davis, President Planters' National Bank and Richmond Banking and Insurance Company, Richmond; Davenport & Co., Stock Brokers and General Agents, do.; Lancaster & Co., Bankers, do.; Hon. H. K. Ellyson, ex-Mayor, do.; C. K. Bingham, President First National Bank, Lynchburg; Hon. J. F. Lewis, U. S. Senator, Washington, D. C.; Hon. Jas. H. Platt, do.; Hon. Charles H. Porter do.; Hon. W. H. H. Stowell, do.
ap 1—d&w tf

AUCTION HOUSE.

H. McCORMICK,

NO. 1414 MAIN STREET
RICHMOND, VA.,

AUCTIONEER & COMMISSION MERCHANT,

Keeps on hand, for sale to the trade or families at private sale, a large stock of

CROCKERY, GLASSWARE,
FURNITURE, CLOTHING,
DRY GOODS, NOTIONS, &c.

All of which will be sold at auction prices wholesale and retail.

AUCTION SALES DAILY at 10 A. M. and 7 P. M. jy 27—9m

SAVINGS BANK.

REMOVAL TO NEW BANKING ROOMS,

NO. 10 NORTH TENTH STREET,
Between Main and Bank Streets.
NATIONAL FREEDMEN'S SAVINGS AND TRUST COMPANY.

CHARTERED BY CONGRESS, MARCH, 1865.

DEPOSITS received and PAYMENTS made daily (excepting holidays) from 9 A. M. to 4 P. M., and on Saturday Evenings from 5 to 8 o'clock.

INTEREST at the rate of six per cent per annum declared and compounded in March, July and November, on all sums of FIVE (5) DOLLARS and upwards.

Deposits received of FIVE CENTS and upwards.

CHARLES SPENCER,
de 30—tf Cashier.

GROCERIES, &c.

OPPOSITION IS THE LIFE OF TRADE.

BENEDICT,

OF THE

OLD DOMINION STEAM COFFEE AND SPICE MILLS,

IS NOW ROASTING COFFEE DAILY FOR GROCERS AT A HALF CENT A POUND.

MR. BENEDICT has the most improved machinery for roasting coffee in the United States. Everything is new, on an improved principle, and his Roasted Coffee takes the preference over all others.

Among the most valuable stimulants, coffee takes the highest rank. The greatest care should be taken in the process of Roasting Coffee, as upon that depends its flavor and stimulating qualities.

By MR. BENEDICT'S new process of Roasting Coffee, the acid (deliterious property of the coffee,) is condensed and carried off by perforated pipes leading from the cylinders, and all the aroma or fragrance of the coffee retained in the air-tight cylinders. Persons of the most delicate and sensitive nervous organization, who cannot use coffee prepared the old way, can drink the delicious beverage when roasted in the manner above described, without the slightest injury to the system.

One pound of BENEDICT'S ROASTED COFFEE will go as far as two pounds of Green Coffee.

No. 736 MAIN ST., CORNER EIGHTH,
fe 21—1m RICHMOND, VA.

S. G. FLOURNOY,

MANUFACTURER OF SASH, BLINDS, DOORS, FRAMES, MANTLES, MOULDINGS, CASINGS, BEADS, CORNICES, TRIMMINGS, &C., &C.

Having rebuilt since the late fire and filled up with improved machinery, I am now prepared to execute work at short notice upon as favorable terms as can be had in any Southern or Northern market. Good material and good work guaranteed.

NO. 1419 CARY STREET,
RICHMOND, VA.
fe 5—d&w3m.

RAILROADS

RICHMOND, FREDERICKSBURG AND POTOMAC ROUTE—February 12, 1872.—UP DAY MAIL leaves Byrd-Street station, Richmond, at 5:20 A. M.

UP NIGHT MAIL leaves Byrd-Street station, at 8.45 P. M.

UP ACCOMMODATION leaves Broad-Street station, Richmond, at 3:30 P. M.

DOWN DAY MAIL arrives at Byrd-Street station, Richmond, at 2:17 P. M.

DOWN NIGHT MAIL arrives at Byrd-Street station, Richmond, at 3:50 A. M.

DOWN ACCOMMODATION TRAIN arrives at Broad-Street station, Richmond, at 8:42 A. M.

ACCOMMODATION TRAIN runs to Milford only.

A SPECIAL FREIGHT TRAIN, with a passenger car attached, will be run between Richmond and Milford on THURSDAY of each week, leaving Richmond at 6:45 A. M., arriving at Milford at 12:12 P. M. Returning, will leave Milford at 1 P. M., and arrive in Richmond the same day at 6:24 P. M. Fares the same as on accommodation train.

Travelers bound west *via* Baltimore and Ohio railroad, will, by taking the 5:20 A. M. Mail hence, connect with the 4:25 P. M. train at Relay House, on the Baltimore and Ohio railroad. By the 8:45 P. M. they will connect with the 8:20 A. M. at Relay House, on the same road—the former being the quicker line for points west.

RICHMOND AND YORK RIVER RAILROAD

NOTICE TO SHIPPERS AND THE TRAVELING PUBLIC.

TRI-WEEKLY LINE BETWEEN

RICHMOND, BALTIMORE, PHILADELPHIA NEW YORK AND BOSTON,

AND TO ALL POINTS NORTH AND EAST, WEST AND NORTHWEST.

PASSENGER TRAIN

leaves Richmond on TUESDAYS, THURSDAYS, and SATURDAYS, at 3 P. M., connecting with the splendid

STEAMER STATE OF VIRGINIA

Captain L. W. FREEMAN,

for the above-named points, touching at the river landings, and arriving in Baltimore on the following morning in time to connect with trains North and West.

Through tickets and baggage checked to all points.

Leaves DAILY (except Sunday) for West Point.

Steamer leaves Baltimore, Pier No. 2, No. 90 Light street, on MONDAYS, WEDNESDAYS, and FRIDAYS, at 4 P. M., arriving in Richmond at 11 o'clock the following morning, giving passengers 3 hours and 30 minutes to transact business and dine before the leaving of the trains South.

FREIGHT TRAIN,

with passenger car attached, leaves TUESDAYS, THURSDAYS, and SATURDAYS, at 4 o'clock A. M., for through freights to all points North and West; and on MONDAYS, WEDNESDAYS and FRIDAYS, for local freight between Richmond and West Point.

Freights received daily, carefully handled, and promptly forwarded.

Through bills of lading given to all points.

FARE:

From Richmond to Baltimore		$4 00
" "	Philadelphia	7 65
" "	New York	10 50
" "	Boston (all rail)	17 25
" "	" (by Sound)	14 75

WM. N. BRAGG, Sup't.

REUBEN FOSTER, General Agent, No. 90 Light street, Baltimore.

J. L. TAYLOR, General Ticket and Freight Agent, Richmond. fe 17—tf

CHESAPEAKE AND OHIO RAILROAD.

On and after September 1st, PASSENGER TRAINS leave Richmond (Sundays excepted) as follows:

8:30 A. M.—MAIL TRAIN for White Sulphur Springs connecting at Gordonsville with Orange, Alexandria and Manassas train for Washington and North, and Lynchburg and South.

3:35 P. M.—ACCOMODATION TRAIN for Gordonsville, except on Saturday, on which day it leaves at 5 P. M. This train connects at Gordonsville with the night trains on the Orange, Alexandria and Manassas railroad for Lynchburg and Washington.

THROUGH TICKETS, sold at low rates, to all points Northwest and Southwest.

Steerage tickets from Liverpool, Queenstown, Amsterdam, Antwerp, Hamburg, Havre, Rotterdam, Bergen, Copenhagen, and Gothenburg, to all points on this road can be bought of the General Ticket Agent at Richmond, or can be ordered through any station agent on the road.

Further information may be obtained at the company's office.

No Passenger Trains are run on Sundays.

A. H. PERRY,
General Superintendent.
JAMES F. NETHERLAND,
General Ticket Agent. je 1

RICHMOND AND DANVILLE RAILROAD On and after July 28th, 1871,

GOING WEST:

Train No. 2 (Through Passenger) leaves Richmond daily (except Sunday) at 4:05 A. M.; leaves Danville at 11:02 A. M.; arrives at Greensboro' at 1:52 P. M.

Train No. 6 (Lynchburg Passenger) leaves Richmond daily at 9:15 A. M.; arrives at Lynchburg at 5 P. M.

Train No. 13 (Freight and Accommodation) leaves Richmond at 5:05 P. M.; arrives at Burkesville at 9.54 P. M., stopping at all way stations daily (Sundays excepted.)

Train No. 11 (Through Mail and Express) leaves Richmond daily at 2:46 P. M.; leaves Danville daily at 10:42 P. M.; arrives at Greensboro' daily at 1:12 A. M.

GOING EAST:

Train No. 14 (Through Mail and Express) leaves Greensboro' daily at 7:50 P. M.; leaves Danville daily at 10:12 P. M.; arrives at Richmond daily at 5:14 A. M.

Train No. 9 (Through Passenger) leaves Greensboro' daily (except Sundays) at 11:05 A. M.; leaves Danville at 1:27 P. M.; arrives at Richmond at 8:22 P. M.

Train No. 10 (Lynchburg Passenger) leaves Lynchburg daily at 8:30 A. M.; leaves Burkeville at 1 P. M.; arrives at Richmond at 4 P. M.

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