

Richmond Dispatch THE CIRCULATION OF THE DISPATCH IS LARGER THAN THE COMBINED CIRCULATION OF ALL THE OTHER DAILY NEWSPAPERS OF THE CITY.

AMERICAN CHEAP TRANSPORTATION CONVENTION. SECOND DAY. REPORT OF COMMITTEE ON ARTIFICIAL WATER-LINES—ADDRESS BY J. C. SOUTHALL, ESQ.—RESOLUTIONS—REPORTS OF COMMITTEES ON RESOLUTIONS AND REPORTS.

RECEPTION OF GOVERNOR KEMPER, AND HIS RESPONSE, &c., &c. Colonel B. W. Frobel, of Georgia, read the report of the Committee on ARTIFICIAL WATER-ROUTES.

The report states that at the meeting of this Convention in Washington four great water routes were recommended: a northern route connecting the Mississippi with the great lakes, a central route between the Ohio and Chesapeake, a southern route uniting the Tennessee and Ocmulgee—and the improvement and opening of the Mississippi. The report felicitates the Convention that the Senate committee had recommended all four of these routes.

That we heartily endorse the recommendations upon water-lines contained in the report of the United States Senate Committee on Transportation Routes, and we earnestly recommend Congress to adopt such measures as will result in their speedy construction.

Mr. Southall then submitted a supplementary report, which was very carefully prepared, very able, and showed great research and a full acquaintance with the whole subject.

He considered the report of the Senate committee thoroughly conclusive and entirely unassailable; yet as there were still those who insisted that water here would enter a little into the discussion.

He insisted that a few facts are worth all of the finely spun theories on this subject that have ever been put forth, and gave figures on the relative cost of water and railroads.

He cited the fact that the Pennsylvania railroad has been leasing and improving the canal, and that it is giving the same amount of that great corporation in favor of water transportation.

He insisted that this would give the competition of the Erie canal the great argument relied on by the advocates of railroad transportation, he proposed that the Convention should be organized into a committee on the subject.

Mr. C. S. Clark, of Peoria, offered a resolution in favor of petitioning Congress to fix by law maximum rates of transportation on all lines crossing from one State into another.

Mr. G. C. Conant, of St. Louis, offered a strong resolution in favor of the speedy opening of the obstructions in the Mississippi, and supported his resolutions in an earnest speech.

There was a long debate as to whether resolutions presented should be referred to the open Convention, or referred to the committee without debate, and the Convention voted to refer without discussion.

Colonel William Johnson, of North Carolina, offered a resolution to the effect that Congress be petitioned to fix on a uniform gauge of four feet eight inches for all railroads over 200 miles long.

General Platt, of Ohio, offered a resolution to the effect that the rate of taxes should not be increased nor the bonded debt of the country enlarged.

gauge railroads would lessen charges, he argued that railroad-men are not building narrow-gauge roads; that the Senate committee do not even mention them; and that they are not sufficiently tried to enter into the selection of the best.

He argued that both of these schemes (water and railroad) would be really needed, and that there should be no jealousy, but a generous rivalry between the two.

He argued that New York need not be jealous of the Central water-routes, as she would really be the focus of the grain trade of the West.

The following committee on finance was then appointed: John F. Henry, New York; H. C. Cabell, Virginia; Lyman Bridgers, Illinois; T. L. Rosser, Minnesota; William F. Price, Georgia.

Mr. Davidson, of Missouri, endorsed the project from a personal knowledge of the route. He was opposed to "big steals" but wanted one more "steal" and would not be any more "stolen" if he can get this Southern Pacific railroad.

Mr. Rosser, of Missouri, offered a series of resolutions to the effect that as railroads, the creatures of the people, have begun to oppress the people, the Convention should memorialize Congress to prohibit, under heavy penalties, all combinations between competing lines of transportation.

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1. To prevent stock-watering. 2. Requiring lines to post at every depot the rates of charges to every point, and for such changes unless on thirty days' notice. 3. Forbidding railroad officers from being interested in fast freight lines, car companies, or railroad supplies.

4. A law against unjust discrimination against places not on competing lines. 5. Against allowing public officers to have fees passed. 6. Law requiring common carriers to report for quantity and deliver the same. 7. Forbidding legislators to be retained by counsel in any case.

8. That Congress adopt such of these laws as it has the power to pass, and the States the power to pass. 9. That each State have a Board of Railroad Commissioners. 10. That the United States have a Department of Commerce and a Bureau of Transportation.

On motion to adopt the report, ex-Lieutenant Governor Dross, of Illinois, made an address on the subject of water-routes, and drew a vivid picture of the resources and wants of the West and of the railroad combinations against them.

Mr. T. G. Conant, of Missouri, offered a resolution to the effect that Congress pass a general railroad law whereby roads which are of international importance may be built without the necessity of State charters.

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THE WEATHER TO-DAY.—From our reports this morning the probabilities are that the weather to-day will be clear or fair.

THE WEATHER YESTERDAY was clear, mild, and pleasant.

THE TEMPERATURE of the Dispatch Office December 2, 1874.

6 A. M. 38 3 P. M. 45 8 A. M. 38 5 P. M. 47 10 A. M. 38 8 P. M. 47

LOCAL MATTERS.

THE CASE OF POLICE-JUSTICE WRIGHTS.—Injunction to the jury.—The trial of Police-Justice Joseph J. White, who is indicted for wilfully, partially, and corruptly admitting John Dull to bail while the prisoner was charged with felony, and his custody about to come before a judge on a writ of Habeas corpus, was commenced in the Hastings court yesterday morning.

The accused was represented by Judge W. W. Crump and General Henry A. Wise, and the Commonwealth by its attorney, Mr. E. Carrington Cabell. For the Commonwealth, Captain George F. Wise, Judge W. H. Fitzhugh, E. B. Cook, and Deputy Sergeant Z. B. Briggs, were examined; and for the defence Captain A. G. Babcock, Newton M. Lee, D. C. Richardson clerk of Police Court, A. Mose, and Chief-Detectives William F. Knox.

The court took a recess from 2:45 to 4:45. About 10 o'clock the testimony was concluded, and the Commonwealth's attorney asked that the following instructions be given the jury:

"If the jury believe from the evidence, and reasonable inferences therefrom, that the accused bailed the prisoner, John Dull, knowing that such bail was beyond or a lawful exercise of his lawful authority, and that he did so from fear, favor, partiality, or any other corrupt or improper motive, then they may find the accused guilty under this indictment, and the jury may be justified in inferring that he did so with a view to his escape, and that he did so with a view to his escape, and that he did so with a view to his escape."

Counsel for defence objected to the instructions proposed, and asked to be heard. Judge Guilfoin dismissed the jury until 10 o'clock this morning, and cautioned them not to converse with outsiders about the case.

Judge Crump made the opening argument against the instructions. He was followed by General Wise, who spoke two hours. Mr. Cabell submitted his authorities, and the judge, without rendering his decision, at 10:20 adjourned the court until this morning.

WEST OF SUPERSEDES GRANTS DULL.—The Supreme Court of Appeals yesterday granted a writ of superseades to the judgment of the Hastings Court in the case of John Dull. This will have the effect of delaying the execution of Dull's sentence until the Supreme Court can hear and determine the legal questions suggested in the appeal of the prisoner.

SENT FOR MURDER.—J. Boujasson, charged with the murder of F. S. Gloor on Sunday, November 1st, was brought before the acting Police Justice yesterday morning. Captain George D. Wise and his counsel, several witnesses were examined, but little that was new was brought out. It seemed that for some time after the wounding Gloor was not regarded as in a dangerous condition, and on several occasions left his room at the Church Institute and walked about the streets.

From the question of the identity of the person who fired the shot, it was ascertained that he desired to establish the fact that he did not take proper care of himself, and that death was caused by disregard on his part of the caution ordinarily observed in such cases. Dr. Moncure and Coroner Taylor were, however, of the opinion that the execution taken by Gloor was not instrumental in producing death, but that it was caused by an abscess formed from the wound, which abscess was beyond the reach of human skill. The counsel closely and carefully examined every witness, but presented no evidence of their own in extension or explanation of the shooting.

The accused was sent on to the grand jury for indictment, and was remanded to jail.

PROCEEDINGS AGAINST POWERS'S DISTILLERY.—Major William F. Worthington, assistant District Attorney for the United States, will to-day lodge information for the libelling of Powers's distillery, where it is claimed frauds against the internal revenue laws recently occurred.

Mr. Hiram W. Taylor, the grand juror to meet at Alexandria, and has been seized. The distillery property has been seized, and is now in possession of the marshal.

The officers of the Government represent that the barrels used were so as to deceive the gauger; that the bung-hole were much thicker than any of the others, and thereby the gauger, in dropping his gauge down, was made to take a false measurement. Further, that the barrels were not made of less than average diameter, measuring straight down from the bung-hole.

The Government was defrauded of tax to the amount of about \$2 per barrel, as is alleged.

A MAN TRIPPED BY LIFE JERMS INTO A MILL-RACE AND IS DROWNED.—It was reported at the race last night that a man had been trampled on by the mill-race near the cedar-works in Manchester, and that a man had been seen to jump into the race near the Danville depot late in the afternoon.

Diligent search was made for the body, the water being drawn off, and the bottom of the race dragged for the remains. About 9 o'clock the body of a well-dressed young man, unknown, was gotten out of the water and hauled ashore.

The coroner was notified, and viewed the body; but owing to the lateness of the hour it was deemed inexpedient to hold an inquest until to-day. The body meant time awaits identification in Manchester.

RECOVERY OF THE BODY OF THE BOY WHO FELL FROM MAYO'S BRIDGE.—Yesterday between the hours of 11 and 12 o'clock Mr. James Merritt, the night toll-gatherer at Mayo's bridge, fished up from James river the saw-logs the body of William Linty, the colored boy, who was drowned by falling from Mayo's bridge on Monday night. Coroner William H. Taylor was notified, and viewed the body, but deemed an inquest unnecessary. The remains were turned over to his parents for interment.

A SAMPLE DISTRIBUTOR IN TROUBLE.—Charles A. Simmons, a young man representing the Government, was arrested yesterday morning by the police while distributing samples of a certain liniment. He claims that the revenue laws of our State have not been violated; that he neither sold nor offered to sell to any by sample or otherwise, and that his visit to Richmond was for the purpose of seeing the Governor of his appointment placed in every house here. He was sent on to the grand jury of the Hastings Court.

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