THE DISPATCH.

BY COWARDIN & ELLYSON.

CASH—INVARIABLY IN ADVANCE.
The DAILY DISPATCH is delivered to subscribers at FIFTEEN CENTS per week, payable to the carrier weekly. Mailed at $6 per annum; $3 for six months; 75c. per month for a shorter period.
The SEMI-WEEKLY DISPATCH at $3 per annum, or $1.75 for six months.
The WEEKLY DISPATCH at $2 per annum.

Richmond Dispatch.

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

THURSDAY.....DECEMBER 24, 1874.

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

THE WEATHER YESTERDAY was clear and delightful.

Range of Thermometer at the Dispatch office December 23, 1874.

7 A. M.	40	3 P. M.	54
9 A. M.	48	6 P. M.	45
Noon	55	Midnight	40

LOCAL MATTERS.

THE DISPATCH will be issued to-morrow, as usual, but no paper will be published on Saturday. Advertisers will promote their interests by taking advantage of our large Christmas edition to bring their business to the notice of our readers.

THE TROUBLES OF F. G. SNEAD.—The case of F. G. Snead, of Atlanta, Ga., charged with forging a check in the name of "Walter Hamlin," was again called in the Police Court yesterday morning. Mr. Poindexter, of the firm of J. B. Bland & Co., testified that the young man came to his store and represented himself as a member of the firm of Hamlin, Foote & Mead, of Savannah, Ga., and desired to purchase some goods for cash, but would not buy until he returned from New York. Mr. Poindexter, upon learning that he was going to New York, asked him to attend to some business for him while there, and gave him $5 to pay charges. Snead readily assented, and said he had been detained longer in Richmond than he expected, on account of his sister, who was sick at the hotel, but would leave as soon as his sister was able to travel. Did not hear anything more of the young man until he saw an account of him in the daily papers.

General Taliaferro, in reply to a question propounded by Justice White, stated that he had heard nothing further concerning his stolen watch. He had no information connecting Snead with the theft.

The accused was remanded to jail until Saturday, at which time Justice White will render his decision in the case.

FOUR MONTHS IN JAIL FOR A WATCH-THIEF.—Amanda Withers, the mulatto damsel from North Carolina charged with stealing a gold watch and chain, the property of Melissa Ann Brown, had a full examination before Police-Justice White yesterday morning. Mr. Davenport (colored), proprietor of the Maison Dorée, stated that the erring Amanda had boarded with him for some time, but "finding that she was getting lean of money" he advised her to go home. She did not, however, go home. She went to board with Melissa, and in an evil hour yielded to temptation and abstracted the watch and chain. The Police Justice, in view of Amanda's previous good character, gave her the light sentence of four months' confinement in the city jail. The watch and chain, worth about $25, were returned to the owner.

MR. GRAHAM RETURNED.—Senator George W. Graham, of Nottoway, whose presence before the congressional committee charged with investigating the Stowell-Schoolcraft cadetship sale has been so much desired, appeared in this city yesterday. He went to the United States Marshal's office, in the custom-house building, about 11 o'clock, and allowed the committee's summons for him to come to Washington to be served upon him. He represented to Colonel Nye, the deputy marshal, who served the summons, that he had been absent on a visit North, or to West Virginia. To another gentleman Graham said that he knew the committee would want him, "and he dusted." Anyhow, he is now here. But the committee will not have another sitting until after the Christmas holidays, and therefore the delay he desired has been procured.

A NEW COUNTERFEIT FIVE-DOLLAR NOTE. It has been ascertained that for several days past some one has been in the city passing off counterfeit bills of the denomination of five dollars on the "Traders National Bank of Chicago." The work on the bill is well executed, and is liable to deceive any but the most expert. Close observation, however, will detect a certain roughness about the vignette in each corner and a certain sharpness of the features not found in the genuine. The bills were first thrown out in the State Bank by the receiving teller on yesterday.

PERSONAL.—Mr. Thomas W. Pemberton and family, of this city, who were absent for several months in Europe, have returned.

Hon. Thomas J. Jarvis, ex Lieutenant-Governor of North Carolina, was married at Dr. Hoge's church yesterday to Miss Mary Woodson. Miss Woodson is well known as the author of "The Way It All Ended," which was published here just before the war, and attained much local celebrity. For years past she has been constantly contributing serial stories to northern periodicals. Drs. Hoge and Granbery officiated at the marriage ceremony. The couple left by the afternoon train for Norfolk, and from thence will go to Raleigh, N. C.

RETURN OF REV. C. C. BITTING, D. D.—Rev. C. C. Bitting, D. D., pastor of the Second Baptist church, arrived in the city yesterday from his European tour. The Christmas festival of the Second Baptist church will take place this evening, and it has been deemed eminently appropriate to welcome the return of Dr. Bitting in connection with the celebration for the children. Rev. J. William Jones, D. D., will offer a thanksgiving prayer for Dr. Bitting's safe arrival at home, Dr. Curry will deliver the address, and the scholars will sing an appropriate welcome hymn, which has been arranged especially for the happy occasion.

PARDONS REFUSED.—Governor Kemper yesterday refused to pardon Oliver Henry and Joseph Thompson, sent to Richmond jail in October for six months for petty larceny; also, James Reynolds, sent on December 18th, by the Police Justice of Richmond city, to jail for sixty days for receiving stolen goods; also, Lang Lewis, who was sent to the State prison from Prince William county in May, 1874, by the Circuit Court of that county, for five years for grand larceny.

ARM MASHED OFF.—Yesterday afternoon a little boy, whose name we did not learn, fell from one of the freight-cars, upon which he had been playing, at the Chesapeake and Ohio depôt and had one of his arms cut off just above the wrist. He was carried to Dr. Lecky's drugstore, where the stump was amputated.

PORTRAIT OF REV. DR. BURROWS.—Mr. Albert Guerry, who has executed admirable portraits of several well-known citizens, has been employed to paint the likeness of Rev. Dr. Burrows, who has recently moved from Richmond to Louisville, Ky.

NEW CHURCH EDIFICE CONTEMPLATED.—The trustees of Sidney Methodist church have purchased the lot corner of Main and Cherry streets, on which they intend, at an early day, to erect a nice brick house of worship.

HOUSE ROBBED.—Night before last a new and unoccupied tenement situated at the corner of Madison and Grace streets was entered by thieves and all the grates, water-pipes, etc., taken out.

DAILY DISPATCH.

VOL. XLVI. RICHMOND, VA., THURSDAY MORNING, DECEMBER 24, 1874. NO. 300.

Chesapeake and Ohio Railroad.

ANNUAL MEETING OF STOCKHOLDERS.

BUSINESS OF THE PAST YEAR.

PROSPECTS OF THE COMPANY.

Important Resolutions Adopted.

An adjourned meeting of the stockholders of the Chesapeake and Ohio Railroad Company was held in the rooms of the Chamber of Commerce yesterday—Mr. Henry K. Ellyson in the chair.

Messrs. H. M. Bell, John M. Patton, and C. E. Wortham were appointed a committee to ascertain what shares of stock were represented by proxies. They reported represented in that way 125,779 shares. In addition a considerable number of shares were represented by shareholders in person.

General Wickham read the annual report of the President, and also his own report as vice-president. We give both in full:

Report of the President.

OFFICE OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, NEW YORK, December 14, 1874.—*To the Stockholders:* Gentlemen,—In making their customary annual report your President and Board of Directors respectfully refer you to the report of the Vice-President, submitted herewith, and the tabular statements which accompany it, for full information in relation to the transportation department, and to the statements of the Treasurer, also herewith submitted, for information in relation to the financial department of the company.

It will be observed that the *local* business, particularly in freights, shows a steady increase, giving satisfactory assurance that with a return of prosperity to the general business and industries of the country, and especially to the iron interests, all our expectations in relation to local business will be more than realized.

The investigations made during the past year by practical men, both of this country and of England, have proved beyond controversy that in no other section of the United States are found in such inexhaustible quantities iron ores of every grade, from the superior "black-band ore," such as "Scotch pig" is made from, and "hematite," which is found in great abundance, down to the inferior grades, and bituminous coal of every variety, from cannel—comparing favorably with the best varieties of English and Scotch—down to the inferior qualities.

These beds of iron ore and deposits of coal being found almost universally at levels above the grade of the railroad, can be worked and placed in the cars by gravity for transportation more cheaply than elsewhere.

Experiments made during the past year have proven conclusively that *coke* of a very superior quality can be manufactured at various points on the line of our road at less cost than elsewhere, and there is no doubt that when suitable arrangements are perfected for its production on a large scale the revenues of the company will be largely increased by the transportation of that article.

The experiments of the past year have also proven that *pig-iron* of superior qualities can be produced on the line of our road at less cost than elsewhere, and it is needless to add that with this fact ascertained and demonstrated it will not be long after a demand for iron in its various forms is re-established before blast-furnaces, foundries, rolling-mills, and industries collateral thereto, will be established at available points, all contributing to the local traffic of the road. The fact is also becoming more generally known that in no other section of the country accessible by railroad is found so vast tracts of timber-lands, especially of oak, walnut, and yellow poplar. It only awaits the revival of a demand for lumber, staves, ship-timber, &c., when these extensive forests will contribute very largely to the revenues of the company.

The experience of the past year has demonstrated more conclusively than before the absolute necessity of connection by *rail* from the western terminus of our road with roads already established and in operation.

The Ohio river will always be a valuable auxiliary to our road, and will bring to us a large amount of traffic, whether we have connection with the West and Southwest by rail or not; but the uncertainty of its being in a navigable condition for the larger class of boats, and in exceptional seasons (like the last) for even the smaller class of boats, shows conclusively that we cannot hope to secure a reasonable share of the "through traffic" (passenger and freight) which naturally belongs to our road—by every consideration of locality, convenience, and economy—until we have such connection by rail established.

The importance of such connection is fully appreciated by your President and Board of Directors, and also the importance of the continuation of our line down the peninsula to deep water. Both of these important interests will command their attention so soon as the company is relieved of its present financial embarrassments.

The propositions of the company, referred to in its last annual report, for funding its floating indebtedness and a portion of the interest on its mortgage debt into income bonds have been assented to by a large majority in amount of each class of creditors; but your President and Board of Directors regret to say that a number of creditors of each class suffcient in amount to involve the failure of the plan have thus far withheld their assent.

Your President and Board of Directors deem it proper to say in this connection that the future of this great enterprise, which has cost so much labor and so much money, and in which so vast interests are involved, depends now upon the final decision of those bondholders and other creditors who have not yet assented to the proposed terms of settlement. They also deem it proper to say that they have carefully considered every suggestion that has been made to them by parties in interest having a different plan of settlement in view, and that while they would willingly and gladly adopt any other plan which they were convinced was feasible, equitable, and better for all interests than the one they have proposed, and which has been found acceptable to a large majority in interest, yet they are constrained to say, being themselves more largely interested than any other equal number of persons, that if the plans proposed by them are rejected they perceive no other alternative than the waste of a large and very valuable property in the cost of litigation and the final acquisition of what remains perhaps by parties who have contributed nothing toward its construction, and who have not shared in the labors and trials connected therewith.

We shall not relax our efforts to accomplish a settlement on the terms proposed; and believing it to be the true interest of every bondholder and other creditor to give us their assent and hearty coöperation, we cannot allow ourselves to doubt that we shall succeed; but, at the same time, we are not forgetful that each day's delay in accomplishing this result is a serious detriment to very important interests that are awaiting the determination of this effort, and that the delay, if too long protracted, must inevitably prove fatal to those interests.

Thanking the subordinate officers and employés of the company for the faithful performance of their respective duties,

Very respectfully,
C. P. HUNTINGTON, President.

Report of the Vice-President.

VICE-PRESIDENT'S OFFICE,
RICHMOND, VA., November 1, 1874.

C. P. Huntington, Esq., President:

Dear Sir,—I respectfully submit my report of the operations of the transportation department for the year ending September 30, 1874:

EARNINGS.

Passenger fare	$453,376 60
Freight	950,312 33
Express freight	15,038 60
United States mail	38,990 85
Miscellaneous	2,471 55
Total	$1,460,189 93

EXPENSES.

Train expenses	$351,175 45	
Depot expenses	130,665 67	
Miscellaneous	40,251 46	
Loss and damages	12,482 21	
Maintenance of way	367,093 96	
Repairs of machinery	225,344 89	
General expenses	26,863 53	
Salaries	59,863 30	
		$1,214,340 48
Net earnings		$245,849 45

Increase of earnings over 1872-'73 was as follows:

Passenger-fare	$ 3,888 39	
Freight	239,927 36	
Express-freight	1,014 75	
United States mail	4,825 18	
Miscellaneous	25 53	
		$249,681 21
Total increase of earnings over 1872-'73		$249,681 21

Increase of expenses over 1872-'73 was as follows:

Train expenses	$106,488 33
Depot expenses	42,758 41
Miscellaneous	18,646 08
Maintenance of way	76,968 93
Repairs of machinery	84,831 55
General expenses	7,284 37
Salaries	7,060 32
	$344,039 99
Less decrease, loss, and damages	9,399 52
	$334,640 47

Expenses, 83 16-100 per cent. of earnings.

PASSENGER BUSINESS.

The small increase in passenger business is attributable in great measure to the protracted interruption of the navigation of the Ohio river by the unprecedented low stage of water that has obtained during the summer and autumn months. It is scarcely probable that we will again shortly have a recurrence of such a drought.

FREIGHT BUSINESS.

When we consider the fact that the increase of freight upon the road is mainly due to the increased development of the resources of the country through which it runs, and that, too, in the face of a stagnation which for twelve months has almost paralyzed all business enterprises, we have reason to congratulate those interested in the road on the indications it affords of future prosperity.

Many new enterprises for the development and working of the coal and iron interests of the line are just completing their works, and will in a short time be forwarding over the road the products of their mines and furnaces.

The manufacture of coke at many of the coal mines has been most successfully undertaken, and a coke of unsurpassed quality produced. The production is already considerable, and extensive arrangements are being made for an increase of the production. It is found that the slack coal can be readily utilized by coking, and thus the mines and the railroad company will alike derive profit from what has heretofore been regarded as of no value at these mines.

The lumbering business on our line is assuming very considerable proportions, and I am assured by some of the most extensive lumbermen of the country that there is scarcely in the United States left such a body of oak and poplar timber-land, both as to quantity and quality, as that penetrated by our line. Nor are the white pine forests in the tributaries of the Greenbrier to be disregarded in estimating the revenues of the road.

We have concluded a much more satisfactory arrangement than has heretofore existed for transportation of passengers and freight by steamers on the Ohio between Huntington and Cincinnati, by which we are put in connection with the whole railway system of the North, Central and Southwest, and have consummated a most satisfactory arrangement with a first-class barge-line for transportation of freight by barges from St. Louis and intermediate river points to and from our depôts at Huntington. With these arrangements we have a right to anticipate the handling, at paying rates, of a fair proportion of the products of the West; and with these and the promised increase of our local business we are justified in anticipating a prosperous freight-year and a fixed future business.

THE ROADWAY

is in better condition than it has ever been. Two temporary tracks on Second New River division that were a source of hindrance and expense have been gotten out of the way, and the track is laid in its proper bed.

We have within the past fiscal year relaid 13 45-100 miles of the road with steel rails, and have substituted 18¾ miles of worn track with old rails of a better quality, and have constructed 16 42-100 miles of new sidings, in which we used old rails. We have put 110,987 cross-ties in the main track, and 33,636 in side tracks. Of those put in the main track very much the larger proportion were put in where the iron was old, with a view to giving it more strength and durability, and was an economical measure.

The bridges and trestles are all in good condition, save that at first crossing of Jackson's river, which, whilst rendered perfectly safe by additional trestling, may have to be rebuilt during the year.

DEPOTS

have been built at Quinnimont and Guyandotte, and one removed from West Guyandotte to Sewell.

WATER STATIONS.

The drought of this year has shown the great advantage of a full supply of gravity water, and when that is unattainable, of pumping by steam-power from streams. Our arrangements in this respect are now very satisfactory, and we have but little left to do to make them perfect.

The lengths of main tracks and sidings are as follows:

James River wharves to Huntington	425 82-100
Lowmoor Branch	2 18-100
Quinnimont Coal Track	1 5-100
Coal River Branch	1 33-100
Sidings	57 7-100
Total length	487 45-100

We have on hand a considerable supply of cross-ties and other material necessary for repairs of the road for the next fiscal year, and consequently the purchase on that account will be comparatively small. Mr. W. M. S. Dunn, the engineer of repairs, in whose judgment I have entire confidence, estimates the cost of maintenance of way (exclusive of the cost of such new rails as we hope to be able to supply him) at within $300,000.

EQUIPMENT.

We have 70 locomotives, 34 passenger-cars; 17 baggage, mail, and express cars; 1 paycar, 1 drover's-car, 10 caboose-cars, 852 box-cars, 654 eight-wheel coalcars, 254 four-wheel coalcars, 227 platform-cars, 133 gondolas, 89 stock-cars, 122 gravel-cars.

GENERAL.

Amidst the embarrassment of the first months of the fiscal year we completed the construction of the Church Hill tunnel and of the wharves at James river. The whole has been done in a most substantial manner, and the result proves the wisdom of the management in pushing it to completion despite of all obstacles. Detailed information of the working of the various departments will be found in the appropriate tables. Permit me to call your special attention to the measure of praise to which the employés of the company are entitled, with but few exceptions, for the zeal with which they have sustained the company in a very trying year.

In conclusion, I would beg leave to say that I believe that with the arrangements we have made for the business for the ensuing year—with the spirit of economy that pervades every department of the road—the determination that exists on the part of its officers of all grades to obtain successful results—we will achieve all that can be achieved without an all-rail connection west of Huntington. Yet without that rail connection we cannot attain that eminence of success which our directory and the friends that are associated with them started to achieve.

This rail connection is one of such vital interest to the people of Richmond, of Virginia, of West Virginia, of Kentucky, of Cincinnati, and of Ohio, that I cannot doubt that a combined effort would soon make the connection an accomplished fact.

Very respectfully yours,
W. C. WICKHAM, Vice-President.

The Reports Referred.

General Anderson moved that the report of the President and Board of Directors and accompanying documents be referred to a committee of seven. Agreed to. The Chair appointed the following gentlemen to constitute the committee: Joseph R. Anderson, John Page, H. E. C. Baskervill, Alexander H. H. Stuart, R. H. Maury, William McAllister, and Henry Cady.

At 12:40 the meeting adjourned until 4 P. M.

Afternoon Session.

The meeting being called to order by the chairman, Mr. Charles E. Wortham offered the following resolution, which was adopted unanimously:

"*Resolved*, That C. P. Huntington, A. A. Law, W. H. Aspinwall, D. Stewart, James G. Clark, W. B. Hatch, and William Whitewright, Jr., of New York; Pliny Fisk of New Jersey, H. C. Parsons of West Virginia, John Echols and Williams C. Wickham of Virginia, be and hereby are elected directors of this company for the ensuing year."

REPORT OF THE COMMITTEE.

General Joseph R. Anderson, from the committee appointed to consider the report of the president and accompanying documents, submitted the following report:

The committee to whom was referred the reports of the president and vice-president beg leave respectfully to report:

That they regret to find from the president's report that a portion of the creditors have not yet accepted the terms of settlement proposed by the Board. Your committee do not see any way of protecting a large portion of the creditors (perhaps a majority in amount) from total loss but by all the creditors accepting the terms. While there is reason to believe that a judicious postponement of all obligations of the company, including interest on its bonds, will with good management develop traffic enough between Richmond and the Ohio river to pay the interest on the bonds now outstanding as well as on those into which it is proposed to fund the present floating debt and accruing interest, time does not allow a detailed statement of the grounds on which this opinion is based.

But all creditors and stockholders may work out the problem by the data which has to be given very hastily in the brief recess to which we are confined.

In this estimate let us neglect all revenue to be derived from the products of the soil and of the forest, from merchandise of every description, from live stock, from travel and the mail, and from all minerals except *coal and iron*. Let us estimate the revenue from these two articles alone, neglecting every other source.

We observe from the last report of the Baltimore and Ohio Railroad Company that has attracted our attention that their coal tonnage in 1872 reached 2,500,000 tons. Considering the almost unparalleled quantity and quality of the coals through which your road passes—their adaptation to almost every use for which fuel is wanted, and especially (both in the raw state and as coke) to the smelting of iron ores and manufacture of iron generally—it is not deemed unreasonable to estimate that in a period of ten years, very likely of five, your coal tonnage may reach two and a half millions of tons per annum. At one cent per ton per mile this would yield a gross revenue of $8,750,000. And assuming twenty per cent. to be the net earnings on coal, and we find the average cost of transportation on the Pennsylvania railroad is eight-tenths of a cent per ton per mile, we have $1,750,000 from this source net. It is estimated that each blast furnace making 10,000 tons of iron adds $100,000 per annum to the receipts of your road. Estimate that twenty of these are put in operation in the same period (which is not extravagant considering the great development of ores already made and the abundance of limestone), and we have from iron a gross revenue of $2,000,000. Assume thirty per cent. of this net, or $600,000, which, added to the estimated net earnings from coal, gives us $2,350,000 net receipts from these two articles—more than enough to pay the interest on all the existing debt and the bonds into which it is necessary to fund the interest for three years.

If, then, we may estimate these results from two articles, it is well to consider how brilliant are the prospects of the company from all sources when its western connections are completed.

It seems to your committee that they are promising enough to secure the prompt acquiescence of every creditor in such measures as appear to be necessary to secure the western connections and save the company.

Your committee think there is much in the report of the vice-president to encourage the creditors and friends of the road generally to hope that the road may eventually be a success when the connections are completed.

In the midst of the general and unparalleled stagnation that has prevailed during the year in all branches of business, it is doing a good deal to preserve the existence of the great enterprise and show an increase of earnings as compared with the preceding year of $249,681.21. Your committee consider this as an earnest of what may be expected if all the creditors unite upon a plan that will relieve the company from its financial troubles until it has time to make its connections and develop the business to which from its location it is legitimately entitled.

Your committee, in conclusion, respectfully recommend to the stockholders the adoption of the following resolutions:

1. That the reports of the president and vice-president be accepted.

2. That the creditors of the company who have not yet signified their acceptance of the proposed terms of settlement be asked to do so without further delay.

3. That the Board be requested to use all possible efforts to secure the speedy connection, by rail, of our line with the cities of the West.

The report was adopted, and the meeting adjourned.

CHILDREN'S BELIEF IN SANTA CLAUS.—Several letters in the post-office here, evidently written by children, indicate that the children, anticipating the annual visit of Santa Claus, are reminding him of what they most desire. One of them is directed "Santa Claus, Greenland, North Pole." Another is directed as follows: "Santa Claus, sleigh drawn by eight rein-deers." An open letter, directed simply "Santa Claus," reads as follows: "Mr. Santa Claus,—A big wagon—not so verey big—4 wheels, 2 packs popcrackers, a Mother Hubard book. Willmer." Nellie wants a carriage, and a baby, and some candy. "I wants a baby, and candy, a little story-book. Isabella."

ELECTION OF PYTHIAN OFFICERS.—The following officers of Virginia Lodge, No. 2, Knights of Pythias, have been elected: C. C., C. Clinely; V. C., W. H. Wise; P., W. P. Anderson; M. of E., I. D. Briggs; M. of F., J. B. Woods; K. of R. and S., H. E. Downing. Representatives to the Grand Lodge, B. F. Howard and W. H. Wade. Trustees to Pythian Hall Association, W. H. Wade, E. J. Krebs, and B. F. Howard. Trustees of Lodge, A. McWilliam, George R. Waldman, and L. P. Jones.

FIRE-STATION REMOVED.—Fire-alarm telegraph box 41, formerly on Tenth street between Main and Cary, has been removed to the interior of the new hose-house, adjoining Captain Ainslie's establishment. Firemen will be on duty at all hours of the night and day.

UNITED STATES DISTRICT COURT—*Judge Ro. W. Hughes presiding.*—In the matter of Stephen West, bankrupt. The assignee was ordered to set aside to the bankrupt property exempted to him by the laws of Virginia, and the assignee and constable were ordered to report to this court on the 1st of January next their proceedings under the order of this court of the 27th of November last, and hold the proceeds of the sale made by them until the further order of the court.

In the matter of Henry Wilkerson, bankrupt. It appearing that all the debts mentioned in the bankrupt's schedules have been fully paid, it was ordered that the proceedings in bankruptcy be dismissed, and that the assignee convey to the bankrupt the property assigned to him.

In the matter of John C. Wynn, bankrupt. The order entered in this cause on the 16th instant was set aside and revoked, and the marshal ordered to take possession of certain corn and oats of the bankrupt.

In the matter of R. E. Boulware, bankrupt. The cause was reinstated and the bankrupt allowed to file his petition for a discharge.

In the matter of R. T. Mitchell, bankrupt. The assignee was ordered to pay to A. T. Mooklar, assignee of George C. Leigh, the $56 received by him for the land of the bankrupt sold by him.

In the matter of A. S. Johnson, bankrupt. The assignee was directed to set aside to the bankrupt as a congressional exemption the choses in action surrendered by him, and the bankrupt was ordered to be discharged upon the proper papers being filed with the clerk.

In the matter of Z. A. Blanton, bankrupt. The assignee was ordered to pay the bankrupt $350, being balance due on his congressional exemption.

In the matter of Addison T. Dishman, bankrupt. John S. Braxton, register in bankruptcy for the Second district, was ordered to transfer this cause to Register Forbes for further proceedings to be had herein, and the report of the assignee was confirmed.

In the matter of Douglas Pitt, bankrupt. An order was entered for the sale of the bankrupt's real estate.

In the matter of J. P. Kavenagh, bankrupt. The assignees were ordered to turn over the balance in their hands and the choses in action of the bankrupt to the bankrupt as an exemption.

In the matter of Samuel K. Lucy, bankrupt. An order was entered confirming the sales of the bankrupt's real estate.

In the matter of A. J. Andrews, bankrupt. The sheriff of the city of Richmond was permitted to sell the property levied on by him, and after paying the debts and costs of the claim in his hands he was directed to pay the balance to the assignee of said bankrupt.

In the matter of Robert M. Hudgins, bankrupt. W. P. M. Kellam was appointed receiver, and ordered to sell the personal property of the bankrupt after giving bond in the penalty of $2,000.

A discharge in bankruptcy was issued to John H. De Jarnette, of Caroline county.

POLICE COURT, YESTERDAY.—The following parties were fined for violations of the city ordinance: Jack Hays, careless driving, and F. Walbauer, fast driving, $2 each.

Benjamin Perkins was fined $2 for drunkenness.

James Jackson, guilty of assaulting and beating Mattie Estes, was fined $5.

David Reid, a small colored boy, charged with breaking the window-glass of John Toney and stealing therefrom a lot of candy and toys of the value of $4. Case continued until Saturday on account of the absence of witnesses.

George Hundley (colored) was sent on to the grand jury of the Hustings Court on the charge of house-breaking.

APPORTIONMENT OF SCHOOL FUNDS FOR 1874-'5.—The Superintendent of Public Instruction has made the following apportionment of school funds for 1874-'5, at the rate of twenty-five cents per head of school population. The cities of Danville, Fredericksburg, Manchester, and Williamsburg, are included in their respective counties, and county treasurers will turn over the funds accordingly.

Unexpended balances from last year will be adjusted in the next apportionment.

Accomac, $1,787.75; Albemarle, $2,374.50; Alexandria city, $1,087.75; Alexandria county, $287.75; Alleghany, $375; Amelia, $884; Amherst, $1,261.75; Appomattox, $754.50; Augusta, $2,217.25; Staunton, $428.75; Bath, $331; Bedford, $2,829.75; Bland, $455; Botetourt, $1,108.50; Brunswick, $1,225.25; Buckingham, $1,359.50; Buchanan, $504.50; Campbell, $1,398.75; Caroline, $1,237.25; Carroll, $985; Charles City, $432.50: Charlotte, $1,336.25; Chesterfield (including Manchester), $1,657.25; Clarke, $567.75; Craig, $315; Culpeper, $943; Cumberland, $792.75; Dinwiddie, $964.50; Elizabeth City, $605.25; Essex, $757.75; Fairfax, $1,093.25; Fauquier, $1,537.75; Floyd, $1,004.25; Fluvanna, $925; Franklin, $1,803.50; Frederick, $1,359.75; Giles, $656.50; Gloucester, $826.25; Goochland, $805; Grayson, $1,024.75; Greene, $448.50; Greensville, $554.75; Halifax, $2,608.75; Hanover, $1,434.50; Henrico, $1,162; Henry, $1,209.50; Highland, $386; Isle of Wight, $723.75; James City (including Williamsburg), $351.75; King George, $526; King and Queen, $872; King William, $644.50; Lancaster, $552.75; Lee, $1,148.50; Loudoun, $1,793.50; Louisa, $1,338; Lunenburg, $905; Lynchburg, $868; Madison, $840; Matthews, $536.25; Mecklenburg, $1,877.50; Middlesex, $429.75; Montgomery, $1,240.25; Nansemond, $952.50; Nelson, $1,117.25; New Kent, $430; Norfolk county, $1,423.75; Norfolk city, $1,545.50; Northampton, $683; Northumberland, $553; Nottoway, $735.25; Orange, $897; Page, $736.25; Patrick, $1,005.75; Petersburg, $1,689.50; Pittsylvania (including Danville), $3,330.25; Portsmouth, $760; Powhatan, $645.50; Prince Edward, $1,001.25; Prince George, $614.75; Princess Anne, $706.75; Prince William, $694.25; Pulaski, $617; Rappahannock, $674; Richmond city, $4,521.50; Richmond county, $547.75; Roanoke, $870.25; Rockbridge, $1,607.25; Rockingham, $2,192.25; Russell, $1,077.50; Scott, 1,357.50; Shenandoah, $1,375; Smyth, $865.25; Southampton, $1,114; Spotsylvania (including Fredericksburg), $1,029.25; Stafford, $615.50; Surry, $418.25; Sussex, $714.75; Tazewell, $1,014.50; Warren, $548.25; Warwick, $125.25; Washington, $1,784.25; Westmoreland, $723; Wise, $576; Wythe, $1,040; York, $576.50. Total, $109,639.25.

CITY COUNCIL OF MANCHESTER.—An adjourned meeting of the City Council was held Tuesday night at the Auditor's office. Present: Messrs. McRae (president), Bradley, Eubank, Howle, Jones, Morrissette, and Whitehead.

An ordinance was presented by Mr. McRae, and adopted, which changes existing ordinances relative to collection of taxes so as to require the Treasurer to hand over all of said bills to the Sergeant on the 1st of February instead of the 1st of January, with five per cent. added, and ten per cent. additional if not paid on or before the 1st of March.

A report was presented from the Committee on Streets recommending a plan for the settlement with bonds of a claim against the city of $500, with interest, in favor of R. N. Owen; also, one in favor of W. C. Mayo, amounting to $468.12. Adopted.

On motion of Mr. McRae, it was resolved that the Treasurer and Sergeant be authorized to give prompt notice to the tax-payers of the change in ordinance in reference to the collection of taxes.

The Chief of Police was ordered to expend $28 in the purchase of bedding, &c., for the accommodation of station-house guests.

Mr. Eubank reported that the police commissioners had ordered four extra policemen to be put on from Christmas eve until Saturday night.

Their action was approved, on motion of Mr. Morrisette. Adjourned.

LAWRENCE BARRETT.—This eminent tragedian commences an engagement at the Theatre on Monday night next. Mr. Barrett is one of the most distinguished actors in America, and the announcement of his visit to Richmond will be received with pleasure.

UNMAILABLE LETTERS REMAINING IN THE RICHMOND POST-OFFICE DECEMBER 23, 1874. Mr. L. W. Glazebrook, 805 Main street, city; John Morton, florist; Mr. Bunce, at the Richmond Institute, corner Nineteenth and Main streets, city; W. H. Harman, Floyd Courthouse, Va.; Miss O. E. Pollard, 514 north Fifth street, city.

[FOR OTHER LOCAL SEE FOURTH PAGE.]

RICHMOND, VA., December 23, 1874.

Editors of the Dispatch: Gentlemen,—In reporting what I said in the Council on Monday night about the "detectives" your reporter committed an error, which it was not unnatural that he should have committed. His report says that I said as follows: "He had in his office the record of one of them, who has been convicted of an offence against the laws of this Commonwealth. He also had an extract from the record of the case in regard to the chief of detectives of this city, which shows, if anything, that he is even more guilty than the man who is now under conviction." What I *actually* said was this: That "I had in my office the record of the conviction of one of these men of an offence against the laws of this Commonwealth, and that I then had in my pocket an extract from the record in *that* case which, in *my opinion*, showed that the chief of detectives was, if anything, more guilty than the man who had been convicted." I think it is due to me, and to the *people of this city*, that they should see the *extract* above referred to, so that *they* can judge whether or not I was justifiable in the opinion I then expressed, and I subjoin hereto a *verbatim* copy from the record in the case of "Wren vs. The Commonwealth," which I beg that you will publish with this correction. What I said on this occasion was simply in the discharge of what I conceived to be my *sworn duty* in representing what *I know* to be the *almost unanimous* opinion of the honest people of this community; and here I am content to leave it for the present.

Your obedient servant,
GEORGE L. CHRISTIAN.

Verbatim extract from the record in the case of "Wren *vs.* The Commonwealth," now on file in the clerk's office of the Supreme Court of Appeals.

* * * * * * *

"George D. Wise was then called for the Commonwealth, and further stated that Page told him that he had taken out a warrant for Duke and *Dull*, because they were the proprietors of the house, and bound for what happened in it. Nothing was said to him about the matter being a *felony* charge, or he would have had no hing to do with it; that on the morning after the alleged robbery *Knox* came to him to employ him for some party who had gotten into a scrape, or one of a party, but he did not give any name; that afterwards he ascertained that it was *Dull;* that after he had got through with his business at the Police Court *Knox* went with him to the office of the Chief of Police; that just as they entered, Major John Poe, Jr., the chief of police, was saying to *Mr. Fowlkes* that he must get out a warrant and he would have the parties arrested. *Knox said it was useless to talk about a warrant; that the parties had all left town, and a warrant would be of no use;* and no warrant was then gotten out; that *soon after*, as witness was walking up the street, *Wren* approached him saying that *Knox wanted to see him at the Dispatch corner;* that he went with *Wren* to that corner, and *Knox took him across the street into the American Hotel, and opening a door showed him into a room where Dull and Purdy and Dr. Lewis (the parties who were in Dull's house at the time of the alleged larceny) were, and Purdy gave him the money* which he paid over at the Circuit Court." * * * * * * *

The foregoing is a true extract from the record in the case of the Commonwealth *vs.* John Wren, which has been certified from this court to the Supreme Court of Appeals.

Test: ANDREW JINKINS,
Clerk Hustings Court city of Richmond.

SENATE CHAMBER,
RICHMOND, VA., December 23, 1874.

Editors Richmond Dispatch: Dear Sirs,—Please allow me to say through your valuable paper that I am ready to appear before the Naval Committee of the House of Representatives whenever said committee desires my attendance.

Important business called me away from the State, so that I was not *subpœnaed* until this morning.

I have not yet learned to shirk responsibility in any transaction that I may have engaged in. GEORGE W. GRAHAM.

Editors of Dispatch,—You published a few days since a card from Mr. Hart connecting my name with the removal of Mr. Kelly's children to Virginia. As I never before heard of the Kelly children, and never saw Mr. Hart, and have lately lost many letters which ought to have come to me through the post-office, I wrote to our postmaster to ascertain, if I could, who the other James Lyons is, and not to send him any more of my letters, if the lost letters had been sent to him. The reply was that no other James Lyons but myself is known at the post-office. I then wrote to Mr. Garber, and received the reply which I enclose, which I hope you will publish with this note, as you published Mr. Hart's. Very respectfully,
JAMES LYONS.

Richmond Transfer Company and General Railroad Ticket Office, No. 826 Main street, Richmond, Va., December 22, 1874.—Hon. James Lyons: Dear Sir,—Your favor has been received. No one but Mr. James Kelly, the father of the Kelly children, came to see me, and he called to deposit an amount of money sufficient to defray the expenses of his children from San Francisco to Richmond.

Yours truly, A. W. GARBER,
per ARMISTEAD.

THE MALE ORPHANS' DINNER.—As most gentlemen prefer to dine with their families on Christmas-day it has been thought best that the orphans' dinner take place on Saturday the 26th instant, so that the Board may be present. An omnibus will be at the *Dispatch* office on Saturday at 2½ P. M. to take the Board to the asylum.

TRIBBETT, Twelfth street between Main and Cary, has put his prices down so that all can buy candies, nuts, &c., for their children. His store was crowded all day yesterday. Remember the place—Twelfth street.

REES & CO., PHOTOGRAPHERS, are now permanently located in their new gallery, over the Express office, Main between Eighth and Ninth streets, next to the old Spotswood lot, and will be pleased to see their friends and the public. With increased facilities, and improved light, they expect to satisfy even the most fastidious. No change in prices.

SANTA CLAUS will make his rounds to-night, and you should give him some of PIZZINI'S good things.

FIREWORKS at wholesale prices at TRIBBETT'S, Twelfth street.

EVERYBODY should go to PIZZINI'S to-day and get their CANDIES for Christmas.

THERE WILL BE A GREAT RUSH AT PIZZINI'S to-day, and you should go early.

TRIBBETT'S is the place to buy your confectioneries. Six pounds candy for $1. French candy 30c. per pound.

DOLLS! DOLLS!—A few more of those French and German Dolls left at PIZZINI'S.