Richmond Dispatch.

MONDAY.....MARCH 11, 1878.

Immigration—Desperation.

Friday morning last there appeared in Richmond the remarkable sight of a superb Pennsylvania wagon, drawn by six fine Conestoga horses, in admirable condition, harnessed in the most approved style. The whole team was excellent. The equipments all betokened practical experience and means. The out-hanging articles showed the owner to be provident and capable of securing to himself comforts of a kind only to be won by energy and frugality. Even the dog that attended the team was a contented and well-behaved animal, and commended by his civility the establishment he followed.

This admirable outfit, as it appeared on Grace street near the St. Clair Hotel, attracted a crowd of observers, who could not be satisfied until they learned the history of the establishment. Upon "interviewing" the persons accompanying it, it was ascertained that the owner of the wagon was a Pennsylvania farmer, who was moving with his family to a farm in Virginia, and the wagon, with its supplies and furniture, had been driven from Pennsylvania all the way to Virginia. There had been a pause in the street on the march to the Virginia home to ascertain the route to the place where this family of well-to-do immigrants was to dwell as adopted citizens of Virginia. They were going where they hoped to be contented, prosperous, and happy.

How sad we thought it must be that such immigrants should stop in sight of Virginia's capitol, where originated the measures that threatened the home of their adoption with misfortune and degradation. Almost in hearing of these good people a voice was lifted up, sounding like the howl of the wolf whose haunts are the regions of decay, predicting the calamity of a "crash" as the doom of Virginia. What should the fine team, the elegant harness, the agricultural implements, that appeared in the superb wagon—what should the industrious and virtuous family that came to give the tribute of their experience and frugal and thrifty economy to the Commonwealth—what should all these be doing where calamity impended and public dishonor and private distress were gathering to perplex and aggravate society?

The time and the scenes made the advent of this family suggestive of the most regretful reflections. Such people as these from Pennsylvania should be hailed with gratification by Virginians. It would be, under proper conditions, a great acquisition for Virginia to have such immigrants. But the gratification felt at their arrival was swallowed up in the pity which we could not but feel for them upon their arrival, to hear, as they approached their new home, the raven-croakings of the prophet of evil and the reckless threats of those prodigal sons of Virginia whose strategies tend only to her ruin and disgrace.

These good immigrants, within the sound of these voices of desperation, must have deplored the fate that led them from the land of peace and comfort and thrift to the home of wrangling and strife and the land where the children of the once noblest of Commonwealths have put daggers at their mother's throat and are dragging her down to degradation, if not infamy.

The lesson is one that should grieve every heart and invoke from every soul a prayer that Virginia shall triumph over her faithless sons and still continue to be the proud Commonwealth and the happy home of a virtuous population that loves and adores her.

Petersburg.

We have never known such strange proceedings as those with reference to an act of the Legislature authorizing a commission to be elected by the people of Petersburg to take charge of the Petersburg and Weldon railroad. The measure was considered one of vital importance to the city of Petersburg by a number of gentlemen, including Senator HINTON and General MAHONE, and for several nights it was elaborately debated before immense meetings of the citizens. Colonel CHARLES S. STRINGFELLOW gallantly led the opposition to the act. He appeared promptly and bravely wherever the fight was hottest, and demeaned himself in a manner that inspired alike respect and admiration.

A strange part of the proceedings was that at 12 o'clock Friday night, after the elaborate debate, a card was put into the *Index*, signed by Senator HINTON, General MAHONE, and others, who up to that late hour had supported the act, which read as follows:

"Though we announce our unshaken faith in the principles, the wisdom, and the objects of the railroad bill, reasons of the gravest character, which will in due time be given to the people, compel us to advise its friends to go to the polls and vote against it."

So on Saturday, which was the day fixed for a popular vote upon accepting the act and electing commissioners, the act was without friends. Those who had laboriously perfected it to suit them, and "eloquently" (so styled) supported it, at the twelfth hour abandoned it, and advised their friends to do likewise. The brief history of this local agitation is rather unprecedented. There must have been amusing situations and unique and capricious dispositions in the matter; and yet there was evidently something at stake. Our contemporary GLASS, of the *Post*, whose side triumphed, pressed the conflict with decided energy.

The Coin Nuisances.

We are glad to see that Mr. STEPHENS, of Georgia, proposes to get rid of the three-cent pieces, both nickel and silver; also of the silver five-cent piece. These coins are nuisances. They are not at all needed, and the whole country would be delighted to get rid of them. We can get along admirably with the nickel five-cent and the silver ten-cent piece. The copper cent will do for smaller change, and we shall get rid of a great annoyance.

We suppose we are to have no more gold dollars. That foolishly-devised coin ought to be called in and never allowed to appear again. We rather think the two-dollar-and-a-half gold piece is a superfluous coin, and we believe that it would not be missed were it, too, banished from public life. Many such a piece of coin has been paid out by mistake, and it is not needed for change while the silver coinage is afloat. We think that the present Congress has much wisdom on the coinage and financial questions, and anticipate that by the time the session is over the financial system of the United States will be pretty nearly complete and satisfactory.

We deem it but an act of justice to E. S. GREGORY, Esq., to say that he is not now our Petersburg correspondent. The very proper reference in his last letter to Mr. GREGORY's brilliant war-article in the Philadelphia *Times* renders the foregoing statement necessary.

The James-River Railway versus the James River and Kanawha Canal.

We submit for the information of our readers the substance of a letter lately written by a resident of this city to a friend of his in the country, who favors not only the preservation of the James River and Kanawha canal, but thinks it should be enlarged to the dimensions of a ship-canal. It was in reply to a letter in which the writer thought that Richmond must be going mad in preferring a railway to the canal up the James-River valley:

Last winter when the question was up about the lease of the canal, we took an interest in the lease to Randolph & Shannahan. One of the strongest reasons for this was the belief that the piecing of the canal from Buchanan to Clifton Forge with a railroad would result in a railroad to Lynchburg, by which Richmond would be cut off from even the imperfect and unreliable communication that the canal afforded. When the Governor vetoed the bill, and the railroad-piecing policy was determined on, we felt anxious that the railroad should come all the way to Richmond, as we believed that we would have the same experience with the part-rail and part-canal policy that had so damaged us in the matter of the Virginia and Tennessee railroad.

During the progress of the fight over the canal lease we hunted up the matter of canal and railroad transportation. We had all that the New York Board of Trade, the Canal Commissioner, and the various things that could be said on both sides, pretty thoroughly before us. Of course the reports on the Erie canal formed the chief stock in trade in the interest of the lease and those in favor of it. As we wanted *all canal* to hold the ground, so that freight could not be diverted from it, we used all the arguments that we could find. When the canal was and is practically abandoned, we have worked since to have the railroad brought to us through and over the ground actually tributary to this city. We believe in a *continuous system* leading to this city of some kind, and as at present proposed we have neither the one nor the other.

We are satisfied now that any comparison between the Erie canal and the James River and Kanawha canal is simply absurd and a waste of time. Nothing that can be said about the Erie canal has any bearing on the subject *whatever*. The Erie canal runs through a comparatively level country, with levels of sixty miles, and its chief lift is at Lockport near by the great lakes. It connects a great river with the great lakes—with the greatest system of inland navigation in the world, as before said, through a comparatively level country. The James River and Kanawha canal, on the contrary, has fifty-seven locks from tide-water at Richmond to Lynchburg, or an equivalent of a lift-lock to every three miles, and between Lynchburg and Buchanan, a distance of fifty miles, thirty-eight locks, or an average of a lock to each mile and one-third! But even if a comparison could be instituted between the two, the Erie canal is now *in extremis*, as will be presently shown. Going further on our canal management gets worse until you come to your *nine-mile tunnel*. The idea of a ship canal over such a route, and through a nine-mile tunnel, I should think would stagger even as enthusiastic a friend as you are of the water line.

When you get your ship over such a route, and through your nine-mile tunnel, and to the Ohio river, what are you going to do with her? As for barge and steamboat transportation on the Ohio river, it is utterly unreliable, and would never do for your expensive ship canal, dried up as that river is in summer and closed at irregular intervals by ice in winter. The Baltimore and Ohio railroad would have been bankrupt if it had depended on the Ohio river. It never declared a dividend, and its stock went to almost nothing on the market, until it abandoned the Ohio river as a feeder, and made rail connections over and beyond it. The Chesapeake and Ohio railroad will never amount to anything, as a channel of transportation, until it bridges the Ohio river and ceases to be dependent upon that river.

Virginia has the very best route up the James-River valley and through Clifton Forge for a railway to the West on the continent, and Richmond, at the head of tide-water, has every condition necessary for the site of a great city. If, *as was proposed when the canal was started*, a railway had been placed in the James-River valley, with a branch through Southwest Virginia from Lynchburg, occupying the ground of the Virginia and Tennessee railroad, and a branch down the Valley of Virginia, the main stem going west through Clifton Forge, we would have to-day a homogeneous population, a large city at this point, capitalizing and accumulating the wealth of the State, and *all the railways in the State would have been based on and run with reference to this railway system*. What is now called the railway system of the State is and has been a puzzle to our own citizens and to outsiders. The reason, I think, is that the State having embarked in the canal project and spent much money in it, the Legislatures of the past were always ready to give charters that would, as they supposed, not conflict with the canal line; the result being that they did grant charters and spend the money of the State to build railways anywhere so that they would not run to this city. We have the strange spectacle of this chief city of the State without one single direct railway communication with the State. The natural low-grade connection through the James-River valley at our back, occupied by a canal costing $12,000,000 to the State, and a bonded debt of $1,500,000, nearly all of which bonded debt has been made because the canal revenues have not paid its running expenses, and which presents the curious phenomenon of an internal improvement through the most favored part of the State that, when broken by freshets, can pay interest on its bonded debt, because the Richmond dock and water-rents at Richmond and Lynchburg produce an income of from $64,000 to $70,000. When the canal runs and is in repair it goes in debt, and when it is ruined it can be made solvent by letting it alone. The occupation of this natural route by the canal placed all the other routes at a disadvantage, and this disadvantage has helped to render them unprofitable. For instance, the Chesapeake and Ohio railroad had to be sent far north and over high grades so as not to compete with the canal; the Southside railroad fifty miles south so as not to compete. So that the State has not only lost her input in the canal, but her input in the railways also; and her so-called railway system, instead of building up a city within her borders, has built up a city outside of her borders; and the increase not subject to taxation, she is brought to the point of repudiation of her *debt*, which is *mainly her input into canal and railways*.

The Baltimore and Ohio railroad was started about the same time as our canal, and about as much money was spent on each. (The Baltimore and Ohio railroad's present stock is $15,000,000.) The line at both ends and over its whole route is inferior, and yet it has built up a city of 350,000 inhabitants and alienated our own people from us, and has had power enough to divide Virginia.

If the James-River valley had been occupied by a railroad, as I have indicated, we would have had intercourse with the people of West Virginia, and that State would never have been formed. We in Richmond to-day have practically no intercourse with the people of Southwest Virginia or with the people of the Valley of Virginia, and very little intercourse with the people of Piedmont Virginia. We have no direct intercourse with them. Richmond lives because her natural position is so strong that all the efforts of the State and the expenditure of $40,000,000 of money to her disadvantage have not been able to destroy her. She lives by manufacturing what she buys of the State, because she pays the best price for it; manufactures it and sells it to people outside of the borders of the State. She has *no trade* with the State worth the name. If the city ever has any, it must come from some future action and legislation. The past is all bad—desperately bad.

I have not touched the question of canal and railway transportation. I beg to call your attention to one fact: As badly located as they all are, and as insolvent as they all are in Virginia, there is life and activity at every depot, village, and hamlet on every railroad in the State, and lands near them bring the best prices because of their nearness to railway transportation. On the contrary, everything on the canal, from one end of it to the other, shows dilapidation and decay, and the prices of land in the James-River valley have gradually declined ever since the canal has been in existence; and *this is inevitable from the slowness and uncertainty of communication.*

No one buying an estate will take one when it requires longer to reach it by a transportation line *than to walk to it*. It takes ten to eleven hours to go to Bolling's Island—forty miles. The estate would double in price if it could be reached in one hour. A friend of mine was approached in Washington a short time ago by a gentleman of wealth who wanted to buy a home. My friend recommended to him some of the upper James-river estates. In reply he asked him if he had ever travelled on a canal-boat, as he felt sure that if he had he would not have recommended such a location; and went on to say that as he had daughters he would not subject them to this mode of going and coming from their home if any one would present him with the finest estate in the valley of the James. There are not seventy men in Richmond forty years old, in my belief, who have ever been up the valley, and it is almost as unknown as the Valley of the Congo in Africa that Stanley has lately penetrated. Thus much for its social future with canal as its only mode of communication.

In a business point of view, it would be simple madness to put a large amount of money in any enterprise on its line and to make contracts ahead for supplies and deliveries. I have two friends who have tried it since the war. They had ample capital and made contracts ahead. The flood of 1870 caught them with contracts and one hundred hands to be paid and fed, and their business was stopped for months. They lost from a month to six weeks every year, and the flood of last fall, and utter inability to get goods in or their products out, has caused them to abandon works that cost them $25,000, and they are otherwise thoroughly ruined.

On a railway, however badly damaged by flood, or fire, or any other disaster, a day or at most two days suffices to restore communication, and this certainty, in a social and business point of view, *settles the question with the individual seeking a home, or a place to manufacture, and all the discussion and theory in the world won't alter it.*

Railway transportation is in its infancy, and yet last year the *four trunk lines* between East and West carried nearly *three times* the tonnage of the water-ways in this country, including the Erie canal, the Mississippi river, and the great lakes. The figures are:

	Tons.
Mississippi river	3,000,000
Great lakes	3,000,000
Erie canal	2,418,423
	8,418,423
Other canals, New York	1,753,756
Total water-ways	10,172,179
Pennsylvania railroad	9,922,811
New York Central railroad	6,803,680
Erie railroad	5,922,911
Baltimore and Ohio railroad	5,000,000
Total four trunk lines and connections	27,649,402

"The railways have rendered the transportation by water absolutely insignificant," one railway line and the connections subject to its control (the Pennsylvania railroad) carrying last year more tonnage than was carried on the great lakes, the Mississippi river, and the Erie canal combined. This change has been large effected in the past ten years, and to show how it has worked, the proposition is now made in New York to tax the lands in that State to pay the expenses of keeping the canals in repair, *to enable them to compete with the railways*, to the tune of $1,250,000 per annum, that being the sum necessary to keep them in repair and to run them free of tolls. In commenting on this state of things a New York daily says:

"A paltry million of dollars, more or less, is *all* that it costs to maintain the canals. Even this sum the people would shudder to see added to their taxes at the present time; and what reason is given? That the rivalries of railroads have changed the relation of canals to the course of trade. How happens it that a canal, which it is claimed has built up the city and State, cannot continue to be at least self-sustaining? The argument strikes us somewhat as would an appeal for alms in behalf of a giant Crœsus on account of his enormous strength and wealth."

The cost of building canals has not materially decreased—even such a shallow and imperfect one as the James River and Kanawha costing from $50,000 to $60,000 a mile, while the cost of railways has decreased until they can be constructed almost as cheaply as a good MacAdam road; and taking the whole United States, the *average advance* in the taxable value of lands along the line of railways has been $100,000 to the mile.

Virginia started rich, and with every natural advantage that the Almighty could give her. Not only soil, climate, but every mineral, the best-watered and best-timbered country in the world, and with the best grades for transportation to connect her with the West, the North, and the South—and especially with the West—the north-west territory that she gave away, and that is largely settled by her children. *She should have controlled the destinies of this continent forever. She spent money enough to do it.* From 1835 up to the war, money for transportation lines flowed like water. What is the result? A divided State and each section of what is left warring with the other about the most trivial appropriation, or about the most trivial matter. No intercourse with each other. A bundle of sticks without the band to bind them together; and instead of controlling the destinies of a continent, no fragment of that continent feels so poor that it is not strong enough to slur at and kick her whenever opportunity offers. With a centre of business in the James-River Valley, accumulating the wealth of the State *for her own taxation*, we would not witness the humiliating spectacle daily presented of her Legislature attempting to prove to the world that the State is too poor to keep her plighted faith, and that her sovereignty gave her the ability to hold fast to what she had obtained by this plighted faith without being punished for it. A sovereign reduced to a very low ebb indeed! I believe that the occupation of the James-River valley by the canal has contributed to our poverty and to this state of things more than, as is often charged—viz., the inertia of slavery, the sale of our labor in the past, and the effects of the war, all combined.

I am as well pursuaded that our case is hopeless if we continue to cling to this canal corpse, and although it is late, and the opportunity has passed from us, still that much good to the State will come by abandoning our past policy and by giving life and hope to the James-River valley by a railway connection through its entire length. As for expecting that the United States will build the canal to the Ohio river, I feel so confident that this will never be done that I refuse to even consider it, and I feel sure that if it was done and $100,000,000 should be spent on it and on improving the navigation of the Ohio river, it would be as thoroughly thrown away as the sum that Virginia has already spent in the canal.

Holding these views, of course I am gratified that our City Council refused to put any more money in this wretched failure.

The *Daily Telegraph's* Vienna dispatch says: "Count Andrassy's statement to the delegations will be to the effect that peace can only be brought about by an understanding between all the Powers. Austria cannot look to this or that Power for a settlement. She will defend the interests of Europe and her own interests, if necessary, alone."

COLOGNE, March 0.—A letter to the Cologne *Gazette* from Paris states that Suleiman Pasha has been drowned. His papers proved he was contemplating a conspiracy for the overthrow of the Sultan.

GENERAL ASSEMBLY OF VIRGINIA.

Ninety-fifth Day.

SATURDAY, March 9, 1878.

SENATE.

Lieutenant-Governor WALKER in the chair.

A number of bills were reported from committees.

Mr. FULKERSON presented a resolution to pay Master Willie Mitchell (a page), paymaster of the Senate, $1 per day in addition to his regular pay.

Mr. DANIEL complimented the page. He had become so expert in getting the money from the Treasury that he actually watched the sheriffs as they came in, and pounced down upon it like an English sparrow upon a worm.

General JOHNSON: Yes, sir, he has become so expert that he can tell when a sheriff has coupons and when he has money, and he ignores the coupon sheriffs.

Mr. FULKERSON said that he thought the young man deserved it. He had had a great responsibility resting on him and had discharged it faithfully.

Mr. SMITH moved to amend so as to divide the $100 between the pages in this way: $50 to Page Mitchell, $25 to Page Morriss, $15 to Page Macon, $10 to Page Gordon, and $75 to Mr. Wilson, the doorkeeper.

Mr. FULKERSON accepted the amendment of Mr. SMITH, and the resolution was adopted.

HOW TO SUPPORT THE PUBLIC SCHOOLS.

Mr. JOHNSON presented the following bill:

An Act to Provide for General Education and to Place the Public Schools on a Secure Basis.

Be it enacted by the General Assembly of Virginia, 1. That in addition to the tax now levied on lands, lots, and subjects, of fifty cents on the hundred dollars of the assessed value of such property, there shall be levied a tax of twelve and one half cents on the hundred dollars of the assessed value of lands, lots, and subjects assessed for taxation, to be applied exclusively to the support of the public schools.

2. It shall be the duty of the Auditor of Public Accounts to estimate at the beginning of each fiscal year the net amount which this tax will produce, and to pay such net amount of tax to the Board of Education in four quarterly payments out of any funds in the Treasury not otherwise appropriated; which payments shall be in lieu of all other direct taxes for support of schools except the capitation tax.

3. This act shall be in force from its passage.

PASSED.

Senate bill to amend the law in regard to the repairing the bridges, &c., in Rappahannock county.

Senate bill to authorize the Board of Supervisors of Amherst county to issue bonds to build a free bridge over James river.

Senate bill to amend the law to incorporate the United Ocean Club of Norfolk.

Senate bill to incorporate the Lynchburg Illuminating Company.

Senate bill to amend section 34 of chapter 49 of the Code, in reference to exemption from distress.

Senate bill to require citizens of Rockingham county owning land on streams to keep the same clear of obstructions.

House bill to amend section 9 of chapter 7 of the Code, in relation to registration of voters, was taken up, on motion of Mr. TANNER, and passed under a suspension of the rules. The bill provides that there shall be but one day for registration in cities in place of three days, as heretofore.

THE COMMISSION TO SELL THE CANAL.

Senate bill to extend the franchises of the James River and Kanawha Company and to provide for the sale of the stock held by the State of Virginia came up on the calendar.

The bill was discussed at length.

Mr. HURT of Halifax moved to indefinitely postpone the whole subject. Lost—ayes, 11; noes, 17.

Mr. JOHNSON pointed out the defects in the bill, and said that unless its features were made clear he would oppose it.

Mr. KOINER moved to lay on the table, and explained that he desired to understand the bill before he voted for it.

The bill was laid on the table.

DEPARTMENT OF AGRICULTURE, MINING, &C.

Senate bill to amend and reënact an act approved March 29, 1877, entitled an act to establish a Department of Agriculture, Mining, and Manufacturing for the State, was taken up and read, and ordered to be engrossed and read a third time.

A BIG CLAIM.

Senate bill transferring to the Richmond and Alleghany Railroad Company and the Potomac and Ohio Railroad Company all claims of the State of Virginia against the United States, &c., was taken up on the calendar and read.

Mr. KOINER opposed the bill.

Mr. DANIEL presented a substitute in the nature of a bill providing for the appointment of an attorney, who shall press the claim of the State before Congress.

Mr. HURT of Pittsylvania moved to indefinitely postpone the whole subject.

The hour having arrived for the consideration of the unfinished business—the bill being Senate bill imposing a tax, and prescribing the mode of collecting the same, for the privilege of selling wines, liquors, &c., the pending question being on Mr. GRIMSLEY's motion to amend so as to provide that the tax shall be paid in lawful currency of the United States—

Mr. GRIMSLEY withdrew his amendment.

Mr. FULKERSON renewed the motion of Mr. GRIMSLEY.

Mr. SMITH of Nelson stated that the bill was designed to perfect the Moffett liquor-law, and was not the bill to require license-tax to be paid in money. He hoped the proposition would be defeated, so the friends of this bill might perfect it.

Mr. FULKERSON moved to adjourn. Lost—ayes, 5; noes, 17.

Mr. PHLEGAR called the previous question; which was not ordered.

Mr. FULKERSON gave notice that he intended to present a substitute for the bill.

Another effort was made to order the previous question; but the call was not sustained.

Mr. FULKERSON addressed the Senate in opposition to the bill.

Mr. BROOKE advocated the bill.

Mr. FULKERSON moved to adjourn. Lost.

Mr. DANIEL moved that when the Senate adjourns to-day it adjourn to meet on Monday at 10 o'clock. Agreed to—ayes, 26; noes, none.

Mr. BLAND moved to adjourn.

The vote resulted—ayes, 6; noes, 14—no quorum.

Mr. HURT of Pittsylvania moved a call of the Senate, and took occasion to say that it was not right for gentlemen living here and near here to tie us up by going to their homes and families.

Upon the motion for a call of the Senate, the vote resulted ayes 11, noes 11.

The CHAIR voted "No," and there being a quorum the motion for a call of the Senate fell.

The amendments proposed by the Committee of Finance to the bill under consideration were taken up and the motion to strike out the 6th section rejected.

Mr. BETTS moved to reconsider. Lost.

Mr. GAYLE (at 3:30) moved to adjourn. Agreed to—ayes, 13; noes, 9.

[We inadvertently reported Mr. SPITLER as saying, when the proposition to strike out the appropriation of $25,000 to the Virginia Military Institute was under consideration, "That as the Governor had taken the position that the poor children of the country *must* be educated." What he (Mr. SPITLER) did say was that as the Governor had taken the position that the education of the children of the State was a luxury that could not be indulged in until the bondholder was paid, that he regarded the appropriation of $25,000 to educate some forty young men at the Virginia Military Institute a much greater luxury, and therefore, representing as he does a country district where the education of the poor children is regarded as a necessity, could not vote for what he regarded a much greater luxury, however much he might regret the necessity for his opposition.]

HOUSE OF DELEGATES.

The SPEAKER called the House to order at 11 o'clock.

The Committee of Finance, in accordance with the instructions of the House as embodied in the preamble of Mr. FOWLER and the resolution of Mr. JOHNSTON, reported a bill to consolidate the public debt, and to provide for the payment of a uniform rate of interest.

UNLAWFUL FISHING.

On motion of Mr. LACY, it was

Resolved, That the opinion of the Attorney-General construing the act of the General Assembly of 1877, with reference to unlawful fishing, approved February 28, 1878, be printed for the use of the General Assembly as a House document (Document No. 7).

LEAVE OF ABSENCE.

was granted Messrs. SMITH of Dinwiddie, two days; POPHAM, three days; HARDESTY, four days; and indefinite leave for Mr. FULTON.

PERSONAL.

Mr. ATKISSON stated that he would have voted for ordering House bill No. 294—to take the sense of the people as to calling a constitutional convention—to be engrossed, but had paired off with Mr. HENRY.

DEPARTMENT OF AGRICULTURE.

Mr. PULLIAM presented a bill to amend and reënact section 5 of an act entitled an act to establish a Department of Agriculture, Mining, and Manufacturing for the State.

THE CONVENTION.

The convention bill—the bill proposing that the people at the November election vote "for" or "against" calling a convention—was taken under consideration at 12 o'clock, and the question being upon the engrossment of the bill the vote was taken, as follows:

AYES.—Messrs. Adams, Akers, Barbour, Burnham, John R. Carter, P. J. Carter, Chase, Coleman, Crank, Curlett, Dance, Dickerson, Dickenson, Dyer, Evans, Farr, Fauntleroy, Ficklen, Fowler, Frazier, Fulkerson, Fulton, Grigsby, Hamilton, H. H. Harrison, R. N. Harrison, Harvie, Henkel, Hunter, R. D. James, Waddy T. James, Kelly, Keyser, Lacy, Lady, Lee, McCabe, McCaull, McMullan, Michie, Moffett, Norton, Powell, J. H. Robinson, Shumate, J. Howard Smith, Southward, Stevens, Andrew J. Taylor, William Taylor, Van Lear, Wallace, Walsh, Smith J. R. White, Thomas M. White, Witmer, Witten, Young, and Mr. Speaker—59.

NOES.—Messrs. Anderson, Bernard, Bland, Bocock, Bohannon, Burger, Coghill, Cox, Crutchfield, Davis, Echols, Edwards, Finney, Goode, Graves, Gray, Green, Hall, Hanger, Healy, Hiner, Johnson, Johnston, Kyle, Lovell, Luck, McCraw, Moncure, Moorman, Mushback, Pace, Popham, Pulliam, Ragland, Reese, Edmund C. Robinson, Sandidge, Shannon, Shelburne, Shriver, Starke, William B. Taliaferro, Warner T. Taliaferro, Trout, George Walker, Joseph Walker, Waring, Watson, Whitacre, and Wingfield—50.

So on this second attempt the bill was ordered to engrossment.

COUNSEL FEES.

House bill "to provide for the payment of certain fees to James G. Field, M. Boswell Seawell, and John M. Forbes," was taken up, on motion of Mr. MOFFETT. The three gentlemen were employed in pursuance of the resolution of the House of Delegates to investigate the claim of the State against General Bradley T. Johnson and the Messrs. Poe for alleged over-charges as counsel in the Chesapeake and Ohio canal case. They have each been paid $250. The bill proposes to give each $500 more. And to pay Messrs. Seawell and Forbes each $250 in addition as a retainer, and to guarantee them (Messrs. Seawell and Forbes) ten per cent. more on the amount they may recover. The bill does not contemplate giving the Attorney-General anything (outside of his regular salary) for his services in the matter *since* he became Attorney-General.

Mr. BOHANNON moved to strike out the retainer and to increase the contingent fee from ten to twenty per cent; pending the discussion of which the hour (12:30) for the special order (revision of criminal laws) arrived.

Mr. BOHANNON moved to postpone the special order for fifteen minutes. Lost.

Mr. H. H. HARRISON moved to reconsider.

General ECHOLS hoped the House would not reconsider, but would proceed to the consideration of the important bill named.

Discussion followed, and considerable time was wasted.

Mr. GRAVES placed the House under obligations to him by calling the pending question.

The motion to reconsider was rejected.

The House thereupon proceeded to consider the bill (176 printed pages).

CRIMINAL LAWS.

The Clerk had commenced the reading of the bill, when General ECHOLS moved to dispense with the reading of the bill, stating that it had received careful consideration in the committee and Senate for sixty days. He said it would not become operative until the 1st of July; the Legislature will meet in December, and, if there be any errors in the bill they can then be corrected. He hoped the bill would be now put upon its passage.

General TALIAFERRO said that he believed one member could object to the motion to dispense with the reading. He objected; but not in a captious spirit. He was unwilling to make the Senate a committee of this House, and regarded it as the duty of this body to give the bill their best consideration. While saying this he did not know that he would want to make or to vote for any amendments.

Another vain effort was made to postpone the bill in order to allow members to call up their private bills, and considerable time was wasted in discussion as to the propriety of so doing.

The Clerk proceeded to read the bill by sections.

Numerous amendments offered were voted down. No amendment had been adopted when, at 3 o'clock, the chair was vacated until 8.

Night Session.

Mr. HANGER in the chair.

By a general understanding the sections amended by the bill only were read.

The provision requiring executions to be in the jail or jail-yard was struck out, and the old section of the Code restored.

The section in relation to the carrying of concealed weapons was amended by striking out the imprisonment clause and leaving the penalty not greater than $50 fine.

Mr. FINNEY moved to strike out the word "habitually"—"if a person habitually carry," &c. Lost.

PAY OF CITY SERGEANTS.

On motion of Mr. J. H. ROBINSON the following was added to the 8th section, prescribing fees for sergeants keeping prisoners, &c.:

Provided, however, That in the cities of Portsmouth, Norfolk, and Petersburg, the judge of the Corporation or Hustings Court may make an allowance to pay the necessary and proper salaries of such number of deputy sergeants as said judge shall consider needful, and such allowance shall be paid out of the treasury of such city.

On motions of General ANDERSON and Mr. MUSHBACK the following was also added to 8th section:

Provided further, That in the cities of Richmond and Alexandria the judge of the Hustings or Corporation Court shall, *with the consent of the City Council*, make an allowance to pay the necessary and proper salaries of such number of deputy sergeants as said judge shall consider needful, and such allowance shall be paid out of the treasury of said cities.

EMPTY-GUN ACCIDENTS.

Mr. WALSH proposed to add at the end of the 10th section:

"If any person aims an empty gun or other weapon at any other person JUST FOR FUN, pulls the trigger and finds that said weapon was NOT empty, but that the fun results in death or maiming, then said person who thought it funny to aim such weapons shall be arrested and tried for murder."

Rejected.

ARRESTS UNDER INDICTMENTS.

On motion of General TALIAFERRO the bill was amended and law left as at present in relation to arrests under indictments.

POISONS.

On motion of Mr. FINNEY the bill was amended in some respects to make druggists more careful in labelling poisons.

There were some other minor changes, and the bill was then ordered to its third reading.

Adjourned.

A DILEMMA FOR THE LEGISLATURE.—Under which Constitution was the present House of Delegates elected? If elected under the old Constitution, the requirement of the prepayment of the capitation tax was illegal, and their election void. If under the new, then this is the first session under the amended Constitution. Which is it, gentlemen?—*Tidewater Index.*

DIED.

Died, at the residence of her husband, in this city, on 7th instant, Mrs. LUCY LEWIS, wife of William E. Lewis, in the thirty-fourth year of her age. She leaves a husband and three children to mourn their loss.

Norfolk (Va.) and Louisiana papers please copy.

Died, at his residence, near the old Female Collegiate Institute, Buckingham county, Va., on Wednesday, March 6, 1878, JOHN S. WEST, in the sixty-third year of his age.

He was a sincere Christian, an affectionate husband and father, and a good and kind neighbor. *

☞ THE BAPTIST SUNDAY-SCHOOL ASSOCIATION will meet with the Pine-Street school SUNDAY at 3½ P. M. SECRETARY.

☞ ST. MARK'S CHURCH.—Service THIS (Monday) AFTERNOON at 5 o'clock.

SPECIAL NOTICES.

☞ COHEN BROTHERS

WILL OPEN THIS MORNING

UPWARDS OF

EIGHTEEN THOUSAND DOLLARS' WORTH

OF

BLACK, COLORED, AND FANCY SILKS,

comprising in part the most delicate shades of

EVENING SILKS.

These goods were purchased of a retiring importer for "CASH DOWN" at a great sacrifice, and will, owing to the extremely large quantity, be sold at a very small advance.

THE COLORED SILKS

are of various qualities and of almost every imaginable shade.

THE BLACK SILKS

comprise in part some of the handsomest goods imported of the celebrated makes of Bonnet, Guinet, Meubler, Savoi, and several other Lyonese manufacturers.

This offering of silks presents a chance to consumers seldom met with in this country.

ALSO,

12 PIECES OF DOMESTIC BLACK SILKS,

various qualities, at great reduction from former prices. mh 8

☞ GENTLEMEN'S WHITE SHIRTS, COLLARS, and CUFFS; WHITE LAWN TIES at 5 and 10c.; LADIES' SILK and LACE TIES, SILK HANDKERCHIEFS, RUFFS, RUFFLING; KID GLOVES 50c. a pair, and lots of cheap goods at CHURCH-HILL VARIETY STORE.
mh 8-1m 2502 Broad street.

☞ HUNYADI JANOS
MINERAL WATER.
We announce to the trade and public generally our appointment as general agents for the State of Virginia for this valuable APERIENT WATER.
We will hereafter supply the trade at Messrs. Frederick de Barry & Co.'s prices.
PURCELL, LADD & CO.,
fe 28-1m Druggists, 1216 Main street.

☞ KENTUCKY JEANS, KERSEY, and SPRING CASSIMERES at CHURCH-HILL VARIETY STORE.
mh 8-1m 2502 Broad street.

☞ GRAND OPENING OF SPRING GOODS.
WINTER HAS GONE AND SPRING HAS COME, AND
THALHIMER BROTHERS',
601 BROAD STREET,
are receiving and opening a large assortment of NEW and DESIRABLE GOODS at the very lowest prices.
A full line of PRINTS, CAMBRICS, CHEVIOTS; also, a large variety of SOLID, FIGURED, and STRIPED POPLINS at the lowest prices.
We have added some very cheap BLACK ALPACA CASHMERES, &c., to our Black-Goods Department, and it will pay you to call on us.
Our White-Goods Department is complete, and have some bargains in CHECKED and STRIPED NAINSOOKS, IRISH LINENS, TABLE-LINENS, NAPKINS, TOWELS, &c.
A large lot MARSEILLES QUILTS (slightly soiled) at half their value to close them out. Call and look at them.
Some specialties added to our CASSIMERE STOCK, and can show a large variety at extra low prices.
100 dozen Ladies', Misses', Children's, and Gentlemen's HOSE, in STRIPED, SOLID, and WHITE, at extraordinary low prices to reduce the stock. Don't fail to give us a call on HOSIERY.
Our Kid-Glove Department has been replenished, and have a splendid line from 50c. to $2.
Call on THALHIMER BROTHERS,
mh 2 601 Broad street.

☞ BUY YOUR PAPER, ENVELOPES, PENS, PENCILS, and INK at CPURCH-HILL VARIETY STORE.
mh 8-1m 2502 Broad street.

☞ GOOD CALICOES, 5c. a yard; BEST CALICOES, 6¼c. a yard. CHURCH-HILL VARIETY STORE, 2502 Broad street. mh 8-1m

☞ COD-LIVER OIL.
MEADE & BAKER'S
MEDICINALLY PURE.
IMPORTED DIRECT
We have the testimony of physicians who prescribe it, and of patients who have taken it, that IT IS MORE ACCEPTABLE TO THE STOMACH AND MORE EASILY ASSIMILATED THAN ANY OTHER OIL. MEADE & BAKER,
Importing and Dispensing Pharmacists.
no 15 919 Main street, Richmond, Va.

☞ SPRING SHADES ALPACA, 16⅔c. a yard; spring shades FIGURED BROCADES, 20c. a yard; spring shades PLAIDS, 25c. a yard.
CHURCH-HILL VARIETY STORE,
2502 Broad street.
Look at our BLACK ALPACAS. mh 8-1m

☞ EQUAL JUSTICE TO ALL.
THOMAS R. PRICE & CO.
make no professions of selling leading domestics at less than cost, and swindling the consumer on other less familiar goods. At the lowest rates we offer
WAMSUTTA, PONEMAH, ANDROSCOGGIN, AUBURN, ANCHOR, and other 4-4 COTTONS.
To-day a fresh lot of REMNANTS;
RICHARDSON'S LINENS at astonishing figures;
HAMBURG EMBROIDERIES at lowest figures and in most beautiful variety.
Look at our BRIGHT SPRING PRINTS that are displayed to-day.
FURNITURE CRETONNES in most tasteful designs;
KID GLOVES—the most complete assortment of colors and styles ever offered in this city.
GENTLEMEN'S FURNISHINGS.—We have bestowed great care on this branch, and solicit a review of our stock of
COLLARS,
CUFFS,
SCARFS,
GLOVES,
HALF-HOSE,
HANDKERCHIEFS, &c.
CUSTOM-MADE DRESS-SHIRTS at $1.25, of WAMSUTTA or NEW YORK MILLS MUSLIN, and cut regular.
BLACK and COLORED SILKS in beautiful assortment;
LINEN SHEETINGS,
DAMASKS,
NAPKINS,
DOYLIES, &c.
We shall be pleased to receive orders.
fe 27 T. R. PRICE & CO.

☞ LADIES' CLOTH GAITERS only $1.50 a pair; LADIES' CLOTH GAITERS—French kid foxins—at $1.75 a pair; LADIES' CLOTH GAITERS, good quality, at $2 a pair; a good assortment of PEBBLE GOAT LACED SHOES for misses and ladies; CLILDREN'S SHOES at $1 and $1.25 a pair. All goods recommended and sold at low prices, at the CHURCH-HILL VARIETY STORE, 2502 Broad street. mh 8-1m

☞ LADIES' CLOTH SLIPPERS 50c. a pair for a good article at the CHURCH-HILL VARIETY STORE,
mh 8-1m 2502 Broad street.

TOILET ARTICLES.

LARGE ASSORTMENT OF GENUINE
LUBIN'S EXTRACTS, for the handkerchief;
LUBIN'S TOILET POWDER,
LUBIN'S TOILET SOAP,
CONDRAY'S POWDER, for the toilet;
GERMAN FARINA COLOGNE