Richmond Dispatch.

SATURDAY.....JUNE 18, 1881.

THE RICHMOND AND ALLEGHANY RAILROAD.

Its Origin, Its Extent, Its Aims, and Its Destiny—Vice-President Parsons's Recent Address, &c., &c.

In welcoming the American Institute of Mining Engineers to the Natural Bridge, Vice-President H. C. Parsons being called upon, gave an interesting account of the Alleghany railroad and the outlook generally in Virginia. Mr. Parsons being introduced by Major Hotchkiss, said substantially:

I thank Major Hotchkiss for these kind words of his, but I have not the audacity to attempt to make a speech. It would be hard, in any event, to interest a gathering weary with the hard studies and high festivities of such a week. It is hard to speak to men under the impressions of Natural Bridge. Your minds are not ready to return to common language. Fortunately, I have not been asked to make a speech, but to answer questions that have been clearly presented.

First. What is the Richmond and Alleghany Railroad Company? It is a railroad company whose stockholders are prominent business-men from different parts of the country, whose franchises date back within seven years of a century, whose first president was George Washington. This company has undertaken in another way to make good the promise and fulfil the work of three generations. It has organized and undertaken to connect the great rivers of the West, through the Virginia mountains, with the inreaching ocean. In brief, its business history is this:

The State of Virginia, when she, after great effort, after the construction of massive works that had cost $11,000,000 in gold and twice eleven millions in interest—crippled by the war and fettered by her new Constitution—found these works involved and imperilled by obligations she could not meet—proposed that the canal be converted into a railroad. The proposition was accepted, and the contract was drawn. On the one part was surrendered the works and franchises of the James River and Kanawha Canal Company, of the Richmond Dock Company, which works included large areas in the city of Richmond, with several thousand feet of granite wharves, thirty-two dams across James river with a larger power than drives all the textile manufactures of Great Britain; a belt of land, in fee simple, stretching over 200 miles, 100 feet wide, with thousands of acres lying between it and the river, a partially constructed railroad 30 miles long; 200 miles of turnpikes and other valuable improvements. The franchises comprised in these acts were too many to enumerate. The territory tributary was the richest in the State; a great fertile valley walled with mountains rich with many minerals. The conditions were—first, that the debts should be paid; second, that a railroad should be built within 26 months 250 miles long.

Those undertaking were to deposit a half million of dollars and to pay the debts and to build the railroad. The deposit was made, the debts discharged, and in sixteen months the railroad will be built. The conditions will be more than met. Not such a road as was contemplated, but a better road is being built. All the bridges are of iron, the track of steel, rock ballasted, and of the most permanent kind. The work was practically entered upon eleven months ago. Within that time 187 miles of railroad have been constructed and the remaining work is nearly done.

On the 10th of July the line from Richmond to Lynchburg will be opened to the public, and on the 1st of August the whole line will be finished. The road, as you have seen, is well built. For 200 miles it will have no grade greater than fifteen feet to the mile, and no adverse grade to the sea. Its curvature is gentle. It crosses 137 streams on arch masonry. On the first 170 miles there are but two bridges. It is built upon a continuous embankment thoroughly settled and drained. Upon this line when fully equipped the fixed charges, after deducting the outside rentals, will be less than $1,000 per mile. The line follows a great river that has cut thirteen mountain ranges to the base, and for 136 miles is almost continuously in the ore measures. It has been the purpose of the builders to secure a line that could be operated with the greatest economy. To the intelligent gentlemen present who know how great a part the carrier plays in all the projects you are considering, I need not emphasize these statements.

Second. What will this railroad be? On the 23d of this month the contract of consolidation will be concluded with the Ohio Central and the Atlantic and Northwestern Railroad Companies that will connect Richmond with Toledo, and ultimately with Chicago. The intermediate line is being surveyed. I have just returned from this line, and I have something to say to the gentlemen here connected with the Pennsylvania and other railroads that will interest them. It is possible to carry this low-grade line to the Ohio river. To build it with but a single summit, with but a single tunnel, with no grades exceeding thirty feet, and with no adverse grade east or west from the summit, and when it is done this road will pass 150 miles in ore measures, 120 miles through coal-fields, with only 40 miles between them; and upon a fully-equipped line between Richmond and Toledo the fixed charges will be less than $2,000 per mile. I am not speaking to you as railroad-men, but as representatives of great manufacturing interests upon which the prosperity of all railroads depends. What Richmond and Chicago are I need not tell you, but I will say a word about our eastern terminus.

We do not expect to go to the sea, but the sea will come to Richmond. In the midst of surveys and projects for running railroads to the sea from Richmond, somebody one morning thought to inquire how much it will cost to bring the sea to Richmond, and the result of that inquiry I may say is, that it will cost less to bring twenty-five feet of water within three miles of Richmond than it will cost to lay a track from Richmond to Newport News. Then, with twenty-five feet of water brought out from the Atlantic at its greatest depth, out of the Chesapeake bay, out of that King's chamber of which Maury speaks, the tide can be brought to Richmond—to the base of her granite hills—a city where there never was yellow-fever, where never was a time when a full day's labor could not be done in midsummer; a city that has increased in the last decade 40 per cent., that is increasing faster than any city on the Atlantic coast; a great commercial city that has nearly 70,000 people. When we have established a great seaport, when we have connected Chicago with Richmond, when we have made this connection through this great mineral belt, when we have done it by a steel rail, with a low grade, with a light debt, in a temperate climate, we have, I think, furnished the conditions through which great traffic will seek the line.

Here is the greatest indentation of the seacoast; here is the Chesapeake bay and Hampton Roads and a great arm of the sea reaching one hundred miles inland straight towards the coal-fields, the ore-fields, the grain-fields of the continent. Then I think it will be possible, when the world shall learn to come this way, to date and make glorious an era of prosperity for Virginia and the South.

I am asked about the minerals on the line. In regard to the minerals I cannot tell you. You must teach me. But whatever you have seen, or whatever has been proven to you to be in Virginia, I will show you here. This great adit through and beneath the mountains exposes ore, and under conditions that cannot be more favorable. You ask me, also, the old question of doubt, How is it, if all this wealth in minerals be here in Virginia, that Virginia buys her iron and does not pay her debts? I might answer this with many explanations, but I prefer a single prophecy:

Before you can come again, Virginia will sell you iron, and pay her debts. The Chesapeake and Ohio railroad, a great line soon to reach across the continent, whose president is one of the ablest railroad men this country has ever known, upon its line has connected the ore and coal, and along its line the fires of new furnaces are being lighted. Before two years are passed the Richmond and Alleghany railroad will also connect its coal and iron and light its fires, and then there will be found in this State no man blind enough or bold enough to talk of readjustment. You ask if it is safe and pleasant for northern men to bring their fortunes and their families to Virginia. From an experience of fifteen years, I bear witness that I have never yet formed associations so pleasant or friends so true as in Virginia. The war with its passions, which did not end at Appomattox, has ended now. I speak not as a Virginian, nor as a Democrat, but as a Union soldier and a Republican, and I say that I never yet thought of denying my birthright until northern Republicans, within thirty days, have bargained for its sale. We shall not deliver, but do our lesser part in restoring Virginia to her ancient honor.

You ask about the Natural Bridge; who owns it, and what they will do with it. We found it here a few months ago within a mile of the railroad. We found it fenced in, with a padlock on the gate and a sign giving the price of admittance, and were told that this place, one of the wonders of the world, was the only inhospitable spot in Virginia. We bought the place, broke the lock, burned the gate, and to-day there is no inhospitable spot in Virginia. Others have joined us in the purchase, and improvements undertaken—men widely separated in homes and politics: Blaine and Barnum; Cornell and Ewing; McCormick, of Chicago; Bartholomew, of Hartford; Alexander, of New York; Davenport, of Richmond, and others well known. We have employed two of the best landscape architects in the country; have purchased over a thousand acres of land, and expect to lay out a park that shall be beautiful and free and national. When the Alleghanies and the Blue Ridge shall lift their mighty parallels in vain; when, at last, Virginia lies, not where eddies are, but where the tides that cross a continent find their widest channels; here where God has bridged a gulf; where mountain top touches mountain top; when the answering storm signals on Elliot's Knob and the Peaks of Otter have given place to fire and wreath that will not pass away in this mighty amphitheatre of hills, we may touch glasses and know that a people with one parentage and one tradition, schooled in common trial and temptation; living where the same peace reigns or every household is startled by the same fire-bell at night; who sit at the same table, bow at the same altar, and pray to the same God for common blessings, is essentially and eternally one.

At that time, and in this place, may we greet you again, and prosperous as you are prosperous, loyal as you are loyal, may we show the bounteous hospitality that is in our hearts, but not in our gift, to-day!

John K. Gilliat & Co.'s Circular as to Tobacco.

LONDON, 4 CROSBY SQUARE, E. C., June 2, 1881.

Sir,—Business in this market continues dull, and without special interest. The American advices afford no ground for anticipating much change either way in prices. Although imports may be smaller than usual our stocks are so large that the diminution will be scarcely noticed, and at present the prospects seem in favor of a full planting.

The sales of western strips last month in London cannot have exceeded two to three hundred hogsheads; and these, we believe, were chiefly of medium qualities, except a few old tobaccos, selected, which we understand brought 8d. A sale of 60 hogsheads Missouri leaf was reported—old tobacco—price not mentioned. We continue to hear of very cheap offerings in Ireland, but probably low quality.

Virginia strips were more in demand, and one parcel of some 70 tierces Richmond dark tobacco, of good quality and flavor, were sold; also one or two small lots of nondescripts at low prices—say about 5d. for sound tobacco, with some leaf and color.

Brights have not been in demand, and the buyers of leading brands appear to hold large stocks, and will take nothing unless exceptionally fine.

Maryland have been sold in small lots at about 6½ for fair brown. Ohios very difficult to move.

We make no change in our quotations. For the better parcels of last year's import there has been no demand sufficient to test real values.

Quotations: Virginia leaf—Common to middling, 3½@4¾ per ℔.; fair to good and fine, 5@6½; bright fancy, 7@10½ and 11d.

Virginia strips—Common to Middling, 4½@6½; good to fine and colory, 7d.@9½ and 12d.

Western leaf—Common to middling exports, 2½@4½; good to fine exports, 5@6½; sound dry common to middling, 3¼@4¼; fair to good and fine, 4¼@5 and 6d.; coloring, 7@9d.

Western strips—Common to middling, 4@5½; fair to good and fine parcels, 6@7 and 7½; selections and bright Kentucky river, 8@9½ and 12d. nominal.

Maryland and Ohio, 5@8½ and 9½.

Negrohead and Cavendish, 5@12 and 18d.

JOHN K. GILLIAT & Co.

Richmond Manufactures in Pennsylvania.

The Williamsport *Gazette*, in its report of the fourth annual meeting of the Pennsylvania Pharmaceutical Association, has the following about one of our Richmond firms:

"Messrs. J. W. Randolph & English, of Richmond, Va., manufacturers of druggists' paper boxes, make an extensive display, which is in charge of Mr. N. V. Randolph, a true southern gentleman. They exhibit over 350 varieties of boxes, including over 100 varieties of paper and satin puff-boxes. They make a specialty of boxes for perfumery and candy. The ointment boxes and other varieties patented by Mr. N. V. Randolph are attractive and serviceable, and meet with a ready demand, their trade extending to Mexico and all parts of Europe."

Colonel Frederick A. Conkling's charge that a congressman had taken a bribe of $100,000 from a sugar firm in this city attracts general attention. Randolph Tucker, of Virginia, was a member of the Ways and Means Committee, and his name has been mentioned. But 40,000 Conklings could not make people who know Mr. Tucker believe that he took the money. Now it is intimated that Colonel Conkling meant the late Fernando Wood, who cannot repel the insinuation.—*New York Express.*

An official statement of the recent fire in Quebec shows that 642 houses were burned, and 1,211 families, consisting of 6,028 persons, were rendered homeless. Two thirds of these sufferers have lost their all, and had no insurance.

Joseph E. Smith, a prominent lawyer, died in Chicago Thursday. Mr. Smith was Hon. James G. Blaine's opponent when he first ran for Congress in 1863, and his father was at one time Governor of Maine.

San Antonio has quite a boom. There have been three or four unexplained murders and two suicides within a few weeks. There is no city in Texas that can make such a showing unless it is Dallas.

The runaway Chippewa Indians, mentioned in the *Dispatch* yesterday, have been sent back to Wisconsin with a warning not to come to Washington again on a fruitless errand.

Lee Faulkner, of New York, who was to have been married on Tuesday night to Miss Effie Hubbard, of Hartford, Conn., has mysteriously disappeared.

The Hungarian painter Munkaczsy has sold his picture, "Christ Before Pilate," for $30,000. It will be brought to this country for exhibition.

There must have been a tender spot somewhere in the heart of the dissipated fellow who killed himself yesterday at his mother's grave.

BURNETT'S COCOAINE has received universal endorsement. No other preparation possesses such remarkable properties for embellishing and strengthening the hair and rendering it dark and glossy. It cures baldness and eradicates dandruff.

Burnett's Flavoring Extracts are the best.

THE LATEST NEWS.

BY TELEGRAPH TO THE DISPATCH.

The President Interviewed by Leading Virginia Republicans on the Status of the Party in the State—The Albany Muddle; An Assemblyman Pours a Heavy Broadside into the Administration Supporters—A $200,000 Fire in North Carolina; the Swepson Mills, in Alamance County, Burned—A Blaze in Chicago—The "Heated Term" in New Orleans and Elsewhere; Fatal Sunstrokes—A Canadian Preparing Against a Second Deluge—Texas Crimes—Collision at Sea—Progress of the Tunnel Under the English Channel—The Cornell Crew Refused Entry into the Race for the Visitors' Cup—Convicted Nihilists Sentenced.

Virginia Republicans.

THEIR APPEAL TO THE PRESIDENT TO UPHOLD THE STRAIGHTOUTS AND TO REPUDIATE MAHONE IN HIS ATTEMPT TO DISRUPT THE REPUBLICAN PARTY IN VIRGINIA—MR. GARFIELD IMPRESSED BUT RATHER NON-COMMITTAL—A STRAIGHTOUT REPUBLICAN TICKET TO BE NOMINATED.

[Special telegram to the Dispatch.]

WASHINGTON, June 17.—General Wickham, accompanied by several of the Republican State Executive Committee and Congressmen Jorgensen and Dezendorf, called at the White House this afternoon to consult with the President touching the proposed coalition of the Republicans and Readjusters. Among the party were J. W. Poindexter, O. H. Russell, A. A. Spitzer, J. B. Work, Benjamin Upton, William Arnold, P. E. Cullins, John Callahan, Louis Bibb, William Lester, and Messrs. Lloyd, Tansel, Daniels, and Bennett.

Mr. Dezendorf made the introductions to the President. The conference was quite extended, General Wickham and the two congressmen doing most of the talking. They represented that a coalition would be possible only in name, for there were many Republicans whom nothing could induce to lend themselves even indirectly to an alliance with advocates of repudiation in any form. The delegation said that the fact that Mahone seems to have sunk the debt issue did not in any respect better his cause, but, on the contrary, should make honest men distrust it, for it was evident that he had put that issue aside with the sole design of enlisting Republican support. This meant he cared only for power, not principle. The old story was retold at length of how the Republican strength last fall nearly equalled that polled by the Democrats, and fell but little short of trebling that of the Readjusters. General Wickham reiterated the opinion expressed in his card the other day, that but for outside meddling the Republicans would have polled a much heavier vote then, and with proper encouragement would stand at least a fair chance in the coming election. There was nothing said about Republican defection to the Democratic ranks in case of the coalition except by implication, and nothing directly about patronage. The President, however, was given to understand that he could not draw out the Republican strength for a fusion ticket, and that without such support the victory would inevitably be with the Democrats. Efforts were made to elicit from the President a direct opinion upon the subject, but without success. He said it was certainly desirable to wrest the State from Democratic rule, and that any movement to that end would meet his approval and encouragement. That was about as far as he would go; but from the tone of his remarks and his general demeanor the delegation were led to believe that what they had said had impressed him. They spoke to him of Mahone as a political adventurer, and thought he gave assents to that view.

Mr. Dezendorf says to-night that there is now no doubt that a straighout Republican ticket will be nominated. The convention is to be held shortly after the Democratic ticket shall have been put in the field. He is also inclined to the opinion that the President, while he may speak favorably of the Readjuster movement because of what he terms its liberalizing features, will not directly encourage coalition, but will advise those who may consult him that the parties should be left to manage their affairs in their own way. This was the President's original opinion; since then he has veered somewhat. To-day's delegation, however, feel well satisfied with the result of the conference.

[By Associated Press.]

WASHIGTON, D. C., June 17.—The Executive Committee of the Virginia Republican Association, headed by General Wickham and Representatives Dezendorf and Jorgensen, had a long interview with the President this afternoon on the political situation in that State with a view to securing his support for the regular Republican organization. In reply to a statement by General Wickham of the objects of the delegation the President is reported to have said that he was positively and emphatically opposed to any party or people whose belief would militate against public faith and credit. He went on to say that it was for them (the Republicans of Virginia), he not being a resident of that State, and therefore unable to understand these things as they did, to decide whether this movement was of the character indicated—that is, whether the Readjuster movement was tainted with repudiation or not. If it were they ought not to support it. In further conversation the President is represented as saying that no one is authorized to promise appointments for him or threaten removals; that in making appointments to office at all times he proposed to use his own judgment, and not to be dictated to by any man, and that his appointments should always be made—first, with a view to the public good; and second, with a view to the capacity and character of the applicant. He was opposed to the "boss" system in politics, and did not propose to give the patronage of any State to any one man. After some further general conversation the interview terminated.

The New York Senatorial Deadlock.

ALBANY, June 17.—The following is the vote at noon to-day for senator in place of Roscoe Conkling: Jacobs, 47; Conkling, 27; Wheeler, 36; Cornell, 8; Lapham, 16; Bradley, 1; Folger, 3; Tremaine, 3; Crowley, 1. No choice.

The vote to fill the vacancy caused by the resignation of Platt was as follows: Depew, 53; Kernan, 48; Platt, 23; Cornell, 10; Crowley, 5; Lapham, 4; Wheeler, 2.

The president declared that no choice had been made, and, on motion, the convention adjourned.

A BITTER ATTACK ON AND ARRAIGNMENT OF THE ADMINISTRATION REPUBLICANS.

ALBANY, N. Y., June 17.—In the joint convention to-day, during the call of the roll for the vote on the Platt vacancy, when Assemblyman H. H. Tuthill's name was called he arose and said: "Mr. President, I desire, sir, to be excused from voting, and briefly state my reasons. From the beginning of this contest my vote has been cast in one direction. I have endeavored to be consistent, not only with my convictions, but with my record. For two years I have consistently given my voice and my votes for all measures tending to relieve the people from unjust discriminations and from unequal and inequitable taxation. In this course I have reason to know that I am fully sustained by my constituents in all these efforts. I have been baffled by this same corrupt power which confronts us today. To continue to oppose this overshadowing power is still a duty which is clear to me, and for the performance of which my constituency will, as is right, hold me to strict accountability when they come to the facts now being uncovered by the investigation now being held. I have advocated the caucus in accordance with all former usage to nominate candidates for whom Republicans could unite in voting, but all attempts in this direction have been defeated. What influences, I ask, have been brought to bear to prevent Republicans from conferring together? Who have prevented us from having a caucus? Men who have undertaken to represent and to speak for the national Administration; overwhelming corporations have been present everywhere. Whom have they attempted to put into the Senate of the United States? Why have they feared and refused to attend the Republican caucus to pass upon their candidate? Can it be possible that Republicans were to be kept thus disorganized in order that corruption might do its perfect work; that men were to be forced into position of individual liberty in order that material influences might be attempted before party pledge should bind them? Tax-payers who are robbed by unjust taxation, and farmers and business-men who are robbed by dishonest rates and charges, will answer, Why all these bold and high-handed proceedings have been taken? They are only a part of the general and constant raid upon public right. It is an open secret that the candidate of the corporation is and has been for years their head lobbyist. A. D. Barber has been his confederate and associate, and Edwards and the rest of the gang are the lieutenants in their work of infamy and corruption. The room of A. D. Barber has long been the headquarters and den where legislation is bought and sold and where certain legislators gamble with lobbyists and claim-agents, and where the game of cards is made to cover naked bribery. I know enough, sir, of what I am saying to take the responsibility of saying it. If those who frequent Barber's room for such purposes complain of this statement, then put me to my proof. Let a committee of this joint convention be raised, and I will furnish witnesses who will uncover this foul nest of legislative jobbery. I go further and say that in this corrupt canvass which has been made here, and which is not yet ended, Barber and his corrupt agents have been the controlling and leading managers, managing to put into the Senate of the United States their chief man, who supplies them with their money to corrupt and debauch representatives sent here by the people. No Administration, sir, can afford to be represented by such a candidate, pushed by such men, resorting to such means to break up the Republican party and to betray and disgrace the State. From the day the first ballot was taken every hour has made clearer the dishonesty of the opposition, set up ostensibly in the name of the Administration. Disclosures day by day fill the public ear and public heart with shame, and present the issue whether monopolies, corruption funds, and plunder are to rule and decide the question now pending before us. For my part, confirmed and fortified by all that has happened, I take my stand more firmly in favor of the men whose hands have not been stained by corruption and whose canvass does not proceed by bribery, lobbyists, patronage, or corporation direction."

Mr. Tuthill continued his arraignment of the Administration Republicans, and at the close withdrew his request to be excused from voting, and announced his vote for Thomas C. Platt.

A SINGULAR CIRCUMSTANCE—WHAT WAS DONE WITH THE MONEY.

WASHINGTON, June 16.—An Albany special to the *Star* says: "It is a singular circumstance that several large checks were cashed by Albany banks drawn by lobbyists and senators who were working for Depew for senator about the time that Mr. Bradley alleges that he was bribed by Sessions. On the day of the alleged occurrence, and within two or three days previous, it has been shown that checks to the amount of about $24,000 were cashed—some of them through unusual channels, which were drawn by Barber, Edwards, Senators Wagner, Woodin, and Sessions. Thus far the amount drawn by Sessions has been accounted for by the production of the bills paid him, and most of Edwards's drafts claim to have been used in paying for votes on the Broadway underground railroad at $100 per head. All of the others may prove a mere coincident; but if so it is an unusual one. It has not been positively proved that Mr. Sessions paid Bradley $2,000. The Stalwarts are positive that Bradley is telling the truth, and the Half-Breeds as positively deny it. The whole thing hangs on the oath of the two men and circumstances which surround it. Aside from this, the testimony of Sessions is damaging in the extreme to Mr. Depew's canvass."

The Bribery Investigation.

ALBANY, N. Y., June 17.—The bribery investigation to-day was mainly confined to the examination of various bank officers with regard to large sums of money drawn by members of the Legislature in currency since the beginning of the senatorial contest. Nothing of a decisive character was elicited.

North Carolina Cotton Mills Burned.

RALEIGH, N. C., June 17.—The total destruction is reported of Swepson's mills, in Allamance county, four miles from Graham. The mills, which were the property of the Falls of Neuse Manufacturing Company, were of wood lined with brick, 321 feet in length and two stories in height. They were built in 1876 and contained 40,000 spindles and 168 looms. Two hundred and seven operatives were employed. The total value of the whole property was about $200,000, but it is understood that the cotton-house, boiler-house, storehouses, and operatives' houses were not destroyed. The fire is supposed to have been caused by the explosion of an oil-lamp at 6 o'clock Thursday evening. The lamp was in the centre of the mill.

The fire raged till 5 o'clock this morning. The insurances on the property are as follows: German American, $7,250; North British and Mercantile, $8,050; Niagara, $5,800; Fire Association of Philadelphia, $5,800; Commercial Union Assurance Company, $5,000; Petersburg Savings and Insurance Company, $2,900; Pamlico, $1,450; North Carolina Home, $1,450; Watertown, N. Y., $4,350; Western Assurance Company, $2,900; Lynchburg, $1,450; Queen, $10,150; Columbus Insurance and Banking Company, $2,900—total, $69,600.

Chair Factory Burned.

CHICAGO, June 17.—A. P. Johnson & Co.'s five-story brick chair manufactory was burned last night. The employés in the upper stories escaped with great difficulty, five being slightly burned while flying from the burning buildings. Loss on stock, machinery and building, $50,000.

Bound for the Northern Seas.

SAN FRANCISCO, June 17.—The United States steamer Rodgers left for the northern seas yesterday at 3 15 P. M. She was escorted to the Heads by several tugs and yachts. As she passed along the water-front every vessel saluted her, and thousands of persons witnessed her departure. The wind blew too strong for small yachts, so the contemplated escort by the yacht fleet was abandoned. The officers and crew of the Rodgers left in the best of health and spirits.

Bunker-Hill Anniversary.

BOSTON, June 17.—As June 17th is not a legal holiday the celebration of the anniversary of the battle of Bunker Hill to-day was confined almost exclusively to Charlestown, although but little business was done in other parts of this city.

Distinguished Visitors.

WINNIPEG, MINN., June 17.—General M. C. Butler, United States senator from South Carolina, and General Gibbons, of the United States army, commanding at Fort Snelling, near St. Paul, are here on a pleasure excursion.

Abandoned Bark.

LONDON, June 17.—Bark "The Queen," abandoned April 16th on her voyage from Pensacola to London, was seen to-day twenty-eight miles west-southwest of Fastnet in tow of tug Lord Bandon, bound to Queenstown.

Texas Items.

GALVESTON, TEX., June 17.—The *News's* Westberford special says: William and Frank Kerby, sons of a prominent farmer, have been arrested, charged with a murder committed two months ago. A supposed horse-thief was found dangling from a limb in Jack county, and it is said the evidence will prove the hanging to have been done by the Kerbys and five others, who will be arrested.

A Palestine special says: In the case of C. C. Rogers, charged with the murder of Bishop, about eighteen months ago, the jury brought in a verdict of acquittal.

GALVESTON, June 17.—A dispatch from Troup says shad numbering 125,000, sent out by the Fish Commissioner at Washington, were deposited in Sabine river yesterday.

A dispatch from Dallas says a party of Mormons, who emigrated from England to West Texas last fall, passed through that city on their way to Salt Lake.

Deaths from Sunstroke.

NEW ORLEANS, June 17.—The weather for the past three days has been excessively hot. Thirteen cases of sunstroke have been reported since Tuesday morning, seven of which terminated fatally. At Vicksburg today the maximum temperature is reported at 101°.

LATEST FOREIGN NEWS.

Against the Cornell Crew.

LONDON, June 17—5:30 *P. M.*—Mr. Gillig telegraphs from Henley-on-the-Thames this afternoon that the stewards of the regatta have decided to decline the entry of the Cornell University crew for the race for the Visitors' cup.

The *Sportsman* says: "The actions of the stewards of the Henley regatta in declining the entry of the Cornell Univesity crew for the race for the Visitors' cup is perfectly inexplicable, save on the ground that this body has ever been notorious for meddling, misarrangement, and lack of courtesy. It says: "We deeply regret that the Cornell four have received such treatment, and wish them to understand that the general public does not sympathize in the least with the eccentric perversity of the stewards.'

Collision at Sea.

LONDON, June 17.—The English steamer Haytien, from Galveston May 13th, has arrived at Liverpool. She reports having been in collision, and put into Foyal for repairs. Her master, Captain Miller, died on the passage. The vessel with which the Haytien came in collision was the British bark Ora P. Stafford, Captain Smith, from Bordeaux May 9th for Hampton Roads. The Haytien had her port bow damaged and the bark had her bows stove, and was abandoned in a sinking condition. Her crew were landed at Liverpool by the Haytien.

Not True.

LONDON, June 17.—The *Daily Telegraph* says: At a late hour last night a telegram from Paris stated that no objection to Foxhall as winner of the grand prize had been received there.

Preparing for Another Flood.

OTTOWA, ONT., June 17.—A man named Martel commenced building a miniature ark on Dalhousie street this morning in anticipation of a flood on the 19th of June. His wife has spent the entire week in cooking and preparing provisions for the trip.

The Proposed English Channel Tunnel.

LONDON, June 17.—Sir Edward Watkin, chairman of the Southeastern Railway Company, has informed a meeting of that company that two experimental shafts for the proposed channel tunnel have been sunk on the English side and two on the French side, and that from one of the shafts on the English side a gallery 800 or 900 yards long and seven feet in diameter had been driven. The progress during last week has been sixty-seven yards, which is equal to two miles yearly. The French experiments have realized exactly the same results. It follows, therefore, that a seven-foot tunnel under the channel ought to be completed in five years.

Condemned Nihilists.

ST. PETERSBURG, June 17.—It is announced that the recent court-martial for the trial of Nihilists at Kieff sentenced two persons to death and the remaining eight either to penal servitude or exile to Siberia. The Emperor commuted the death-sentences to penal servitude for life. The accused included four women.

COMMENCEMENT EXERCISES, &c.

THE ANNUAL ORATION BEFORE THE SOCIETY OF ALUMNI OF RICHMOND COLLEGE will be delivered at the Grace-Street Baptist church on MONDAY, June 20th, at 8½ P. M., by Rev. D. W. GWIN, D. D., of Atlanta, Ga.; and a POEM by Rev. THOMAS HUME, D. D., of Norfolk.

To these exercises the public generally are cordially invited.

The SOCIETY BANQUET will be held at the St. Claire Hotel immediately after.

HOWARD R. BAYNE, President.
S. C. CLOPTON, Secretary. Je 17-3t

RICHMOND COLLEGE.

COMMENCEMENT EXERCISES.

JUNE 19TH, 8:30 P. M., at SECOND BAPTIST CHURCH. Address before the Missionary Society by Rev. J. B. LAKE.

JUNE 20TH, 8:30 P. M., at GRACE-STREET BAPTIST CHURCH. Address before the Society of Alumni by D. W. GWIN, D. D. Poem by Rev. Thomas Hume, D. D., of Norfolk, Va.

JUNE 21ST, 8:30 P. M., at COLLEGE CHAPEL. Joint celebration of literary societies.

JUNE 22D, 8:30 P. M., at COLLEGE CHAPEL. Address before the two literary societies by A. B. BROWN, D. D.

JUNE 23D, 8:30 P. M., at COLLEGE CHAPEL. Commencement proper, when distinctions and promotions will be announced, medals awarded, diplomas delivered, and degrees conferred.

Je 17-1Je23

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IS MORE ATTRACTIVE THAN EVER.

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CHINA TEA SETS, BERRY SETS, ICE-CREAM SETS, DESSERT SETS, CHAMBER SETS, TOILET SETS; BISC STATUETTES, CHINA FIGURES, BASKETS, TOYS;

"SNOW" GOODS in rich and novel designs;

CUSPADORES in Brown Lava, Fine China, Fancy with rich gold decorations;

FANCY CUPS AND SAUCERS, MUGS, DESSERT PLATES, BERRY PLATES;

COFFEE-POT STANDS, MATCH STANDS, MAJOLICA PITCHERS, COMPORTS, TEA-POTS, SALAD BOWLS, ICE BOWLS, FRUIT PLATES, &c., &c.:

An immense stock of BLACK WALNUT SIDE- and CORNER-BRACKETS, WALL POCKETS, TABLES, BOOK-SHELVES, &c.

You will find the lowest prices on ROGERS'S SPOONS, KNIVES, and FORKS, all sizes, at

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No. 1 NORTH CAROLINA GROSS, CUT, and FAMILY ROE HERRINGS;
ROCK-SALT for cattle;
TAR and NOVA SCOTIA GRINDSTONES.
For sale by
Je 12 HENRY M. WORTHAM.

HAVING THOROUGHLY REPAIRED my store and laid in a SELECT STOCK OF GROCERIES, TEAS, LIQUORS, AND CANNED GOODS, I respectfully invite my friends and the public to give me a call.
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100 half-barrels FAMILY ROE-HERRINGS
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A full stock of the FINEST METALLIC AND WOOD CASES and CASKETS, and SHROUDS always on hand.
Telegraph orders promptly attended to.
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FINANCIAL.

RICHMOND STOCK EXCHANGE.

FRIDAY, June 17, 1881.

SALES.—10 shares Atlanta and Charlotte stock at 80¾; 10 shares Petersburg Railroad stock at 37, 30 do. at 36¾, 30 do. at 36½, 20 do. at 36¼; 20 shares Richmond and Alleghany at 69, 20 do. at 68¾; 20 shares Charlotte, Columbia and Augusta stock at 57¾; 10 shares Norfolk and Western preferred at 63.

EVENING SALES.—100 shares Richmond and Alleghany Railroad (E. B.) at 69, 160 do. at 70; 30 shares Chesapeake and Ohio Railroad at 30; $5,000 Atlanta and Charlotte income 6's at 95¼; $200 Richmond city 8's at 132.

STATE SECURITIES.	Bid.	Asked.
Virginia 10-40's, J. and J	55¾	56½
Virginia consols, J. and J	83¾	84½
Virginia posices, J. and J	41	...
Virginia deferred, J. and J	15	17
Virginia interest certificates	14	...
Virginia tax-receivable coupons	95	97
North Carolina 4's, J. and J	89¾	89¾
CITY BONDS.		
Richmond city 8's, J. and J	131	134
Richmond city 6's, J. and J	114¾	116
Richmond city 5's, J. and J	106¾	107
Petersburg city 8's, F. and M	115	...
Petersburg city 8's, spec'l tax	115	...
Lynchburg city 8's, J. and J	125	...
Lynchburg city 6's, J. and J	108	110
Manchester bridge 8's, M. and N	...	90
RAILROAD BONDS.		
C. and O. R. W. 6's, 1908, J. & J	90	...
C. and O. R. W. 6's, 1918, J. & J	64	...
C. and O. R. W. purc. 6's, 1898, J. & J	113	...
C. and O. R. W. purc. 6's, 1887, J. & J	102	...
Va. and T. R. R. 2d mort. 6's, J. & J	105	...
Petersburg R. R. 1st mort. 8's, J. & J	130	...
Petersburg R. R. 2d mort. 8's, J. & J	...	122
R., F. and P. R. R. mort. 8's, J. & J	116	...
R., F. and P. R. R. ex'd 6's, J. and J	106	...
R., F. and P. R. R. mort. 7's, J. & J	115	...
R., F. and P. R. R. mort. 6's, J. & J	102	...
O. and A. R. R. 2d mort. 6's, J. & J	125	...
R., Y. R. and C. R. R. 8's, J. & J	118	...
R. & D. R. R. consol 6's, 1885, M. & N.	103¾	...
R. & D. R. R. consol 6's, 1890, M. & N.	107¼	...
R. & D. R. R. gold 6's, J. & J	105	106
R. and A. R. R. 1st mort. 7's, J. & J	112¾	...
Piedmont R. R. 1st mort. 8's, A. & O.	...	112¾
Atlanta and Charlotte 7's, J. & J	114	...
A. and C. income 6's	95	96¾
C., C. and A. R. R. 1st mort. 7's, J. & J.	112	...
C., C. and A. R. R. 2d mort. 7's, A. & O.	105¾	106½
North Carolina Railroad 6's	98½	100
Western N. C. R. R. 7's, M. & N	107½	108
RAILROAD STOCKS.	Par.	
C. and O. Railway common	100	30 31
A., M. and O. R. R.	100	25 30
Richmond and Petersburg R. R.	100	102 103
R., F. and P. R. R. 6 per c. guar.	100	102 ...
R., F. and P. R. R. 7 per c. guar.	100	116 ...
R. and D. R. R.	100	111 111¾
Seaboard and Roanoke R. R. guar.	100	100 ...
R., Y. R. and C. Railroad	100	87½ 100
Richmond and Alleghany R. R.	100	68½ 69
C., C. and A. Railroad	100	57¾ 59
A. and Char. Air-Line Railway	100	80½ 80¾
North Carolina Railroad	100	95 100
Norfolk and Western preferred	100	62¾ 63
Petersburg Railroad	100	36¾ 37
BANK STOCKS.		
Merchants and Planters Savings	25	24 ...
Citizens Bank	25	21½ ...
Bank of Commerce	25	25 ...
City Bank	25	25 ...
Petersburg Savings & Ins. Co.	20	23¾ 25
INSURANCE COMPANIES.		
Virginia Fire and Marine	25	34 ...
Virginia Home	25	27½ ...
Merchants and Mechanics	100	95 ...

By Telegraph.

NEW YORK.

NEW YORK, June 17.—*Noon.*—Stocks feverish and unsettled. Money, 3@3½ per cent. Exchange—Long, 484; short, 485¾. State bonds dull. Governments quiet and unchanged.

Evening.—Money, 3@6 per cent. Exchange, 483¾. Governments quiet and steady; new 5's, 103¾; new 4½'s, 115; new 4's,