RANGE OF THERMOMETER.

The thermomter ranged as follows at The Times office yesterday: 9 A. M., 25; 12 M., 38; 3 P. M., 44; 6 P. M., 36; 9 P. M., 32; 12 M., 29. Average temperature, 34.

The Times.

WEATHER FORECAST.

Forecast for Saturday and Sunday:

Virginia—Fair Saturday and Sunday, fresh westerly winds.

North and South Carolina—Fair and warmer Saturday, light to fresh southwesterly winds; Sunday fair.

VOL. 14. NO. 305. RICHMOND VA., SATURDAY. FEBRUARY 3. 1900. PRICE TWO CENTS.

CONDITION OF WILLIAM GOEBEL

Better Than at Any Time Since He Was Shot.

ULTIMATE RECOVERY

Attending Physicans Hold Out Some Hope for First Time.

NO FEDERAL INTERVENTION.

The President Says Situation Does Not Warrant It—The Democrats Met Yesterday and Effected Organization—They Will Offer No Resistance to Arrest.

FRANKFORT, KY., Feb. 2.—The condition of William Goebel is to-night considered better than at any time since he was shot. The iron will and determination of the wounded man that he will not die by an assassin's bullet is, however, still considered the main factor in sustaining him, but to-night the attending physicians for the first time hold out some hope for his ultimate recovery.

Governor Goebel secured some sleep during the day, which increased his strength perceptibly, and though unfavorable symptoms showed themselves at times, the sick man always rallied well. Compared with twenty-four hours ago, his condition shows a decided improvement, his temperature being more nearly normal, though some fever still shows itself. His pulse and respiration are still high, but his kidneys, the condition of which las: night was regarded as the most unfavorable symptom, are performing their functions in a more normal manner, thus obviating in a degree the danger of anaemic poisoning. Governor Goebel during the day complained somewhat of bed soreness and he was turned partly on his side to relieve the strained muscles. This for a time had an unfavorable effect but he soon rallied and shortly afterward fell into a light sleep. His temperature to-night is 100 1-2, his respiration 38, and pulse 120.

HOPE OF RECOVERY.

Should the wounded man succeed in passing through to-night well his physicians express the hope that his recovery, though necessarily slow, will be sure.

"At present Governor Goebel breathes altogether from his left lung," said Dr. Williams to-night. "Clotted blood has almost entirely coated his wounded right lung, which of course forms a natural bandage, and prevents further bleeding, but later will prove somewhat a source of danger. The clotted blood will decompose in about eight days and then it may be necessary to remove a section of a rib in order to remove the decomposed blood. The wound will then be drained and the danger then will be from secondary hemorrhage."

WASHINGTON, Feb. 2.—Nearly the entire time of the Cabinet meeting to-day was devoted to a discussion of the situation in Kentucky and the rights and duties of the President in connection therewith.

A decision was reached at once, and when Senator-Elect Blackburn with Representatives Rhea, Allen, Gilbert, Smith and Wheeler called this morning to protest against Federal interference in Kentucky, the President promptly gave them to understand that he had already reached a conclusion on the subject and that he had found that the situation did not warrant the Federal authorities in interfering.

The law which must govern in this case authorizes Federal action only when the Legislature is not in session and cannot be convened. Governor Taylor's message does not intimate that the Legislature of the State cannot be promptly convened, nor does he show that the conditions in Frankfort are such as would justify Federal interference.

The President and the members of his Cabinet, without exception, recognize the fact that the Legislature of the State of Kentucky, by a majority thereof, is the sole judge of which of the two contestants was elected Governor of the State at the recent election.

After the cabinet meeting the following statement was made:

"The President has decided that no case has yet arisen to justify the intervention of the national government in Kentucky, and has so informed the Governor."

DEMOCRATS PROTEST.

WASHINGTON, Feb. 2.—A delegation of Kentucky Democrats, consisting of Senator-elect Blackburn, and Representatives Rhea, Wheeler, Smith, Allen and Gilbert, and Colonel Phil. Thompson, called upon President McKinley to-day at the White House to protest against Federal interference in the contest in Kentucky. They expressed their deep solicitude lest a collision should occur between the warring elements in Kentucky, and made the report that Governor Taylor had solicited Federal intervention the text of their protest.

They assured the President that the law and constitution of Kentucky had been strictly followed by the Democrats in the contest over the Governorship, and that they proposed to stand by the law. The crisis that had arisen, they declared, should be met in the courts and determined by the law. The Democrats, they assert, would abstain from violence. They simply desired a lawful and orderly settlement of the controversy. Federal intervention would only aggravate matters, intensify the excitement, and almost certainly lead to trouble, and perhaps, loss of life.

They earnestly appealed to the President to avert such a calamity by abstaining from interference of any sort.

COUNSEL PEACE.

Senator Blackburn and Representative Rhea said that they were going to Kentucky to counsel peace and obedience to the law. Senator Lindsay endorsed what his colleagues had said about the Democrats abiding within the law, no matter how much men might differ as to the wisdom and merits of the contest.

The dispatch of Federal troops to Kentucky, would, he said, in his opinion create anarchy and chaos.

The President in reply expressed his great anxiety over the situation; his profoundest wish that violence should be avoided and contests should be legally determined. He assured the delegation in a general way that Federal interference would come only as the last resort after having been invoked by the proper authorities under the law and constitution.

While the President spoke in general terms, the delegation expressed themselves as perfectly satisfied with his assurances. The members of the delegation when they left the White House said they had counselled their friends in Kentucky to avoid violence at any cost, and they said they were satisfied that if trouble came it would be precipitated by their political adversaries.

LEFT FOR KENTUCKY.

Senator Blackburn left this afternoon for Kentucky, and Representative Rhea will follow him to-night. They will use their utmost endeavors to prevent a collision. At the same time they will act as advisers of Governor Goebel in the legal proceedings that are to be instituted. They assert that Goebel is the legal Governor, and that the courts will uphold him.

Senator Lindsay remained with the President a quarter of an hour after the delegation had left. On leaving the White House he said that it was the opinion of the authorities that a case had not been made out which would warrant Federal interference in Kentucky, and that he (Lindsay) was disposed to share that view.

The Senator said further that he did not believe there would be any more bloodshed and that before the week closed the difficulties would be amicably settled or in a fair way of settlement.

EFFECTED ORGANIZATION.

FRANKFORT, KY., Feb. 2.—The Democratic members of the Legislature to-day effected a regular organization for the first time since the swearing in of Governor Goebel. A secret session of the members of both houses was held in one of the parlors of the Capitol Hotel, at which the election of William Goebel, as Governor and J. C. W. Beckham, as Lieutenant-Governor, was reaffirmed, first in separate sessions of the House and Senate, and afterward in a joint session.

Preceding this action the members of the Senate elected as president pro tem. Senator Carter, who was nominated for that position at yesterday's caucus. A committee of the members of the House, composed of Representatives Finney, Lafferty and Cochran, was also appointed to draw up a set of resolutions, showing the condition of affairs as it exists at the State capital to-day, and covering thoroughly the Democratic side of the controversy. Probably no further attempt will be made to hold sessions in the State House.

It seems to be well understood among the Democratic members of the Legislature that the session at London will be ignored altogether by them, and that no Democrat will attend "until compelled to do so."

NO RESISTANCE.

The Democratic members will continue to hold sessions at some convenient place until the political atmosphere has cleared. This plan of action was decided on to forestall any attempt on the part of the Republicans to arrest them and compel their attendance at London, which action, according to the Democratic members, has been determined on by Governor Taylor. If arrests are attempted, no resistance will be made by the Democrats, either to arrest or to attending the session at London, should they be arrested.

It was determined that all acts of violence should be avoided and that the battle for supremacy hereafter should be fought out in the courts. Nevertheless, the situation to-night is regarded as grave by members of both parties, and no one is willing to forecast the result of the anticipated clash of authority between Governor Taylor and the State courts.

Some action is expected at the session Monday in regard to offering a reward of $50,000 for the arrest and conviction of the would-be assassin of Governor Goebel.

The Democratic leaders to a man are in favor of such action.

National Committeeman Urey Woodson,

(Continued on Second Page.)

BURGHERS MOVING TOWARD TUGELA

This is Flashed From Ladysmith and Bears Out Other Signs That Buller Purposes an Attack.

LONDON, Feb. 3.—4 A. M.—Heliograms flashed from Ladysmith three days ago say that the Boer investment lines then were thinning and that the Burghers were moving in force toward the Tugela indicating that a collision was expected there. This intelligence bears out other signs that General Buller purposed a fresh attack.

The War Office continues to reveal nothing that has happened in Natal. Without exception the military cries regard with dismay the prospect of a renewal of the assaults unless General Buller has Lee heavily reinforced, and there is nothing to indicate that this is the case.

Lord Kitchenere has been travelling from army to army in Northern Cape Colony, and General French, by instruction is now in Cape Town, consulting with Lord Roberts. Large engineering constructions are proceeding at Modder River, suggesting that Lord Methuen's fortified camp has been selected as the base from which to invade the Free State. Numerous sidings, platforms and warehouses are being built and a permanent railroad bridge, is well advanced.

German strategists assert that the topography of the country would make invasion easier from Kimberley and the district northward than from the more rugged region of Sterkstrom or Colesberg.

CAPTURED 800 BOERS.

LONDON, Feb. 2.—Dispatches from several points in South Africa merely tell of desultory shell firing and the movements of patrols through Cape Town and mention a rumor that General French has captured 800 Boers, where and when not being announced.

Sensational rumors are current that the militia ballot act will be put in force February 14th, and that General Lord Roberts, the commander-in-chief of the British forces in South Africa, has cabled for 50,000 additional men, which, it is added, the Government has promised to give him, sending 50,000 militia and volunteers and 40,000 militia reserves.

It is also said that the volunteers will be mobilized forthwith. It is even asserted to-day that the Cabinet has specially dealt with these matters. The militia ballot act makes every unmarried man between eighteen and thirty years of age liable to serve for five years.

The Gazette this evening says it is the Queen's intention to confer the Victoria Cross on Captains Congrave and Reed, Lieutenant Roberts and Corporal Nurse, for their attempts to save the guns at the battle of Colenso.

TOOK THE FLAGS.

LORENZO MARQUEZ, Thursday, Feb. 1.—A dispatch from Gaberones, dated January 23d, describing a reconnoissance of some of Colonel Plumer's forces around the Boer Laager southward, seems to dispose of the story that Mafeking has been relieved.

On that date the Rhodesians captured two Transvaal flags and drove off the Boer outposts before returning to Gaberones.

CAPE TOWN, Feb. 2.—The Supreme Court has decided to make no order of confiscation in the case of the steamship Mashona, at present, in order to allow her owners to show within two weeks

(Continued on Second Page.)

RYAN WANTED HIS RIGHTS DEFINED

Asks for an Injunction Against the Seaboard.

LIVELY TIME IN COURT

Judge Waddill Refuses to Admit Certain Evidence in the Case.

DECISION IN A FEW DAYS.

Argument on the Amended and Supplemental Bill Has Been Ended and the Matter is Taken Under Consideration by Judge Edmund Waddill.

Judge Edmund Waddill, Jr., sitting in the United States Circuit Court, yesterday heard argument on the amended bill of complaint and to the amended and supplemental bill of complaint filed by Thomas F. Ryan against the Seaboard and Roanoke Railroad Company and others. The petitioner asked for a temporary injunction restraining the Seaboard and Roanoke from consolidating with any of the roads comprising the Seaboard Air Line system, and on the conclusion of argument Judge Waddill stated that he would announce his decision within a few days.

The principal fight was made on the passage of certain legislation by Virginia allowing the Seaboard and Roanoke and the Richmond, Petersburg and Carolina, the Seaboard's new connecting link, to consolidate, and the provision by which the latter was permitted to consolidate with any other road in Virginia. It was contended by the plaintiff that legislation regarding this road must be concurrent with that of North Carolina, as it was also a creation of that State.

The plaintiff also asked that the court define the legal status of the case and the rights of the minority and objecting stockholders, and also the proper method of compensation for their holdings.

The consolidation, the defense claimed, was not yet effected, and due notice would be given before action was taken. Proper and just provision would also be made for the dissatisfied stockholders.

It was agreed that each side would be allowed a certain time for argument, but Mr. Carter, after his argument was questioned by the court, resumed along another line of argument, and was insisting that an injunction be granted, when Judge Cross interposed:

"I shall have to ask for a temporary restraining order on you," said Judge Cross; "you have far exceeded your time."

The court granted this injunction on Mr. Carter, and the case was submitted.

THE FIRST TILT.

The first tilt was over the admission of certain affidavits, one referring to the earning capacity of the G. and A. railroad and the F. C. and P. railroad, the others, one referring to the laws of North Carolina regarding the government of corporations, another referring to the proceedings of the meeting of the stockholders of Raleigh and Gaston railroad, held January 21, 1900.

There was a lively discussion in which Messrs. Marbury and Carter and Judges Cross and Lewis participated. Judge Waddill ruled that the last two only were pertinent and would not allow the filing of the first of the affidavits, as the hearing was only on the amended bill, and the first affidavit belonged to the original bill

The hearing of the argument was then begun, Mr. W. L. Marbury, of Baltimore, opening for Mr. Ryan. Mr. Ryan contended that the consolidation of the roads was being planned and carried out, despite reports and statements to the contrary.

"While the defendants stated that they did not intend to consolidate until proper legislation had been secured from the State of Virginia allowing the consolidation to be effected, now this legislation has been secured, and consolidation is not now intended, then I do not know the meaning of the English language."

Mr. Marbury also read from the affidavit filed in answer by the Seaboard and Roanoke to the amended and supplemental bill of the complainant, and cited the resolutions passed by the stockholders of the Seaboard and Roanoke at their meeting at Porthmouth on January 16th, and the resolutions adopted by the Board of Directors of the Seaboard and Roanoke January 30th, and the legislation regarding the Richmond, Petersburg and Carolina railroad, all of which he contended showed that consolidation was planned and this was what the plaintiff wanted restrained, as it would result in greatly injuring his interests.

CONCURRENT ACTION.

Mr. Marbury contended that the Seaboard and Roanoke was the result of concurrent action on the part of the States of Virginia and North Carolina, and that the action of one State alone is not sufficient to deprive the railroad of any of its franchises, but concurrent action is necessary.

After recess was taken Judge Cross answered for the Seaboard Company. Judge Cross stated that the amended bill questioned the constitutionality of the bill passed by the Legislature allowing consolidation. He also stated that Mr. Ryan was asking that a restraining order be issued against a thing that might not happen and the court could not grant an injunction under such circumstances.

"The act of the Legislature is constitutional," declared Judge Cross. "A charter is amendable and the courts do not take into consideration what motive inspired the act.

"Then the court should remember that a special meeting called for the purpose, is necessary for the stockholders to take any action regarding consolidation. Due notice of this meeting will be given to all and nothing can be done without due notice being given.

"All charters, rights and franchises," declared Judge Cross, "are subject to the right of eminent domain possessed by the State. That right is the State's and has always been so recognized. If the complainant is injured in any way by the action of the Legislature in modifying the charter of the Seaboard and Roanoke Railroad, then Mr. Ryan should find his remedy in an action against the State and not against the Seaboard and Roanoke.

"The Legislature has exercised its sovereign power and has told Mr. Ryan that if he is not satisfied, then he can get the value of his stock, and the law demands that he value be given."

Judge Cross contended that the

(Continued on Eighth Page.)

THE EVIDENCE IS NOW ALL IN

Investigation of Davis' Shoe Company Contract

MR. THACKER HERE.

He Would Not Answer All Mr. Pilcher's Questions.

ONLY ONE OFFER WAS MADE.

Representative of John L. Williams & Son Talked With Directors and Intimated That a Proposition Might be Made for Hire of Convicts to Work on Electrical Enterprise.

The joint special committee appointed to investigate the contract between the Davis Boot and Shoe Company and the Commonwealth of Virginia held a meeting in the Senate Chamber last night. There were present Chairman Pilcher, Senator Lupton and Delegate Folkes. Senator Lyle and Delegate Gregory were absent.

The first witness called was Mr. T. W. Thacker, of Boston, the secretary and treasurer and general manager of the Davis Boot and Shoe Company. He had not been on the stand long before a snag was struck. Mr. Thacker was unwilling to answer, or Mr. Miles M. Martin, counsel for the Company, objected to his answering certain questions put by Mr. Pilcher, on the ground that the interrogations were not germane to the investigation, and replies to them would disclose the private affairs of the Company.

Mr. Pilcher asked Mr. Thacker why it was that his Company wanted to renew its contract for seven years six years before it expired. Mr. Thacker was proceeding to tell of the valuable plant his Company had here, and of the necessity of looking far ahead and opening up new territories for the sale of goods, when Mr. Pilcher questioned him as to the value of the plant. Mr. Thacker said he was unable to furnish this information, and Mr. Pilcher expressed great surprise. Mr. Thacker was pressed for an answer, but said it was impossible for him to estimate the value of the plant, because machinery was constantly changing, and he did not know just what was on hand now. Among other things Mr. Thacker said his Company had been looking to the Cuban field as possibly a good territory in which to dispose of its shoes and boots.

OTHER OFFERS.

In reply to questions, he said representatives of North Carolina and Alabama had been seeking to induce the Company to lease convicts in those States, but the concern had enjoyed pleasant relations with Virginia, was doing a fairly good business, and was satisfied to stay here, notwithstanding North Carolina offered convicts at less than is paid to Virginia for their services.

Mr. Pilcher wanted to learn something about the prospects of the Davis Company, and started out to ask where the goods manufactured in the Virginia penitentiary are sold. Mr. Martin objected to this, and Mr. Thacker did not reply. Mr. Pilcher then stated it was useless to examine Mr. Thacker any further, as the information the committee wanted he would not give.

Mr. Martin insisted that the private affairs of the Company had nothing whatever to do with the contract under investigation.

Mr. Thacker, in response to questions, stated that his Company was opposed to an act requiring that the boots and shoes be stamped to show that they are made by convict labor. In the event of such a law being passed his Company would have to retire from business in the State.

A DIRECTOR'S STATEMENT.

Mr. W. D. Chesterman, one of the penitentiary directors, was next put upon the stand. He stated that there had not been in the last twelve months, as far as he knew, any offer from any concern other than the Davis Company to hire the convicts. At various times in the past applications had been made for the lease of prisoners in small batches.

Sometime last year, Mr. Chesterman said, a Mr. Williams came to him to ask about the terms of the contract with the Davis Company. He gave him all the principal provisions as far as he could recall them. Mr. Williams wanted a copy of the contract, and the Board had a conference with reference to whether or not it would be proper to allow the contract to be copied. It was decided, by advice of the oGvernor, that a copy of it could be had, and some one, Mr. Chesterman did not recall whether it was Superintendent Helms or President Harmon, of the Board, was instructed to inform John L. Williams & Sons that a copy of the contract could be had.

Mr. Pilcher wanted to know of Mr. Chesterman if in his judgment it would not be better to advertise when convicts are to be leased out for bids. Mr. Chesterman replied that this might or might not be a wise course to pursue. There was no secrecy about the renewal of the contract with the Davis Company,

(Continued on Eighth Page.)

NEW HOSPITAL FOR RICHMOND

Dr. Fred Kellam, of Hinton, W. Va. Leases the Madison Hotel for That Purpose.

The Madison Hotel, at the corner of Twelfth and Bank streets, has been leased by Dr. Fred. Kellam, of Hinton, W. Va., and it will be thoroughly repaired, refurnished, and improved, after which it will be used for a hospital for the treatment of patients having cancers and cancerous growths, or diseases of a like nature.

The hotel was for several years known as Hotel Dodson, with Mr. Charles B. Dodson as proprietor. About three years ago Mr. Dodson gave up the hotel, and it was then leased to two gentlemen, who kept it open only a few months, when it was closed.

Dr. Kellam was in the city Monday to look for site for a hospital, and selected this hotel. He has a large private hospital in Hinton, which is conducted for curing special diseases.

(Continued on Second Page.)

THE RESOLUTION WAS ADOPTED

Chamber of Commerce to Memoralize Legislature

ROAD TO THE NORTH.

Discussion on the States' Position in the Railroad Business.

MUCH INTEREST MANIFESTED.

The Chamber Declared Itself in Favor of the Proposed New Air Line to the North Parallel With the Richmond, Fredericksburg and Potomac—Text of Resolution.

Pursuant to notice a general meeting of the Richmond Chamber of Commerce, which was very largely attended, was held yesterday evening at 5:30 o'clock.

President L. Z. Morris, who occupied the chair, announced that in accordance with a motion made and carried at a meeting of the Board of Directors, held the 31st ultimo, that this general meeting of the Chamber had been called to consider Senate bill No. 342 now pending in the Legislature "To incorporate the Richmond and Washington Air-Line Railway Company" and to give some expression to the sentiment of the community upon this important measure. He then declared that the meeting was ready to hear any member upon the question.

Mr. L. C. Younger said that he considered the matter one of the greatest importance and interest to the people of Richmond, and that he had a preamble and resolution favoring the bill in question, which he would offer for the consideration and adoption of the meeting, and request the secretary to read. The secretary then read the preamble and resolution, as follows:

PREAMBLE AND RESOLUTION.

Whereas, a bill has been offered in the General Assembly of Virginia for the purpose of chartering a railroad "from the city of Richmond, or any point in Henrico county, to a point on the Potomac river, in either Fairfax or Alexandria counties," the title of the bill being, "To incorporate the Richmond and Washington Air-Line Railway Company," which, in effect, means the construction of another railroad between Richmond and the seat of our national government; and, as it is believed to be of paramount importance to the best interests of the South, and especially of the State of Virginia, as well as the city of Richmond, that this bill should be passed, the Richmond Chamber of Commerce, in the exercise of the right of petition most respectfully appeals to the General Assembly to grant this charter for the following considerations:

While the facilities for traffic between Richmond and other Virginia cities and the South are quite ample, there being three Southern systems—viz., the Southern railway, the Atlantic Coast-Line and the Seaboard Air-Line, and between Washington and the North, the great Pennsylvania and Baltimore and Ohio systems, with their doubled track lines, affording most abundant facilities, the link between these great systems from Richmond to Washington is a single track line, consisting of the Richmond, Fredericksburg and Potomac railroad, from Richmond to Quantico, and thence to Washington of the Washington and Southern railroad—a part of the Pennsylvania railroad system.

WHY THE RESTRICTIONS?

The question arises at once upon a consideration of this situation, why this restricted condition as to the traffic between the National capital and the capital of the Commonwealth exists, and the only answer that can be given is that the State of Virginia, which originally subscribed, most liberally, to the stock of the Richmond, Fredericksburg and Potomac railroad, for the express purpose of affording its citizens what was then deemed a necessary highway for trade and travel, has been asked by parties desiring to perpetuate the exclusive charter of the Richmond, Fredericksburg and Potomac railroad, to put itself in the anomalous position, almost two-thirds of a century after its subscription to this enterprise, of denying its citizens the right to build another much needed railroad, urging as their reasons that the State has a pecuniary interest in the Richmond, Fredericksburg and Potomac railroad, and the supposition that the value of that interest might be impaired.

Such a position, upon every consideration of the wisest public policy, seems to be absolutely inconsistent and indefensible. The Richmond and Washington Air Line Railway Company not only proposes to build its road without the aid of the State, but it is expected to create more than three million dollars of railroad property subject to taxation, while the property of the Richmond, Fredericksburg and Potomac railroad, based on the current market value of its securities, valued at over five million dollars, is forever exempt from taxation. It also proposes to guarantee the State's income from its holdings in the Richmond, Fredericksburg and Potomac for five years, and at the State's option to pay the State for its stock and dividend obligations of the Richmond, Fredericksburg and Potomac, an amount over one hundred and fifty per cent. in excess of its original investments, and the highest market price at which the stock has ever been sold.

SIMPLE STATEMENT.

A simple statement of the case carries with it its own argument. No pecuniary consideration, it is believed, in the slightest degree justifies a position so contrary to the State's obligations to its citizens, contrary to its every tradition and to its present attitude upon most important economic problems with which it is confronted, but, in view of the very favorable offer on the part of the Richmond and Washington Air Line Railway Company, to buy its holdings in the Richmond, Fredericksburg and Potomac, and the additional revenue to the State which will be created by the construction of this road and the developments along its routes, it is believed that her interest will suffer in no degree whatever, therefore, be it

Resolved by the Richmond Chamber of Commerce, That the General Assembly of Virginia be most earnestly requested to divest itself of its interest in the Richmond, Fredericksburg and Potomac ralroad at this most favorable time, and that the Chamber urgently appeals to that honorable body by granting the charter to the Richmond and Washington Air Line Railway Company, to permit its citizens that free development of transportation facilities along this most important line of traffic which it has most liberally fostered and encouraged in almost every other direction throughout the State.

WANTED IT REFERRED.

Mr. R. Carter Scott moved that the resolution be referred to one of the committees of the Chamber for its careful investigation and report to some subsequent meeting, saying that there were other parties interested in securing a charter of this character and also that the State had a very important interest involved, and that in such cases he thought that the Chamber should only act after the fullest consideration, whereas this meeting was called on short notice and the members of the Chamber generally had had no opportunity before of being acquainted with the paper which had been presented by Mr. Younger.

In reply Mr. Younger stated that the subject was no new one to the people of Richmond, that the papers had recently been filled with editorials upon it and that he thought this meeting fully competent to act intelligently upon the matter.

The motion of Mr. Scott not meeting with a second, and the resolution offered by Mr. Younger being seconded ov Mr. D. R. Midyette, the Chair announced that Mr. Younger's resolution was the question before the meeting and that remarks upon the resolution were in order.

MAJ. DOGLEY FAVORS CHARTER.

Major James H. Dooley stated that he was a director and a stockholder in the Seaboard and Roanoke railroad and that he had invested a large amount of his means in this railroad enterprise, having for its immediate object the organization of a great railroad system through to the Gulf of Mexico and later on the establishment of shipping facilities from Tampa to Havana, Cuba; that he had invested in this enterprise from his belief in its merits and that the greatest benefit which could be bestowed upon the South, upon Virginia and especially upon the city of Richmond was the granting of this charter to the Richmond and Washington Air Line railway. We propose, he said, to have cars running through this spring from Tampa to Richmond, but when we get to Richmond what do we find? Looking to the south and southwest we find three great systems centering at Richmond—the Southern, the Atlantic Coast Line and the Seaboard Air Line—looking to the north and west and northwest we find three great systems centering at Washington—the Pennsylvania, the Baltimore and Ohio and the Chesapeake and Ohio; thus making Richmond the gateway to the south and Washington the gateway to the north.

SINGLE TRACK RAILWAY.

But what do we see between them? One single track railroad—the Richmond, Fredericksburg and Potomac from Richmond to Quantico, controlled by the Atlantic Coast Line, and the line from Quantico to Washington, controlled by the Pennsylvania Railroad. Under these conditions not a pound of freight nor a passenger can pass over this route either way without paying toll to the Pennsylvania Railroad. The Atlantic Coast Line and the Richmond, Fredericksburg and Potomac being old-time friends and allies of the Pennsylvania, gather large quantities

(Continued on Second Page.)

POINT OF ORDER ON PETTIGREW

He Was Not Permitted to Discuss the Philippines in the Senate—Proceedings of the House.

WASHINGTON, Feb. 2.—An effort by Senator Pettigrew, of South Dakota, to discuss the Philippine question in the Senate to-day, taking for his text the resolution which he offered yesterday, was of no avail, as he was met by a point of order, which took him from the floor. He had gotten only so far as to charge that the great journals of the country would not publish the facts concerning the Philippine war, when the point of order was made by Senator Gallinger and sustained by the Chair.

Subsequently he offered another resolution, which he will speak on next week.

Senator Allen, of Nebraska, concluded his speech in arraignment of Secretary Gage because of his transactions with the National City Bank, of New York. He had previously introduced a resolution providing for an investigation by the Senate of the Treasury Department, but objection to its consideration sent it over until next week.

Mr. Allen resumed his speech begun yesterday on the statement of Secretary Gage, concerning his relations with the National City and Hanover Banks, of New York.

FINANCE BILL.

At 2 o'clock the Financial bill was laid before the Senate, but no Senator was prepared to speak upon it.

Mr. Chandler gave notice that next Wednesday he would call up the Quay case, at which time Mr. Turley, of Tennessee, would address the Senate upon it.

Bills were passed recognizing the gallantry of F. H. Newcomb, commanding the Revenue Cutter Hudson, of his officers and men; also recognizing Captain D. B. Hodgson, of the Revenue Cutter service, for efficient and meritorious services in command of the Cutter Hugh McCulloch, at Manila.

Mr. Pettigrew offered the resolution extending the sympathy of the Senate to the Boers, previously introduced by Mr. Mason, and gave notice that he would speak on it on Monday.

After a brief executive session the Senate adjourned till Monday.

In the House.

WASHINGTON, Feb. 2.—The House to-day devoted its attention to the Indian appropriation bill. It got no further, however, than the appropriations of Indian schools when an effort was inaugurated by Mr. Fitzgerald, of New York, to permit the Secretary of the Interior to contract with schools for the education of Indian children where the government lacks facilities.

It is claimed that the present Indian school facilities are inadequate.

A brisk debate occurred over the bill giving to Cuban vessels the most favored nation treatment in American ports.

The reports of Generals Brooke, Wilson and Lee, he said, had shown that the Cubans were capable of self-government, and that the time was now ripe for the American government to recognize the independent sovereignty of Cuba. While supporting the bill, Mr. Clayton expressed the hope that the legislation for Cuba would soon be framed on broader lines and more in harmony with what had been held out to the Cubans. His remarks evoked vigorous applause.

The bill was then passed as reported.

Mr. Bartlett, of Georgia, made a speech on the Southern question, in reply to Mr. Linney, of North Carolina. The reference to lynchings brought out an earnest speech by Mr. Cannon, of Illinois, explaining some of the statements made as to lynchings in Illinois, but repudiating this class of lawlessness wherever it might occur.

The House, at 5 o'clock, recessed untill 8 P. M., the evening session being devoted to pension legislation.

CADETS FIGHT TERRIFIC FLAMES

Destructive Fire at Polytechnic Institute.

ENSHROUDED IN ICE.

For Two Hours in Bitter Cold and Fierce Winds

THEY BATTLE WITH THE FIRE.

The Offices of the President, Commandant and Experiment Station Burned to the Ground—Irreparable Loss of Many Valuable Papers—Steel Safe Stood the Heat.

CHRISTIANSBURG, VA., Feb. 2.—Special.—The building used as offices of President, commandment and experiment station of the Virginia Polytechnic Institute at Blacksburg, was destroyed by fire at 2 o'clock this morning. All the vouchers of the Treasurer and other valuable papers except a few in the safe were destroyed.

It was a large stone building and considered safe. The fire originated in the upper story, but the cause is not known. It was covered by insurance, but the loss of the valuable papers is irreparable.

A GOOD SAFE.

The steel safe with insurance and other valuable papers and about $1,000 in money was gotten out of the debris about noon to-day and everything in it found in good condition.

The secretary of the faculty, who sleeps in the building, was awakened by the smoke and gave the alarm and the entire corps of cadets rushed to the scene, but despite their heroic efforts for two long hours in the bitter cold and fierce winds the fire was beyond their control.

CADETS FOUGHT NOBLY.

The battery in charge of the institute hose department poured continuous streams of water upon the flaming building, but to no purpose. The falling water was scattered hither and thither by the furious wind and covered the cadets immediately freezing, but that did not deter nor cause them to relinquish their efforts. After the building was destroyed they returned to their rooms encased in a shroud of ice. And all praise be theirs, though the building was lost.

DARIEN RIOTERS.

Edward Delegal, Colored, Discharged from Custody.

SAVANNAH, GA., Feb. 2.—Edward Delegel, colored, one of the Darien rioters who was convicted of murder in the second degree and sentenced to the penitentiary for life, has been discharged from custody on the order of Judge Seabrook.

The State Supreme Court a few days ago granted Delegal a new trial, and Judge Seabrook discharged him upon his own recognizance to answer when wanted.

This is regarded as the end of a famous case.

TURPENTINE HIGH.

Reached 53 1-2 Yesterday for First Time in Twelve Years.

SAVANNAH, GA., Feb. 2.—Spirits turpentine reached 53 1-2 cents in this market to-day, with the tone very strong. This is the highest price touched in twelve years. The statistical position is such as to give back-bone to the market. The movement for the season has been below the average. Futures are relatively as high as spot.

Voluntary Assignment.

MACON, GA., Feb. 2.—Talbott and Palmer, commission brokers, made a voluntary assignment to-day. They attribute their troubles to the panic of December 18th. No statement of assets and liabilities has been made. The firm has branch offices in a number of southern cities and a large business.

It is thought that the liabilities of the firm will reach a large sum. Several local speculators are said to have had heavy margins with them, besides large winnings.

No More Deposits.

WASHINGTON, Feb. 2.—The Secretary of the Treasury to-day notified all national bank depositories that no further deposits of internal revenue receipts will be forwarded to New York for distribution. Hereafter all excess receipts will be sent to the various sub-treasuries as was done prior to December 18th.

The amount on deposit with national bank depositories under the Secretary's recent order is about $27,000,000.

SUMMARY OF TO-DAY'S NEWS.

Local.

—Employers' liability bill passes the House of Delegates.

—The Armitage Manufacturing plant destroyed by fire.

—Lieutenant W. Strother Smith has been ordered to leave the Tiggs shipyard.

—Investigation of the Davis Shoe Company contract completed.

—Chamber of Commerce declares in favor of the proposed air line to Washington.

State.

—A company to operate the old zinc mines on the Roanoke and Southern railroad.

—The Virginia Polytechnic cadets fight a destructive fire for two hours in piercing cold, and are covered with ice. Buildings burned and irreparable loss of papers.

—Ships in Chesapeake bay nearly destroyed by water spouts.

—Mrs. W. M. Jolly loses her dwelling in Dinwiddie, with all its contents, by fire.

—Dr. A. Nash Johnson's election a very quiet affair.

General.

—Physicians give some hope of Goebel's ultimate recovery.

—President McKinley refuses Taylor's appeal for Federal interference.

—Senator Pettigrew prevented from discussing Philippines on a point of order.

Foreign.

—News from Ladysmith says burghers are moving toward the Tugela in force, which is confirmatory of theory that Buller is making another attack.

—It is rumored that Bobs has cabled for 90,000 more men.