THE RICHMOND DISPATCH.

WHOLE NUMBER, 10,778. RICHMOND, VA., SATURDAY MORNING, JANUARY 16, 1886. THREE CENTS PER COPY.

AYER'S PILLS

are purely vegetable in their composition, and thorough in their operation. They do not debilitate the Liver by excessive stimulation, and are not irritating in their action. The importance of these Pills in arousing the Stomach, Liver, and Bowels, to the proper performance of their functions cannot be overestimated. They will

PROMOTE THE APPETITE,

and restore health and strength to weak and enfeebled systems.

"For four years I was greatly troubled with Dyspepsia; part of the time so badly I could retain little or no food on my stomach. I commenced using Ayer's Pills, taking myself the same time, and effected a permanent cure. I am now enjoying perfect health." THOMAS G. JENKINS.

Provincetown, Mass.

"For over a year I was afflicted with Liver and Stomach troubles, and failed to find relief until I commenced using Ayer's Pills. Two boxes of these Pills have restored my Liver to a healthy condition, and I can now eat without being distressed.

A. J. Jewett, Bangor, Me.

AYER'S PILLS,

Prepared by

Dr. J. C. AYER & Co., Lowell, Mass.

Sold by all Druggists. jn 16-31

GUINN'S PIONEER

BLOOD RENEWER.

R. GUINN

first manufactured and sold his medicine from

PERRY, GA.,

in an humble way, using an ordinary iron pot for boiling. The business was run under the name of

SWIFT & GUINN, PERRY, GA.,

with the CAUTION printed on each label:

"None genuine without the written signature of R. GUINN."

And the medicine was sold at $5 per bottle. This co-partnership was dissolved by Mr. C. E. SWIFT retiring and Mr. R. GUINN continuing the manufacture of this CELEBRATED VEGETABLE BLOOD RENEWER FROM SOUTHERN FORESTS up to the present time.

Mr. R. GUINN has his account-books showing sales by him to parties who came years after with alphabetical repetitions, and who seek to take from him the honors and rewards that his genius, enterprise, and money in first labelling and introducing to commerce the book to the afflicted clearly entitle him to. He has now sold his right therein to the

Macon Medicine Co.,

MACON, GA.,

whose label will now be a guarantee that the medicine will be kept up to that, high standard, without shadow of varying, that first proved to the doubting medical world the existence of a PURELY VEGETABLE BLOOD MEDICINE.

R. GUINN TRAVELS FOR THE COMPANY.

Cures Scrofula, Rheumatism, Catarrh, and all Blood and Skin Diseases.

$1,000 for any poisonous chemical found in this preparation.

Price per bottle, $1 and $1.75. For sale by POWERS, TAYLOR & CO., Richmond, Va. no 15-GeWly

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A full supply of CREAMS and ICES.

JELLY and CHARLOTTE RUSSE for your Sunday dessert.

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XMAS CHEER.—WHISKEY, APPLE BRANDY, PEACH BRANDIES, RUM, GIN, PORT, SHERRY, CATAWBA, COOKING WINE, GELATINE, GREEN and BLACK TEAS, SUGARS—all grades, FLOUR—various brands, RICE, WHEAT, BACON, LARD, BUTTER, CANNED GOODS, SOAPS, &c. Weights and measures guaranteed. All who desire first-class goods at lowest market rates are invited to give me a call.

JOHN M. HIGGINS,

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BROMA, COCOA, AND CHOCOLATE;

Fine VIRGINIA-CURED, PERKIN'S, and KIDGAN'S HAMS;

Pure VIRGINIA SWEET CIDER, at

de 22 McCARTHY & HAYNES'S.

PROFESSIONAL.

S. S. P. PATTERSON,

ATTORNEY AT LAW AND NOTARY PUBLIC,

No. 932, northwest corner TENTH AND MAIN streets,

RICHMOND, VA.

MAKING AND MENDING.

THE LEGISLATORS' WORK.

Richmond Hustings Court.—Cost of the Free School-Books.—Debate on a Railroad Charter.—University of Virginia, &c., &c.

The Senate was called to order at 12 o'clock M. by Hon. John L. Hurt, President *pro tem.* Prayer by Rev. Dr. J. B. Newton.

THE RICHMOND COURTS.

Mr. Diggs, from the Committee for Courts of Justice, to which was recommitted the inquiry as to the authority of any other judge to hold a term of the Chancery or Hustings Court of Richmond, reported that the Chancery Court may, during the absence or inability of said judge to attend, be held by the Hustings Court judge or any circuit court judge; and that during the absence or inability of the judge of the said Hustings Court to attend, a term may be held by any circuit or corporation court judge or by the judge of the Chancery Court of Richmond. No action was taken on the report.

REPORTED FROM COMMITTEES.

Among the bills reported from the committees were the following: For the relief of Giles Crowders and Sidney Gresham from a fine; for the relief of William P. R. Lockbridge, of the county of Highland, with recommendation that it do not pass; to allow the district School Board of Millboro' district, in the county of Bath, to use a portion of the district school fund for the purpose of paying teachers.

PRESENTED AND REFERRED.

By Mr. Causey: A bill to amend section 17 of the charter of Suffolk, as amended by an act entitled an act to amend the charter of the town of Suffolk, approved March 1, 1875.

By Mr. Williams: A bill to amend and re-enact section 28 of chapter 36 of the Code of 1873, in regard to securities to be deposited with treasurers by foreign insurance companies as requisite for a licenser.

By Mr. Stubbs: A bill to provide for docketing taxes on delinquent lands.

By same: A bill to allow W. W. Allmond to erect a wharf on York river, in Gloucester county.

By Mr. Ellyson: A bill to amend and re-enact section 19 of an act entitled an act to provide for the assessment of taxes on persons, property, and incomes and, imposing taxes thereon for the support of the government and public free schools, and to pay the interest on the public debt, and to provide for the mode of applying for licenses to transact any business in this State and prescribing the amount to be paid as a condition precedent to the right to transact any business, approved March 15, 1884. (The purpose of the amendment, which is presented by request of the City Council, is to secure proper returns of the realty of railroad companies.)

ABOUT APPROPRIATIONS, &C.

Mr. Benton presented the following, which, after considerable discussion, was adopted:

Resolved, That the Committee on Finance be requested to have furnished the Senate—First, the amount of all the appropriations of money made by the Senate at the present session; second, the amount required for the regular annual expenses of the State Government; third, the amount of special appropriations asked for and the purposes thereof; fourth, the annual receipts into the treasury and the subsidiaries from which derived.

SCHOOL SUPERINTENDENTS.

Mr. Diggs, from the Committee for Courts of Justice, to which was referred a resolution relative to the terms of office of county and city school superintendents, submitted a report, with the following joint resolution:

Resolved (the House of Delegates concurring), That the office of county and city superintendents of schools, in all cases, shall be deemed vacant on the first day of July, 1886, and the regular term of four years to commence on that day; and that all appointments and confirmations to fill vacancies in the office of county and city superintendents of schools shall be only for the unexpired term of his predecessor.

On motion of Mr. McCormick the matter was passed by, the report ordered to be printed, and made the special order of the day for next Tuesday, 19th instant, at 1 o'clock.

THEY MAY TESTIFY.

The hour of 1 o'clock having arrived, the special order, the bill allowing persons charged with crime to testify in their own behalf, was called for. Mr. Meredith wanted the vote by which the bill was engrossed reconsidered in order that he might be allowed to amend it. The Senate refused to reconsider, and a protracted debate ensued on the passage of the bill. Messrs. McCormick, Staples, Diggs, and Pettit advocated the passage of the bill, and Messrs. Williams, Meredith, and Rives opposed it. It was finally passed by the following vote:

AYES—Messrs. Berry, Blue, Causey, Diggs, Ellyson, Gaines, Geo. Benton, Hodges McCormick, McDonald, Norton, Pettit, Reed, Staples, Stubbs, Thurman, Warwick, and Wingfield—18.

NOES—Messrs. Bibb, Brown, Cottrane, Flanary, Gillespie, Kessell, Kolner, Lowenstein, Meredith, Rives, Trout, Twyman, and Williams—13.

FINES IMPOSED.

A communication from the Auditor of Public Accounts in response to a resolution of the Senate calling for a list of the fines imposed by the courts of the Commonwealth during the year ending the 31st of August, 1885, was laid before the Senate and was laid on the table and ordered to be printed. The total amount of fines imposed in 1883–'84 was $57,144.04; collected, $16,362.74; for 1884–'85—imposed, $51,995.83; collected, $14,762.06. A number of counties had made no report.

SENATE BILLS PASSED.

To incorporate the Chesapeake Dry Dock and Construction Company.

To amend and re-enact sections 1 and 3, chapter 94 of Acts 1881–'82, of an act entitled an act to incorporate the Richmond Coal-Mining Company.

For the relief of the tax-payers of Alleghany county.

To incorporate the Roanoke and Southern Railway Company.

To amend and re-enact section 2 of chapter 159, Code of 1873, relating to clerks of the courts of appeals.

To amend and re-enact sections 2, 4, and 9 of an act approved February 25, 1884, entitled an act to establish a corporation court for the city of Roanoke.

To provide additional compensation to the revisers of the Code. (This is to provide for clerical aid.)

LEAVE OF ABSENCE.

Mr. Blackstone was allowed an indefinite leave of absence on account of the death of his sister.

Adjourned.

House of Delegates.

The House was called to order at 12 M.—Speaker Stuart in the chair.

HOUSE BILLS REPORTED.

To repeal an act entitled "an act providing for a new Board of Visitors for the University of Virginia, approved April 14, 1882, and to amend and re-enact sections 2, 4, and 5 of chapter 80 of the Code of 1873 (Mr. Dabney's bill); a bill to provide for the pay of school commissioners and school trustees in the counties, cities, and towns of this Commonwealth.

PRESENTED AND REFERRED.

By Mr. Wise: Bill to amend acts, &c., in relation to certain kinds of game.

By Mr. Barum: Bill to amend and re-enact the 18th section of chapter 235 of the Acts of 1871–'2, entitled an act to provide a new charter for the town of Suffolk.

By Mr. Echols: Bill to amend and re-enact sections 6 and 13 of chapter 196 of the Acts of 1883–'4, entitled an act to provide for working the roads, repairing bridges, and opening new roads in the counties of Frederick, Clarke, Warren, and Augusta.

By Mr. Sebrell: Bill to incorporate the Surry, Sussex and Southampton railway.

By Mr. Darst: Bill to incorporate the town of Pulaski City, in the county of Pulaski.

By Mr. Eastwood: Bill to incorporate the Rising Sons and Daughters of Hope of King William county.

By Mr. Thorne: Petition of the executive committee of the Grand Lodge, Independent Order of Good Templars, of Virginia.

LEAVE OF ABSENCE.

Leave of absence was granted the following members: Mr. Sebrell, five days; Mr. Bolen, four days; Mr. Reid, two days; Mr. Bolling, two days.

UNIVERSITY.

Senate joint resolution for the appointment of a committee of three on the part of the Senate and four on the part of the House to visit the University and inquire into its financial condition and how its usefulness may be increased was reported from the Committee on Schools, with amendments proposing to increase the number of members to five on the part of the Senate and seven on the part of the House.

Mr. Munford hoped the amendments would not be agreed to. The committee was large enough. It costs money to send men roving all over the State.

Mr. Black said that he had just come from a visit to the Normal School at Farmville, where the committee had been well entertained, and without cost. The railroads transported them free of charge and the Council entertained them very handsomely. Mr. Black hoped that this resolution would be adopted, for though he had heard of no complaint against the management of the University, the Committee on Schools and Colleges were persuaded that a visit of inspection would be of great use. The gentlemen most interested had suggested an increase in the number of the committee in order that all sections of the State might be represented on it.

Mr. Waddill moved an amendment to more clearly explain the evident object of the resolution, but the House considered it unnecessary and rejected it.

The amendments of the committee were agreed to. The resolution was then rejected.

COST OF SCHOOL BOOKS.

The Clerk read the following:

To the Speaker of the House of Delegates:

In response to a resolution agreed to by your honorable body, December 24, 1885, instructing the Committees on Schools and Colleges to ascertain and report what appropriation would be necessary to furnish free text-books to the children of the Commonwealth, your committee beg leave to submit the following report, prefacing it with the statement that in the absence of exact data they have found it difficult to make the amount of appropriation necessary in calculation and by a comparison of the statistics of other States and communities on this subject.

The report of the Superintendent of Public Instruction for 1884 will show that the total enrollment of school children for that year was 905,848. The total average cost of a complete outfit of text-books for each pupil is estimated to be $2.70. So that on this basis of calculation, the maximum appropriation necessary would be $816,849.60.

The report of the Superintendent of Public Instruction for 1884 shows that 8,674 pupils were supplied with text-books at public expense at a total cost of $7,180.80, or an average cost of eighty-three cents per capita.

With the same total enrollment of 905,848, the appropriation necessary on this which must be taken as a minimum basis of calculation, would be $751,774.69. That this latter sum would be approximately, if not actually, the annual appropriation necessary for this purpose, is borne out by a comparison with the statistics of other States and cities in which free text-books and stationery are furnished to children attending the public schools at public expense.

The report of the Board of Education for the city of New York for 1884 gives the total enrollment of pupils of the schools at 206,298, and the total cost of books and stationery at $186,182.86, or an average cost per capita of forty-three cents. The city of Brooklyn, with an enrollment of 76,000, has appropriated $60,000 for text-books. (These figures are not official.)

The report of the City Superintendent of Schools of Kansas City, Mo., for the years 1883–'84, The Superintendent, Mr. Greenwood, estimates the cost of books to the State of Missouri, based on the cost of books to the pupils of Kansas City at ten cents for each inhabitant, and the cost of books for the entire State of Missouri at $222,000 per annum, if the schools remain in session throughout ten months of the year. But as the average school year in Missouri does not exceed six months the cost of books to the State would not be far from $300,000 per annum.

In proportion to the population of the two States the estimate corresponds very well with the minimum estimate of cost made by your committee for this State.

The forty-eighth annual report of the Board of Education of Massachusetts contains a report by Mr. William Connell, Superintendent of Schools in Fall River, of the actual cost *per capita* to that city during a period of seven years. The report says: "The books and stationery purchased by wholesale for the seven years included in the report cost yearly on the average attendance but $1.18 *per capita* and $1.64 on the enrollment.

The above statements embody all the information in the possession of your committee bearing on this subject. But as the statistics have been gathered from books furnished by this State to the poorer classes, who have been unable to furnish their own books, and from schools where are taught in the lower classes, and therefore using fewer and cheaper books than pupils more advanced, and from States where the law providing free school-books have been in operation for several years, and where free school-books have been constantly accumulating, we cannot think that they furnish any satisfactory information as to the probable cost of books for the first and few succeeding years under a law furnishing free school-books passed by the General Assembly. Your committee therefore, after fully investigating this subject, is unable to state any exact amount, or any amount approximating thereto, but think it would be much nearer the maximum of $829,016.10 than the minimum $751,774.69.

Ordered to be printed.

Mr. Waddill moved and urged the printing of 1,000 copies of a report of Mr. Farr on the same subject.

Mr. Munford suggested that the report be referred, and the committee can have it printed if they see fit.

Mr. Waddill protested that in the light of the action just taken on the other report, this was unfair to Mr. Farr. Mr. Waddill had a good deal to say on the subject. He intimated that the Democrats were taking the cue from the newspapers and were not disposed to carry out their party pledge.

Mr. Bay declared that the report of Mr. Farr did not give the information asked by this House, but went out of its way to discuss other matters. For that reason he thought it should go to the committee, and if they see proper they can have his report printed.

Mr. Keen said that the committee had given Mr. Farr every consideration. He had had every chance to be heard, and had been before the committee and fully expressed his views. The committee's report contains all the information Mr. Farr had—indeed, all that the committee could get from all sources.

Mr. Waddill's resolution was referred—ayes, 59; noes, 29.

SCHOOL SUPERINTENDENTS.

On motion of Mr. Waddill the hall of the House was given to the county school superintendents for their meeting to be held February 26—8th.

UNIVERSITY, AGAIN.

Mr. Echols moved to reconsider the vote by which the House rejected the resolution proposing the appointment of a committee to visit the University of Virginia.

Mr. Grimsley hoped the motion would prevail. The institution is not doing what we hoped it would do, and an inquiry made by a committee would doubtless be beneficial. He did not object to reducing the number of members of the Committee.

The motion was agreed to.

Mr. Cardwell thought a committee of three on the part of the Senate and four on the part of the House would be all-sufficient. He moved to reconsider the committee's amendment.

Mr. Mayo said that it made no difference at all about the size of the committee, as all the members of this House have free tickets on the railroad.

Mr. Moss had heard of no charges against the management of the University, and if the University people want an appropriation, why they can come here through their agents or by petition. He could see no necessity at all for this committee going. The members had better stay here and attend to their business than be "going off on a wild-goose chase of this sort."

The resolution was agreed to as it came from the Senate—as follows:

Whereas, the State of Virginia has more than $700,000 invested in the University of Virginia and there have been large donations given to said University amounting to several hundred thousand dollars, so that the aggregate investment at the University amounts to about $1,000,000, all the property of the State; whereas the State appropriates an annuity of $46,000 annually for the support of said University; whereas it has always been the intent and wish of the people of Virginia to provide at said University for the highest and most useful education, and facilities are there afforded for the education of a much larger number of students than are in attendance; therefore

Resolved (the House of Delegates concurring), That a committee of three on the part of the Senate and four on the part of the House of Delegates be appointed, who shall inquire into the condition of the institution and report the best means of increasing its usefulness and for further adding to its facilities for education and increasing the attendance of students, as well as inquiring into its financial condition and the condition of the property of the institution; said committee shall visit the University, inspect its property, and prosecute such inquiries as they shall deem proper; said committee to report by bill or otherwise.

CHESAPEAKE, NORFOLK AND CAROLINA RAILROAD.

The Senate bill granting this charter came up on its engrossment.

Mr. Keen desired the bill to be passed by until he could look into it more fully.

Mr. Mallory objected and urged prompt action.

Mr. Porter hoped the bill would be dismissed. The projected road had no fixed place of starting; it had no fixed place of ending. He had in vain sought to find out who would build the road, so as to see whether they were friendly or unfriendly to Virginia. He regarded it as a speculation and dangerous to Norfolk and Portsmouth. The charter, furthermore, gave extraordinary powers to the company, and it allowed money to be borrowed by it at exorbitant rates. As a climax to his argument Mr. Porter read the following letters, going to show, he alleged, that the parties, or some of them, were offering to sell the charter before it was granted:

ROOM 55, DONOHOE BUILDING,
WASHINGTON, D. C., Dec. 1, 1885.

M. E. King, Esq., Norfolk, Va.:

Dear Sir:—Has your company any desire to control a southern connection by building or helping to build a new road to Wilmington or Newberne from Edenton, your southern terminus, or to Charlotte or Williamston, Goldsboro, Tillington, Carthage, Troy, and Albemarle?

I have a charter which permits me to start anywhere east of where the Roanoke river crosses the State line and go about where I choose, and very liberal in all of its provisions.

Let me hear from you.

Yours, very truly,
JOHN F. DEZENDORF.

December 5, 1885.

John F. Dezendorf, Esq., Room 55, Corcoran Building, Washington, D. C.:

Dear Sir:—I have your favor of December 1st, and regret to inform you that the charter you referred to has not been granted.

There were a number of similar charters enacted by the Legislatures of North Carolina and winter and previously by that of Virginia, and it is pretty hard at this time to determine the comparative value of any of them.

It is a matter, however, which will bear consideration, and I may have occasion to communicate with you relative to it at some future time. Yours truly,

M. E. KING,
General Manager.

Mr. Stribling said that the gentleman had failed to show that extraordinary privileges were granted. The express requirement is that the road shall start on either side of the Elizabeth river *at or near* Norfolk or Portsmouth—that is, within a mile or two of those cities. It must cross the North Carolina line at some point east of where the Roanoke river crosses the line. He read the list of corporators (John Callahan, R. C. Marshall, H. T. Wickham, J. F. Dezendorf, and others), showing that they were responsible and respectable gentlemen, and were not likely to do anything injurious to the State of Virginia or to Norfolk and Portsmouth.

Mr. Stribling declared that this charter was the best-guarded and most restricted in its provisions of any that had ever been granted by the Legislature since he had been a member, at this or previous sessions.

Mr. Keen characterized the bill as "one of the most indefinite he had ever known." The terminal points should be named; but they are not, and excessive latitude is given. If it was not "a flying charter," as Mr. Porter had said of it, it was certainly too vague. He was unwilling to see his town placed at the mercy of these corporators, and he would vote against the charter.

Mr. Johnson, of Norfolk, said that he wanted to answer Mr. Porter in his assumption that he (Mr. Johnson), who had been eighteen years in the transportation business in Norfolk, could not understand the interests of his city in this respect. He favored the bill. If these corporators could not build it, but could get others to do it, why he had no objection; and what would benefit Norfolk would benefit Portsmouth, and *vice versa*.

Mr. Cardwell could not understand this opposition unless, indeed, the Seaboard road was afraid of competition. That might be "the milk in the cocoanut." Already a charter has been granted in North Carolina, and the road cannot be built unless this charter is granted. Of course the builders will take the most direct line to Portsmouth or Norfolk. As for the correspondence read, Mr. Cardwell said, it had no bearing on this case, "and in the absence of any well-defined objection apparent in the charter, then I say opposition must come from the outside. If a monopoly objects to the building of this road, why then all the more reason why we should grant the charter and allow the road to be built."

Mr. Porter took some umbrage at these remarks, but he and Mr. Cardwell soon had a good understanding.

The motion to dismiss was rejected.

Mr. Porter moved an amendment requiring the corporators to make a deposit of $10,000 with the State Treasurer as a guarantee of good faith.

Mr. Stuart (Mr. Pollard in the chair) urged some objections to the phrasing of the bill, and moved to postpone and make it the special order for to-day at 1 o'clock. Lost.

The amendment of Mr. Porter was lost.

Mr. Porter moved as an amendment that the company shall not borrow money at a rate higher than 6 per cent. Rejected.

Mr. Porter warned the House that the bill would place the interests of Norfolk and Portsmouth at the mercy of an unfriendly corporation.

It seemed from what he said that the new road would probably be a connection of the Eastern Shore (New York, Philadelphia and Norfolk Railroad Company), and that freights would be run through Portsmouth without stopping to northern cities. Mr. Porter having again commented on the correspondence above, Mr. Cardwell read a letter which Mr. Dezendorf wrote to Mr. King, telling Mr. King that he was mistaken; that the charter *had been* granted by the Legislature of North Carolina and enclosing a copy of the charter.

Mr. Porter answered that the North Carolina charter was valueless without the charter asked here.

The bill was passed as it came from the Senate—ayes, 57; noes, 12. The Norfolk delegates voted "Aye," Mr. Porter "No." Motion to reconsider rejected.

INDUSTRIAL ASSOCIATION.

The Senate amendment to House bill entitled an act to incorporate the Colored Agricultural and Industrial Association of Virginia came up and was agreed to.

Adjourned.

THE CITY WATER SUPPLY.

Consumers Urged to be Economical—The Steam-Pump at Work.

The Superintendent of the City Water Works warns our people that they must observe the city ordinance with regard to allowing their hydrants to run and waste water. It has been only by the greatest effort and difficulty during the recent severe cold spell that citizens have been supplied with water, an extra force of men having been employed day and night to clear the ice-gorge in the raceway leading to the pump-house. At this time the pumps are supplying water at the rate of twelve to fourteen million gallons per day, and yet no water is gained in the reservoir. It is to be hoped that the citizens will aid in the effort to prevent the great waste now going on, else Richmond may be put in the same desperate and dangerous condition in case of fire that some of our western cities are.

The steam-pump has been in constant use since Monday. But for it the city would now be in great extremity. The purchase of this piece of machinery was one of the wisest investments ever made by the city of Richmond, for it has already paid for itself over and over again in good accomplished.

Union Depot Contract Awarded.

Major E. D. T. Myers, general superintendent of the Richmond, Fredericksburg and Potomac Railroad Company, has awarded the contract for building the new union depot at the corner of Eighth and Byrd streets to Cutberly & Kafer, of Trenton, N. J. The other bidders were John F. Towson, of Baltimore; Tourison Brothers, of Germantown, Pa.; A. C. Houston, Marable & Dansey, and Bell & Bowles, of Richmond; Kohl Brothers, Germantown, Pa. The accepted offer was about $7,000 lower than any bid from Richmond.

It is expected that work will be commenced on this structure some time in March, if the weather at that time is favorable. The expense of building this depot will be borne equally by the Richmond, Fredericksburg and Potomac and Richmond and Petersburg companies.

Charter Granted the Whig Publishing Company.

Judge Wellford, of the City Circuit Court, yesterday, in vacation, granted a charter to the Richmond Whig Company for the purpose of publishing a newspaper and conducting a job printing office. The capital stock is to be not less than $20,000 nor more than $100,000, to be divided into shares of $100. The principal office is to be kept in Richmond. Real estate, none. The names of the officers are: President, Thomas Potts; Directors, T. W. Pemberton, James B. Pace, Richmond; Abner Anderson, Danville; A. W. C. Nowlin, Washington, D. C.; George Ross, A. S. Buford, Richmond. The corporators are: Abner Anderson, A. W. C. Nowlin, A. S. Buford, T. William Pemberton, P. H. Mayo, A. Y. Stokes, and Thomas Potts.

What Did He Want?

Some time Thursday night a dining-room window in the basement of a gentleman's dwelling immediately in front of a gas-light was prized up with some sort of an instrument and the intruder stepped in, and moving an overcoat and a hat from the rack in the hall proceeded to get something to eat in the adjoining room. Yesterday morning the window was found up and the door of the hall open and the clothing mentioned gone. About dinner-time on yesterday the overcoat and hat were found stored away under a sideboard and a saucer from which the uninvited guest ate of preserves. Look out for your windows and doors.

General Solicitor Appointed.

President C. P. Huntington, of the Chesapeake and Ohio railway, has issued a circular announcing the appointment of Mr. Henry T. Wickham as general solicitor of the company, who, under the direction of the second vice-president, will have charge of the law business of the Chesapeake and Ohio railway, the Elizabethtown, Lexington and Big Sandy, and Kentucky Central railroads. Mr. Wickham's office will be located here.

Fire Yesterday.

At 7:07 o'clock yesterday morning an alarm of fire was turned in from Box 4, caused by the partial burning of a roof of a house on Preston street, near Brooke avenue. The house was occupied by negroes. Damage about $5. The same fire caused the alarm from Box 45 to be turned in seven minutes later.

The Academy—Elkdo.

Matinees at the Mozart Academy are becoming quite fashionable, judging from the number of ladies in daily attendance. The last Mikado matinee takes place to-day.

Coughs, Colds, and Sore-Throat yield readily to R. H. Douglas & Son's Capsicum Cough Drops.

RAILROAD BOARD.

A NEW LAW PROPOSED.

Meeting of the House Committee on Roads—The Bills Offered—Discussion Revived, &c., &c.

It is plain to see that one of the most important subjects likely to be dealt with by the General Assembly at the session is with respect to railroad commissioners. In the opinion of a great many members the present law is almost valueless, and the effort will be made to alter and amend it so as to give it such shape as will enable those charged with its execution ample powers. Numerous bills have been offered on this subject. Nearly all of them propose that in place of one commissioner there shall be a board of three commissioners to be elected by the two houses of the General Assembly, and to be paid good salaries. The House Committee on Roads have had several meetings to consider the matter, and will be compelled to hold a good many more before they can agree on a report.

MEETING LAST NIGHT.

The House Committee met last night at 8 o'clock in the hall of the House for further consideration of the subject. Among the gentlemen present were Mr. Sol. Haas, of the Richmond and Danville railroad; Major John R. McPhail, of the Richmond and Mecklenburg railroad; Major E. T. D. Myers, of the Richmond, Fredericksburg and Potomac railroad; H. D. L. Lewis, of the Farmer's Assembly; Mr. R. R. Munford, the patron of one of the bills; Col. John B. Purcell and John Elliott, Esq., of the Chamber of Commerce of Richmond. The committee was in session but a short time and heard Mr. Munford in explanation of his bill. The sections of his bill which have given rise to most discussion are sections 10 to 14. The latter portion of section 13 contains the provision which is greatly objected to by the railroad authorities, and the friends of the measure earnestly insist that it is essential to the success of the proposed measure.

FEATURES OF MR. MUNFORD'S BILL.

The main features of Mr. Munford's bill are embraced in the sections following:

Section 10. The said Board shall, by an examination made by one or more of its members, or by such other information as it may be in their power to obtain, ascertain and keep themselves informed as to the following matters:

First. The physical condition of every such railroad (including its stations, bridges, and other appurtenances), with reference to the safety and convenience of the public using the same.

Second. The condition and amount of its rolling-stock and equipments, and whether the same is sufficient and of such a character as to afford reasonable and safe accommodation to the public and permit along the line in the matter of freights and passenger traffic.

Third. The number, condition, and character of its stations and depots, their distances from each other, and whether they are so located, constructed, and managed as to afford reasonable and convenient accommodation to the public and people along its line.

Fourth. Whether or not any of the rates charged by such corporations in any of its freight or passenger business up its line or any part thereof are unequal, unjust, discriminating, unreasonable, or extortionate.

Fifth. Whether or not two railroads, which, from their location might conveniently connect with each other, do so connect, and whether connecting lines of railroad are so arranged and managed as to properly promote the interest and convenience of the public, either as to time-tables or otherwise.

Sixth. Whether any such corporation does or does not transport with reasonable promptness freight entrusted to it.

Seventh. Whether it acts unreasonably or unjustly towards the public, or towards people along its line, in any of its transactions or operations.

Eighth. Whether it does or does not take proper precautions in the running of its trains for the safety and convenience of the public, or of the people along its line, or for the protection of their property.

Ninth. Whether or not every such corporation complies or has complied with the provisions of its charter and with the general laws of the Commonwealth applicable to such corporations.

If the Board shall be of opinion that there is any cause of complaint against such corporation, or corporations which should be investigated, or that any change, alteration, or amendment should be made in reference to any of the matters above specified, they shall make a special examination of the same, after having first given notice in writing to such corporation or corporations.

Section 11. The mayor or council or trustees of any town or city, or the judge or board of supervisors of any county, or twenty voters and freeholders of any county or city certified to be such by the clerk or judge of the county or corporation court thereof, may make complaint and application in writing to said Board in reference to any of the matters specified in the preceding section, and thereupon the said Board shall make a special examination, as aforesaid, of the matters complained of, after giving notice as aforesaid.

Section 12. If upon any special examination mentioned in the two preceding sections the Board is of opinion that any cause exists against any such corporation, or corporations they shall so adjudge, and shall give notice thereof to such corporation or corporations, together with any changes, alterations, modifications, improvements, or precautions recommended by them. If such corporation or corporations shall fail or neglect to comply with any such adjudication or recommendation of the Board within sixty days after notice thereof shall have been given, the Board shall report such adjudication and recommendation, with their reasons therefor, to the next meeting of the General Assembly, and with such report also recommend such legislation, if any may be needed, to correct the cause of complaint, or if the cause or complaint be such matters as may be passed upon and corrected by courts of the Commonwealth under existing laws, they shall report the facts of the case to the Attorney-General or other officer of the State whose duty it may be to institute proceedings in such matter, and he shall take such steps as may be necessary to protect the interest of the Commonwealth, or remove or correct the cause of complaint, or punish or correct any violation of any statute or law of the State.

Section 13. But if any such adjudication shall decide that the rates charged by any such corporation for the transportation of any freight or passengers between two points within the State are unjustly discriminating, as compared with its rates for a like class of freights or passengers between other points in the State, then the said Board shall further ascertain and fix what would be just and reasonable rates to be charged for the transportation of such freight or passengers between the points as to which the discrimination is decided to exist; and if, after the lapse of ten days from the date of such adjudication, such corporation shall charge a greater rate between such points than shall so stand ascertained for such passengers and freights, then it shall be guilty of a misdemeanor and fined not less than $100 nor more than $500 for each charge in excess of the rate so fixed; and such offence shall be cognizable and presentment or indictment thereof found either in the county or corporation from which or to which such passengers or freights may have been transported. And the president of said Board shall, on application of any justice, Commonwealth's attorney, or court of the Commonwealth, furnish a certificate of any rates so fixed and ascertained by the Board, and his certificate of the same signed by him shall be evidence of the facts therein stated without proof of his handwriting.

A CHANCE TO BE HEARD.

At the suggestion of Colonel Purcell the committee resolved to meet on Tuesday night next to hear expression of views on Mr. Munford's bill and other pending bills. Representatives of farming interests, chambers of commerce, boards of trade, manufacturing associations, exchanges, city councils, railroad corporations, &c., &c., will then be heard by the committee.

The House Committee on Roads is composed of Messrs. Stribling (chairman), Keen, Brown, Cardwell, Burks, Starke, Losing, Smith, Oglesby, Tavenner, Johnson, Martin, and Franklin.

House Entered by Thieves.

Yesterday morning about 2 o'clock the residence of Mr. John Bowers, 716 east Clay street, was entered by some person unknown, and an attempt was made to get into the room of one of his daughters. She scared him away, however, by calling out "Who is there?" Nothing was stolen—not even the overcoats, hats, &c., in the hall. The entrance was effected by the party skilfully removing one of the glass panels on the side of the area door; after the removal of which the man thrust his hand in and unlocked the door.

No. 502 north Sixth street was also entered by a thief yesterday morning about 4 o'clock, and Mr. Richard Bawes, who resides there, was relieved of a gold watch and chain, with seal attached. No clue has been obtained as to the robber. The door was opened by means of skeleton keys.

Personals and Betsels.

Mr. Phillips, editor of the *Halifax Record*, was in the city yesterday.

W. S. Copeland, of the Danville *Register*, was in the city yesterday.

The sidewalks continue in a slippery condition. Very little labor has been spent in clearing them off.

Mr. R. E. Boykin, of Smithfield, Va., is in the city, stopping at the Exchange.

The Hustings Court met yesterday but adjourned before disposing of any business.

Mrs. Governor Lee has returned to her old home, near Alexandria, but will be back here in a few days.

Members of the City School Board yesterday had a hearing by the House committee having charge of Mr. Starke's bill.

Governor Lee is posting himself with regard to the convict-labor question, and will no doubt in good time present his views to the General Assembly.

Judge William L. Clopton, of Manchester, and ex-Senator Joseph Walker, of Chesterfield, were on the floor of the Senate yesterday.

Mr. I. N. Jones has been appointed stationer for the Chesapeake and Ohio and Kentucky Central railroads by Mr. William Mahl, of New York, controller of the Chesapeake and Ohio system.

Mr. James Powell, who played first-base for the Norfolks last season, and with the Virginias the season before, has signed with the Savannahs for next year.

The National Ideal Opera Company, now playing "Mikado" at the Academy of Music, will perform "Olivette" for the benefit of the Mozart Association next Monday night.

The Old-Market Hall having been put in excellent condition, Dr. Hoge will resume his Sunday-night services there to-morrow night at 8 o'clock. A fine choir is being organized for these services.

J. C. Gibson, of Culpeper, Va.; General Epps Hunton, of Warrenton, Va.; Marshall Hanger, of Staunton, Va.; James Johnson, Robert Portner, and J. S. B. Thompson, of Alexandria, Va., and George W. Ward, of Abingdon, are stopping at the Exchange.

A gentleman who resides at 617 west Cary street gives the following as the reading of the thermometer there at 6 A. M.: January 8th, 20 degrees; 9th, 20