THE RICHMOND DISPATCH.

WHOLE NUMBER, 11,929. RICHMOND, VA., SATURDAY, SEPTEMBER 28, 1889. THREE CENTS PER COPY.

THEY WILL ANSWER.

THE SPRAGUE COMPANY SO ASSURE THE "DISPATCH" BY TELEGRAPH.

What Electricians Think of the Alleged Failure of Our System—The Horse-Car Service.

The declaration of the Union Passenger-Railway Company that the use by them of electricity as a motive-power has proved a failure is causing the people both to think and talk.

This has been the chief topic of discussion on the streets and in business circles for the past two days, and great surprise has been expressed that the matter should have been given such publicity.

The officers of the railway company desired to observe secrecy and seemingly made every endeavor so to do, but when the Mayor entered formal complaint of the imperfect service given and there were only four or five cars out of forty in a condition to be put on the line an explanation had to be made.

That our car service for several months has been a disgrace our people have well known, and they have exercised patience until it ceased to be a virtue; but they little thought that the company would boldly assert that the whole thing was a failure.

THE CHARGES.

The eyes of the public were first opened to receive such an announcement as this when this paper on Thursday morning published interviews with Captain Andrew Pizzini, president and manager of the road, and Mr. Stephen Baldwin, a New York attorney, who came down with sufficient proxies to elect a new Board of Directors, and who, after going over the entire line and having certain matters explained to him, expressed it as his opinion that the road could not be successfully operated until armatures could be obtained that would stand the very heavy pressure which they have to undergo in propelling cars up the steep grades on the route.

In the stockholders' meeting on Thursday, and in the conference held at the Mayor's office the same day, it was unhesitatingly stated and among the stockholders generally agreed that the operation of the railway was far from being a success. Those who spoke of the matter very carefully avoided saying that the Sprague overhead-wire system was a failure, and on the contrary it was stated as the belief of many that the system could be made a success, but that the equipment here was defective.

THE SPRAGUE COMPANY.

Being desirous of giving the public both sides of this question the *Dispatch* yesterday telegraphed the Sprague Company for its version of the alleged failure of the motive-power and received the reply following:

NEW YORK, September 27, 1889.

To the Editor of the Dispatch:

The Sprague Company will answer the attack upon it in a way that will settle disputed questions.

E. H. JOHNSON, President.

It is not clear how the "answer" will be made, but as the questions at issue can only be "settled" in the courts it is fairly inferrable that they mean to bring suit against the Union Passenger Company, which they may do, as they claim that the latter is in their debt.

OTHER ELECTRIC LINES.

Street-cars operated by the overhead-wire system are being run in numerous cities, and with success, too, so far at least as serving the public is concerned.

In Boston the electric cars start out from the old Colony railroad depot, thread crowded streets, and run to Chestnut-Hill reservoir on the suburbs. They move safely, rapidly, and almost noiselessly, and receive an immense patronage. The system seems to be very like that in use here, but it is the Thompson-Houston patent.

In Lynn electric cars are also operated by the overhead-wire system, and they have as many difficulties of grade and curve to overcome as exist in Richmond.

All over the land electric cars are coming into use, and it is therefore with great surprise that the public have heard the declaration of the Union Passenger Company that their equipment has proved a failure.

It is a fact, however, that the construction of this line for use by electrically-propelled cars was in the nature of an experiment, and Mr. Sprague himself in a debate with Mr. M. B. Leonard, of this city, at one of the meetings of the American Institute of Electrical Engineers, admitted the fact, and stated that such improvements have since been made by his company as give a vastly better and cheaper service.

PUBLISHED TO THE WORLD.

If the Sprague Company intend to continue the manufacture of street-car equipments they will be compelled to answer in a decisive way the announcement of the Union Company that their line is a failure, for that announcement has been telegraphed far and wide. The New York *World's* Richmond correspondent sent it a column on the subject, and it was printed conspicuously under big head-lines and with the following introduction:

RICHMOND, VA., September 26.—A conference held at Mayor Ellyson's office to-day has a particular interest to New Yorkers because of its bearing upon the estate of the late Maurice B. Flynn, who had a very heavy investment in the Electric railway of Richmond. This investment was made shortly after his indictment in New York for complicity in the alleged conspiracy between Hubert O. Thompson and Commissioner of Public Works Rollin M. Squire. The points brought out at this conference may also perhaps explain the recent action of Mr. Field, of the old firm of Hotchkiss, Field & Co., New York, of which Mr. Flynn was understood to be the largest partner. It will be remembered that Mr. Field recently secured the appointment of a receiver for the affairs of the firm, on the ground that Mr. Flynn before his death had signed the firm's name to heavy obligations incurred in building and operating the electric railway in this city. Mrs. Flynn, who is a daughter of Theodore Moss, of New York city, has been here recently looking after her husband's affairs. When Mr. Flynn died it was reported that his estate would amount to $1,000,000.

HE SAYS THE LINE IS NOT A FAILURE.

The following was sent to this office yesterday afternoon for publication:

To the Editor of the Dispatch:

In your paper of the 27th instant I notice that there is a statement concerning the Electric-car Line that it is a failure.

I do hereby state that it properly worked it is not a failure by any means, but the contrary.

I had been before this statement in the company's employment, and there was at that time plenty of cars on the line to accommodate the public.

On Mr. Sprague's Electric road in Atlantic City there are cars that have made 8,000 trips without a single delay. If properly attended to the cars here will do their work just as well. I will, at the present time, close my statement with the declaration that the line is not a failure.

JOHN J. MCEVOY,
108 south Seventh street,
formerly an employe of the Richmond Union Passenger Railway.

WHY NOT A SUCCESS.

A representative of the *Dispatch* yesterday sought several experienced electricians of this city and invited an expression of opinion as to why the use of electricity here as a motive-power had not been attended with success.

"It has been demonstrated here, as it has been in a number of other places," said Mr. Joseph W. Kates, superintendent of the southern division of the Postal Telegraph-Cable Company, "that electricity can be used and made to supply ample power for running street-cars. That seems to be the essential feature. All else is a matter of detail. In this case it would seem that the failure is due to an imperfect mechanical system—in other words, that the machinery now used here is not of the right kind or not properly made."

Reporter: The fault then, you think is in the construction of the machinery, and not in the management and use of it?

Mr. Kates: Yes, in the arrangement or construction of the machinery attached to the cars. The currents furnished from the power-house have been shown to be ample. We frequently see very heavily-loaded cars propelled up the steep hills and around the sharp curves of the Electric road here. The frequent mishaps occur to the motor-machinery attached to the cars, and the street-railway men have done all it was possible for them to do with the imperfect system at their command.

Mr. Kates said further that the Electric Line here was begun to a certain extent as an experiment, and those who constructed the plant and equipment were in a comparatively new business. They may have been good electricians, but had not had experience in this branch of the business. He spoke hopefully of the use of electricity as a motive-power and said he thought in a few years car-lines would be operated all over the country successfully, as they now are in some cities.

OTHER OPINIONS.

The reporter called at the office of Mr. M. B. Leonard, superintendent of telegraph of the Chesapeake and Ohio railway, but was informed that this gentleman was not in the city. Mr. Leonard is an expert electrician and has given a great deal of attention to the development of the science.

Colonel J. B. Tree, superintendent of the Western Union Telegraph Company here, said he was hardly prepared to express an opinion on this subject, as he had not given it very careful attention or study. As an electrician he could see no reason why cars might not be successfully operated by this force. At least it had been shown that abundant force could be supplied by electric wires. The trouble, he thought, was in detecting any slight defect in the equipment or machinery, so dangerous is it to handle or finger around a charged wire. When a telegraph-machine gets out of order or as it is commonly expressed, gets a "bug" in it, by the use of a galvanometer the trouble may be located and the wires handled with safety. "The Electric-railway people," continued Mr. Tree, "may have a similar contrivance, but the trouble with them, I should think, is that in order to detect any defect or disorder or any weakness in the current the full force of the current has to be turned on, and it is thereby made dangerous to handle the wire. The danger, I think, is perhaps the most serious obstacle that has to be overcome. This I have always feared would interfere with the successful operation of an electric railway. If the machinery can be handled without danger I see no reason why any trouble that has been encountered in Richmond should not be remedied."

Mr. Tree said further that in his judgment the motors are not sufficiently protected from the water. For instance, when there is rain and water stands in puddles in the road-bed and is being constantly splashed up on the machinery it must have some effect upon it. It is insisted that the motors are so stored away and packed that they might be left in the water for hours without being affected, but experience has shown here that during wet weather the motors suffer most. Mr. Tree spoke of the delicate mechanism of electrical machinery and gave several illustrations of the effect produced by the least dampness.

Mr. Frederick Cudliff, chief operator in the Western Union office, said he had not been afforded an opportunity of examining the electric system, but he could see no reason why any flaw might not be substantially remedied. It had certainly been demonstrated that the force can be furnished and competent electricians should certainly be able to make it available.

THE DAFT SYSTEM.

Captain Pizzini yesterday received a formal proposition from the Daft Electric-Railway Company, of Jersey City, N. J., offering to equip twenty cars with thirty-horse power each and to guarantee that not exceeding 10 per cent. of this number shall be out of order at any one time. The terms offered, which it is not deemed advisable to make public, are considered very reasonable.

ANOTHER OFFER.

Mr. R. W. Traylor, proprietor of the Richmond Brass- and Bronze-Works, had an interview with Captain Pizzini on Thursday, and yesterday submitted a formal proposition to keep the cars in order. This is the substance of his offer: If the company will spend $2,000 on forty cars in making such improvements and repairs as he may designate, he will obligate himself to have the cars in good running order within forty days and will keep them in good and serviceable condition not less than eighteen cars and as many more as the company desires. He is to receive $5 per car per day from the time they are put on the line.

Mr. Traylor is so confident that he can prevent the burning out of the armatures that he is willing to enter into a contract of the above character. In his conversation Thursday Mr. Traylor made a little more far-reaching proposition than this, but when he wrote it out he modified it as above, Captain Pizzini having told him that he was undertaking what he could not afford to do.

PERSONAL.

Lieutenant S. D. Green telegraphed from New York yesterday that he will be here this morning. Mr. Green was in charge of the work of construction a great portion of the time when the Electric Line was being built, and it is supposed that he will come here as the representative of the Sprague Company.

When a *Dispatch* reporter entered the Union Passenger Company's office yesterday afternoon Captain Pizzini was mailing letters to the members of the new Board of Directors informing them of their election.

Captain Pizzini took occasion to thank the *Dispatch* man for his reports of the conference at the Mayor's office and the interview with himself, and added that he had mailed copies of the paper to those interested and written them that the reports were full and accurate. "The only error at all," continued Mr. Pizzini, "was in saying that in the amount spent on maintenance of way the item of the Exposition extension was included. This branch, which cost within a few dollars of $16,000, was an independent item in the balance-sheet."

The Horse-Car Line.

Pursuant to the agreement reached at Thursday's conference Colonel Cutshaw held a conference at noon yesterday with Captain Pizzini and Superintendent St. Armand, of the City railway, with reference to the new schedule to be put on this line.

The conference, which was entirely informal, lasted for an hour or two, and the matter was fully discussed in all of its bearings.

It was finally decided that the Superintendent shall prepare a new schedule to be presented to the City Engineer on Monday. The idea appears to be to let all of the Main-street cars run through on the Fulton loop, and those on Broad street from Twenty-eighth and Main to Hollywood without any transfers at all except from one line to the other. It will be so arranged that the intervals between the passage of cars at any point shall never exceed ten minutes, and this will give a five-minute schedule on Main east of Ninth.

Maurice Flynn's Estate in the Courts.

The New York *World* of yesterday says: The Supreme Court, in an action brought by James Martin, as assignee of Charles H. Field, sole surviving partner of the firm of G. C. Hotchkiss, Field & Co., of which the late Maurice B. Flynn was a member, has granted an injunction restraining Florence E. Flynn, executrix of Flynn's estate, from disposing of certain shares. The stocks specified are the Richmond Union Passenger-Railway Company, Portsmouth Street-Railway Company, Virginia Electric-Light and Power Company, Dominion Electric-Light and Power Company, and the Consolidated Telegraph and Electric Railroad Company. These stocks, the plaintiff alleges, were acquired by Flynn on his own behalf, but were really the property of the firm, given for work done in constructing the various lines. Mr. Martin yesterday secured an execution for $26,597 against the Golds Heater Company. This company was an adjunct of the firm's business for many years and was one of Flynn's enterprises.

Property Transfers.

The following deeds of bargain and sale were recorded in the Chancery Court yesterday:

Marshall M. Gilliam and wife to Mrs. Anna H. Terrell, 16⅔ feet on south side Grace west of Henry street, improved, $3,950.

Hampton Johnson to H. A. McCurdy, all his interest in the estate of Wallace Holmes, deceased, 64 feet on west side of St. John between Federal and Charity streets, improved; also, 31¾ feet on north side of Jackson between St. James and Clarke streets, $200.

HENRICO COUNTY COURT.

James Thomas Davis and Virginia Harris to Patrick Winston, 62 feet on north side Bacon's-Quarter branch between St. James and First streets, $50.

DEEDS OF TRUST.

G. G. Forrest and wife to Capital Building and Loan Association, trustees, 50 feet on south side Williamsburg turnpike, about one mile southeast of the city, to secure, $1,000.

R. H. Andrews to same, 50 feet on south side of Williamsburg turnpike, one mile southeast of the city, to secure, $1,000.

James E. Brown to same, 65 feet on south side Williamsburg turnpike, one mile southeast of the city, to secure, $1,000.

Suit Against the Exposition Society.

Mr. W. W. Finney, through his counsel, Messrs. W. W. and Bev. T. Crump, of this city, and Charles L. Page, of Manchester, yesterday instituted suit in the City Circuit Court against the Virginia State Agricultural and Mechanical Society for $2,500 damages. No declaration was filed in the case.

Economy and strength are peculiar to Hood's Sarsaparilla, the only medicine of which "100 Doses One Dollar" is true.

MILLIONS OF MONEY.

CAPITAL FLOWING INTO THE STATE OF VIRGINIA.

Governor Lee Talks About the Bondholders' Proposition and Our Present Prosperity.

Oh, yes! said Governor Lee to a *Dispatch* man who called at his house last night. I have read Mr. Foard's telegram to his paper from Roanoke, and as the Baltimore *Sun* is such a strong advocate of the best interests of Virginia, and Foard such a well-informed man generally, I do not object to reply to any question you may ask me concerning it.

THE BRITISH BONDHOLDERS.

Well, then, Governor, you have noticed Mr. Foard telegraphs to the *Sun* that a gentleman in Roanoke "largely interested in developing the resources of the State expressed regret that Governor Lee had not embraced the opportunity presented by the English bondholders of settling the debt question, which they regarded as unsettled"; and "that Governor Lee missed the mark widely in not coming to terms which time will show to have been advantageous to the State," and that your failure to make terms with them has made northern as well as British capital shy of Virginia.

A MAN OF LARGE AFFAIRS.

The name of the gentleman who talked in this way to Mr. Foard is not given, continued the reporter, but he is represented as knowing how much English capital has been already invested, a man of large affairs and breadth of view, and an extensive operator, who voted for you for Governor and against Cleveland for President and who is against Mahone in this contest, but thinks the Republicans might have won with another nominee.

What have you got to say to this statement, Governor?

HE KNOWS THE MAN.

Just this, replied Governor Lee. I think I know the gentleman who talked to the *Sun's* correspondent. He is a Republican—a straight Republican—and a good man, and knows much in the line of his business, but nothing about the State's debt.

Three hundred thousand electors have charge of the settlement of Virginia's debt—that is, they elect the Legislature, which in turn enacts the legislation, and if the legislation does not accord with their views the earliest opportunity is embraced to send another Legislature to change it.

THE DEBT CONFERENCE.

I recommended to a Democratic Legislature, said the Governor, to invite a conference with the agents of the foreign holders of our bonds. I wanted to get these agents here that they might see for themselves the revenues of the State, its expenses, and what sum would be annually available for payment of interest. The members of this Legislature belonged either to the party responsible for the act approved February 14, 1882, or the one pledged not to disturb it. Still I had hopes that perhaps a slight departure from the terms of that act, if it settled finally the vexed question, might have been carried before the people; but the ultimatum of the bondholders put an end to all such hopes.

FIGURES.

Now, continued the Governor, it is easy for this man of large affairs to say *that I* should have accepted this final proposition; but let us see what would have taken place if the Legislature, which had the power, had so exercised it. The State would have had to make provision for a principal of $24,909,919 and the payment of an annual interest of $922,508. At that time the annual expenditures of the State amounted to $2,057,119.64, and the annual revenue to $2,521,875.84. The difference between these two sums—viz., $464,756.20—represents the amount applicable to the annual payment of interest other than that upon bonds held by institutions of learning.

Now, subtract this amount from the interest to be paid each year under the British Committee's proposition—viz., $922,508—and there would be a default of interest of $457,741.20.

AN IMPOSSIBLE PROPOSITION.

The State Treasurer held some railroad and other stock which properly managed would have reduced this deficit some, but the fact would have remained that had the British proposal been accepted the State could not have carried out its provisions without an increase of taxation, the Democratic party would have broken its pledges to the people, and a succeeding Legislature would have been elected to break to atoms such settlement.

THE COLD FACTS.

As for capital being shy of Virginia, continued the Governor, something of the sort was said in the Mahone platform, but what are the cold facts? Why, that millions of capital more have sought investment in Virginia during the last four years than at any time during her past history—developing to a much greater degree than ever before her enormous resources.

It has been calculated, the Governor concluded, that a hundred millions of foreign capital have been invested in Virginia since I have been honored with the administration of her affairs.

A LONG SEARCH REWARDED.

Recovery of the Remains of Mrs. Edward Swineford.

Yesterday afternoon Mr. Howard Swineford received the following telegram:

"JOHNSTOWN, PA., September 27, 1889.

"*Howard Swineford, Richmond, Va.:*

"Gussie found to-day near Millville morgue in a cellar. HARRY."

The signer of the message is Mr. Harry Bischoff, a brother of the lady whose remains were found.

THE TWO LADIES.

The readers of the *Dispatch* are familiar with the circumstances by which the mother of Mr. Howard Swineford and his brother Edward's wife lost their lives on the 31st of last May.

They left St. Louis, the home of Mr. Edward Swineford, to go on a visit to Pennsylvania. The train upon which they were travelling was swept from the bridge over the Conemaugh river in the great flood which destroyed the city.

THE SEARCH.

Messrs. Howard and Edward Swineford and Harry Bischoff, a brother of the younger Swineford's wife, immediately went to the ill-fated city to search for the bodies of the ladies.

After a most diligent and searching investigation the two Messrs. Swineford left the city, not being able to find a trace of their mother and wife.

Mr. Bischoff has remained in Johnstown to the present time continuing the search.

About six weeks after the disaster he found the body of the elder Mrs. Swineford. It was within about seventy-five feet of one of the piers of the Pennsylvania railroad bridge. Her remains were brought to Richmond and interred in Hollywood by the side of her husband.

PERSISTENCE REWARDED.

Mr. Bischoff has spent weeks and months in searching for the body of his sister, and yesterday his labors were rewarded.

Millville morgue, where the body was found, is situated near the Cambria Iron-Works. The building was formerly occupied as a school-house. It was the only building that stood the flood in the immediate vicinity. The place is about two squares from where the body of the elder Mrs. Swineford was found.

The corpse will be taken to St. Louis for interment.

The Postmastership.

From day to day rumors are put afloat that a postmaster for Richmond is about to be appointed in place of Mr. Cullingworth; but there seems to be no justification for them. The probability is that the President does not mean to bother himself about the matter so long as the two factions of Republicans are unable to agree among themselves. Mr. S. Blair Morris, however, is still considered to be in the lead; but "a dark horse" is talked of, and the prediction was made yesterday by one who is well informed that the appointee will be a man who never made application for the place.

Incendiarism.

About 7 o'clock last night the dwelling No. 915 north Sixth street, owned and occupied by Margaret Cooke (colored), was found to be on fire from the outside. Margaret's daughter was the only person in the house at the time, and hearing a man jumping over the fence ran down, saw the flames which he had kindled in the porch, and extinguished them.

Sergeant Alex. Tomlinson has some clues as to the offender, and is working up the case.

Second Baptist Church Reopened.

The auditorium of this church will be reopened for public worship next Sunday. Extensive repairs have been put upon the exterior and interior of the building. The audience-room has been painted and tastefully frescoed, a new chandelier is suspended from the ceiling above the centre of the middle aisle, the vestibule has been beautified, and other improvements made.

Sunday will be signalized as opening-day. The pastor will preach appropriate sermons. The musical services have been prepared with care. In the morning they will consist of organ voluntary, "Gloria, from Mozart's Twelfth Mass," "Sound the Loud Timbrel," and also "When and Then" by a large chorus choir. At night the choir will render "The Heavens are Declaring," by Beethoven, and "The Hallelujah Chorus," from the Messiah. The solos will be sung by Mrs. Jessie Harvey McGruder.

THE MYSTERIOUS SUICIDE.

Unsuccessful Pursuit of Clues to His Identity.

The reporters were sure yesterday that they had discovered the identity of the Oakwood suicide, but just as they were fitting the capstone on their pyramid of proof the supposed deceased walked in home. He had been to Baltimore with his wife, and was very much surprised to learn that he was thought to be dead. In reality there were few points of personal resemblance between him and the dead man.

NO GROUND FOR THE MURDER THEORY.

Mr. W. A. Dickenson, Superintendent of Oakwood Cemetery, wrote the following to the *Dispatch* yesterday:

As the supposition has been advanced by some that the death at Oakwood cemetery might have been a murder instead of a suicide, I would like to make the following statement: It has been stated by several that there was no blood on the ground to indicate that he was killed where found. This is certainly a mistake. There was a quantity of blood under the hat on which his head was resting. There was also a quantity of brains on the hat and scattered on the ground. The hat was a summer one with ventilating holes in the crown, and a large quantity of blood ran through the holes. No doubt has been expressed by any person who saw the man and the position in which he was found that it could have been anything else but a suicide. In every case that I have heard of where a supposition of murder has been advanced it has been by some one who never saw the man or visited the spot where he was found.

The hat was so full of blood and brains that I was compelled to have it washed by one of my hands before it could be brought to the office. The supposition of the majority of those who saw the position of the body when it was found is that deceased formed a pillow of his hat and shot himself in that position; the crown of the hat forming a basin through which the blood ran as stated above. The pistol was so tightly grasped in his right hand that it was a difficult matter to get it from between his fingers. Every one who was present at the inquest will testify to the correctness of this statement. I simply say this to refute the statement that there was no blood or brains found about the spot where the body was found.

A LAWYER WANTS INFORMATION.

Yesterday Postmaster Cullingworth received a letter from George W. Cassedy, No. 1 Exchange Place, Jersey City, N. J., asking for a full description of the man who committed suicide at Oakwood. He gave no reason for seeking such information.

The letter was turned over to the Chief of Police and Sergeant Hulce went down to the county court-house and took down a description of the effects of the dead man, which are in the clerk's office. These, with a copy of the *Dispatch* containing the *fac simile* of the writing on the note found on deceased's person, will be sent to Mr. Cassedy.

From an envelope in which Mr. Cassedy sent a letter it appears that he is an attorney at law.

TAKEN TO NEW YORK.

Bail Refused Harfeld, and He Goes with the Officer Without a Requisition.

Yesterday morning Mr. David Harfeld, whose arrest the day before on the charge of bigamy was announced in the *Dispatch* yesterday, appeared before Judge Witt, of the Hustings Court, on a writ of *habeas corpus* asking for bail.

Accused was represented by Mr. S. L. Bloomberg. When the case was called Judge Witt told Mr. Bloomberg that when he intimated his willingness to bail accused he did so because the arrest was made upon telegraphic information. He had since seen a letter to Chief Poe from Inspector Byrnes, of the New York police, saying a bench-warrant had been issued for Harfeld's arrest, and under the circumstances bail would have to be refused.

Mr. Bloomberg then advised his client to go to New York without a requisition, which the latter agreed to do.

The prisoner left last night in company with Major Poe and Mr. Bloomberg for New York.

MATTERS AT THE CAPITOL.

Medical Visitors Appointed—Lee-Monument Board to Meet.

Governor Lee yesterday appointed the following gentlemen as members of the Board of Visitors to the Medical College of Virginia: Dr. James B. McCaw *vice* Dr. Charles R. Cullen, removed from the State, and Dr. Thomas H. Barnes *vice* R. T. Hubbard, resigned.

The Governor has called a meeting of the Lee-Monument Board at the Executive Mansion for 10 o'clock to-day. Important matters relating to the completion and unveiling of the equestrian statue of General Lee will be considered at the meeting.

Mr. B. T. Crump was yesterday appointed a notary public for Richmond.

Police Court.

In the Police Court yesterday morning Mac. Meade (colored) was charged with assaulting and threatening to shoot Laura Ellis. There was no case made out and the prisoner was only made to pay costs.

Eddie Jackson (colored), disorderly in the street and resisting the police. Fined $10 and costs.

D. S. Pickrell, drunk. Fined $2 and costs and required to give security for thirty days in the sum of $200.

C. W. Walker (colored), charged with being a suspicious character and trespassing on the City Hall property. Commission of lunacy ordered.

E. W. Dwey, drunk and disorderly on the street. Fined $5 and costs.

W. H. Beveridge, charged with cursing, abusing, assaulting, and striking C. T. Taylor on the street. Fined $5 and costs.

Lucy Frayser (colored), stealing a lot of wall-paper worth $2.50, the property of R. A. Archer. Continued until October 2d.

The New Masonic Temple.

The stone work of the foundation and basement walls of the Masonic Temple has been finished, and the brick work of the principal story is completed and the joists have been put on them.

The building may now be said to have assumed shape, and the public can form some idea of what an ornament it will be to Broad street.

On account of the bad weather and delay in getting stone, progress has not been as rapid as was desired, but no doubt the Temple will be ready for occupancy in good time next year.

Mr. Berry Qualifies.

Mr. B. H. Berry having been appointed by Judge Fitzhugh to fill the vacancy in the office of commissioner of accounts made by the death of Colonel Thomas J. Evans, yesterday qualified and entered upon his duties.

Mr. Berry was a prominent young member of the bar when in 1870 he was elected Clerk of the Chancery Court, which place he filled for eighteen years. He has the experience in court affairs, the legal acquirements, and diligence to make an excellent commissioner, and the appointment gives much satisfaction. He has rented the office on Eleventh street so long occupied by Colonel Evans.

At Mozart Academy Next Week.

On next Monday, Tuesday, and Wednesday nights, and at a special Wednesday matinee, will be presented at the Mozart Academy that remarkably-successful military melodrama entitled "Held by the Enemy." It is cast with one of the particularly good acting companies on the road, which in all of the northern cities is winning high praise from press and public. The scenic investitures of the play are very elaborate.

Tickets for "Held by the Enemy" go on sale this morning at regular prices.

His Foot Was Mashed.

At a quarter past 1 o'clock yesterday afternoon the city ambulance was called down on Fifteenth street to attend a colored man whose foot had been badly mashed by a wagon running over it. He was taken to his home, No 1509 east Franklin street, and his foot was dressed. The injury is a painful one, but not serious, as there are no bones broken.

For Nervous Debility

USE HORSFORD'S ACID PHOSPHATE.

Dr. A. M. Bilby, Mitchell, Dak., says: "I have used it in a number of cases of nervous debility with very good results."

THE CLUB'S OFFICERS

THE EXCELLENT CORPS ELECTED LAST NIGHT BY POWHATAN CLUB.

Voting in Progress for Five Hours and Deep Interest Manifested—Other Political Points.

The rooms of Powhatan Club presented a lively appearance last night.

It was the time to vote for officers of the organization, who will serve for one year.

Nominations were made one week previous and tickets were printed with the names of all the candidates on them.

THE BALLOT.

Balloting began at 6 o'clock and the polls were closed at 11 o'clock. Mr. W. A. Price acted as chief of election. He had several assistants, and the voting went on very smoothly. Much interest was manifested in the choosing of vice-presidents for each of the wards.

THE TICKET.

The following was the ticket from which to choose:

For President—Preston Belvin.

For Vice-Presidents—Marshall Ward: Joseph W. Carter and W. H. Curtis. Jefferson Ward: L. T. Christian and James F. Flournoy. Madison Ward: James T. Ferriter, John S. Harwood, G. R. Tenser, Mann S. Valentine, Jr., and E. C. Walthall. Monroe Ward: Dr. George B. Steel and Charles E. Wingo. Clay Ward: B. A. Jacob, William Ryan, and Everett Waddey. Jackson Ward: Charles P. Bigger, Thomas Byrne, J. B. McKenney, and N. V. Randolph.

For Secretary—S. B. Brady and E. Buford Grymes.

For Treasurer—F. W. Cunningham and Henry F. Phillips.

For Sergeant-at-Arms—D. S. Cates.

OFFICERS ELECTED.

The ballots were all counted by 12 o'clock and the following are the officers elected:

President—Preston Belvin.

Vice-Presidents—Marshall Ward, Joseph W. Carter; Jefferson, L. T. Christian; Madison, James T. Ferriter; Monroe, Charles E. Wingo; Clay, William Ryan; Jackson, Thomas Byrne.

Secretary—E. Buford Grymes.

Treasurer—F. W. Cunningham.

Sergeant-at-Arms—D. S. Cates.

One hundred and fifty-seven votes were cast.

CANDIDATES' PICTURES.

Mr. George S. Cook yesterday presented the club with very fine pictures of Captain P. W. McKinney and Hon. R. Taylor Scott. He did not have a small picture of Major J. Hoge Tyler from which to make a larger one or else our next Lieutenant-Governor would be represented along with his associates on the State ticket.

FULTON DEMOCRATS.

The Democrats of Fulton will hold a mass-meeting in Donahoe's Hall next Friday night, October 4th.

Several prominent canvassers will be invited to be present to make speeches. All the candidates for the Senate and House of Delegates will be in the field at that time—the convention to nominate them will meet the day before—and it is probable that several of them will be on hand.

Fulton Club is making arrangements for a grand opening of the campaign in that section of the city, and a big turnout of the voters is expected.

STONEWALL CLUB.

Stonewall Democratic Club will meet to-night in Reed's Hall, on south Second street. Several speakers will be on hand to make addresses—Hon. Henry L. Carter among them—and all people interested in the canvass are invited to come out to the meeting.

FOURTH PRECINCT JACKSON-WARD CLUB.

A meeting of the Democratic voters of the Fourth precinct Jackson Ward was held at No. 755 Seventeenth street last night, and a club was formed, with the following gentlemen as permanent officers: W. J. Gentry, president; Edward J. Hogan, first vice-president; C. A. Hill, second vice-president; J. Donello, third vice-president; Arthur J. Quinn, secretary; Thomas Patterson, treasurer; Daniel Hollahan, sergeant-at-arms.

The meeting was very enthusiastic, and enrolled as a start sixty-two members. Regular meetings will be held every Friday evening at 8 o'clock at the above number, and all persons seeking information as to transfers, registration, &c., can receive the same by applying at club headquarters. The club-rooms will be open every night.

UNION CLUB.

Union Democratic Club will meet to-night in Springfield Hall.

Alderman Joseph W. Carter is president of the organization and makes an excellent officer.

The club is in a flourishing condition and new members are added at every meeting. Some local speakers will be on hand to-night to make speeches.

A FAIRFIELD CLUB.

A Democratic club has been organized in Fairfield district of Henrico county, with the following officers: Adam Discont, president; John M. Voegler, vice-president; Jacob Dettrick, secretary; R. S. Newman, treasurer; Jacob Wachter, financial secretary, and George Gide, sergeant-at-arms.

CHAMBER OF COMMERCE.

Action in Connection with the International Congress.

A called meeting of the Board of Directors of the Chamber of Commerce was held yesterday evening. Present: George L. Christian, first vice-president; S. H. Hawes, second vice-president; R. S. Bosher, E. G. Leigh, Jr., L. Levy, R. H. Whitlock, L. C. Younger, S. W. Travers, H. Wallerstein, Dr. Henry C. Jones, and Henry E. Holmes. Excuses were made and received for the absence of Messrs. B. F. Johnson and O. L. Cottrell.

INTERNATIONAL CONGRESS.

The meeting was called to consider the report of the Committees on Commerce and Outward Trade, to which committees a communication of Hon. James G. Blaine relative to the International Congress to be held at Washington the 2d of October next was referred at the last regular meeting.

The communication of Mr. Blaine invited suggestions from the Chamber upon a number of most important questions which are to be considered at the congress of delegates representing Mexico and the several States of Central and South America and those of the United States relating to the development of trade relations between those nationalities.

FLOUR TRADE.

The committee presented a full report upon all the topics to be discussed, and specially treated some of them in their bearings upon the flour trade of this country with Brazil. After some explanation of the measures advocated by the report it was adopted as a response to the communication of the Secretary of State, and Judge George L. Christian, Mr. Warner Moore, and the Secretary of the Chamber were appointed a special committee to visit Washington during the session of the International Congress, it being understood that similar delegations would be sent from other commercial organizations of this country.

THE LATE SECRETARY.

The business for which the meeting was called having been finished, Judge Christian called Mr. S. H. Hawes to the chair, and under a suspension of the rules relating to special meetings offered the following preamble and resolutions on behalf of the committee, consisting of Mr. Whitlock and himself, who were appointed to draft resolutions expressive of the high appreciation of the Chamber of the services of Mr. W. D. Chesterman, who retired from the position of secretary to the Chamber the 15th of last August:

Whereas the adoption of the measure in July last requiring the employment of a secretary who could devote his whole time and energy to the development of the work and usefulness of the Chamber has had the effect of depriving us of the service of Mr. William D. Chesterman, our late secretary, who so long and so well discharged the duties of that position; therefore, as expressing the sense of this board at the loss sustained by the Chamber upon the retirement of Mr. Chesterman from the office of secretary,

Be it resolved by this Board, 1st. That we recognized in our late Secretary a gentleman eminently fitted by capacity, education, and training for the proper discharge of the growing and responsible duties of secretary of this Chamber; that during his long incumbency of that office (although for all of that time embarrassed by other onerous and responsible duties) he performed all the duties devolving on him with fidelity and ability and to the satisfaction of every member of the Chamber, and that it is greatly due to his efforts in behalf of the Chamber that it has recently so increased its membership and capacity for usefulness.

2d. That the members of this board fully appreciate the aid and uniform courtesy which they have individually and collectively received at the hands of our late Secretary; that we sever our official connection with him with sincere regret; that we esteem him a valuable friend and co-worker in the affairs of the Chamber, and trust that he will continue to lend us his presence and counsel in our efforts to advance the interest of this city and State.

3d. That these resolutions be spread on the minutes of this board, and a copy furnished Mr. Chesterman, as a slight testimonial of our appreciation of him both as a man and an officer.

Upon motion of Mr. S. W. Travers, seconded by Mr. L. C. Younger, the preamble and resolutions were unanimously adopted.

Under a further suspension of the rules Messrs. Boykin & Seddon and the Davis Shoe Company were elected members of the chamber.

The meeting then adjourned.

NEWS FROM THE SOUTH SIDE.

Judge Hancock's Court—Simon Walker's Case—Manchester Items.

Judge Beverley A. Hancock was in the city yesterday. The Judge has just returned from Dinwiddie Courthouse, where he has been holding the Circuit Court for nearly a week. Thirty-two chancery decrees were entered and quite a number of common-law cases were disposed of. Four coupon suits were tried, and judgment in each case was rendered for the Commonwealth. This has been the longest term of the court held for several years. A great many of the cases were hotly contested.

The Nottoway Circuit Court will be opened by Judge Hancock on Monday.

THE WALKER CASE.

Mr. E. S. Robinson, counsel for Simon Walker, the colored youth who would have been hung yesterday had not the Governor reprieved him for two weeks, was in the city yesterday. Walker did not hear of the Governor's action until about 9 o'clock yesterday morning, and when the glad tidings were communicated to him he manifested great delight. A special guard was on duty Thursday evening and would have been continued yesterday had not the execution been postponed to put down any effort that might be made by friends of the condemned youth to rescue him. It is understood that Mr. Robinson will make an effort to have the sentence commuted and that he will endeavor to get the jurors to sign the petition. The ground upon which clemency will be invoked is the youth of the criminal, who is only sixteen years old and is below mediocrity in the matter of intelligence.

PERSONALS AND BRIEFS.

The Hustings Court adjourned for the term yesterday after being in session for nearly two weeks.

Rev. John J. Clopton, who has been quite sick since last Sunday, was reported much better yesterday.

Miss Lula Gressitt, of Baltimore, who has been visiting the Misses Leonard, of this city, will return home this morning.

At the meeting of the Democratic Campaign Club Thursday night a dozen or more new names were added to the roll. The vice-presidents of the club will hold an important business meeting at headquarters Monday night.

A mass-meeting of the Sunday school of the Bainbridge-Street Baptist church will be held at 9 o'clock to-morrow morning. The congregation has been invited to attend the meeting and participate in the exercises.

Judge Ingram, of the Hustings Court, yesterday confirmed the recent sale of a portion of the Burfoot estate. The amount derived from this sale was $5,668, and there are about fifty acres still remaining, which will be put up at auction at an early date.

MANCHESTER INDUSTRIES.

An Approximate Estimate of the Value of Their Annual Output.

The Manchester *Leader* of yesterday says: The Superintendent of the Census at Washington has written a letter to Postmaster Jordan requesting him to aid in the preparation of the coming census by giving an approximate estimate of the value of the annual output of the manufactories of Manchester.

In furtherance of the Superintendent's request the matter has been referred to several gentlemen engaged in the principal manufactories and who are well posted upon the subject. The result has been a most favorable report; in fact, a more favorable one than was expected.

A partial approximate estimate of the value of the annual output of our city's various manufacturing enterprises is shown in the following:

Dunlop Flour-Mills	$ 750,000
Standard Spike-Mill	360,000
Brick and Tile Manufacture	127,000
Marshall Cotton-Mills	175,000
Old Dominion Cotton-Mills	125,000
Corn-Mills	90,000
Paper-Mills	72,000
Tannery	75,000
Furniture Manufacture	13,000
Sash and Blinds	20,000
	$1,702,000

To this should be added the value of the annual output of new rolling stock constructed at the Richmond and Danville Railroad Company's shops, which is