

TONGSMEN'S PERILS.

THE TERRIBLE EXPERIENCES OF AN OYSTER FLEET IN A STORM.

Young Phillips Lost Overboard--Gallant Efforts of Captain Victor Powell to Save Him--A Fight for Life.

(Correspondence of the Richmond Dispatch.)

GETS POWDERED, MATHEWS CORREY, Va., March 15.—On Thursday morning last the first of a series of gales which were to be of a most disastrous character, struck the Chesapeake Bay. The wind gradually increased till about noon it blew with a steady gale from the north-east, and about 10 o'clock came the battle for life and death for the oyster fleet.

Many people who were watching the fleet from the shore, saw the boats being tossed about by the waves, and saw the men on the boats struggling to keep their heads above water.

At 10 o'clock the fleet was scattered in all directions, and many of the boats were seen to be capsized.

At 11 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 12 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 1 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 2 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 3 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 4 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 5 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 6 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 7 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 8 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 9 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 10 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 11 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 12 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 1 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 2 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 3 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 4 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 5 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 6 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 7 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 8 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 9 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 10 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 11 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 12 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 1 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 2 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 3 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 4 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 5 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 6 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 7 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 8 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 9 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 10 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 11 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 12 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 1 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 2 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 3 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

At 4 o'clock the fleet was again scattered, and many of the boats were seen to be capsized.

THE REAPER'S WORK.

W. L. WATKINS, ANOTHER OF PETERSBURG'S LAWYERS, PASSES AWAY.

Followed by J. T. Young, of the Same City--Worthy Men and Good Citizens--Dr. G. A. Carter, of Danville, Dead.

(Special telegram to the Dispatch.)

PETERSBURG, Va., March 17.—Our community again called upon to mourn the loss of one of its most honored citizens.

Mr. W. L. Watkins, one of the oldest and most prominent members of the Petersburg bar, died at an early hour this morning at his residence, on Adams street, after a brief illness.

He was at his office on Monday last, attending to business as usual, but went home at an early hour, feeling very unwell, and did not afterward leave his bed.

His last illness was without pain, and he went out like the expiring light of a lamp which has no substance to keep it alive.

He was born in Richmond, Va., in 1819, and was educated at the University of Virginia.

He was a member of the Petersburg bar, and was one of its most prominent members.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

He was a man of high character, and was highly respected by his fellow citizens.

THE MORTON PARTY.

An Injunction Asked for Against Transportation Company.

(Special telegram to the Dispatch.)

NORFOLK, Va., March 17.—The report of the Chief Engineer of the Norfolk and Western Railway Company, showing that there was a loss of \$100,000 during the year ending March 31, 1894, has been filed with the court.

The court has granted an injunction against the transportation company, and has ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

The court has also ordered that the company should not transport any more freight until the loss has been paid.

MARKET QUOTATIONS.

REPORTS FROM ALL GREAT BUSINESS CENTRES OF THE WORLD.

Prices for Money, Bonds, Stocks, Grain, Tobacco, Cotton, &c., and the Weather Indications.

(By telegraph to the Dispatch.)

NEW YORK, March 16.—Forecasts for Virginia for twenty-four hours--from midnight to midnight: Show in the morning; clearing weather during the evening; fair weather Saturday; northeast winds; shifting to west.

FORECAST FOR NORTH CAROLINA: Rain, followed by clearing weather; fair weather Saturday; colder in southeast portion.

THE WEATHER IN RICHMOND YESTERDAY was cold and extremely disagreeable, with rain in the morning, snow and sleet in the afternoon, and hail at night. Hail was still falling at midnight.

Range of the thermometer at the front of the Dispatch office yesterday: 6 A. M. 30; 9 A. M. 30; 12 M. 30; 3 P. M. 30; 6 P. M. 30; 9 P. M. 30; Midnight 30.

Mean temperature: 32.5.

NEW YORK STOCK MARKET. New York, March 17.—The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

The reorganization of the Richmond and West Point common stock was the feature of the day.

RICHMOND AND WEST POINT Terminal Railway AND Warehouse Company.

NEW YORK, March 17, 1895. TO THE HOLDERS OF SECURITIES OF THE RICHMOND AND WEST POINT TERMINAL RAILROAD AND WAREHOUSE COMPANY AND OF ITS AUXILIARY CORPORATIONS:

The committee appointed on behalf of the stockholders of the TERMINAL COMPANY submits for your approval a plan of reorganization, dated March 1st, which is lodged with the CENTRAL TRUST COMPANY of New York.

Under this plan the following new securities of a consolidated corporation are to be issued:

4 PER CENT. THIRTY-FIVE YEAR GOLD BONDS, TO BE SECURED BY FIRST MORTGAGE ON ALL THE PROPERTY AND EQUIPMENT OF A NEW COMPANY, INTEREST PAYABLE QUARTERLY.....\$170,000,000

5 PER CENT. PREFERRED STOCK (NON-CUMULATIVE) VOTE OF MAJORITY OF PREFERRED STOCK REQUIRED TO AUTHORIZE ANY ADDITIONAL MORTGAGE ON PROPERTY COVERED BY FIRST MORTGAGE.....70,000,000

COMMON CAPITAL STOCK.....110,000,000

TOTAL.....\$350,000,000

Holders of securities of the RICHMOND AND WEST POINT TERMINAL RAILROAD AND WAREHOUSE COMPANY, and the EAST TENNESSEE, VIRGINIA AND GEORGIA RAILROAD COMPANY, and their allied corporations are invited to deposit the same with the CENTRAL TRUST COMPANY (against its negotiable receipts, which are to be filed on the Stock Exchange, and to become parties to the plan.

THE METHOD OF EXCHANGE AND OF DISTRIBUTION OF THE NEW SECURITIES IS SET FORTH IN DETAIL IN THE PLAN OF REORGANIZATION.

Holders of lesser amounts than 100 shares of \$10,000 of bonds may subscribe and become entitled to new securities in the same proportion.

Subscribers must sign and deliver to the CENTRAL TRUST COMPANY a form of acceptance of right to subscribe, which will be furnished by the trust company.

All subscriptions must be made on or before the 14th day of April, 1895, and at the time of making such subscription the holder of bonds or stock in which the subscription is made must deposit the same with the Central Trust Company and become a party to the plan of reorganization. The names of the subscribers will be registered by the Central Trust Company, and the right to the subscription shall belong to the registered subscriber, and shall not follow a sale of the bond or the stock or of the receipts representing the same. If on the 14th day of April, 1895, any portion of said cash fund shall remain unsubsribed, the committee charged with the execution of this plan will offer to the registered subscribers the right to subscribe to the unsubsribed balance of the said fund upon such terms as the committee may fix. The right to make such additional subscription must be exercised on or before April 30, 1895.

The allotment of subscriptions shall be made by the committee at the expiration of the period last referred to, the committee reserving the right to allot from any unsubsribed balance of said fund an amount less than the amount of the additional subscription.

Holders of 5 per cent. collateral trust bonds may deposit their securities with said depository and become parties to the reorganization plan without subscribing to the \$1,368,640 cash fund, if they shall elect to do so.

A BANKER'S SYNDICATE HAS BEEN FORMED WHICH HAS GUARANTEED THE ENTIRE SUBSCRIPTION.

When in the judgment of the committee sufficient securities have been deposited, the committee will announce by advertisement that the plan has become effective.

Monies arising from the subscription shall not be used by the committee until such announcement shall have been made.

Copies of the plan of reorganization and forms of acceptance and assignment of right to subscribe may be obtained at the CENTRAL TRUST COMPANY, 54 Wall Street.

Deposits of securities under the plan will be made on or before April 14, 1895, unless the committee shall extend the time therefor.

Application will immediately be made to file the reorganization certificate of deposit on the Stock Exchange.

MESSRS H. C. FAIRBANKS AND J. KENNEDY TODD have been invited, and have consented, to become members of the committee.

FREDERICK P. OLCOTT, Chairman.

OLIVER H. PAYNE, FREDERICK D. TAPPAN, WILLIAM H. PERRINE, HENRY BUDGE, Committee.

GEORGE S. BIRD, Secretary, 94 Wall Street, New York, N. Y.

By His Clerk, J. H. BROWN, Secretary, 100 Wall Street, New York, N. Y.