WORKED ON ROUTINE.

THE SENATE AND HOUSE GOT THROUGH WITH MUCH BUSINESS.

R., P. & C. CONSOLIDATION BILL.

Amended So as to Continue Petersburg the Site of the Principal Offices—Southern and C. & O. Stock Can Be Reduced.

There was a considerable quantity of work done in the Senate and House of Delegates yesterday, but neither the legislation enacted, nor that initiated, was of more than general interest.

The number of bills passed, and the number introduced, was greater than usual.

The Day in the Senate.

Lieutenant-Governor Echols rapped the Senate to order, having returned from a short visit to his home in Staunton.

Mr. Barksdale, arising to a question of personal privilege, stated that the report in the Richmond Times of his speech before the House Committee on Officers and Offices at the Capitol Tuesday afternoon was grossly incorrect, and did him great injustice. He stated that the report in the Dispatch was entirely correct, as it had a reporter present.

The Committee on Roads reported favorably the following bills: To enlarge the powers of the Richmond Traction Company, and authorizing the Richmond, Petersburg and Carolina Railroad Company, as successor of the Virginia and Carolina Railroad Company, to exercise the franchises and powers of the latter company.

When the latter bill came up to be advanced to its engrossment, Mr. May nard, on behalf of the Committee on Roads, offered the following amendment:

"But this act is passed with the express condition that the said Richmond, Petersburg and Carolina Railroad Company and successor, or successors, formed under the terms of this act, or any company, with which it may be consolidated, shall be bound by the provision of a certain agreement between the city of Petersburg and DeWitt Smith, dated June 10, 1897, relating to said railroad company."

This amendment was agreed to without objection. The effect of it is to keep the general offices and the headquarters of the company in Petersburg.

TO UNITE THREE ROADS.

Mr. Maynard secured the passage, under suspension of the rules, of a Senate bill authorizing the consolidation of the Port Norfolk Electric Railway Company, the Portsmouth and Smithfield Railway Company, and the Portsmouth and Pig Point (Newport News) Railway and Ferry and Hotel Company, under the name of the Norfolk, Portsmouth and Newport News Railway Company. All the roads are on the Portsmouth side of the river. It is the intention to extend the consolidated road to a point on James river opposite Newport News.

Mr. Wickham and Mr. Munford had taken up out of their order and passed the bills providing for increasing the capital stock of the Chesapeake and Ohio and Southern Railway companies.

Mr. Foster had passed in the same way a Senate bill extending the corporate limits of the city of Norfolk.

Mr. Munford introduced and secured the passage of a bill incorporating the Virginia Conference Orphanage of the Methodist Episcopal Church.

HOUSE BILLS PASSED.

The following House bills were passed:

To amend section 525 of the Code as to fees of commissioners of the revenue.

To incorporate the town of Phoebus.

To change the name of Newport News creek to Newport river.

Mr. Sands offered a bill amending the charter of the Virginia Union University, of this city, and changing the name to the Richmond Theological Seminary.

Mr. Le Cato offered a bill incorporating the Imperial Union, a fraternal and insurance organization of this city. The incorporators are John V. Ryan, James E. Forbes, Sidney J. Smith, Thomas W. Russell, and Joseph R. Griffith.

MISCELLANEOUS BILLS.

By Mr. Opie: For the relief of John W. Weaver, a disabled Confederate soldier.

By Mr. Donohoe: To provide when a jury shall be kept together in a civil case.

By the same: To amend section 3427 of the Code, providing how a chancery cause shall be submitted for decision in vacation.

By the same: To amend section 3385 of the Code with reference to bills of exceptions.

By the same: To amend section 3426 of the Code with reference to interlocutory decrees.

By Mr. Watkins: Empowering chancery courts to confirm sales of land when the purchase price is not sufficient to the liens of taxes returned delinquent.

By the same: To authorize county and corporation courts to strike from the list of lands returned delinquent such lands as may be improperly thereon.

By the same: To amend section 2940 of the Code referring to the collection of small claims.

By Mr. Whitehead: Authorizing county and corporation courts to correct delinquent land lists in the clerk's office.

By the same: To amend section 2494 of the Code in relation to lien on crops for advances to farmers.

By Mr. Walker: To authorize the Carter's Creek Fish Guano Company to erect a wharf along its water front, on Carter's creek, at Irvington, in Lancaster county.

By Mr. Tate: For the relief of John A. Barnitz, of Wythe county, from payment of a fine.

By Mr. Wickham: To provide for working the public roads in Caroline county.

By Mr. Whitehead: To amend section 1468 of the Code relating to school districts.

MR. STERN'S MEDAL.

Just at the conclusion of the session at 1:30 the Clerk read a communication inviting the officers and members of the Senate to be present at the presentation of a medal to Mr. Samuel Stern at Old-Market Hall Friday night.

Mr. Munford urged the acceptance of the invitation, saying that everybody present would have a good time.

THE SENATORS ENJOY APPLES.

A short time before the Senate adjourned Mr. Lupton had William, the colored factotum about the chamber, roll into the cloak-room a barrel of apples and knock out the head. They were beauties, sent Mr. Lupton from his farm, in Frederick county. The odor, possibly, attracted the senators. It looked as though Mr. Lupton would be the cause of breaking a quorum. The senators crowded about the barrel, and were soon munching apples like boys. Mr. Morris, of Albemarle, and naturally a connoisseur in pippins, would not admit that Mr. Lupton's Frederick apples equalled those grown in Albemarle, but he sat at his seat eating them like they were good.

The Session of the House.

The session of the House was an exceedingly busy one. Many bills were introduced and quite a number were passed. The session was opened with prayer by Rev. J. Yates Downman, of All Saints' church.

The bill to provide for the recordation by clerks of the County or Corporation courts of lists of conveyances and partitions that may have been returned thereto by the Clerk of the General Court, and may now be found therein, and declaring the effect to be given said lists when so recorded, came up on its second reading and precipitated a considerable discussion. It was finally committed to the Committee on Courts of Justice.

The House bill seeking to discontinue highways that are dangerous or otherwise unfit for public use, or been abandoned by the county authorities, was, on motion of Mr. Embrey, dismissed.

Mr. Churchman introduced two companion bills prescribing the punishment for criminal assault and attempted criminal assault. The bills provide for emasculation.

THE NEGRO REFORMATORY.

Mr. Cardwell introduced a bill seeking to put the Negro Reformatory Association on the same footing as the Laurel Reformatory, making the laws as to the commitment, government, employment, and discharge of negro minors the same as those applicable to white minors, and providing that the State shall pay the said association the same sum for taking care of such minors as is now paid to the Laurel Association, except that the State is not to be charged with more than 100 such minors at any one time, there being no limit on the admissions to the Laurel Reformatory.

PAY OF ELECTION OFFICERS.

Mr. Hutcheson introduced a bill in relation to compensation of judges and clerks of election. It provides that the officers referred to be paid the sum of $1 each for their service, and allows the judge carrying the returns from the voting place to the County Clerk's office 50 cents for such service, and all necessary ferriage and toll, and 4 cents for each mile of travel in going and returning.

INTRODUCED AND REFERRED.

Other bills introduced and referred were:

By Mr. J. M. Whitehead: For a special road law for Lee county. The bill permits the issuance of 50,000 in bonds to defray the cost of road improvements, and vesting in the supervisors power to let contracts for such improvements.

By Mr. Williams: For the relief of Garrett H. Amos, a Confederate soldier.

By Mr. Newhouse: To quiet the title to certain real estate in the county of Culpeper, in the name of W. H. Ward's estate.

By Mr. Garnett: For the relief of Mrs. Louisa Dent, widow of a Confederate soldier.

By same: For the relief of Mrs. Virginia Fritter, widow of a Confederate soldier.

By Mr. Ellis: For the relief of V. F. Clark and H. L. Bruer, Confederate soldiers.

By Mr. Akers: Authorizing J. T. Houchins to levy and distrain for the collection of certain taxes.

By Mr. Embrey: To incorporate the Fredericksburg and Lancaster Railroad Company.

By Mr. Cowan: For the relief of Martin Payne, a Confederate soldier.

By Mr. Newhouse: To prescribe the time for holding the courts of the Sixth Judicial Circuit of Virginia.

By Mr. Cowan: For the relief of Mary Harvey, widow of a Confederate soldier.

By Mr. Davis: For the relief of Caroline Pool.

By Mr. Ware: Requiring the County Treasurer to pay for the destruction of hawks, owls, and wildcats.

By Mr. Settle: To increase the pension of James Mahoney, a Confederate soldier.

By same: To authorize the taking of depositions under certain circumstances, and prescribing the manner of hearing the same.

By Mr. Price: To allow L. L. Leheuer, a constable of Smythe county, certain expenses.

PLACED ON THE CALENDAR.

The following bills were placed on the calendar:

By Mr. Folkes: To incorporate the Virginia Conference Orphanage of the Methodist Episcopal Church, South.

By Mr. Wellford: To amend and reenact an act to provide for the working and keeping in repair the public roads and bridges in the county of Richmond.

By Mr. Murrell: Defining a lawful fence for Charlemont District, Bedford county.

By Mr. Baugh: To amend and re-enact section 3711 of the Code of Virginia, as amended and re-enacted by chapter 359 of Acts of Assembly 1893-'94, as further amended and re-enacted by chapter 118, Acts of Assembly 1897-'98, making dogs in the cities of Richmond, Manchester, Petersburg, and Alexandria, in the counties of Henrico and Dinwiddie, and all dogs listed for taxation, personal property, and subject to petit larceny and trespass.

By same: To amend and re-enact an act approved March 3, 1898, entitled an act to prevent shooting or killing game at night in the counties of Charles City, Prince George, New Kent, Henrico, and James City.

HOUSE BILLS PASSED.

To amend and re-enact section 717 of the Code of Virginia, as amended by an act approved March 1, 1898, relating to fines and costs before justices of the peace.

Authorizing the Councils of the city of Norfolk to appoint a collector of delinquent personal taxes for the city of Norfolk, and fixing his duties, powers, term of office, and compensation.

For the relief of John C. Heinbuch from erroneous assessment of land in Alexandria county.

To incorporate the Southern Investment Company.

To ratify, confirm, and amend the charter of the "Norfolk County Water Company," and to give it additional powers.

To amend and re-enact section 2195 of the Code in relation to fish-ladders, as amended and re-enacted by an act entitled an act to amend and re-enact section 2105 of the Code of 1887, touching fish-ladders, approved January 14, 1899.

To amend and re-enact section 3073 of the Code in relation to the terms of the Hustings Court of the city of Richmond.

For the relief of A. W. McKin, Treasurer of Page county.

To exonerate, relieve, and forever discharge James P. Keith from the payment of two fines and costs—namely, $25 fine and $4.95 costs, $5 fine and $6.95 costs—imposed on him by G. G. Isaacs, a Justice of the Peace of Russell county.

To authorize the County School Board of Hanover county to pay the Treasurer of said county 2 per cent. for disbursing the school fund of said county.

SENATE BILLS PASSED.

To amend section 186 of the Code in relation to the increase of salaries of judges of certain cities.

To amend section 1 of chapter 129 of the Acts of 1898-'99, to prescribe the time for holding the courts of the Seventeenth Judicial Circuit.

To amend section 2465 of the Code in relation to contracts, deeds, etc., that are void as to creditors and purchasers unless recorded.

To incorporate the town of Phoebus.

To incorporate the Virginia Conference Orphanage of the Methodist Episcopal Church, South.

HAD A RAINY-DAY SESSION.

Justice John Dispenses Justice Rain or Shine—His Cases.

Justice John had a rainy day session of his court yesterday morning. His Honor had a good many persons before him who had committed indignities to the Commonwealth, but not many good persons.

Nelson Banks alias Walter Wallace, a colored man, was the first prisoner called. He was charged with creating a disturbance on the premises of J. Weinstein. The case was heard at full length, and dismissed.

Lewis Ellis (colored) was a suspicious character. His hearing went over, and his biography will be read carefully by the police officers.

Edward Meekins, a colored man, was in a great deal of trouble. He had several troublesome aliases to start with. Then he was charged with entering the residence of John Green and committing larceny. The articles he is charged with stealing are a suit of clothes, a razor, one shirt, and one pair of suspenders, all of the value of $9.

Some more evidence was needed, and the hearing went over until this morning.

Meekins had another charge, also, against him. He was up for entering the residence of Mr. W. H. Noland and stealing two overcoats and two hats, valued at $25. These articles were the property of Messrs. Hugh Miller and W. M. Habliston. In this instance, also, the hearing went over until the 17th.

The remaining cases were not important ones.

Railroads and Railroaders.

Mr. W. S. Morris, superintendent of motive power of the Chesapeake and Ohio, has returned from Boston, whither he went a week ago. It is stated that he did not close the contract with a Boston shipbuilder for a steamer to take the place of the Louise in the Newport News-Norfolk trade.

The work of repairing the damages to the Chesapeake and Ohio offices at Eighth and Main streets is progressing. It will be some time before the extensive improvements are completed.

Mr. La Bonta, purchasing agent of the Chesapeake and Ohio, has moved back to his old quarters in the Pace building. The fire last week compelled him to move to the building of I. N. Jones & Son, on north Eighth street.

Boils

Capt. W. H. Dunlap, Chattanooga, Tenn., says: "Several years ago boils and carbuncles appeared upon me to an alarming extent, causing me great trouble and pain. Physicians' treatment did not seem to avail, and finally I decided to give S. S. S. a trial. I improved at once, and after taking six bottles, the boils and carbuncles disappeared entirely."

S.S.S. For The Blood

(Swift's Specific) is the only blood remedy guaranteed *purely vegetable;* it forces out every trace of impure blood, and cures cases that no other remedy can touch. Valuable books mailed free by Swift Specific Co., Atlanta, Ga.

CITY ORDINANCES.

AN ORDINANCE TO AUTHORIZE THE CONSTRUCTION AND OPERATON OF A STREET RAILWAY WITHIN THE LIMITS OF THE CITY OF RICHMOND BY THE RICHMOND PASSENGER AND POWER COMPANY.

(Approved December 23, 1899.)

Section 1. Be it ordained by the Council of the city of Richmond, That the Richmond Passenger and Power Company, composed of E. W. Wilson, Archibald A. Watson, Fritz Sitterding, H. L. Valentine, J. D. Patton, D. A. Ainslie, James H. Dooley, S. W. Travers, E. R. Addison, L. Z. Morris, and James D. Crump, or such of them as may accept the provisions of this ordinance, and such other persons as they may hereafter associate with them, be, and the same are, by virtue of the authority vested in the Common Council of the city of Richmond, pursuant to the act of the General Assembly of Virginia, passed March 20, 1860, entitled "An act to authorize the Common Council of Richmond to authorize persons to construct railroads in the streets of said city," declared to be a corporation by the name of the Richmond Passenger and Power Company, and are vested with all rights and privileges conferred or intended to be conferred by said act on persons or companies authorized by said Council of the city of Richmond to construct railroads in the streets of the said city, and are likewise bound by all the restrictions of said act. The said company is hereby permitted to construct and operate a street railway within the limits of the city of Richmond along the following routes under and subject to the conditions and provisions hereinafter set forth:

(1) A double track on Main street from the western city limits to Rocketts street; thence eastwardly on Rocketts street to Denny street; thence a single-track loop eastwardly on Rocketts street to Louisiana street; thence northwardly on Louisiana street to Williamsburg avenue; thence westwardly on Williamsburg avenue to Denny street; thence southwardly on Denny street to and connecting with the northern track at Main and Denny streets.

(2) A single track, connecting with the southern track at Ninth and Main streets, northwardly on Ninth street to Broad street, connecting with the north track of the Richmond Traction Company; thence westwardly on Broad street to Eighth street over the north track of the Richmond Traction Company; thence a double track westwardly on Broad street to Laurel street over the tracks of the Richmond Traction Company; thence southwardly on Laurel street to Cumberland street; thence a single-track loop westwardly on Cumberland street to Cherry street; thence southwardly on Cherry street to Albemarle street; thence eastwardly on Albemarle street to Laurel street; thence northwardly on Laurel street and connecting with the eastern track at Cumberland street; a single track connecting with the southern track of the Richmond Traction Company at Eighth and Broad street, southwardly on Eighth street to and connecting with the southern track at Eighth and Main streets.

(3) A single track, beginning at Twenty-ninth and P streets, westwardly on P street to Twenty-fifth street; thence southwardly on Twenty-fifth street to Church-Hill avenue; thence southwestwardly on Church-Hill avenue to Twenty-first street; thence a double track southwardly on Twenty-first street to and connecting with the north and south tracks at Main street. A single track, from the eastern track at Twenty-first and Marshall streets, eastwardly on Marshall street to Twenty-fourth street; thence southwardly on Twenty-fourth street to Broad street; thence eastwardly on Broad street to Twenty-ninth street; thence northwardly on Twenty-ninth street to and connecting with the track at P street.

(4) A double track, connecting with the east and west tracks at Seventh and Clay streets; thence westwardly on Clay street to Hancock street; thence southwardly on Hancock street to Broad street; thence westwardly on Broad street to Harrison street; thence southwardly on Harrison street to Beech street, on Beech street to, and connecting with, the north and south tracks at Main and Beech streets.

(5) A single track, with the privilege of a double track, from Main street southwardly on Reservoir street to Ashland street; thence southwestwardly on Ashland street to the New Reservoir, and to the keeper's house in the grounds of said New Reservoir.

(6) A single track from Hancock and Clay streets, northwardly on Hancock street to Leigh street; thence westwardly on Leigh street to the corporate limits. A single track from First and Broad streets northwardly on First street to the Viaduct. A single track from Eighteenth and Main streets northwardly on Eighteenth street to Grace street; thence westwardly on Grace street to Seventeenth street; thence northwardly on Seventeenth street to corporate limits at Mill street.

(7) A double track, from the corporate limits at the southern terminus of Ninth street, northwardly on Ninth street to Arch street; thence westwardly on Arch street to Seventh street; thence northwardly on Seventh street to Baker street; thence a single track westwardly on Baker street to Fifth street; thence northwardly on Fifth street to the corporate limits.

(8) A single track from Seventh and Marshall streets, and connecting with the east track at that point, eastwardly on Marshall street to Fourteenth street; thence southwardly on Fourteenth street to and connecting with, the north track at Main street.

(9) Beginning at Fourteenth and Main streets, and connecting with the Main-street tracks, and a single track southwardly on Fourteenth street to the corporate limits.

(10) A single track, connecting with the tracks at Twenty-ninth and P streets, northwardly on Twenty-ninth street to the corporate limits.

(11) A single track, connecting with the tracks at Twenty-third and Marshall streets, northwardly on Twenty-third street to Tulip street; thence on Tulip street to the corporate limits.

(12) Necessary switches, cross-overs, turn-outs, and sidings may be laid with the approval of the Committee on Streets, subject, however, to removal upon an order to do so from the Committee on Streets.

(13) All street-railway tracks on the streets of the city of Richmond operated by the Richmond Railway and Electric Company not above mentioned shall be forthwith removed by the Richmond Passenger and Power Company, and when such tracks of said existing lines are so removed the entire road-beds of the streets shall be restored to the original condition to the extent of repaving with material of the same character as the streets are now paved with, using so much of existing material as is suitable, which restoration, repair, and construction shall be, as to material and construction, to the satisfaction of the City Engineer.

(14) All of which routes and lines so located shall be connected with suitable curves and feed-wire lines; and as to all and singular the routes and lines of street railways of said company, now or hereafter laid, maintained, or operated beyond the corporate limits of said city, which may, from time to time, hereafter be brought within the corporate limits by annexation of additional territory or otherwise, as and when the city limits are extended to embrace such lines, the right to maintain or operate within the city any such new lines, extensions, or annexed lines shall expire absolutely as herein provided as to the aforesaid designated lines, it being expressly understood that at the expiration of the term for which this franchise is granted to operate a street-railway system upon any line or lines within the boundary of the city, as such boundaries shall then exist, shall absolutely cease.

Section 2. In consideration of the rights and privileges herein granted by the city of Richmond, the said Richmond Passenger and Power Company agrees and binds itself, its successors, and assigns to the terms and conditions following:

(1) That the said company will operate all of its various lines of street railway in said city during the entire period for which this franchise is granted in such manner as to render to the public at all times efficient service; that its motive power shall at all times be ample; that such cars as, in the opinion of the Committee on Streets, can be used, shall be put in proper condition, and all other cars hereafter added to its equipment shall be of the best and most approved pattern, and at all times kept clean, well ventilated, provided with comfortable seats for the passengers, and heated with safe and convenient appliances whenever the weather is such that the comfort of the passengers require the same, and lighted at night with electricity, or, subject to the approval of the Committee on Streets, with other equally efficient light; that all such cars shall be kept in good repair; that each of such cars shall be provided with approved life-guards; that each of such cars shall have displayed thereon the name of the line or point of destination in letters of such size as may be required by the Committee on Streets, so that the same may be readily discerned and read by persons of ordinary eyesight, and that at night each of such cars shall have indicated on the front end thereof the point of its destination, which shall be so illumined or displayed as shall be required by the Committee on Streets, that it may be readily and easily seen by persons of ordinary eyesight; that the tracks of said lines shall be laid in concrete construction when so ordered by the Committee on Streets, and shall at all times be kept in repair, provided with rails of sufficient size, shape, and weight, to be approved by the City Engineer, and in such condition that passengers riding in cars over the same shall suffer no discomfort or inconvenience by reason of such tracks, or any part thereof, being irregular, uneven, or in any wise insufficient, and the right is reserved to the Committee on Streets to order any reconstruction, renewals, or repairs to said tracks or road-beds or cars or appliances, and the said company agrees to comply with all such orders, and to make and construct the same satisfactory to the City Engineer, within the time to be specified by the Committee on Streets.

(2) That the said company shall at all times during the period of this grant run and operate upon and over each of its said lines a sufficient number of first-class and commodious passenger cars to accommodate the public.

(3) That the said Richmond Passenger and Power Company shall upon each day and night, between the hours of 6 A. M. and 12 o'clock P. M., until otherwise directed by the Committee on Streets, run its cars upon the following routes, so that some one of its cars of the same branch, both going to and returning from its different termini, shall pass each point upon said route at least every five minutes on what is known as the Main-street line, Clay-street line, and Broad- and Laurel-street line, and upon the following routes known as Seventh-street, or Forest-Hill, line, Fourteenth-street line towards Manchester, Seventeenth-street line, and along Fourteenth and Marshall streets, at least every ten minutes, and upon the Reservoir line by Ashland street at every fifteen minutes; and upon the following routes at least every twenty minutes: Chestnut-Hill line (Seventh street), First-street line to the Viaduct, Leigh-street line west of Hancock, and Fairmount Traction Company. But said committee may from time to time require a different service of said company or change said schedules.

(4) The said company, on all of the paved streets of the city, whenever the tracks are ordered to be changed, and on such streets as may hereafter be ordered to be paved, shall pave the space between all rails, including the space between its tracks where there are double tracks, switches, or side-tracks, and for a distance of two feet on the outside of the outer rails of its tracks, and, on all unpaved streets, shall put in good repair with such material as the city may use on said street, and so maintain the space between all rails, including the space between the tracks where there are double tracks, switches, or side-tracks, and for a distance of two feet on the outside of the outer rails of its tracks, without reference to the condition of the residue of the street, and shall from time to time make all necessary repairs in said space, under specifications both as to construction and materials, and as to time of commencing and completing the work, as may be prescribed by the Committee on Streets, under the supervision of the City Engineer. In having such paving, repairing, or repaving done the said company shall have it executed by such contractor as the city may employ to do the remaining portions of the streets, provided such contractor will agree with said company to do such work at a charge or cost not in excess of what he may charge the city for the said work done on the remaining portions of said street, and as to construction and material to the satisfaction of the City Engineer; and said company shall also construct and keep in good repair that part of the floors of all bridges or other structures owned, in whole or in part, or maintained by the city, crossed by any of its tracks, and for a distance of two feet on the outside of such outer rails, and also between the tracks where there are double tracks, and in case of failure on the part of said company to commence the making of any such improvement or repairs, as aforesaid, in the manner prescribed and in the time limited therefor, or to complete the same in the manner and time required, then the Committee on Streets shall have the right to proceed to make such improvements and repairs by letting the same to contract in the same manner as the city contracts for its own work, and the cost of making the same shall be paid by the said company to the city on the requisition of the Committee on Streets, who shall have the absolute right to determine the amount of such indebtedness, and its determination in the premises shall be conclusive as to the amount and justness of such indebtedness, and upon the failure of said company to pay the same for thirty days, the same shall be forwarded by the said committee to the City Attorney for collection by suit. In case the said company should fail to comply with any of the foregoing stipulations concerning the motive power, the kind of cars to be used, or the equipment, heating, lighting, or designating same, or concerning life-guards, rails, or road-beds, or any other stipulations concerning the operation, maintenance, schedules, or construction of its line of railway, after the Committee on Streets, by written notice served on any officer of said company, shall have required the compliance with any such stipulation, within a time to be specified at the discretion of said committee, and said company shall thereafter continue to fail or refuse, after such period so fixed, to comply with any such provisions or stipulations, then the said company shall be fined not less than twenty-five nor more than one hundred dollars for each day's failure or refusal to comply with such provisions or stipulations.

(5) That during the period for which this franchise is granted the said company may charge, and shall be entitled to receive, the following rates of fare, and no more: For each passenger 5 cents, but six (6) tickets are to be sold for not more than twenty-five cents; but if the passenger, without leaving the car, shall return to any point nearer to that from which he started than the point which he has passed, he shall pay a second fare, unless this be caused by the line of the route over which he is passing being circuitous. Any one of such tickets delivered or tendered by any person to the conductor of any car shall entitle the person so delivering or tendering the same to ride the same distance, and to the same privileges of transfer, and to all other privileges as though such person had paid the cash fare of five cents, as aforesaid. Each passenger may carry, free of charge, one child of the age of five years or under, but where two such children or more accompany a passenger they shall pay at the rate of two for one fare, and be entitled to all the privileges of transfer and the other privileges as aforesaid. Each passenger having paid his fare, shall be entitled to ride to the end of the line on which he takes passage, or, at the option of the passenger, he may demand and receive from the conductor of the car upon which he first took passage a transfer ticket, without additional charge, which fare and transfer ticket shall entitle such passenger to ride upon such car upon which he has taken passage to the point where the said line intersects with the line to which said passenger desires to be transferred, and after arriving at said point of intersection such passenger may take passage on the line indicated on his said transfer ticket, and, on the surrender thereof to the conductor of such car, shall be permitted to ride to the end of the last-mentioned line; provided, upon reaching any point upon said line where it takes the same general direction whence the said passenger has originally come, he shall thereupon pay a second fare or leave the car, or, if such line connects with some other line going in the same general direction with itself, or with the first line upon which said passenger first took passage, he may demand of the conductor of the car when his fare is requested, without additional charge, a transfer ticket, which shall entitle such passenger to ride to the end of the line to which he is thus transferred; provided, that the said passenger shall not have the right to ride upon said transfer in the same general direction whence he originally took passage; and provided, further, that such passenger holding such transfer ticket must take passage, on the line indicated thereon, at the point of transfer, and upon the first car on said transfer line going in the direction for which his transfer is given. Every passenger car run and provided by such company on its said lines shall be provided with a conductor, who shall collect fares and attend to the comfort and convenience of the passengers; each of said conductors shall constantly have in his possession an ample and adequate supply of tickets to be sold and delivered to all passengers desiring the same; and each of such conductors shall, between the hours of six A. M. and seven A. M., have in his possession an ample and adequate supply of tickets to be sold and delivered to all passengers desiring the same at the rate of two for five cents, to be used only between the hours of six and seven A. M., from Monday to Saturday, inclusive; and said company shall place on sale, at convenient points within the city of Richmond, tickets to be sold and delivered to pupils presenting a certificate of enrolment in some school, at the rate of two for five cents, to be used only between the hours of eight A. M. and four P. M. from Monday to Friday, inclusive. And one of such tickets delivered or tendered by any person entitled to use the same to the conductor of any car shall entitle the person so delivering or tendering the same to ride the same distance and to the same privileges of transfer and to all other privileges as though such person had paid the cash fare of five cents, as aforesaid. The company shall have power to make and enforce any reasonable regulations as to transfer tickets, or system of transfers, to prevent fraud not inconsistent with the provisions of this section. These privileges are granted upon the further condition that the Richmond Passenger and Power Company will, without extra charge, receive and transport any and all passengers from any other company upon which the City Council shall have heretofore or may hereafter impose similar conditions, all passengers from this company. Any person so transferred shall be carried and entitled to all the privileges and benefits to which a person paying a fare to the company to which he shall be transferred, except the privilege of another transfer, would be entitled. If the companies transferring to each other cannot agree upon satisfactory terms, then the terms are to be settled by arbitration in the manner set forth in sub-section 11, section 2, of this ordinance, and any company violating such terms shall be liable to a fine of not less than twenty-five nor more than one hundred dollars for each violation. If any company shall refuse to give to or receive from any passenger a proper transfer ticket under said terms or under the requirements of this ordinance, such company shall for any such refusal be liable to a fine or not less than twenty-five nor more than one hundred dollars.

(6) That the gauge of all the tracks of said company, operated by it either within or without the city, shall be four feet and eight and one-half inches. The tracks of the said company shall not be elevated above the surface of the streets or alleys, and the same shall be laid and maintained so as to conform to the grades of such streets or alleys as may from time to time exist, with suitable bridges, sewer connections, or drains at all gutters, so as to permit the free and uninterrupted flow of water along such gutters. All tracks and rails shall conform to the grade of the street as now established, or may hereafter be established by the city, and subject at all times to be taken up and relaid by the said company at its expense whenever necessary for the purpose of grading, regrading, paving, repaving, or repairing the streets, constructing or repairing sewers, laying or repairing water- or gas-pipes, or other public improvements; and it is expressly stipulated that the said company shall assume and pay all damages occasioned to any one in person or property by its failure to comply with the provisions contained in this sub-section.

(7) The said company shall within ninety days after the approval of this ordinance submit to the Committee on Streets for its approval plans and specifications showing in detail the proposed new construction, reconstruction, and re-equipment of the entire railway system herein granted, which said plans and specifications shall be considered by the Committee on Streets, which shall have the right and power to make such changes and alterations in said plans and specifications as it may deem necessary and proper. As soon as the said committee shall approve and designate the plans and specifications upon which such new construction, reconstruction, and re-equipment shall be made and executed, the said company shall forthwith proceed to carry out and execute such new construction, reconstruction, and re-equipment, and shall press said work to completion with speed satisfactory to the Committee on Streets. The said company shall at all times keep all of its tracks in proper repair and condition, satisfactory to the Committee on Streets. Whenever at any time, in the opinion of the Committee on Streets, any portion of its tracks or parts of its equipment shall need repairing, repaving, or renewing, the said committee shall notify said company of such need, and shall likewise furnish said company with a statement showing the extent and character of such needed repairs, repaving, or renewals, and the time in which the same must be made or executed. It shall thereupon become the duty of said company to perform and execute such repairs, repaving, or renewals, and within the time so required. The said company, before proceeding to make of its own desire, any repairs to its tracks, poles, wires, or other appurtenances shall notify the City Engineer of its purpose, and obtain his consent; and in either of the foregoing events the character of the work and the quality of the material shall be satisfactory to the said City Engineer. Should said company fail or refuse to make such new construction, reconstruction, paving, repairs, or renewals in the manner required by the committee, it shall be fined not less than twenty-five nor more than one hundred dollars, and each day's failure or refusal to make such new construction, reconstruction, paving, repairs, or renewals shall constitute a separate offence.

(8) That all poles, wires, appliances, and fixtures used in and about the said street-railway plant and system shall be so placed and maintained by said company as not to interfere with the reasonable and proper use of the streets and alleys and public places of the city, and, as to location, shall be satisfactory to the Committee on Streets, and, as to construction and material, shall be satisfactory to the City Engineer, and said committee may, from time to time, require a change in the location, construction, or material of such poles, wires, appliances, or fixtures.

(9) That said company, in the equipment of its road-bed and other fixtures, will use the best and most approved fixtures and appliances to prevent injury by electrolysis to the water- and gas-mains and pipes or other public improvements of the city, and will pay to the city all damages occasioned by electrolysis after a survey and estimation thereof by some suitable person appointed by the city for that purpose, and in case the said company, when notified of such survey and estimate, objects in writing to such assessment within ten days, then the amount of such damages shall be ascertained by arbitrators, to be appointed as provided by sub-section 11 of section 2, except that the umpire shall be selected by the Judge of the Hustings Court; and said company will also indemnify and save harmless the city from all claims of damages occasioned any person or property growing out of injury to such mains or pipes from that cause.

(10) That the said company shall be required to operate its lines of street railway continuously during the period of existence of the franchise hereby granted, unless prevented from so doing by the act of God, or other causes not reasonably preventable. But should it be necessary in the prosecution of any public work to temporarily stop the operation of cars, it may be done on the order of the Committee on Streets, and in such case the city shall not be liable, and the said company shall be held free from all claims for damages or penalties by reason of the delay or suspension of its business or traffic.

(11) That the said Richmond Passenger and Power Company shall permit any other company or companies, chartered by the city of Richmond and authorized by the Council, to use, in whole or in part, the above-described routes or lines conceded it by this ordinance, upon such fair and reasonable terms as may be agreed upon by said Richmond Passenger and Power Company and each entering company. But no company shall be entitled to demand or receive this privilege unless it shall concede to the Richmond Passenger and Power Company the right and privilege of running over the tracks of the said entering company, located within the city of Richmond, under terms to be agreed upon between such companies, and in the event that the said companies cannot agree upon terms as to the amount of compensation, the same shall be settled by three disinterested persons—one to be selected by the Richmond Passenger and Power Company, one by such entering railway company, and the third by the two persons so selected, and the terms and conditions which shall be fixed and determined by said persons, or a majority of them, shall be the terms and conditions upon which such entering railway company may use and occupy the tracks of the Richmond Passenger and Power Company; and if the said Richmond Passenger and Power Company shall, for thirty days after being requested in writing by the Committee on Streets to appoint its representative, fail to make such appointment, then the City Engineer shall make such appointment, and the person so appointed shall have the powers he would have had if he had been appointed by said Richmond Passenger and Power Company. If the said arbitrators, appointed in either of the manners above mentioned, shall, after considering for sixty days the matters submitted to them, fail to arrive at and agree upon the terms and conditions to be imposed, and shall also fail to select an umpire to settle and determine the said terms and conditions, then the City Engineer shall select such umpire, and the umpire so selected shall have the powers he would have had if he had been selected by the two arbitrators. When the said arbitrators, or any two of them, shall have fixed and determined the terms and conditions to be imposed on said entering railway company for the use in whole or in part of the above-described routes or lines conceded it by ordinance of the Council, and said terms and conditions have been reported to the Committee on Streets by said arbitrators, or any two of them, which report they are hereby directed to make, then the entering railway company shall have the power to use the whole or such part of the above-described lines and routes conceded it as aforesaid, on complying in a manner satisfactory to the Committee on Streets with the terms and conditions imposed by a majority of said arbitrators. Should either the above-named company, or any company that may, under this section, enter upon and use the tracks of the above-named company, fail to keep and perform each and every one of the terms as to the use of the said tracks, the said company so failing shall be liable to a fine of one hundred dollars for such failure, each day's failure to be a separate offence, and for any such failure the City Council may forbid the running of any car or cars of the company so failing upon any of the tracks as to which said terms apply until the Committee on Streets shall be fully satisfied that said term or terms will be fully complied with. Should the said company at any time after twelve hours after the receipt of notice of such forbiddance run or operate upon the said track any one or more of its cars it shall be liable to a fine of not less than twenty-five nor more than one hundred dollars as to each and every car so run, each day's running of any such car to be a separate offence. No company shall connect with this company except by permission of the City Council, and any company so connecting shall make with the said committee satisfactory arrangements as to the transfer of passengers with the said Richmond Passenger and Power Company. For any violation of this prohibition the said Richmond Passenger and Power Company shall be liable to a fine or not less than twenty-five nor more than five hundred dollars, each day of continuance of such connection to be a separate offence.

(12) That the Richmond Passenger and Power Company shall not use its lines and cars for freight carriage or traffic, or for the carriage of the United States mail, without the consent and approval of the City Council, but this prohibition shall not apply to its right to haul upon its tracks its own or other cars containing supplies for its own or for the city's use.

(13) That the rights and privileges hereby given shall not be taken as conferring upon the Richmond Passenger and Power Company any rights to construct or operate underground, overhead, or elevated railways within the city.

(14) That the right is hereby expressly reserved to the city to require interchangeable tickets between the said Richmond Passenger and Power Company and any other street railway company operating a line or lines of street railway within the city of Richmond which will interchange with it.

(15) That the said Richmond Passenger and Power Company agrees and binds itself to keep and hold the city free and harmless from liability for any and all damages that may accrue to any person or persons on account of injury or damage to person or property, growing out of the construction, improvement, maintenance, repair, and operation of said lines or works or out of the operation of said company's cars and railway system under this ordinance whenever the city is liable therefor, and in case suit shall be brought against the city, either independently or jointly with the said company on account thereof, the said company, upon notice to it by the city, will defend the city in such suit, and in the event of a judgment being obtained against the city, either independently or jointly with the said company, on account of the acts or omissions of the said company, the said company will pay the said judgment, with all costs, and hold the city harmless therefrom.

(16) The privileges herein granted said company are granted on the express condition that said company shall not at any time hereafter erect, complete, or occupy any power-house, either within or without the city limits, within one hundred yards of a private school, a public school of the city of Richmond, or any place of public worship in said city which shall have been established at the time that said power-house shall have been begun to be erected or occupied.

Section 3. The said company may operate its cars along said routes by electricity or such other motive power, except steam, as may be hereafter authorized by the City Council, but such permission to use electricity shall be subject to each and every restriction and condition heretofore imposed by the City Council upon any one or more of the street-railway companies using electricity as a motive power in this city, except as herein otherwise provided, and except that no power to revoke the right to use electricity is reserved; and for the failure by the said company to perform any one or more of said restrictions or conditions, it shall be liable to a fine or not less than twenty-five nor more than one hundred dollars, each day's failure to be a separate offence. The city hereby expressly reserves the right to put further conditions, restrictions, and regulations as to the use of electricity and requirements as to the manner or system by which electricity may be used.

Section 4. The privileges herein granted to the Richmond Passenger and Power Company as to the use of the streets and alleys of the city for the laying therein of its tracks, and for the running of its cars thereon, and the erection of poles and stringing