THE SEABOARD WINS.

CHARTER BILL PASSES THE HOUSE WITHOUT AMENDMENT.

TO BUILD TO WASHINGTON.

This the Purpose of the Company, Which Wins After a Long and Hard Fight—Employers' Liability Bill Beaten—Other Measures.

By a vote of 3 to 1 the House of Delegates yesterday agreed with the Senate to give the Seaboard Air-Line the right to construct a road between this city and Washington, and all that now remains to be done to make the charter effective is for Governor Tyler to sign the bill.

The discussion on the floor of the House was renewed yesterday shortly after 1 o'clock, and the voting was begun at 6. During the entire day there was a large crowd within the hall, and when the hour for voting arrived every seat was taken and the galleries and the space without the railing were literally packed with people.

The first speaker yesterday was Mr. Kelley, and he made an eloquent speech in behalf of the bill. He was followed by Mr. Saunders, who spoke vigorously in opposition to the measure. The vote was first taken on the amendments of the Finance Committee, each of which were rejected, and then the bill was passed, together with the companion bills.

SPEECH OF MR. KELLEY.

Mr. Kelley took the floor in support of the Seaboard's bill chartering the Richmond and Washington Air-Line Company, as soon as it was taken up after the routine business of the morning hour. In the outset Mr. Kelley denied the allegation made on the preceding day that Richmond delegates were corporators, and as such, interested in the charter. He spoke eloquently of the State's attitude toward internal improvement, and asserted that the offer made by the corporators for the State's interest in the Richmond, Fredericksburg and Potomac was a most liberal one.

Concerning the offer of a guarantee of 12 per cent. interest from the Richmond, Fredericksburg and Potomac, Mr. Kelley asserted that to accept such an offer that State would be acting as a usurer, and would be doing what it did not permit its citizens to do. The eloquent speaker referred to the action of Georgia in granting a charter to the East Tennessee, Virginia and Georgia to parallel the Western and Atlantic, which was owned entirely by the State, and asked: "Gentlemen, is there a higher code of morals in Georgia than in Virginia; does Georgia stand on a higher pinnacle than Virginia? Shall we say that Georgia is more liberal and less selfish than Virginia? No, gentlemen, I do not believe we will."

AMENDMENTS NOT GOOD.

Concerning the amendments placed upon the bill by the Finance Committee, Mr. Kelley asserted that they were placed there for the purpose of killing the bill, and he reiterated the statement which he made on the preceding day, that if those amendments were adopted it meant the death of the bill. He questioned very seriously the legality of the 12 per cent. offer on the part of the Richmond, Fredericksburg and Potomac, and quoted a minority stockholder in the Richmond, Fredericksburg and Potomac as asserting that he would fight the guarantee, which, Mr. Kelley asserted, had not really been made.

Mr. Kelley entered at some length into a discussion of the financial feature of the question, and asserted that the Seaboard's proposition directly equalled that made by the Richmond, Fredericksburg and Potomac, and he then elaborated upon the indirect benefits that would accrue to the State by the construction of the new road.

IN GOOD FAITH.

Concerning the charge that the corporators did not propose to build the road, Mr. Kelley asked any member of the House who believed this charge to tell him what benefit would be derived by the Seaboard by not constructing the road. He paused for an answer, and receiving none, proceeded to riddle the proposition and to positively assert that it was the purpose of the Seaboard Air-Line, if granted the charter, to build the road. Mr. Kelley asserted that the Richmond, Fredericksburg and Potomac did not raise objection to the granting of the charter to the Richmond and Manassas road, because, though it paralleled the Richmond, Fredericksburg and Potomac, it was well known that there was no intention on the part of the corporators to build the road. "Things are different now," he said; "the Richmond, Fredericksburg and Potomac realizes that if this charter is granted the road will be built, and they are making the fight of their life."

Mr. Kelley referred in most complimentary terms to Mr. Williams, whose career he said had been meteoric. He was a man, the speaker said, of whom Virginia should be proud, and his reference to the brilliant young financier elicited loud applause. Mr. Kelley had the floor when the dinner recess was taken. Resuming his argument when the House reconvened, he emphasized what he had previously said concerning the ability of the Richmond, Fredericksburg and Potomac to pay the State 12 per cent., and called attention to the fact that the road had not yet entered into any such written contract with the State. He briefly recapitulated his arguments of the morning session, and spoke of the monopoly of the Pennsylvania railroad, which levied toll on every railroad from the South. In conclusion, he made an appeal for the charter in the name of the people from the entire southland.

OPPOSED BY MR. SAUNDERS.

Mr. Saunders followed Mr. Kelley, and vigorously opposed the charter. He referred in the outset to the large vote in the Senate against the bill, and then plunged into a discussion of the financial question, urging that $200 per share was an insufficient price.

Mr. Hubard asked the Speaker if he had not voted two years ago to sell the stock at $135 per share.

"I expect I did," was the reply which elicited applause from the Seaboard friends, "but because I was foolish enough then to make a mistake is no reason that I shall continue foolish."

Mr. Saunders discussed the proposition that the Richmond, Fredericksburg and Potomac's 12 per cent. offer was in the nature of a bribe, and denied the correctness of this premise. He urged the validity of this offer, though he denied the legality of preferential action in favor of one stockholder as against the other. He thought, however, that the 12 per cent. was in the nature of a business proposition in the interests of all of the stockholders.

The Speaker asked the question, If the Richmond, Fredericksburg and Potomac was making now and yielding a 12 per cent. dividend, what would you ask for the stock?

Mr. Embrey replied that he would ask the market value. Mr. McRae suggested that $200 per share was more than the stock was worth. Mr. Saunders asserted that $250 was the very least the stock was worth. Mr. Kelley asserted, by way of interruption, that the effort to make the Seaboard buy one share of the stock was in the nature of a squeeze, and Mr. McRae endorsed this proposition.

Mr. Saunders, proceeding, said that the gentlemen by their admissions confessedly placed themselves in the attitude of squeezing the Seaboard, but defended themselves by saying that they were not squeezing so hard as some others desired to do.

ITS SURPLUS A GUARANTEE.

The Speaker referred to the large surplus which the Richmond, Fredericksburg and Potomac had accumulated as a guarantee of its ability to pay the 12 per cent. it offered. He adverted to the defeat of the telephone bill, and said it had gone down because it was vicious, and for the same reason he expected to see the Seaboard bill defeated.

Mr. Saunders referred to the speech on Thursday of Mr. John Whitehead, in which he had made reference to the upbuilding of Roanoke and Pulaski by the Norfolk and Western, and characterized it as a fairy tale, asking if the gentleman expected to see any upbuilding of the sedge fields and swamps between here and Washington.

Mr. Whitehead replied that the State of Virginia was not spending a cent for immigration, whereas the Seaboard Air-Line was spending about $20,000 annually for that purpose. He therefore expected to see the section built up.

THE VOTE.

Mr. Saunders concluded his speech at 6 o'clock, when the vote was gone into. The first amendment voted upon was that increasing the purchase price of the Richmond, Fredericksburg and Potomac stock from $250 per share, and this resulted as follows:

Yeas—Messrs. Ayers, Boaz, Bowles, Churchman, Cowan, Davis, Fitzpatrick, Fleet, Honaker, Lewis, Leech, McClung, McConnell, Moss, Nottingham, Patterson, Pollock, Price, Robinson, Stickley, Stoner, Todd, Warthen, Wellford, and Mr. Speaker—25.

Nays—Messrs. Akers, Anderson, Baker, Baugh, Blakemore, Bland, Buntin, Cardwell, Clarke, Clement, Dodson, Donohoe, Duke, Early, Edwards, Embrey, Epps, Ewell, Featherston, Folkes, Galleher, Garnett, Gent, Goad, Gouldman, Gravely, Gregory, Horsley, Hubard, Hume, Hunley, Hutcheson, Ivey, Jennings, Felix M. Jones, E. C. Jordan, Kelley, King, Lyons, McAllister, Murrell, Musgrave, Newhouse, Overby, Owen, Parks, Patteson, Pettit, Pilcher, Pitts, Powell, Priddy, Ryan, Settle, Shelton, Southall, Toney, Tuck, Ware, J. M. Whitehead, John Whitehead, and Williams—62.

The vote was taken next on the amendment increasing the amount of the penalty bond from $75,000 to $250,000. This resulted in a vote of 28 to 57. Messrs Baugh, Ewell, and Tuck, who previously voted in the negative, voting in the affirmative.

THE BILL IS PASSED.

The next vote was on the amendment providing that work shall be begun in twelve months instead of eighteen months. On this the vote was 27 to 57. The amendment providing that the road should be completed in three years was rejected, and the bill, as it came from the Senate, was order to its engrossment by the following vote:

Yeas—Messrs. Anderson, Baker, Baugh, Blakemore, Bland, Buntin, Cardwell, Clarke, Clement, Cowan, Dodson, Donohoe, Duke, Early, Edwards, Embrey, Epps, Ewell, Featherston, Folkes, Galleher, Garnett, Gent, Goad, Gouldman, Gravely, Gregory, Horsley, Hubard, Hume, Hunley, Hutcheson, Ivey, Jennings, Felix M. Jones, Thomas N. Jones, E. C. Jordan, Walter Jordan, Kelley, King, Lacy, Lyons, McAllister, Murrell, Musgrave, Newhouse, Overby, Owen, Parks, Patteson, Pettit, Pilcher, Pitts, Powell, Priddy, Robinson, Ryan, Settle, Shelton, Southall, Toney, Tuck, Ware, J. M. Whitehead, John Whitehead, and Williams—66.

Nays—Messrs. Ayers, Boaz, Bowles, Churchman, Fitzpatrick, Fleet, Honaker, Lewis, Leech, McClung, McConnell, Moss, Nottingham, Paterson, Pollock, Price, Stickley, Stoner, Todd, Warthen, Wellford, and Mr. Speaker—22.

The announcement of the vote brought forth cheer after cheer, which reverberated through the old Capitol, and almost shook the rafters. For several minutes the Speaker indulged the disorder, and the crowd, still cheering, gradually left the hall.

The companion bills were passed with but few dissenting votes.

THE DAY'S PROCEEDINGS.

Employers' Liability Bill Defeated—Terms of Superintendents.

The Senate met at 11 o'clock. The attendance was fairly good, considering the early hour, and several who were not present when the gavel fell came in later on. Among these were Senators Tate and Claytor, who, having been ill for several days, and Senator Whitehead, who has been absent for some time, engaged in a criminal trial in Danville.

Many House bills passed Thursday were read by title and referred. Many were placed on the calendar, and many passed under suspension of the rules.

REPORT ON CLERK'S OFFICE.

The committee appointed to examine the office of Clerk of the Senate submitted the following report:

Your committee appointed to examine the Clerk's office of the Senate respectfully report that they have performed that duty; they find the office in good order, with a complete file of the journal and other documents, which are carefully preserved and protected. The Clerk, to whose courtesy we are indebted for valuable assistance in the discharge of our duty, is, in our opinion, a most competent and faithful officer, and we beg leave to bear cheerful testimony to his ability and fidelity in the discharge of his duties.

GEORGE B. KEEZELL,
GRAHAM CLAYTOR,
GEORGE W. MORRIS,

The bill to incorporate the Virginia Telephone and Telegraph Company came up at 12:30 o'clock on a motion made Wednesday to reconsider the vote by which the bill was Passed. The motion was passed by.

EMPLOYERS' LIABILITY BILL.

Consideration of the employers' liability bill, which was begun under a special order Thursday, was resumed. Mr. McIlwaine, who had charge of the fight for the bill, was not present, having been called to Washington to the bedside of Congressman Epes. Mr. Lyle, of Roanoke, made the first speech for the bill. He said he supposed he represented as a large constituency of railroad employees as any senator in the hall. The cities of Roanoke and Radford, both in his district, are important centres, where the divisions of a great railroad system terminate, and give them a population composed largely of railroad operatives. The great majority of these men are loyal, working Democrats, and their cause and their needs deserve a patient hearing from a Democratic Senate, and Mr. Lyle said he would not properly represent them did he not speak and do all in his power to have the Virginia Legislature pass the bill for them. "I known they want it," said Mr. Lyle, "and a long and intimate association with them—for I am proud that I number many of them among my warmest personal friends—has convinced me of the justice of their demand, and their absolute need of this law for their protection."

Mr. Lyle then went on to show that the reason the needs of these men were so little understood by those members representing country districts arose from the fact that the employees of the operating departments of the railroads, by the nature of their calling, hold their voting residences in towns at railroad terminals; and that if the same number of voters were distributed more widely over the State, whith a demand only one-half so just, it would have been granted by the Legislature long ago.

He said the passengers on trains were fully protected when injured; the farmer had long since had drastic legislation passed to enable him to recover damages for his cattle killed on a crossing, but the railroad operative was left to bear the entire burden of a dangerous business, with no recourse for him or his representatives when hurt or killed, no matter by whose negligence or carelessness he was injured, so long as the negligent person could be, in some way, construed as his fellow-servant.

He then entered into a discussion of the law on the subject, showing that there had been no legislation in Virginia to cover the class of cases of injuries to railroad employees sought to be covered by this law since the formation of the Commonwealth, although the entire business of railroading had been developed within this period; that no relief could be expected from the courts, it being the duty of the courts to construe the laws as they found them, not to make laws, therefore the judges should not, and did not, consider the policy or the impolicy of the law, but if the law worked a hardship it was the duty of the Legislature to make the change; that this Legislature was the place, and now the time to grant the needed relief to those men; that England, from whom we got our common law, then in force here, had long since changed the common law rule by the enactment of such a law, and at least fifteen of the States had also made the change, and in no case had the action been receded from.

GREAT HAZARD AND RISK.

The opponents of the bill, Mr. Lyle said, argued that the same rule should apply to the servants of a railroad company as to those of a farmer, and the Legislature should pass no law that would place railroad men under better protection than domestic servants. This, he said, was absurd, and possibly made to influence the rural vote. He showed the great hazard and risk to individual life that the employee had to take in railroad service. One brakeman in every eighty is killed yearly, he said, and one in every sixty suffers either death or total disability, and he has only one chance in four of being allowed to die a natural death. There were 33,719 employees killed or seriously injured in the United States in 1898, the latest obtainable statistics, and the number was increasing yearly instead of decreasing, as is generally supposed. In Virginia, the number of killed and injured employees had almost doubled since 1895. It would not do to apply the common law rules to this class of cases any longer, and the safety of the public and the employees both demand that the burden of responsibility for these accidents be shifted from the shoulders of the employees to the shoulders of the corporations. Because the rule now in force was made at a time when the employer and his men worked alongside of each other, and each employee could know the other and be informed of the risks he assumed, while now the employee in one department of the railroads cannot possibly tell what risks he assumes from the other employees scattered over hundreds of miles of road. He went on to urge the favorable consideration of the bill for political and legal reasons, and closed with an earnest appeal for its passage.

MESSRS. COGBILL AND SHANDS.

At the conclusion of Mr. Lyle's speech Mr. Cogbill spoke in advocacy of the bill. He declared he utterly failed to see how any lawyer could have heard the arguments of Mr. Lyle and Mr. McIlwaine and not have been convinced that the bill was right in principle. When more people were killed by railroads in a year than had been killed in the war between the English and Boers, to his mind it was clear that it was time for the law to step in and stop such wholesale slaughter. He declared the people whom he represented were a unit, he believed, in wishing the passage of the bill.

Mr. Shands advocated the bill, declaring that there were not many railroad men in the district which he represented, but that standing as the representative in part of the people of the whole State, he felt it his duty to vote for a measure which would relieve such a large number of Virginia citizens. Mr. Shands declared the railroads made a mistake in opposing every measure calculated to make them do their duty. Was it just that the railroad company should refuse to pay for the death or injury of a brakeman killed in a wreck, and then pay the value of a hog killed in the smash-up?

Mr. Shands was very earnest in advocacy of the bill, his peroration being especially impassioned. He declared the enactment of a law such as the one proposed would result in good to employees and to railroads.

SPEECHES AGAINST IT.

Mr. Morris spoke in opposition to the bill, declaring that it went too far, and was special legislation. He did not think railroad employees should be placed on an equal footing with passengers. Why should employees of railroad companies alone be singled out? Mr. Morris declared he had never, and would never, vote for special privileges to any class.

Mr. Jeffries closed the debate with a speech in opposition to the bill. He characterized the bill as dangerous in that it sought to uproot and overthrow a doctrine set up by the ablest courts in America, and recognized by the Supreme Court of our own State. He thought it dangerous and vicious because it was class legislation. He thought the bill not necessary. He admitted that the number of men killed on railroads every year was enormous, and wholly deplorable, but how would the passage of the proposed bill remedy it? Railway companies already used the very best possible appliances. They had to do it, in order to prevent damage losses by reason of failure to carry passengers and freight safely. Further, the law now required the master to employ safe appliances, to place competent men in charge of them, to instruct the servant in his duties, and to pay him fair wages. There were also duties recognized by the law as resting upon the servant. Each was held to rigid performance. There is no employment entirely without danger. Even the playman is in more or less danger of being injured.

The railroad man knew of the dangers of the service when he entered it. Mr. Jeffries devoted a considerable portion of his time to the peculiarly legal aspects of the bill, making a very clear argument, quoting many decisions and authorities to show that the law was perfectly well settled and not in a state of confusion, as the advocates of the bill claimed. Referring to the statement of Mr. Cogbill's, that the old Supreme Court had not upheld the doctrine, Mr. Jeffries quoted from a decision of what is known as the "Readjuster Court," for the purpose of showing that the doctrine of the master's non-liability in damages for injuries his servant sustained through the fault of a fellow-servant.

THE DOCTRINE WELL FOUNDED.

The doctrine was founded in reason and common sense, and upon a due appreciation of the impulses, and the weaknesses of human nature. Above all, the doctrine was founded upon that principle of law which holds that no man should be held responsible for that which he did not do—a principle which is justice itself. Was it right that the trainman should have the same insurance as was given the passenger, who had paid his money for safe carriage? The same rule applies to both classes now. If the passenger is injured through the failure of the company to discharge a duty to the passenger the passenger recovers. If the employee is hurt through the failure of the company to discharge a duty owed to him, the employee recovers. He opposed the law because it proposed to create two laws regulating the relations existing between master and servant, in that it sought to protect trainmen, but not the employees of railways who worked in the shops of the company. Mr. Jeffries declared that other classes of labor would never sit by and see this one class alone protected.

The effect of the law would be, said Mr. Jeffries, to make the railroad man exercise the utmost care in guarding against the negligence of fellow-servants in the shops of the company, since he could not recover if injured. But when out on the road he need not take any precautions against such danger, since the law allowed him to recover if hurt, through the fault of a fellow-employee.

Mr. Jeffries made a very strong speech. He was followed by Mr. Glass, who said he would vote against the bill because it seemed right to do so, so far as he now knew. He was not certain that he would not vote for such a measure when he had studied the question further. Mr. Bruce expressed similar views.

THE BILL IS DELAYED.

The vote on the bill was as follows:

Ayes—Messrs. Cogbill, Flood, Johnston, Keezell, LeCato, Lupton, Lyle, Sands, Walker, Watkins—10.

Noes—Messrs. Barksdale, Blakey, Bruce, Dinwiddie, Eggleston, Foster, Glass, Gold, Hartley, Harvey, Massie, Morris, Munford, St. Clair, Steele, Wallace, Wickham—17.

The following pairs were announced, those who favored the bill being named first: Opie with Fairfax; Donohoe with Whitehead; Tyler with Tate; Shands with Maynard; Clayton with Mann; McIlwaine with Jeffries.

APPOINTMENTS CONFIRMED.

When the vote was announced, the Senate went into executive session, and confirmed the following board appointments sent in by the Governor several days ago:

R. T. Irvine, Wise county; Joseph Bryan, Henrico; Daniel Harmon, Charlottesville, and R. Walton Moore, Fairfax, to serve on the Board of Visitors of the University of Virginia for the term of four years, from February 28, 1900.

W. G. Howe, Wythe; J. R. Gilersleeve, Tazewell; H. O. Humphreys, Bedford, to serve on the Board of Directors of the Southwestern State Hospital for three years, from April 15, 1900.

William R. Aylett, King William; T. McCracken, Fredericksburg; B. R. Cowherd, Goochland, to serve on the Board of Directors of the Eastern State Hospital for the term of three years, from the 15th of April, 1900.

E. E. Stickley, Shenandoah; C. C. Conway, Orange; John W. Todd, Augusta, to serve on the Board of Visitors of the Western State Hospital for the term of three years, from the 15th of April, 1900.

Robert Gilliam, Petersburg; George W. LeCato, Accomac; E. A. Craighill, Lynchburg, to serve on the Board of Directors of the Central State Hospital for the term of three years, from the 15th of April, 1900.

[illegible] Rowe, Fredericksburg; G. W. Burks, Nansemond, to serve on the Board of Visitors of the Deaf, Dumb, and Blind Institution for the term of three years, from March 6, 1900.

The chair was vacated at 2:50, to be resumed at 4 o'clock.

The Afternoon Session.

The chair was promptly resumed at 4 o'clock, and the Senate took up consideration of bills on the calendar. The sum total of the afternoon's work was very large, a great number of bills being passed, and many more being ordered to their engrossment.

When the Senate bill to amend section 1437 of the Code as to the terms of county superintendents of schools came up, Mr. Blakey opposed it. He called attention to the fact that the bill so changed the terms of county superintendents by making them terminate July 1, 1902, as to take away from the present State Board of Education the appointment of superintendents. The present superintendents were appointed by the former Board of Education, and the result would be the present board, composed of Governor Tyler, Attorney-General Montague, and State-Superintendent Southall, would make no appointments. Mr. Blakey stated that the bill had been jacketed by the Committee on Public Institutions, upon explanations made him by Senator Morris. Mr. Blakey stated, however, that the statement made by Mr. Morris was perfectly fair. The Senator from Essex concluded by saying there was politics in the bill. He moved to pass the bill by.

Mr. Morris, replying to Mr. Blakey, said the latter was right; there was politics in the bill.

Mr. Tyler said he had favored the bill, but that he was now opposed to it.

Judge Mann thought the outgoing board more capable of judging as to the qualifications of men applying for positions as county superintendents than would be a new board.

Mr. Flood spoke for the bill, saying that experience had shown that it was better to have the superintendents appointed by the incoming administration.

The motion to pass by the bill was lost.

Senator Barksdale moved to adjourn, but the motion was lost, and the bill was ordered to be engrossed.

HOUSE BILLS PASSED.

For the protection of game in Alleghany and other counties.

To extend time for R. D. Buford to collect fee bills.

To transfer State's interest in Warm Springs and Harrisonburg turnpike.

SENATE BILLS PASSED.

To amend sections 3195 and 3196 of the Code, with reference to disbarring attorneys at law.

For the relief of G. T. W. Kern, of Bedford City.

To prohibit sale of intoxicating liquors.

To incorporate the West Norfolk Telephone and Telegraph Company.

For the relief of James T. Noell.

In relation to roads in Norfolk county.

In relation to partridges in Norfolk county.

In relation to District School No. 5, in Norfolk county.

To amend section 373 of the Code, in relation to office of Adjutant-General.

To increase the number of contributing members to a military company.

To amend section 1 of chapter 804 of the Acts of General Assembly 1897-1898.

To amend section 3166 of the Code, in relation to trial by jury.

To repeal section 13 of chapter 2 of license-tax law.

To amend section 1439 of the Code, as to duties of county school superintendents.

To authorize Board of Fisheries to declare certain lands open.

To incorporate the Norfolk and Lynnhaven Railroad and Terminal Company.

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

To establish a dispensary in Staunton.

To authorize clerks to enter record on delinquent land books.

To amend section 651 of Code of Virginia.

For the relief of Lucy E. Yancey.

For the relief of James A. Armistead.

For the relief of Johnson & Early.

For the relief of S. G. Robinson & Co.

To incorporate Virginia State Horticultural Society.

Declaring Birch creek a lawful fence.

To amend act prescribing effect of deeds conveying property sold under judicial proceedings.

To re-enact section 2234 and other sections, in relation to births and deaths.

To provide for registration of births and deaths.

To repeal an act to provide for the government of schools in Frederick county.

To empower the town of Clarksville to subscribe to stock of toll bridge company.

Creating special board for Buckingham county.

Routine of the House.

Aside from the consideration of the Seaboard bill the House disposed of a good deal of routine work. The session opened at noon without prayer.

Mr. Embrey moved to have the membership of the Committee on Enrolled Bills increased by ten, in order to facilitate the work of the committee. The motion prevailed.

Captain Parks offered a resolution providing for payment of $50 additional to each of the assistant clerk, the committee clerks, the Enrolling Clerk, the Sergeant-at-Arms, and the door-keepers and janitors, and of $25 to each page.

Mr. Patteson moved to strike out the extra compensation for the pages, and Mr. Parks answered him, asserting that he would rather strike out the clerks. Dr. Powell followed in opposition, and made a most humorous talk. Mr. Shelton vigorously opposed the measure in its entirety. Mr. Bland called the pending question, and Mr. Price demanded before voting to know how much was appropriated. He was told that the amount was $650. The resolution was agreed to by a vote of 48 to 34.

Mr. Madison introduced a resolution providing for the reimbursement of members for amounts expended in postage. The resolution was referred, which means its defeat.

Mr. Ryan offered a resolution, which was agreed to, empowering the Clerk to employ help for 120 days after the adjournment to compile the journal.

Dr. Priddy introduced a resolution, which was also agreed to, providing for the payment of the full salary of the session to Hon. T. A. Overby, the new member from Lunenburg.

BILLS INTRODUCED.

The following bills were introduced and placed on the calendar:

By Mr. Featherston: To regulate the sale of cider and bitters in Concord Precinct, Campbell county, Va.

By Mr. F. M. Jones: To incorporate the Henrico Seminary and Athletic Association.

By Mr. Matthews: To amend and re-enact sections 2 and 3 of an act entitled an act to incorporate the Onancock and Drummondtown Electric Railway, Light, and Power Company, approved March, 1900.

By Mr. Garnett: To amend and re-enact an act entitled an act to amend and re-enact section 3 of an act to determine to whom the title to the Falmouth bridge, in the county of Stafford, shall be conveyed, approved February 28, 1898.

By same: To amend section 4 of an act, approved February 20, 1886, entitled an act to determine to whom the title of the Falmouth bridge, in the county of Stafford, shall be conveyed, and to confirm the purchase of the same, and for other purposes.

By same: To amend section 1 of an act entitled am act to establish a ferry or bridge across the Rappahannock river at or near the town of Falmouth, approved February 28, 1898.

By same: To amend section 882 of the Code of Virginia of 1887, in relation to the compensation of overseers of the poor.

By Mr. Southall: For the relief of Thomas M. Ellett, an old and needy Confederate soldier.

By same: For the relief of Branch O. Leath, a disabled Confederate soldier.

By Mr. Churchman: To modify section 819 of the Code of Virginia, edition of 1887, and all amendments thereto, so far as the county of Augusta is affected.

By Mr. Graveley: For the relief of John Y. Harris and his deputies, by giving them further time to distrain and levy.

By Mr. Shelton: To authorize the Council of the town of Martinsville, in Henry county, to pay the Sergeant the same proportional compensation as that allowed by law to county treasurers.

By Mr. Parks: For the relief of B. H. Hester, a Confederate soldier.

By Mr. Hunley: To facilitate the construction of telegraph and telephone lines along and upon the right of way of railroads in the State of Virginia, and to provide for condemnation of such right of way.

By Mr. Willard: To prohibit the catching of diamond back terrapins in Gloucester county during certain months.

By Mr. Willard: To amend and re-enact section 7 of an act entitled an act to incorporate the Falls Church, Fairfax and Manassas Railway Company, approved February 28, 1896, as amended by an act entitled an act to amend and re-enact sections 1 and 7 of an act approved February 28, 1896, entitled an act to incorporate the Falls Church, Fairfax and Manassas Company.

By Mr. Williams: To repeal an act approved March 1, 1892, to regulate hunting in the county of Orange.

By Mr. Kelley: To empower the Council of the city of Richmond, Va., to appoint a sealer of weights and measures.

By Mr. Southall: To amend and re-enact sections 3, 4, and 5 of an act of the General Assembly, approved February 23, 1888, entitled an act to incorporate the town of Blackstone, in Nottoway county, Va.

SENATE BILLS PASSED.

To amend and re-enact section 3089 of the Code of Virginia, and section 3090 of the Code of Virginia, as amended by an act, approved January 18, 1888, entitled an act to amend and re-enact sections, 112, 633, 674, 2533, 3045, 3053, 3090, 3091, 3455, 3492, 4048, and 4049 of an act entitled an act to revise and arrange and consolidate into a code the general statutes of the Commonwealth, approved May 16, 1897.

To amend and re-enact the charter of the town of Chatham.

To amend and re-enact the first section of an act entitled an act to incorporate the Ballston Railroad Company, approved February 23, 1900.

To allow B. M. Apperson, Deputy-Treasurer of Culpeper, further time in which to collect certain tax bills.

To validate certain contracts made and entered into by and between the Farmville Building and Trust Company, of Farmville, Va., and its members.

HOUSE BILLS PASSED.

To allow John M. McCarty to erect a pier on the Rappahannock river, and to build a house thereon.

Authorizing the Board of Supervisors of Wise county to increase the pay of the Commonwealth's-Attorney of said county to a sum not exceeding $500, to be paid out of the county levy.

To amend and re-enact section 103 of an act approved January 16, 1896, entitled an act to incorporate the city of Newport News, in the county of Warwick, and to provide a charter therefor.

For the relief of I. Greenspon.

To repeal chapter 230 of Acts 1893 and 1894, approved February 12, 1894, entitled an act to authorize Floyd, Carroll, and Grayson to vote subscriptions to the Blue Ridge Railroad Company, in so far as it applies to Carroll county.

To authorize the county of Carroll to vote to rebate taxes on the Atlantic and Western Railroad, in said county.

To incorporate the Coeburn, Clinch Valley, and Nickelsville Telephone Company.

To authorize the voters of James river district, in Buckingham county, to vote on fence law.

To incorporate the First Free School Society, of Alexandria, Va.

Authorizing the Board of Supervisors of the county of Isle of Wight, Va., to appoint a special collector of delinquent county taxes and levies, and allow compensation for same.

M. B. Smith, Butternut, Mich., says: "DeWitt's Little Early Risers are the very best pills I ever used for costiveness, liver, and bowel troubles." Bodeker Brothers, T. A. Miller.

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In the Spring those Pimples, Boils, and Eruptions, those Headaches, Bilious Turns, and that Tired Feeling, indicate that there are cobwebs in the system. It needs a thorough brushing, and the best brush is Hood's Sarsaparilla, which sweeps all humors before it. This great medicine has such power to purify, enrich, and vitalize the blood that it thoroughly cleanses and renovates the whole physical system, creates an appetite, and steadies the nerves as nothing else does. It possesses properties Peculiar to Itself, which make it the Ideal Spring Medicine.

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PERMANENTLY
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Try our Snowflake Patent Family Flour, per bag	25
or, per barrel	4 00
Best Navy Beans, per quart	8
Canned Salmon, per can	9
Try our Family Flour (it's good), per barrel	3 50
Fine California Evaporated Peaches	10
2 boxes Washing Powders for	5
10-pound-buckets Home-Made Preserves	65
Fine Catawba and Blackberry Wine, per quart	10
Fresh-Made French Candy, quart	5
Quart cans Maple Syrup	25
Glass Jars Preserves	10
Boneless Codfish, 1-pound bricks, per pound	5
Pure Lard	6¾
Fresh Hams	8½
Small Hams, per pound	8½
Broiled Mackerel, per can	10
California Raisins	9
Home-Made Blackberry and Catawba Wine, per quart	10
Salt Pork, per pound	5½
Good Green or Mixed Tea	30

Our 40 and 50c. Teas are extra fine—try them.

Sour Pickles, per gallon	18
3 pounds Evaporated Apples for	25
1-pound package Soapine	7
Fresh Soda Crackers and Ginger Snaps	5
Fresh Mountain Roll Butter, per pound	15
Canned Tomatoes	5
4 cans Best Sugar Corn for	25
Shipstuff, per 100	85
Brownstuff, per 100	90
Best Corn, per bushel	45
Best Oats, per bushel	35
Canned Salmon	7

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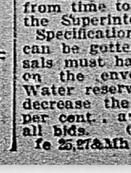

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What The Doctor Said!

Dr. Chas. Drennen, of Birmingham, Ala., in the Dietetic & Hygienic Gazette, says in a report on several cases of

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"I regard it as wonderful a discovery as has come to my notice in my 30 years of practice."

CURES ALL LUNG DISEASES. INVIGORATING BOOK FREE. Druggists, Tincture Amal Mfg. Co., Baltimore, Md.

PROPOSALS.

Office of City Water-Works,
Room 3, City Hall,
Richmond, Va., February 22, 1900.

SEALED PROPOSALS WILL BE RECEIVED at this office until 12 o'clock WEDNESDAY, March 7, 1900, for the following supplies, and contract work for the year ending December 31, 1900:

13 4-inch GATE-VALVES;
12 6-inch GATE-VALVES;
2 12-inch GATE-VALVES;
1 20-inch GATE-VALVE;
1 24-inch GATE-VALVE;
40 DOUBLE-NOZZLE FIRE-HYDRANTS;
(Gate-Valves and Hydrants to be of the best materials and design.)
12 LARGE STOP-COCK BOXES;
1,000 pounds PIG LEAD;
700 pounds BEST WIPING SOLDER;
215 ⅝-inch WATER-METERS;

BRASS WORK:

75 ½-inch TAPPING-COCKS for Hadesty machine;
160 ¾-inch TAPPING-COCKS for Hadesty machine;
36 1-inch TAPPING-COCKS for Hadesty machine;
35 ¾-inch CORPORATION COCKS;
36 1-inch ROUNDWAY STOP-COCKS;
100 ¾-inch ROUNDWAY STOP-COCKS;
150 ⅝-inch ROUNDWAY STOP-COCKS;
50 ¾-inch ROUNDWAY STOP-COCKS for iron and lead pipe;
50 1¼-inch ROUNDWAY STOP-COCKS for iron and lead pipe;

Brass work of best quality. Samples to be furnished.

Per cubic yard for cutting and refilling trenches for water mains in aved macadam, and clay streets.

The delivery of supplies to be made at the shop or pipe-yard, in such quantities from time to time as may be ordered by the Superintendent of Water-Works.

Specifications and further information can be gotten at this office. All proposals must have the name of the bidder on the envelope. The Committee on Water reserves the right to increase or decrease the above-named quantities 20 per cent., and the right to increase or all bids. CHARLES R. BOLLING,
fe 25,27&Mh 1,3,4,5 Superintendent.