

R. F. & P. HOLDINGS.

MR. WILLIAMS WRITES GOV. TYLER ON RAILROAD SITUATION.

LETTER WAS READ IN THE HOUSE.

Colonel Anderson Received Copy of Letter While Speaking—Day at the Capitol—Governor Tyler Spends Day at Sea.

Governor Tyler received yesterday the letter given below from Mr. John Skelton Williams, president of the Richmond and Washington Air-Line Railway Company.

The communication is of great interest just now, as setting forth the position of Mr. Williams and his associates, and in view of the circumstance that both the Senate and the House are now deliberating upon a bill repealing the charter of the Richmond and Air-Line Company.

While speaking on the bill in the House yesterday Colonel George Wayne Anderson was handed a copy of the letter, which he read. The letter is as follows:

MR. WILLIAMS'S LETTER.

February 9, 1901. His Excellency, J. Hoge Tyler, Governor of Virginia, Richmond.

Dear Sir:—A year ago, with Mr. James H. Dooley, Mr. J. William Mendenhall, and other gentlemen associated with me in the Seaboard Air-Line Railway Company, made application to the Legislature of Virginia for a charter to enable us to construct a new line from Richmond, the northern terminus of our system, to Washington.

Our applications for charters for such works of internal improvement have generally been granted without hindrance, but our application met with opposition on account of the apprehension which was felt that the construction of such a line would prove injurious to the Richmond, Fredericksburg and Potomac railroad, whose line it was proposed to parallel in which road the State is largely interested.

It is our desire to assist in carrying out a plan or arrangement as may be thought best for the best interests of the State of Virginia in this matter.

Yours respectfully, JOHN SKELTON WILLIAMS, President Seaboard Air-Line Railway.

DAY WITH THE GOVERNOR.

The Legislature is still keeping the Governor in good practice at signing his name. Every day a good-sized batch of bills comes to the Chief Executive's office for him to append his name, by which act they become law.

Governor Tyler has received and accepted an invitation to attend the banquet of the mining engineers at the Jefferson Hotel, Thursday, February 23d.

The Governor has received a letter from Mr. H. E. Cole, of Northumberland county, asking permission to float the State flag over Liberty Hall, his home.

Mr. Cole is to wear all the cost attached to his pet and favorite idea. The Governor gave the desired permission.

Hon. John W. Price, of the House of Delegates, secured from Governor Tyler the original copy of the Virginia-Tennessee boundary law, and sent it to Governor McMillin, at Nashville.

General Hill, Railroad Commissioner, was visited yesterday by Rev. James Cannon, Jr., and Messrs. T. M. Dillard and J. W. Speer, all of Blackstone.

In reference to the new passenger depot on the Norfolk and Western road is soon to be erected at Blackstone. The matter was soon settled. The depot will be located within 200 feet from the old one and on the same side of the track. It will be built at once. The freight depot will remain where it is. Some of the residents of Blackstone wanted the new depot on the south side of the track, and in another part of the town.

The Supreme Court of Appeals was engaged yesterday in the following proceedings: *Vashon vs. Barrett*, Submitted, L. Schreiber, for Plaintiff, C. S. Company, for Defendant.

Edwards vs. Smith, argued by J. Edward Cole and W. J. Overbeck for appellee and Richard Walke and J. Sydney Smith for appellants, and submitted. The court will hear no more arguments this term of the court.

Mr. Edward Williams, the conductor of the Capitol elevator, who has been very much indisposed, is reported as better.

IMPORTANT NOTICE.

Seaboard Air-Line Railway—Close Connection at Southern Pines for Pinehurst, N. C.

Hereafter the Pinehurst Electric Railway Company will meet all passenger trains of the Seaboard Air-Line Railway Company, at Southern Pines, N. C., and from there to Pinehurst, N. C., and from Southern Pines to Washington, D. C., via the Seaboard Air-Line Railway.

For further information call on or address any agent of the Seaboard Air-Line Railway.

R. E. L. BUNCH, General Passenger Agent; Z. P. SMITH, District Passenger Agent.

Mardi Gras via the Seaboard Air-Line Railway—New Orleans, La., February 14 to 19, 1901—Pinehurst, N. C., February 14 to 19, 1901.

On account of the above occasion the Seaboard Air-Line Railway will sell round-trip tickets from Richmond, Va., and from all stations selling coupon tickets on its line to New Orleans, La.; Mobile, Ala., and Pensacola, Fla., at one first-class fare, commencing February 12th to the 18th, inclusive, with final return limit March 7, 1901. Round-trip fare from Richmond to New Orleans, \$28.50; to Mobile, \$24.50.

The Seaboard Air-Line Railway offers to the traveling public two magnificent trains for the South daily. One, the Florida and Metropolitan Limited, leaving this city at 10:30 P. M., and the other leaving at 12:23 P. M. (noon). Pullman and sleeping-car reservations made on application. For further information call on or write any agent of the Seaboard Air-Line Railway.

District Passenger Agent, R. E. L. Bunch, General Passenger Agent.

"Florida and Metropolitan Limited" by the Seaboard Air-Line Railway.

"Florida and West India Short Line" to the United States and Europe.

Florida and West India Short Line—Daily Limited Trains to Florida. Effective January 14th, the Seaboard Air-Line Railway, the only line operating daily limited trains to Florida, has its route from Washington, D. C., to New York via Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia, Savannah, Jacksonville, and St. Augustine, Tampa and all Florida points, and at St. Augustine for the East coast. This train also carries traveling-room sleeping-car service to Atlantic City, New York, New Orleans, and Mexico and Texas and Pacific coast points. Leaves London 12:30 A. M., New York 12:35 P. M., from New York via Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia, Savannah, Jacksonville, and St. Augustine, Tampa and all Florida points, and at St. Augustine for the East coast. This train also carries traveling-room sleeping-car service to Atlantic City, New York, New Orleans, and Mexico and Texas and Pacific coast points. Leaves London 12:30 A. M., New York 12:35 P. M., from New York via Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia, Savannah, Jacksonville, and St. Augustine, Tampa and all Florida points, and at St. Augustine for the East coast.

A NEEDLESS EXPENSE.

Of course, the great trunk lines reaching down to Washington should inform us that they would not give us through connections for our north-bound cars, nor deliver freight to us south-bound in through car service. It would be idle for us to propose to expend millions of dollars in building new roads from Richmond.

These points were made very clear at the time of the Richmond and Washington fight, and my position in the matter has been to believe that if we should have this line, we should have it on our own expense and on our own responsibility, the railroads running north from Washington would be unwilling to give us the facilities which we are now enjoying.

A NEW PLAN.

On the other hand, a plan has been considered and approved by us for the purchase of the Washington Southern railway, extending from Quantico, and also for the purchase of a controlling interest in the Richmond, Fredericksburg and Potomac railroad, by the Seaboard Air-Line Railway, and a certain amount of money for the joint ownership and operation, by which the Seaboard Air-Line Railway and the roads associated with it will have precisely the same position of Richmond to Washington, without discrimination.

This plan has, under the circumstances, recommended itself strongly to us, and we have arranged to carry it out, we believe to be the best for all concerned. Under this arrangement both the Baltimore and Ohio railroad and the Pennsylvania railroad will have the right to run through and passenger trains to the city of Richmond, and in making Richmond the southern terminus of these two great trunk lines.

Under these circumstances the stock of the Richmond, Fredericksburg and Potomac railroad may become more valuable

than it has been under the old order of things.

At the time that the charter was granted to us to build the Richmond-Washington line, Richmond, Fredericksburg and Potomac stock was quoted on the market at about 150. It is now quoted materially higher.

Personally, I should be glad to exercise the right which it seems we now have of her stock in the Richmond, Fredericksburg and Potomac railroad, for which share it is to be received on the 20th inst., and which must be sold for \$200 per share. I am a larger bid for the entire amount is recorded and I regard this privilege as a valuable one.

On the other hand, my associates and myself are unwilling to take any advantage of this situation by acquiring the stock in part with a valuable property, if it should be sold, and changed conditions of the State to hold on to the securities, and to withdraw them from sale, and to sell at the same time the charter for the Richmond and Washington line, returning to myself and associates the deposit and guarantee of our good faith in this transaction.

I therefore submit the matter to you, order that you may thoroughly appreciate our own situation, and be prepared to advise us as to what course it shall be pursued by the State to pursue in regard to the disposition or retention of the State's stock in the Richmond, Fredericksburg and Potomac railroad.

It is our desire to assist in carrying out a plan or arrangement as may be thought best for the best interests of the State of Virginia in this matter.

Yours respectfully, JOHN SKELTON WILLIAMS, President Seaboard Air-Line Railway.

Methodist in religion, and Democrat in politics after the fashion of Jefferson and Jackson. In 1896 he refused to support Bryan and acted with the Sound Money Democrats, never losing an opportunity to express an active interest in the enthusiastic supporters of the Nebraska, whom he said had deserted the faith of the fathers for the wild and woolly Populism of the West.

MANY HEARD WASHINGTON.

Crowd at the Academy Last Night—Other Attractions This Week.

Booker T. Washington, the negro orator, reformer, and educator, spoke at the Academy of Music last night on the "Past, Present, and Future of the Negro." The balcony and gallery were filled with the leading colored citizens of the city, and the main auditorium of the theatre was given over to the white people, a large crowd of whom were present.

In the audience were many of the leading citizens of the city, and the majority of the legislators now gathered in session here. Upon the platform, besides about a dozen of the leading colored men of Richmond, were Judges Minor, Wellington, and Professor Washington.

Professor Washington was introduced to the audience by Giles Jackson, the well-known colored attorney of Richmond.

The address of Washington was one that fully sustained his reputation as an orator and a thinker. He spoke for two hours, and during that time the entire audience, including white and black, were held in the rapt attention of the speaker's delivery was well-nigh perfect and his exposition of the subject was done with consummate skill. The discourse was interspersed with bright witticisms, and was punctuated with frequent applause.

Washington rather pathetically traced a history of his early life—his home in Franklin county, Va., and his first visit to the city of Washington, and his participation upon the sidewalk. He built into a speech intended to teach great abstract truths upon the clearest concrete sentences, expressed so happily that the deepest head of the audience could alike appreciate every sentence which was spoken.

In closing his speech, he said: "You have State and local problems which are going to be discussed, but I would not dare to meddle, but I will take the liberty of adding this, that no question is ever permanently settled until it is settled right, in absolute fairness and on a basis of mutual respect. No trickery, evasion, or opportunity to promote fraud will ever result in bringing about that permanent good-will and peace which will result in a deep common interest in the public affairs. So far as the negro is concerned, his future is very largely in his own hands and in that of the hands of the white people of the South, among whom he resides. Outside pressures in a large measure cease to be believed in, and the negro cause in the future upon the conscience of the southern white people in a larger degree than we have in the past, and in thus resting our cause I do not believe that we are going to be disappointed. I believe that the southern white man has an attachment for the negro and an interest in him which will in the future show that he is going to take hold of the negro's hand, and that the negro will be a straight-forward, hand-to-hand manner. The time has come when I believe that the best and most cultured white people in the South are going to feel it to be their duty to believe in the negro, and to be industrially, mentally, and morally, even in a greater degree than they have in the past."

After the lecture, Dr. J. W. Southall, Superintendent of the University of the South, and many other prominent citizens, including several members of the Legislature, went upon the stage to shake hands with the speaker.

Dr. Southall urged upon Washington the necessity of an open house to the Department of Instruction, and expressed himself as being confident of hearing many good results of the lectures.

Speaking to a representative of the Dispatch after the lecture, Professor Washington said that wherever he was he was proud of being a native of Virginia—a State which he loved with the deepest and tenderest affection.

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