Friday and Saturday

We Will Display the Largest Gathering of

Children's and Misses'

Hats, Suits, and Wraps

to be found anywhere in this southern section.

Catering to the requirements of Girls' and Misses' Apparel has ever been a feature with us, and we are renowned for the immense stock we carry in READY-TO-WEAR GARMENTS FOR THE CHILDREN; but never before have we devoured so completely every great and good market in search of novelties for these departments. Now, however, that we are prepared, justly may we be proud of the array of apparel you are invited to inspect, for the latest styles are all in evidence, yet all are practical—and, moreover, we can fit the little as well as the big girls with equal ease, and at prices that will amaze you in their cheapness.

Girls' School Hats,

probably a thousand or more in all, including every popular shape and color. Here are a few:

Round Hat, soft crown, stitched brim, trimmed with silk cord..... 88c

Saucer Brim Felt Sailor, edge bound, trimmed with surah band, pearl buttons on bow..... 98c

Large Sailor, of scratched felt, stitched brim, band and long ends of silk ribbon..... $1.25

Curl Brim Sailor, stitched across crown and at edge of brim in colored thread, velvet banding, and long streamers..... $1.69

AND THEN WE HAVE A MULTIPLICITY OF GIRLS' TRIMMED HATS IN ALL COLORS AND SHAPES, AT EVERY CONCEIVABLE PRICE FROM..... $1.75 up.

Girls' School Suits.

At $3.98 Blouse Suit of Navy cloth, for children from 6 to 12 years, large sailor collar and shield, trimmed in braid, double-breasted effect, with 8 pearl buttons.

Girls' Blouse Suits.

At $5.00 All-Wool Cheviot Blouse Suit, large, square sailor collar, elaborately stitched with nine rows of soutache braid, embroidered shield and sailor tie, cuffs stitched in braid; plain skirt, fully lined; in Blue, Red, and Brown—ages 4 to 12 years.

Girls' Box Coats.

At $5.00 Double-Breasted Kersey Box Coats, in Red, Blue, Castor, and Tan, stitched storm collar, Raglan cuff, welt seam, sizes 6 to 14 years.

At $7.50 Box Coat of good quality Kersey cloth, shawl collar and new cuffs, several rows of tailor stitching on collar, down front, around bottom, cuffs, and pocket laps; in Red, Blue, Tan, and Castor—ages 4 to 14 years.

At $8.95 Box Coat of fine quality Kersey, made with shawl collar, new turned-back cuff, and fully satin lined, tailor stitching on collar and cuffs, around bottom, and down front; colors Tan, Red, Castor, and Blue—sizes 6 to 14 years.

Girls' Walking Coats.

At $2.98 Walking Coat of Blue, Red, or Tan Cloth, made with large sailor collar, nicely embroidered in Black and White braid, two rows of fancy buttons down front, ages 2 to 6 years.

At $3.50 Walking Coat of cloth, pointed sailor collar and cuffs, trimmed fn silk soutache braid, inlaid in satin, fully lined, to fit children from 2 to 6 years; colors Blue, Red, and Tan.

Girls' Top Cape Coats.

At $5.00 Full-Length Coat, of Kersey cloth, made with the Raglan cuffs and side pockets, circular cape collar, four rows of tailor stitching around garment; in Red and Blue—ages 6 to 13 years.

Girls' Auto Coats.

At $10.00 and $12.50 Handsome Full-Length Auto Coat, of fine quality Kersey, made with the stitched yoke effect, shawl collar and wide revers, side pockets and turned-back cuffs, entire garment nicely stitched with four rows of tailored stitching; in Red, Blue, and Tan, ages 6 to 14 years,

$10 and $12.50.

Our assortment of Ladies' Suits, Coats, and Separate Skirts is more complete than ever, with new styles and designs coming in daily.

THE PRICES ARE EVER THE LOWEST,
THE QUALITY INCOMPARABLE,
AND THE STLLES "THE LATEST."

Kaufmann & Co.,

Fourth and Broad Streets.

BANKERS ADJOURN.

CONTINUATION OF DISCUSSION OF PRACTICAL BANKING QUESTIONS.

DDRESS BY EX-COMPTROLLER ECKELS

Memorial on the Death of President McKinley—New Officers—James R. Branch Re-Elected Secretary—Anti-Bankruptcy-Law Proposition.

MILWAUKEE, WIS., October 17.—The closing day's session of the American Bankers' Association convention was devoted to a continuation of the discussion of practical banking questions. After a prayer by the Rev. J. Beveridge Lee, of Milwaukee, President Trowbridge introduced P. C. Kauffman, of Tacoma, Wash., who spoke on "The Financial and Commercial Factors of the Pacific Coast."

Walter D. Coles, of St. Louis, was the next speaker. His subject was "The Bankruptcy Law."

ECKELS ON THE CURRENCY.

James E. Eckles, of Chicago, formerly Comptroller of the Currency was introduced to the convention by President Trowbridge, at the conclusion of Mr. Cole's paper. Mr. Eckels spoke on "The National Currency." The note-issuing functions of the country, he said, are not what they ought to be. He agreed with Secretary Gage that the financial system has not reached that point of development where a people of so much progress, so much energy and force, as the people of the United States have a right to expect that it should have reached. He would like to see legal tenders of the government retired, as there is always a possibility of their reissue in a form that will be detrimental to the country.

He would like to see the abolishment of the sub-treasury feature of the country. It stands as a menace to the trade and commerce of the country, because it locks up the money. The sub-treasury should be conducted as is the business of a private individual or large corporation. He would restrict the revenues where the credit of the country could be maintained. He believed in great banks and a branch system of banks.

IN MEMORY OF M'KINLEY.

The following memorial on the death of President McKinley was presented and adopted by a rising vote:

"IN MEMORIAM.

"We, the members of the American Bankers' Association, are saddened by the death of our honored Chief Executive, William McKinley. His fame rests securely in the nation that he loved and hoped to save. We acknowledge to the fullest our obligations to his memory, and desire to put on record this simple testimony to his high character and pure life. Most deeply do we sympathize with Mrs. McKinley and his family, who have sustained a loss so much greater, and may this, in some small degree, testify to our love and respect for him, and our sorrow at his death."

OFFICERS.

The list of officers reported by the Nominations Committee was elected, as follows:

President, M. T. Herrick, of Cleveland.

Vice-President, C. Hardy, Norfolk.

Chair of Executive Council, F. G. Bigelow, of Milwaukee.

Treasurer, G. M. Reynolds, of Chicago.

New members of Executive Council—Ralph Van Vechten, of Iowa; J. J. Sullivan, of Ohio; John L. Hamilton, of Illinois; James R. McAlister, of Pennsylvania; Frank G. Bigelow, of Wisconsin; W. F. Sweeney of Missouri; F. H. Fries, of North Carolina; J. M. Donald, of New York; P. C. Kauffman, of Washington; W. G. Mather, of Cleveland.

COLONEL BRANCH RE-ELECTED.

The new Executive Council elected James R. Branch, secretary.

J. S. Davis, of Georgia, introduced the following resolution, which was referred to the Executive Council:

FOR REPEAL OF BANKRUPTCY ACT.

"Whereas, the bankruptcy act has had time to serve the purpose intended by Congress, to give relief to the honest oppressed debtor; and,

"Whereas, its further operation will entail loss upon both the creditor and debtor class, and the general public, by reducing the lines of credit and restricting business, thereby checking the wonderful development of the country, promised through right conditions: therefore be it

"Resolved, That this convention, through the Executive Council of the Bankers' Association, memorialize Congress to repeal the bankruptcy law."

New Orleans and Memphis extended invitations for the next convention. The place of meeting will be chosen by the Executive Council at a meeting in New York, next April.

The convention adjourned sine die at 7:15.

ENCOUNTER WITH BURGLAR.

Mr. W. H. Blackburn, of the County, Frightens Robber from His Store.

Mr. W. S. Blackburn, who conducts a store at Staple's Crossing, on the Richmond, Fredericksburg and Potomac railroad, several miles out of Richmond, had an exciting encounter with a would-be burglar on Wednesday night. After the store had been closed for some time, Mr. Blackburn was returning home and found a man in the store, preparing to loot it. He pulled the door shut on him. The man endeavored to yet the door open and for a time it was a tug of war between the two, whether the door should be opened or whether the man should be fastened inside. The intruder, however, won by using his pistol. He fired two shots through the door, and Mr. Blackburn was glad to stop while unmolested. The man then made his escape and shot at Mr. Blackburn as he ran off, but failed to hit his mark.

Mr. Blackburn turned a pack of hounds loose on the man, but they made no attempt to follow him and he escaped without trouble.

It is thought the robber had just effected an entrance to the store as nothing was missing from the stock.

As to Entering the City.

A representative of the Richmond and Petersburg Electric railway stated last night that that company is at this time negotiating with Mr. Fisher, of the Richmond Passenger and Power Company, with a view to securing an entrance into the city to Broad street, and also through Manchester, over the tracks of the latter company. No conclusion or agreement has yet been reached. The ordinance granting the company a franchise to operate cars to Second and Broad still slumbers in the Street Committee.

Madison Mention.

MADISON, VA., October 17.—(Special.)—John M. Aylor, Esq., has just announced himself a candidate for the House of Delegates from the counties of Greene and Madison. He is a Republican.

The monument to the Confederate dead of this county will be unveiled on the 31st of this month. A description of this monument was sent to the Dispatch some time ago.

Hon. Garnett, of Norfolk city, is expected to be the orator for the occasion.

WHEREABOUTS OF SAMPSON DURING THE NAVAL FIGHT OFF SANTIAGO JULY 3, 1898.

(CONTINUED FROM PAGE ONE.)

modore Schley say anything about coaling difficulties?"

"I do not remember. I know he was always extremely anxious, and seemed to coal whenever there was an opportunity. The conversation about going to Guantanamo impressed me particularly, because afterwards I thought it was such a wise decision."

Mr. Hanna asked the witness whether the Flying Squadron had "proceeded with dispatch," on the voyage from Cienfuegos to Santiago, and the witness replied: "Yes, as a unit; until we made the turn westward on May 26th. The slowest ship fixed the speed, and that was six or seven knots an hour."

"Then, in your answer, you except the retrograde movement?"

"I do."

By the Court: "What difficulties did the Brooklyn have in coaling off Santiago prior to June 1st?"

"I do not think there was any difficulty during those dates."

BLOCKADE AT SANTIAGO.

Ensign Abele, asked about the blockade on May 29th, in front of Santiago, said: "At night we steamed back and forth in front of the harbor, at a distance of five or six miles. At night I saw signalling going on between the harbor and the fort. The system of signals was that used in the English army, a blinking white light, and I judged it was the Colon signalling to the fort. It happened on two occasions."

The witness, in describing the battle of July 3d, said that he had had charge of the port battery on the main deck forward, and that when the Spanish vessels first came out of the harbor, he could not train his guns on them, because of the distance. Later, he opened fire, and he observed that the leading Spanish ships held steady on the Brooklyn's port bow for some time, and then turned to the westward. His range then was 1,400 yards, and the lowest range at which he fired during the day aws 1,100 yards.

BLOCKADE AT CIENFUEGOS.

Ensign John Halligan, Jr., was the first witness at the afternoon session of the court. He said that on approaching Cienfuegos, May 21st, he had heard the firing of guns. Referring to the blockade of Cienfuegos he recalled that on the 22d the Brooklyn steamed past the entrance to the harbor, and that the ship had gone to within about a mile of the harbor. He also recalled that the Adula had reported that the Spaniards had left Santiago.

Coming to the blockade of Santiago, he said he knew that the Marblehead and the Vixen had been inside the blockading line there. Asked as to Commodore Schley's bearing in the battle of Santiago, the witness said it was "such as to inspire enthusiasm."

"Do you know what vessels were in sight at the beginning of the battle?" asked Mr. Rayner.

OBJECTION FROM LEMLY.

"Hold on there," exclaimed Captain Lemly, before the witness could reply. "I object."

Captain Lemly stated that the precept did not call for the position of ships, except to show whether they endangered the Brooklyn or not. Replying, Mr. Rayner said that the question was similar to other questions which had been admitted.

"I believe that it is an evasion of the court's ruling in regard to going into the matter of the position of the ships," said Captain Lemly.

Mr. Rayner: I will not press this question now, but there is a stage of the case where I will have to bring it up. I will withdraw it now.

SUCCESSFUL RECONNAISSANCE.

Judge-Advocate Lemly: We will have to enter this on the record as another reconnaissance.

Mr. Rayner: It has been a very successful reconnaissance in developing you.

Mr. Rayner requested permission to withdraw for five minutes, for a consultation with Admiral Schley, which the Court granted.

Mr. Rayner, after his conference with Admiral Schley, announced that they would withdraw the question for the time being.

VIZCAYA HEADED FOR BROOKLYN.

In reply to questions by the Court, Mr. Halligan said that when the Vizcaya went toward the Brooklyn, "the Spanish ship bore on our starboard beam, a little forward, and was headed for us, distant 2,000 to 3,000 yards." When Mr. Halligan retired he was succeeded by Ensign Lacy. Mr. Rayner asked the witness if he had had any conversation with Commodore Schley during the night before the engagement of May 31st. He replied that he had had such a conversation.

TO DEVELOP BATTERIES.

"I was on the signal bridge of the Brooklyn, after dinner," he said, "when the Commodore came up on the bridge, and in the course of the conversation said to me, 'To-morrow we are going in with the ships not coaling to bombard at long range, to develop the exact location of batteries, and to form an estimate of their strength.' He said he was not going in for a regular bombardment, as he had instructions from the department not to hazard the ships against the batteries, and feared that if he should disable one of his ships during this bombardment, his force would be rendered inferior to the Spanish force inside the harbor; that he was going in merely for a reconnaissance, and not to destroy the batteries or the Colon."

On cross-examination, Mr. Lacy said that he did not know from whom the Commodore had received his orders not to endanger the ships by exposing them to shore batteries, and that he had never seen the order himself.

QUESTIONS FROM COURT.

Questions were asked by the Court as follows:

"Did you see any of the Spanish ships while they were coming out of the harbor of Santiago on July 3d?"

"Yes, when I first saw them, two of the vessels were out and the third was just coming in sight."

"How were these ships heading while coming out of the harbor, with regard to the position of the Brooklyn, on July 3d?"

"After clearing the entrance, they headed to the westward, apparently directly for the Brooklyn, from the position she was maintaining on the blockade."

"THREE CHEERS FOR SCHLEY!"

The next witness was James A. Hand, also an ensign, who testified that on the day of the battle of July 3d, he was at the central station, and received from Commodore Schley and Captain Cook encouraging messages to the men, and that one of these from the Commodore was received with a 'Three cheers for the Commodore!'

Ensign Ralph Marble said that on the day of the battle of Santiago, he had charge of some of the after 5-inch guns. His closest range was 1,100 yards. The orderlies had passed the range of 900 yards to him, but he had not used that range. Later in the engagement, the range had been 2,400 to 2,500 yards, which, while firing on the Vizcaya, had been extended to 2,800 or 2,900 yards. He said that just before going ashore, the Vizcaya starboarded her helm and headed for the Brooklyn, then ported her helm and went ashore.

Mr. Marble related a conversation he had heard between Captain Sigsbee and Commodore Schley, when the latter came aboard the Brooklyn, May 26th, off Santiago. The Commodore had asked the Captain, the witness said, 'Have we got them' and to this inquiry Captain Sigsbee replied: 'No; they are not here. I have been here for about a week. They could not have been here unless I knew it.'

DISPOSITION TO RAM BROOKLYN.

The Court asked the following questions of Ensign Marble:

"Did any Spanish ships show a disposition to ram the Brooklyn at the beginning of the engagement of July 3d."

"Yes, sir. One of the ships did not turn as soon as the others headed to the westward."

"Did you see the Texas at any time while the Brooklyn was turning to starboard?"

"No, sir; too much smoke."

Medical Director Paul Fitzsimmons, who was chief surgeon of the Flying Squadron, was called.

BROOKLYN DOING ALL THE FIGHTING.

Dr. Fitzsimmons gave an account of the battle of July 3d, from his standpoint. He had observed the engagement from the gun deck of the Brooklyn. When the Brooklyn completed her turn, he had been able to see only one of the American ships. "I remember that incident very distinctly," said Dr. Fitzsimmons, "because it seemed to me that we were fighting all the Spanish ships, alone."

Dr. Fitzsimmons, in reply to a question from Mr. Rayner, said that he had not seen Commodore Schley during the engagement, but that he had met him about 1:30 o'clock, soon after its close.

SCHLEY CHOKED WITH SMOKE.

Asked by Mr. Rayner what the Commodore's appearance was at that time, the witness replied: "He was hardly able to talk, and complained of an irritation in his throat, from the effects of the smoke. He appeared to be exultant over the victory. He was so choked with smoke he could hardly make himself understood."

Taking the witness for cross-examination, Mr. Hanna asked:

"Have you anything in your knowledge relating to any conversation with the Commodore or anything else?"

NOTHING TO SCHLEY'S DISCREDIT.

"I can only say this," was the reply, "unless you ask me specific questions, that I do not know anything to the Commodore's discredit. I think the Brooklyn kept the Colon from getting away."

Dr. Fitzsimmons, in speaking of the voyage to Santiago, said that the weather was rough, and that the Commodore had thought of sending the Eagle away, but had hesitated. This statement caused the Court to ask the witness if he knew the cause of the hesitation, and he replied that he had heard the Commodore talking about it. "He seemed to think the Eagle's speed was lacking. He said he wanted to keep the squadron intact if he could, but the Eagle kept the fleet back."

Court here adjourned for the day.

Personals and Briefs.

The Virginia Sons of the American Revolution, have issued invitations for a smoker to be held in the Westmoreland Club, beginning at 8:15 o'clock this evening.

Miss Nellie Kirk, of Roanoke, Va., is the guest of Miss Mabel Sims, at 410 west Marshall street.

There will be services in the new lecture-room of Grove-Avenue Baptist church Sunday morning and night.

Miss Jennie L. Pelouze left yesterday to visit friends in Washington and the Pan-American Exposition, and will also visit Niagara Falls while there.

Mrs. S. A. Knight, of 415 east Clay street, is visiting her daughter, Mrs. W. W. Barnes, at Amelia Courthouse.

Next Sunday being communion Sabbath at the Grace-Street Presbyterian church, there will be preparatory services this afternoon at 4:30 o'clock.

The condition of Mr. Edwin Schmidt continues to grow steadily better.

Miss Mary Ashley Bell is the guest of Miss Norah Leary, 1106 Grove avenue.

Rev. James A. Waddell and wife, of New Kent county, are visiting Mrs. H. M. Smith, Jr., at No. 10 south Fifth street.

Miss Rose Hable, of Winchester, Va., is visiting Miss Lottie Weil, No. 101 west Clay street.

Third-Vice-President F. S. Gannoh, of the Southern road, at Washington, was in the city yesterday, and called at the general offices of the Chesapeake and Ohio.

Mrs. F. E. Phelps, wife of Captain Fred. Phelps, United States army, and her daughter, Mrs. Harriman, are in the city, the guests of Mr. and Mrs. Z. P. Smith, No. 811 west Main street.

Mr. J. W. Cole, passenger agent Seaboard Air-Line, Washington, was in the city yesterday.

The Seaboard Air-Line, on No. 27, yesterday hauled about 100 oysters pickers, bound for Mississippi.

Weak?

Then you want strength. Good food, an active liver, and pure blood will bring it. You naturally think of eggs and milk, Ayer's Pills and Ayer's Sarsaparilla. Ask your doctor if he can come any nearer to the truth. Do as he says, at any rate.

"For 25 years I have never missed taking Ayer's Sarsaparilla every spring. It cleanses my blood, makes me feel strong, and does me good in every way."
John P. Hodnette, Brooklyn, N. Y.

All druggists. J. C. AYER CO., Lowell, Mass.

PETERSBURG LINE BLOCKED.

Charge Made That the Passenger and Power Company Stands in the Way.

The case on trial in the United States District Court yesterday was that of the Richmond and Petersburg Electric Railway Company against C. S. Spencer, trustee, a suit growing out of the condemnation of a certain tract of land by the railway company which has recently been purchased by Spencer. The property is situated on the south side of the Appomattox river and directly in the path of the road. It is charged that it was nominally bought by Spencer, but really by the Passenger and Power Company, which owns railway properties in Petersburg, and might desire to block off the proposed line.

Counsel for the Mutual Fidelity Company of Norfolk appeared before Judge Waddill in the United States District Court and filed a motion asking that the receiver recently appointed by the court, when the case of Massie vs. Mutual Fidelity Company was heard, be discharged. The matter will be given a hearing in Norfolk on Tuesday.

The Barcus-Henly case in the United States District Court has ended in a verdict favorable to the plaintiff. The mater had its origin in the charge by Barcus, a capitalist, that the marl beds on the Pamunkey river, in which he had invested, did not come up to representation. Property belonging to Mr. Henly at West Point and elsewhere was yesterday levied upon in pursuance of the Court's order.

Agents for Monarch Pats.

BEST $3.50 SHOES IN THE WORLD.

TO-DAY we place on sale a hundred dozen Men's Derby, Fedora, and Golf-Shape Hats, in the leading shapes and colors—worth $2.50 and $2.70, at $1.35 each.

Gans-Rady Company

PASSENGER AGENTS.

ANTI-SCALPING AND INSURANCE MATTERS IN HANDS OF COMMITTEE.

OFFICERS FOR THE ENSUING YEAR.

Portland, Maine, Next Meeting-Place. Thanks to the Southern Railway for Entertainment—Trip to the Sapphire Country.

ASHEVILLE, N. C., October 17.—After sessions lasting three days, the annual convention of the American Association of General Passenger and Ticket Agents adjourned finally this evening. To-day's session was the most important and interesting of the convention. The question of the prosecution of counterfeiters, forgers, and unlawful manipulators of railway tickets, continued from yesterday was discussed for two hours, and finally was referred to a committee consisting of the chairman of the several traffic associations. This committee already has the power to prosecute such frauds, but it will now have whatever of power and authority the Passenger Agents' Association can confer upon it to assist it in a vigorous performance of its duty. The proposition made yesterday that a death benefit feature be added to the association was incorporated. Members of the association may avail themselves of this insurance, but it is not made obligatory upon them.

IN MEMORIAM.

Resolutions were adopted expressing the sorrow of the association at the death during the past year of M. B. Waters, of the New Jersey Steamboat Company; L. J. Parks, of the Southern Pacific road, and James M. Schriver, of the Baltimore and Ohio. The following officers for the ensuing year were elected:

President, J. P. Wood, of the Pennsylvania railway.

Vice-President, John Sebastian, of the Chicago and Rock Island.

Secretary, A. W. Smith, of Cleveland.

E. N. Armstrong, of the Toledo, Peoria and Western; W. J. Lynch, of the Big Four, and J. C. Pond, of the Wisconsin Central, were made members of the Executive Committee.

NEXT ORATOR.

F. I. Whitney, of the Great Northern, was named as orator for the next annual convention.

Portland, Me., after a spirited contest with Denver, Col., was chosen as the next place of meeting.

Before aljournment, resolutions were adopted thanking the Southern railway and its officers fo. the handsome manner in which they have entertained the members of the association and their guests.

This evening, several rundred members of the association, as guests of the Southern railway, made an excursion to the Sapphire country.

THE WELCH SHOOTING AFFRAY.

Details of the Affair—Three Men Wounded.

WELCH, W. VA., October 17.—(Special.)—The tragedy enacted in this little city last night, was worse than first reported. Robert Hufford and Dr. C. R. McDaniels, both prominent men were shot, probably fatally, and John Waldron was seriously injured. The details are these: While Hufford was taking a lunch some strange men entered and apparently intoxicated, made some remarks which Hufford took as an insult, and he hurled a heavy glass at one of them and closed in for a fist encounter. At this juncture Deputy-Sheriff John Waldron, rushed in to separate the participants, as did also Dr. McDaniel, who was seated at a nearby table. Hufford was jerked rather abruptly by the Deputy-Sheriff, and he quickly pulled a pistol and turned on the officer. Hufford is quick with the pistol, so he brought his weapon into action also. Shots were now ringing out rapidly and all was excitement. Dr. McDaniel, being a warm friend of both men rushed into the fray, pleading a cessation of hostilities, only to be pierced through and through with a 38-calibre bullet. The firing continued. Hufford fell next. He was shot three times, the last bullet fired penetrating his lett breast. Deputy-Sheriff Waldron, although shot was able to walk from the cafe, the smoke from revolvers being so dense that it was difficult for the eye to penetrate the room. When the details of the awful tragedy got abroad, excitement reigned supreme, friends of all parties being loud in their remarks of praise or condemnation, and it looked as though another tragedy might occur. Cooler heads prevented this, however, and Sheriff Waldron, was placed under guard at the hotel, while the other injured men were taken to a physician's office.

Hufford is a merchant, and a brother of Deputy United States Marshal A. C. Hufford. He is shot three times and will likely die.

Dr. McDaniels, the peacemaker, who will also probably die, is one of the best known physicians in the county.

John Waldron, the Deputy-Sheriff, shot in arm lives here, and no one is more highly respected. It will be a long time before details of this tragedy will be forgotten, and, it may be but a forerunner of trouble even more serious. The outcome is feared.

MR. GRUBBS NOT A CANDIDATE.

The Assistant Postmaster Make a Statement Regarding His Position.

Assistant-Postmaster Grubbs was seen last night regarding the report that Hon. John S. Wise would endeavor to have him appointed Postmaster of Richmond. Mr. Grubbs made the following statement:

"The use of my name in an afternoon paper yesterday in connection with the appointment of Postmaster is entirely unauthorized by me, and the statement that there had been at any time a conference with my friend, John S. Wise, on this subject, is absolutely untrue. I am not now nor do I expect to be a candidate for the position of Postmaster.

It is true that Mr. Grubbs is a close an intimate friend of Mr. Wise, and that Mr. Wise would probably do anything in his power to advance the interests of Mr. Grubbs. It is also true that Mr. Wise is a weighty friend of the President's, but Mr. Grubbs makes his own statement regarding the position he occupies in the matter.

Book and Job Printing neatly executed at the Dispatch Printing House.

PURCHASED BY C. & O.

Deal for Property in Cincinnati About to Be Closed—Notes.

The Chesapeake and Ohio Railway Company has for some time been negotiating for the purchase of the Sol Kineon interest in the Kineon Coal Company, of Cincinnati. The deal is believed now to be about to be closed.

Mr. John Galvin, attorney for the Kineon Company, is expected here for the purpose of concluding the transaction.

The property is of considerable value. It consists of steel coal terminals at Cincinnati. The trestles are of good steel and their value is placed up into the thousands of dollars.

The Locomotive-Works has been awarded by the Seaboard Air-Line the contract for the sixteen consolidated engines recently ordered by the Board of Directors of the road. General Manager Barr has written the Locomotive-Works giving notice of the award.

Captain C. W. Westbury, District Passenger Agent of the Southern railway in Richmond, is in attendance upon the annual convention of the American Association of General Passenger and Ticket Agents in Asheville, N. C.

Colonel H. M. Boykin, of the Seaboard Air-Line, has received from Herman Junkel, the commander of the Pittsburg Commandery, No. 1, Knights Templar, two souvenirs of the triennial convention of the order, which was held in Louisville this year.

Mr. Warren P. Taylor, traffic manager of the Richmond, Fredericksburg and Potomac road, has recovered sufficiently to be at his office. Mr. Taylor's friends will hear of this with much gratification.

Mr. C. H. Gattis, the ticket agent of the Seaboard Air-Line in Raleigh, N. C., who has been dangerously ill, is considerably improved.

STREET RAILWAY BANQUET.

Passenger and Power Company Tenders One to Its Employees.

The Passenger and Power Company will tender to all of its employees a banquet to-night at midnight at the Masonic Temple. This hour is selected because at that time all the men can be present. Colonel John Murphy has been booked as caterer. This entertainment is tendered the employees because of their care and diligence during Carnival week when no one was hurt. At least 500 will be present at the banquet.

The Traction Company has decided to allow each man who worked through the whole week an extra day's pay.

President Bemiss states that a batch of twenty new cars will arrive next week. They will be the finest the company has yet operated. An order will be given for another batch to the American Car Company, of St. Louis. These will have very low windows and can easily be converted into summer cars.

MURDER NEAR CHARLESTON.

German Storekeeper Done to Death—His Till Rifled.

CHARLESTON, S. C., October 17.—C. H. Mappus, a German, was murdered last night at his store, seven miles from here, and near several negro villages. Clad in night-clothes, the body of the dead man was found this morning, lying across the bed, his skull crushed and the bed-clothes drenched in blood. On the floor near the dead man was a box of chewing tobacco, all stained with blood, showing clearly that it was the weapon used in taking his life.

The murdered man was no doubt struck several blows, for the bed-clothing was disarranged, indicating that there had been a struggle, which no doubt followed after the first blow was struck. The store till was robbed of all the money in sight. No clue as yet to the murderer.

UNIVERSITY STUDENT HURT.

Fell Into an Excavation in New York.

NEW YORK, October 17.—(Special.)—Howard Norcross, a student from the University of Virginia, with others, journeyed to Philadelphia to see the foot-ball game. He and his student friends came to New York afterwards. Norcross, while speaking to a Broadway crowd fell into an excavation here. The fall was twenty-six feet. He was hoisted out with ropes, hundreds of people gathering to help. A policeman took him to a drugstore where he gave his name and address. His injuries were not serious enough to prevent his taking a train later for Virginia.

DEATHS.

NIEMEYER.—Died, at 12:3 P. M. Thursday, October 17, 1901, at the residence of her mother, Mrs. Martha E. Smith, No. 317 Harrison street, Mrs. SARAH C. NIEMEYER, widow of Colonel W. F. Niemeyer, formerly of Portsmouth, Va.

Funeral will take place from the residence at 11 o'clock TO-MORROW (Saturday) MORNING, October 19th.

OBITUARY.

DONALD BRAILSFORD LANDRUM, born in Richmond, Va., January 27, 1891, died at the home of his uncle, Colonel D. W. Brailsford, at Panola, Clarendon county, September 25, 1901.

Little Donald was the grandson of Mrs. E. D. Brailsford, who had adopted him and been to him a mother in every respect since his mother's death in his early infancy. It was while staying with her at the Methodist parsonage some weeks ago that Donald became known and loved by many friends, both young and old, in Barnwell. His quiet, gentle, manly bearing and generous heart made him loved by all who met him. Nothing that he had was too good for his friends and playmates. This generousness of disposition was beautifully exhibited when an offering was taken up here for the Epworth Orphanage, and he insisted on giving a considerable sum that had been given to him. Truly with him "It was more blessed to give than to receive." As we have given back to his Heavenly Father from whom we received him can we not say, realizing his more blessed estate, "It is more blessed to give than to receive. The Lord hath given, the Lord hath taken, blessed be the name of the Lord."

But his taking away was so sudden; one morning to hear he is well, then to hear in the afternoon that his spirit had gone to God. Even with God's grace it takes some time for loved ones to realize all that that means. Taken suddenly ill with congestion, all that medical skill could do availed nothing; soon as he was gone, and his body was laid to rest in the cemetery of St. Mark's Protestant church, near Pinewood, S. C.

He who said "Suffer the little children to come unto me" has claimed one of his own for that land above, where "the angels do always behold the face of the Father."

HE HAS PROSPERED.

COINCIDENCE IN THE CAREER OF W. T. GENTRY, OF THE BELL CO.

BACK AFTER TWENTY-FIVE YEARS.

Then He Was a Struggling Telegraph Operator; Now He is General Manager of a Great Corporation—About His Company's Plans.

Twenty-five years ago a young man named W. T. Gentry, a Virginian by birth, came to Richmond to make a start in the world as a telegraph operator in the building formerly occupied by the Western Union Company, at the northwest corner of Main and Governor streets. Yesterday he returned to Richmond, after a quarter of a century, and to the same building, now occupied by the Southern Bell Telephone and Telegraph Company. This time he comes as the general manager of this corporation, whose business represents a large investment of capital in an enterprise which covers all of the Southern States east of the Mississippi river. And the object of his visit is to inaugurate the work of installing the new plant and equipment of his company in this city.

When seen yesterday Mr. Gentry talked very pleasantly of his recollections of the years he spent in the old Western Union office. For the past eighteen years his connection with the Bell interests has made him a resident of Atlanta. He impreses an interviewer as a man who is business all the way through. He knows the telephone business from every point of view, and has at his fingers' ends the details and particulars of the work which stands before his company in Richmond.

TEMPORARY OFFICES.

"We have already secured temporary offices for our engineering and construction departments," said Mr. Gentry. "The furniture is being put in to-day. Mr. E. H. Bangs, our engineer, arrived yesterday, and in company with the local officers of the company, we have been over the entire city to-day. The plans for the new underground system are now well under way. At this time it would be impossible to say just where the new central office will be located, or how many branch offices will be necessary. The engineering department is now ascertaining the centre of distribution of subscribers in the city, both present and prospective. It may be found that the present office is very near this point, or on the contrary, that it is several blocks distant. It is very important to have the central exchange as near the centre of distribution as possible. This will be determined within the next forty-eight hours, and preliminary plans for the underground system will be completed in one or two days more, and will be submitted to our consulting engineer in New York. When permanent plans have been completed, and this will take not more than eight or ten days, they will be submitted to the Street Committee and City Engineer, and as soon as approved, which I trust will be without delay, the material will be ordered. I see no reason at this time why we should not have the work under way in thirty days.

PLANS IN SOME DETAIL.

"Our plans will be made with a view of covering the entire city in a comprehensible manner, and to accommodate 4,000 stations on the start, and with an ultimate capacity of not less than 8,000. Everything will be of the very latest, and the system will be second to none in existence. It will be known as the central-energy system. There will be no batteries at the subscribers' stations.

"The removal of the hand telephone will put the subscriber instantly in connection with the central office without ringing or the use of a lever. The number of the station wanted is simply given. To prevent errors, the operator repeats this number back to the subscriber, and instantly makes the connection. When through talking the subscriber simply hangs up his 'phone. This instantly lights another electric lamp at the switchboard, and the operator immediately disconnects the two wires.

"We want the friendship of our patrons and particularly of the newspapers. This it is our purpose to secure by furnishing an absolutely up-to-date service at as reasonable a rate as the same can be furnished to make a bare profit of the business.

ONLY SINCE FEBRUARY.

"I have been general manager of the company only since February 1st, and the ordinance matters in Richmond were handled exclusively by General-Manager E. P. Meany, of New York, and Superintendent Chipley, of Richmond, in a most admirable manner. General Meany is a high official of the American Telephone and Telegraph Company, the parent company, and naturally takes a deep interest in the affairs of the sub-companies. His laborous work in Richmond for the past year has not only made hosts of friends for himself, but hundreds of friends for the company. In his work General Meany was ably seconded by the work of Mr. Hunt Chipley and Mr. F. E. Montague for the company."

Decision Anent Court Practice.

KNOXVILLE, TENN., October 17.—United States Judge Clark rendered a very important decision to-day, on a point of law in Federal practice. An original suit on pauper oath by an administrator, or any other person suing in a representative capacity, cannot be instituted in a Federal court on the pauper oath, but the Judge holds that cases instituted in State courts on pauper oath can be prosecuted in a Federal court, when removed there.

The decision was brought out by a damage suit against a local railroad. Suit was entered in a State court on pauper oath. The railroad removed the case to the Federal Court and then moved its dismissal, because its prosecution in the Federal Court was sought on pauper oath.

Mexican Minister to Britain.

MEXICO CITY, October 17.—The President has nominated as Minister Extraordinary to the British Court, Alfonso Lancaster Jones, who is a descendant of a Welsh family and familiar with the English language.

Minister Jones is a lawyer of distinction and professor of international law, and a close personal friend of the President's.