NAVAL BILL UNDER FIRE

Mr. Burton's Effort to Cut Out Battleship Provided for Brings Criticism Upon Him.

MR. RIXEY FOR AMENDMENT

Mr. Maynard, However, Favors an Even Larger Building Programme Than Bill Calls For.

(By Associated Press.)

WASHINGTON, Feb. 24.—Two storm centers were encountered in the naval appropriation bill, which was the continued object of discussion in the House to-day. First the Great Lakes training station went out of the bill on a point of order after a wordy battle at the beginning of the day, and the building programme proposed in the bill was submitted to criticism and blocked further progress of the measure for the day.

Mr. Burton, of Ohio, moved to strike out the provision for the single battleship authorized. This motion is now pending. It served as a text for several Republican speeches, in which Mr. Burton was declared not to be in line with his party. In the event of the defeat of this motion and the acceptance of the whole building programme a movement is to be made to-morrow by Representative Meyer, of Louisiana, to have the bill recommitted to the Naval Committee, with the following instructions:

First, to provide for a coaling station and dock at Olongampo, P. I., instead of a naval station; second, to eliminate the provision for two armored cruisers and the armor thereof, costing $15,000,000; third, to place a limit of $398 per ton as a maximum price for armor plate, with the provision for an armor plate factory to cost not over $4,000,000 if the armor cannot be procured within the limit prescribed; fourth, that all vessels provided for under the head of "increase of the navy" except the battleship to be constructed in the government navy yards.

Mr. Burton justified his position by comparing the battleship construction this year with that of other nations of the world. Our construction was larger than usual, being 347,000 tons. In naval expenses the United States was, he said, with the exception of Great Britain, fifty per cent. ahead of any European nation.

Mr. Roberts (Massachusetts) quoted President Roosevelt as saying: "The American people must tread softly, but carry a big club," and maintained that this "club" was a big navy.

Mr. Maynard (Virginia) advocated even a larger building programme than was contained in the bill.

Mr. Rixey (Virginia) advocated the adoption of the Burton amendment. Mr. Grosvenor (Ohio) read the plank on the navy in the Ohio Republican platform of 1903, endorsing the policy of developing the navy. This plank, he said, Mr. Burton had certainly indorsed. Mr. Kitchin asked if this was the national platform.

"Oh, no," replied Mr. Grosvenor. "I am just appealing to my brother to get back."

"I don't want to interfere in the least with an Ohio family quarrel," remarked Mr. Kitchin, amid laughter.

"Peace on earth and good will among men depend on good ships and good guns," Mr. Grosvenor announced as his doctrine.

The House adjourned until to-morrow.

INSPECTION OF FOODS.

The Senate Debates Measure to Guard Against Impure Food.

(By Associated Press.)

WASHINGTON, Feb. 24.—The Senate spent the greater part of to-day in discussing an amendment to the agricultural appropriation bill, striking out the House provision giving authority to the Secretary of Agriculture to inspect imported food products when misbranded or suspected of impurity. The amendment was opposed by Mr. Aldrich. He attacked the provision on the ground that it opened the way for an encroachment by the Secretary of Agriculture upon the duties of the Secretary of the Treasury, and was calculated to cause a duplication in the service of the two officials. Mr. Aldrich was supported in his contention by a number of senators, including Messrs. Lodge, Beveridge and Patterson. Mr. Proctor, in charge of the bill, defended the provision and had the aid of Messrs. Dolliver, McComas, Bacon and others. The discussion was closed by substituting the provision of the act of 1999, bearing upon the same point.

The consideration of the bill practically was concluded, but final action upon it was postponed until to-morrow.

AMONG THE RAILWAYS.

Norfolk Elks Going to Grand Lodge—Officials Here.

Norfolk Lodge, No. 38, B. P. O. E., has decided to attend the session of the Grand Lodge of the order at Cincinnati in July, and will go as a body in a special train over the Norfolk and Western Railway. The train will consist of Pullman cars and dining cars, and will be one of the handsomest sent out by this road. Other lodges will probably follow the example of the Norfolk lodge and go as a body.

The superintendents of the various divisions of the Chesapeake and Ohio Railway are in the city in conference with General Manager Doyle. These assemblies for conference are not unusual, and there is no especial significance in this one. Those here are Superintendent H. C. Boughton, of Ashland, Ky., in charge of the Kentucky division; J. H. Carlisle, superintendent of the Clifton Forge division, with headquarters at that place, and E. W. Grice, superintendent of the Huntington division, with headquarters at Hinton.

The railways of the State are all interested in the bill in relation to the taxation of rolling stock, now before a legislative committee. The roads generally are said to be favorable to the bill, which will reduce their expenses. The assessed value of the rolling stock of railways aggregates thirteen million six hundred dollars, and is paid at the home office or domicile of the various roads.

C. W. Ten Broeck, industrial agent of the Lackawanna Railway for the past two years, has been appointed foreign freight agent of the same road, with offices in New York. He will fill the vacancy caused by the resignation of C. S. Jewett. His appointment is effective March 1st. W. P. Colton will assume control of the industrial department in addition to his present duties as advertising agent.

Odd-Fellows' Anniversary.

The date of the anniversary, April 26th, will mark the eighty-fifth birthday of Odd-Fellowship. The celebration of it will be quite an occasion this year, as the fourteen lodges of Richmond and Manchester have appointed a joint committee to arrange for an invitation to Grand Sire Goodwin to visit this city and deliver an oration on the objects of the order. Doubtless the Academy of Music will be secured, and a musical programme of genuine merit, in addition to the appearance of the grand sire, will enhance the interest. The joint committee will meet for organization Saturday night at Concordia Hall, No. 402 East Broad Street.

Captain Patteson Better.

The condition of Captain Camm Patteson, who is confined by illness to St. Luke's Home, was much improved last night, and his friends hope he will shortly be able to be in his seat.

HIS FIRST ANNUAL REPORT IS MADE

Secretary D. Q. Eggleston Submits a Most Interesting Document.

Secretary of the Commonwealth D. Q. Eggleston has compiled and submitted to Governor Montague the first annual report of his department as required by a statute recently passed.

The book, which contains upwards of three hundred pages and which is largely the handiwork of Assistant Secretary J. G. Hankins, is a complete roster of all the State officers, and embraces as well a great deal of other valuable information, which wil be eagerly sought by those interested in public affairs. The names and addresses of the members of the Legislature are given, as well as those of all the State boards of whatsoever character. The names and terms of the various Circuit judges and of the Corporation and Federal Courts are also given. A complete statement of the financial transactions of the office is contained in the book, along with all the proclamations issued by the Governor. A complete list of the trade-marks, labels, etc., in use in Virginia and a full list of all the notaries public by counties and cities may be found in the volume, as well as a report from Mr. Thomas E. Nimmo, who was employed to arrange the manuscript records and documents in the State Library. The report is gotten up with the utmost care, and it makes a volume which will be of incalculable service to lawyers and others having business of a public nature.

Poisonous Drugs and Alcohol in Patent Medicines and Cough Syrups Endanger the Health and Lives of Those Who Use Them.

It is one of the recognized requirements in the patent medicine field that a preparation to be put on the market must have the power to give an "immediate effect"—that is to say, that it must apparently give immediate relief. It is also well known in the patent medicine field that this "immediate effect" is obtained only by the use of poisonous drugs and alcohol, and that is why these poisons and weakening stimulants, dangerous to life and health, are so recklessly used in such preparations.

"Opium or morphine," says Bartholow, the noted medical authority, "produces disorder of brain and motion. It depresses the action of the lungs, produces dryness of the throat, loss of movement of the bowels, and lessens the functional activity of the kidneys."

Morphine is a deadly narcotic drug.

It is taken from opium—poisonous and deadly. Enough to cover the tip of your finger will kill a man. It causes sleep by paralyzing the nerves and at the expense of a serious shock to the system.

It is dangerous for man or woman and deadly to children. It either kills directly or by the development of disease quickly overpowering the body, because of the deadening of those forces upon which the system, in its natural state (before the nerves have been paralyzed), depends to fight off and overcome visiting ailments.

Unfortunately, morphine is used in the majority of so-called "cough syrups," and balsams-of-this and balsams-of-that—used because of its power to create an immediate effect. Probably the majority of fatal pneumonia cases have been caused by the reckless use of morphine or other poisonous narcotics in so-called "immediate relief" cold cures. When the drug paralyzes the nerve cells, the process of throwing off the poisonous mucus through the lining or membrane of the throat is stopped, the system is poisoned, congestion or inflammation sets in, and extends down to the lungs. Then it is pneumonia.

This information is of value to you and may save your life, aside from our purpose in writing this to call your attention to Father John's Medicine. It cures colds and all throat and lung troubles without the use of these poisonous drugs, alcohol or weakening stimulants in any form, upon which the majority of patent medicines depend for their effect, and which are dangerous, and which you are warned against.

Remember, Father John's Medicine is the prescription of an eminent specialist—not a patent medicine. When you ask your druggist for it, remember, too, that the one dollar bottles contain three times the quantity of the fifty cent size. It is guaranteed, and the money is refunded in any case where it does not do all that is claimed for it. It builds up the body and makes flesh, at the same time that it cures the disease; it is the best remedy for consumption ever prescribed. Father John's Medicine is for sale by Owens & Minor Drug Co., 1007 East Main Street; City Drug Store, 1444 East Main Street; People's Drug Store, 3809 Williamsburg Avenue; Northside Pharmacy, 501 North Fifth Street; Pine Street Pharmacy, 834 South Pine Street; East Pharmacy, 2601 Venable Street.

TO RUN DOWN THE ASSASSIN

Atlantic Coast Line Will Pour Out Money to Capture the Murderer.

STRIKE WEARING ITSELF OUT

Denial That Negro Made Foreman of Section—Such Employes Deserving White Men.

(Special to The Times-Dispatch.)

WILMINGTON, N. C., Feb. 24.—Atlantic Coast Line officials announced today that the company will offer a large reward for the capture of the assassins of Section Master Murray, who was shot from ambush near Savannah yesterday. General-Manager Kenly authorizes the statement that no money will be spared in running down the culprits, and if possible they will be captured. The Coast Line will protect its employes at any cost.

MURDERER UNKNOWN.

Mr. Kenly was not prepared to say whether or not the murder was the result of the strike of way employes. Company officials say the strike is wearing itself out, and that there are not over fifteen vacancies on the entire first division. The situation continues satisfactory to the road.

NO COLORED FOREMAN.

In answer to a circular issued by President John T. Wilson, of the maintenance of way employes, in which it is asserted that a negro has been made foreman of a section at Fayetteville, N. C., General-Manager Kenly to-day made public a statement denying that a negro has been appointed to such a position, and saying that the report is without truth or foundation. He concludes by saying that it has always been the policy of the company to appoint section foreman from the ranks of its deserving white men and this policy will always be continued.

BANKRUPTCY.

Governor Will Announce Decision in Railroad Lease Saturday.

(Special to The Times-Dispatch.)

RALEIGH, N. C., Feb. 24.—Proceedings in involuntary bankruptcy have been instituted here in the Federal court against Baker and Hollowell, of Orlander, Bertie county.

A charter is issued for the Salem Excelsior Company, of Winston-Salem. The capital is $20,000, and the incorporators are F. H. Fries, Charles Selwers and Ralph Siewers. The company will make all kinds of excelsior and furniture, etc.

An amendment to the charter of the Elizabeth City Hosiery Company was filed to-day, the purpose being to fix the limit of capital stock at $10,000,0 with privilege to increase to $50,000. D. B. Bradford is president and P. H. Miller secretary.

The Secretary of State is notified of the dissolution of the Fitzsimmons Drug Company, of Charlotte.

Governor Aycock says he will announce his decision in the matter of the proposals of Captain V. E. McBee for the lease of the Atlantic and North Carolina Railroad, probably on Saturday.

George Curtis was brought here yesterday from Warren county to serve five years in the penitentiary for secret assault, with intent to kill.

The Atlantic Coast Line on yesterday filed with the clerk of the Superior Court their complaint in the appeal the company makes to the Superior Court from the order of the Corporation Commission for the Atlantic Coast Line to make connection at Selma with the west-bound Southern train with an extra train from Rocky Mount. The complaint consists of over one hundred typewritten pages.

William Turner, a white man, was brought here from Portsmouth, Va., today and recommitted to the penitentiary to serve out a sentence of four years for housebreaking, having escaped within a month when he was first committed in 1900. He has since served a term in Virginia, and confided t a fellow-prisoner that he was wanted in North Carolina.

THE JUNIOR ORDER.

Elect Officers and Increase Their Salaries.

(Special to The Times-Dispatch.)

CHARLOTTE, N. C., Feb. 24.—The State Council, J. O. U. A. M., in session here to-day, elected officers for the coming year as follows: State chancellor, T. G. Cobb, of Morganton; vice chancellor, Z. P. Smith, of Raleigh; State secretary, Sam. F. Vance, of Winston; State treasurer, G. V. Fulp, of Kernersville.

The convention decided to increase the salaries of all State officers. Adjournment will take place to-morrow.

Give Auction Party.

An auction party will be given at the residence of Mr. and Mrs. Henry R. Pollard, No. 916 West Grace Street, to-morrow evening. Each person will bring a package, which no one else knows what it contains. These will, later in the evening, be sold at auction, and the proceeds added to the organ fund of the Grove Avenue Baptist Church.

The various ladies' societies of the Grove Avenue Church are uniting to give an entertainment in the Young Men's Christian Association Hall next Monday night. Recitations and music will be the chief attracts

BIDS ASKED FOR NAVY CONTRACT

The Government Wants 300,000 Pounds of Tobacco This Year. Concerns Here to Bid.

The government has called for bids on the annual contract for supplying the United States navy with tobacco, and every manufacturer in Richmond and in many other places is preparing to enter the lists. The call comes earlier than usual this year, and the contract is larger. It calls for 300,000 pounds of plug tobacco, each plug weighing not more than 16 nor less than 15½ ounces. The bids are to be in the hands of the Bureau of Supplies and Accounts of the Navy Department before March 22d next.

The navy contract is a plum that pays remarkably well, and that is eagerly sought after by all manufacturers. For a number of years it has been filled by Butler and Bosher, of this city. Considerable additional interest attaches to the award this year in view of the fact that since the last contract was let Butler and Bosher has become a part of the tobacco trust.

All of the Richmond manufacturers will compete this year, as usual. Samples will be submitted and the award will be made on the basis of a test by a special commission of officers on duty at the New York navy yard, who will select the samples which, in their opinion, is best suited to the requirements of the navy, due regard being given to prices. The tobacco is to be delivered at the navy yard in New York without expense to the government, and shall pass the usual inspection, deliveries to be made as follows: 25,000 pounds by May 15th; 25,000 pounds by June 1st; 50,000 pounds by July 1st; 50,000 pounds by August 1st; 75,000 pounds by September 1st, and 75,000 pounds by October 1st.

AUCTION SALES, Future Days

By J. Thompson Brown & Co., 1113 Main Street.

COMMISSIONER'S SALE OF Two-Story Detached Brick Dwelling, No. 100 East Jackson, Cor. First. Including Small Store in Rear.

By virtue of a decree of the Richmond Chancery Court, in the suit of Wayne vs. Wayne, entered February 20, 1904, appointing the undersigned Special Commissioner for that purpose, we will sell at public auction, on the premises,

TUESDAY, MARCH 1ST, AT 5 P. M., TO THE HIGHEST BIDDER,

the property described in said decree as follows: All that lot of land, with improvements thereon, fronting 40 feet, more or less, on the north line of Jackson Street at its intersection with First Street, and running back between the east line of First Street and a line parallel therewith 80½ feet. The dwelling contains 8 rooms with city improvements; and this is considered one of the most PROMINENT CORNERS in that section.

TERMS—One-fourth cash, balance 6, 12 and 18 months, 6 per cent. interest added, title retained by the court till all purchase money is paid or by deed of trust upon usual terms, as may be preferred; sale made subject to confirmation by the court.

WALLACE F. BROWN, Special Commissioner.

Brown & Co., Auctioneers.

The bond required by the above decree has been given.

C. O. SAVILLE, Clerk.

feb 25-tds

By Geo. W. Mayo, Auctioneer.

BANKRUPT SALE.

In pursuance of an order of the United States District Court for the Eastern District of Virginia, entered on the 22d day of February, 1904, in the matter of Weinberg Bros., Bankrupts, the undersigned will sell at public auction, as a whole or in lots and parcels to suit the trade, the entire stock, choses in action, fixtures and furniture belonging to the Bankrupts, situated at the storehouse No. 11 West Broad Street, Richmond, Va., on

SATURDAY, FEBRUARY 27TH, 1904, AT 10 O'CLOCK A. M.,

The above mentioned property consists of an assortment of Ladies' Wear, Two Upright Glass Showcases, One Large Glass-Front Wall Case, One Skirt Rack, and Store and Office Furniture. The choses in action consist of a large number of installment contracts for Ladies' Ware, sold to various persons.

EMMETT SEATON, MELVIN FLEGENHEIMER, Receivers.

Geo. W. Mayo, General Auctioneer.
A. P. Montgomery, Salesman.

feb 24-3t

By Pollard & Bagby, Real Estate Auctioneers.

COURT SALE BY AUCTION OF TWO-STORY FRAME DWELLING NO. 1211 ON EAST SIDE OF ST. JAMES, BETWEEN COUTTS AND HILL STS.

In execution of a decree of the Chancery Court of the city of Richmond in suit of Stewart M. Wells et als. vs. Thornton Wyatt, trustee, et als., entered February 18, 1904, we will sell by auction, on the premises, on

MONDAY, FEBRUARY 29TH, 1904, at 5 o'clock P. M., the above mentioned four-room, 2-story dwelling. Lot 15 feet front by depth of 120 feet to alley in rear.

TERMS: One-third cash, residue in two equal installments at 6 and 12 months from day of sale, credit payments to be evidenced by notes with interest added and title retained.

WM. ELLYSON, GILES B. JACKSON, Special Commissioners.

The bond required of the Special Commissioners by the above decree has been duly given.

Teste: CHAS. O. SAVILLE, Clerk.

feb 24-tds

Geo. W. Mayo, Auctioneer, 110 North Seventh Street.

AUCTION SALE OF GROCERIES, CAN GOODS, TOBACCO, FRUITS, &C.

Acting under instruction of Lucy V. E. Kranzer, administratrix for estate of Rudolph J. Kranzer, deceased, I will sell at public auction, at 10:30 A. M.,

FRIDAY, FEBRUARY 26TH, 1904, at 539 Brook Avenue, the entire stock of Groceries, Cigars, Tobacco, Can Goods, Fruits, Candies, etc.; also a lot of Junk, consisting of Old Stoves, Stove Pipe, &c.

TERMS: Cash.

GEO. W. MAYO, Auctioneer.
A. P. Montgomery, Salesman.

NOTICE.

The City of Richmond Va., Mayor's Office, City Hall. Richard M. Taylor, Mayor. February 24, 1904.

$100 Reward.

A REWARD OF ONE HUNDRED DOLLARS ($100) will be paid for the arrest and conviction of the particular person or persons who did maliciously cause the following incendiary fires:

February 8, 1904, at 9:24 A. M., a Two-Story Building near Twenty-eighth and Dock Sts., and on the same date at 11:12 P. M., the large Ice House located near Twenty-eighth Street on Dock Street.

On February 22, 1904, at 11:16 P. M., One-Story Frame House on south side of Lester near Elm Street.

On February 23, 1904, at 2:03 A. M., the Freight House at the corner of Elm and Water Streets.

All of the above were purely incendiary fires, and the Board of Fire Commissioners especially request every citizen to co-operate with our police force to apprehend this guilty person or persons, who has been acting with such persistency in this line of crime.

RICHARD M. TAYLOR, Mayor of the City of Richmond.

feb 25-2t & mch 1-1t

AUCTION SALES—This Day.

By Richmond Auction Co.,

Three Floors of Furniture, Carpets, Piano, Mantel Mirror, Bookcase, Etc., Etc., at Auction.

We will sell

TO-DAY (Thursday), FEBRUARY 25, commencing at 10:30 o'clock, a Fine Line of Furniture, viz.: 1 Fine Mantel Mirror, with gold leaf frame (size 8 feet tall, 6 feet wide), cost $350; 1 Upright Piano, 7 1-3 octave, ebony case; 1 Fine Walnut Hall Rack, with large beveled mirror; Walnut Chamber Suits, Wardrobes, Walnut Extension Table, Oak Sideboard, Bookcase, 150 Odd C. S. Chairs, Parlor Suits, Parlor Chairs and Sofas, Odd Wood and Iron Beds, Children's Beds, Oil Cloth, Matting, Carpets, 100 pounds Chewing Tobacco, 1 Barrel Cider, Oyster Counter, etc., etc.

All of these are in good condition and must be sold to make room for other large consignments. Parties desiring to obtain furniture would find that it would pay to attend this sale.

RICHMOND AUCTION CO.
Geo. H. Valentine, Auctioneer.

Geo. W. Mayo, Auctioneer, 110 North Seventh Street.

AUCTION SALE OF CHAIRS, BUREAUS, WASHSTANDS, MATTRESSES, WARDROBES, COOK AND HEATING STOVES.

I will sell at my auction house, at 10:30 A. M.,

THURSDAY, FEBRUARY 25, 1904, Wood-Seat Chairs, Oak and Walnut Bureaus, Washstands, Shuck and Felt Mattresses, Letter Presses, Cook and Heat Stoves, and various other articles.

GEO. W. MAYO, Auctioneer.
A. P. Montgomery, Salesman.

REAL ESTATE.

Lee District.

If you want to Buy, Sell, Rent or Borrow money in this District, see

McVEIGH & GLINN.

AN ORDINANCE

A

(Approved Feb. 15, 1904.)

GRANTING TO SOUTHERN RAILWAY COMPANY, AND TO ITS SUCCESSORS AND ASSIGNS, PERMISSION TO MAINTAIN AND OPERATE, AND, FROM TIME TO TIME, TO RECONSTRUCT ITS TRACKS ON CERTAIN STREETS AND ON THE SOUTH SIDE OF THE DOCK, IN THE CITY OF RICHMOND, AND TO REPEAL SO MUCH OF AN ORDINANCE, APPROVED NOVEMBER 8, 1882, "ENTITLED AN ORDINANCE CONCERNING THE RICHMOND AND DANVILLE RAILROAD COMPANY, CONSTRUCTING A TRACK ACROSS FOURTEENTH AND DOCK STREETS, AS REQUIRES TWO SUCCESSIVELY ELECTED COUNCILS TO REVOKE THE SAME."

Be it ordained by the Council of the City of Richmond—

1. That permission is hereby granted to Southern Railway Company, a company operating a trunk railway through the city of Richmond, to maintain and operate, with all necessary engines, cars and appliances, and from time to time to reconstruct, under the conditions and upon the terms herein contained, as many tracks as may be necessary to cross the sidewalk and road-bed of South Fourteenth Street, in the city of Richmond, between the northern line of Dock Street, and the bank of James River, to connect the present property of the said railway company with the property on the east side of Fourteenth Street, known as Mayo's Warehouse.

2. That said Southern Railway Company, in constructing, reconstructing and maintaining its road-bed and laying its tracks, shall construct, reconstruct and maintain the same with such material and in such manner as the City Engineer may approve in accordance with the grades of the streets so occupied, and shall conform the same in accordance with the grades as the City Council may from time to time adopt for such streets, and said railway company shall at all times keep the streets upon which its tracks are laid to the extent of the portion of said tracks between the rails of its tracks and between its tracks, and for two feet on each side beyond the outside of said tracks in good and complete repair, and shall pave, repave and repair the same in such manner and with such materials as the city may from time to time pave, repave and repair the remaining portion of the said streets, and all work of whatever nature as to position and curvature done upon the streets in constructing, reconstructing or maintaining said railway, shall be done under the supervision of City Engineer, and subject to his approval. Upon the taking up or relaying of said track or tracks, the said Southern Railway Company shall immediately restore so much of the streets as may be injured thereby to a condition similar to that in which it was before the doing of such work.

3. No cars shall be allowed to stand on so much of the tracks or track hereby authorized as may be laid within the bounds of Fourteenth Street; and the allowing of any car, engine or other portion of the rolling stock of said company to stand on the said portion of the track shall constitute an unlawful obstruction of the street and make the company liable to the fine therefor.

4. The said company shall provide and maintain suitable gates and watchmen or flagmen to give notice by flags or lanterns of the approach of cars and trains over the track or tracks hereby authorized.

5. The crossing of said Fourteenth Street shall be maintained at the expense of Southern Railway Company, and all alterations of the same, as well as all expenses made necessary by constructions herein authorized, shall likewise be at the cost of the company, and the work shall be done under the supervision and to the satisfaction of the City Engineer.

6. Any injury to private property that may result from the work hereby authorized, shall be a charge on the said railway company, and the city shall in no event be liable therefor.

7. The privileges hereby granted shall continue until revoked by the Council of the city of Richmond, and for twelve months after notice of such revocation.

8. For failure to conform fully to the provisions of this ordinance, or any requirement duly made hereunder, or any amendment or revocation hereof, the said railway company shall be liable to a fine of not less than ten, nor more than one hundred dollars, to be recoverable before the Police Justice of the city of Richmond; each day's failure to be a separate offense.

9. The rights and privileges hereby granted to, and the duties and obligations hereby imposed upon Southern Railway Company, shall inure and pass to the successors and assigns of the said Southern Railway Company.

10. By consent of the Southern Railway Company, the successor of the Richmond & Danville Railroad Company, to be evidenced by accepting the privileges hereinbefore granted, so much of an ordinance approved November 8, 1882, entitled "An Ordinance Concerning the Richmond & Danville Railroad Company Constructing a Track Across Fourteenth and Dock Streets," as requires the concurrence of two successively elected Councils to revoke said ordinance, is hereby repealed.

11. This ordinance shall be in force from its passage.

BEN T. AUGUST, City Clerk.

feb 23-5t

AN ORDINANCE

B

(Approved Feb. 15, 1904.)

CONCERNING THE CROSSING OF SOUTH FOURTEENTH STREET BY SOUTHERN RAILWAY COMPANY.

Be it ordained by the Council of the City of Richmond—

1. That permission be and hereby is given Southern Railway Company, a company operating a trunk railway through the city of Richmond, to maintain and operate with all necessary engines, cars and appliances, and from time to time to reconstruct, under the conditions and upon the terms herein contained, as many tracks as may be necessary to cross the sidewalk and road-bed of South Fourteenth Street, in the city of Richmond, between the northern line of Dock Street, and the bank of James River, to connect the present property of the said railway company with the property on the east side of Fourteenth Street, known as Mayo's Warehouse.

2. That said Southern Railway Company, in constructing, reconstructing and maintaining its road-bed and laying its tracks, shall construct, reconstruct and maintain the same with such material and in such manner as the City Engineer may approve in accordance with the grades of the streets so occupied, and shall conform the same in accordance with the grades as the City Council may from time to time adopt for such streets, and said railway company shall at all times keep the streets upon which its tracks are laid to the extent of the portion of said tracks between the rails of its tracks and between its tracks, and for two feet on each side beyond the outside of said tracks in good and complete repair, and shall pave, repave and repair the remaining portion of the said streets, and all work of whatever nature as to position and curvature done upon the streets in constructing, reconstructing or maintaining said railway, shall be done under the supervision of City Engineer, and subject to his approval. Upon the taking up or relaying of said track or tracks, the said Southern Railway Company shall immediately restore so much of the streets as may be injured thereby to a condition similar to that in which it was before the doing of such work.

3. All injury to persons or property that may arise from the construction or operation along any of said streets of the railway hereby permitted shall, when properly ascertained, be a charge against Southern Railway Company whenever the same happens by its negligence, and in no event shall the city be liable therefor.

4. The use of the streets hereby permitted is subject to all the ordinances now in force, or that may hereafter be ordained, as to the streets of the city. The streets, as to which the privilege hereby granted is given, shall not be occupied at any time by the engines or cars of the said Southern Railway Company, except when moving across or along the same.

5. The use of the railway track upon the streets hereby permitted shall be construed as an acknowledgment and agreement on the part of the said Southern Railway company, that all of the conditions and provisions of this ordinance are accepted by it and will be complied with.

6. That one of the considerations for granting the privileges hereinbefore given to the Southern Railway Company is that the said company shall erect and maintain on the east line of its property from Mayo's Bridge along Fourteenth Street in a northerly direction, as far as necessary, in order to protect the sidewalk on the western side of said Fourteenth Street, a suitable retaining wall or other support, which in construction, maintenance and material shall be satisfactory to the City Engineer.

7. The privilege granted in the first section shall continue for a period of thirty years from and after the passage of this ordinance, unless previously revoked by the Council of the city of Richmond, in which latter event it shall continue until so revoked, and for twelve months after notice of said revocation shall be served on the said Southern Railway Company, its successors or assigns.

8. For failure to conform fully to the provisions of this ordinance, or any requirement duly made hereunder, or any amendment or revocation hereof, the said railway company shall be liable to a fine of not less than ten nor more than one hundred dollars, to be recoverable before the Police Justice of the city of Richmond; each day's failure to be a separate offense.

9. The rights and privileges hereby granted to, and the duties and obligations hereby imposed upon Southern Railway Company, shall inure and pass to the successors and assigns of the said Southern Railway Company.

10. By consent of the Southern Railway Company, the successor of the Richmond & Danville Railroad Company, to be evidenced by accepting the privileges hereinbefore granted, so much of an ordinance approved November 8, 1882, entitled "An Ordinance Concerning the Richmond & Danville Railroad Company Constructing a Track Across Fourteenth and Dock Streets," as requires the concurrence of two successively elected Councils to revoke said ordinance, is hereby repealed.

11. This ordinance shall be in force from its passage.

BEN T. AUGUST, City Clerk.

feb 23-5t

AN ORDINANCE

(Approved Feb. 15, 1904.)

CONCERNING THE CROSSING OF SOUTH FOURTEENTH STREET BY SOUTHERN RAILWAY COMPANY.

Be it ordained by the Council of the City of Richmond—

1. That permission be and hereby is given Southern Railway Company, a company operating a trunk railway through the city of Richmond, to maintain and operate with all necessary engines, cars and appliances, and from time to time to reconstruct, under the conditions and upon the terms herein contained, as many tracks as may be necessary to cross the sidewalk and road-bed of South Fourteenth Street, in the city of Richmond, between the northern line of Dock Street, and the bank of James River, to connect the present property of the said railway company with the property on the east side of Fourteenth Street, known as Mayo's Warehouse.

2. That said Southern Railway Company, in constructing, reconstructing and maintaining its road-bed and laying its tracks, shall construct, reconstruct and maintain the same with such material and in such manner as the City Engineer may approve in accordance with the grades of the streets so occupied, and shall conform the same in accordance with the grades as the City Council may from time to time adopt for such streets, and said railway company shall at all times keep the streets upon which its tracks are laid to the extent of the portion of said tracks between the rails of its tracks and between its tracks, and for two feet on each side beyond the outside of said tracks in good and complete repair, and shall pave, repave and repair the remaining portion of the said streets, and all work of whatever nature as to position and curvature done upon the streets in constructing, reconstructing or maintaining said railway, shall be done under the supervision of City Engineer, and subject to his approval. Upon the taking up or relaying of said track or tracks, the said Southern Railway Company shall immediately restore so much of the streets as may be injured thereby to a condition similar to that in which it was before the doing of such work.

3. No cars shall be allowed to stand on so much of the tracks or track hereby authorized as may be laid within the bounds of Fourteenth Street; and the allowing of any car, engine or other portion of the rolling stock of said company to stand on the said portion of the track shall constitute an unlawful obstruction of the street and make the company liable to the fine therefor.

4. The said company shall provide and maintain suitable gates and watchmen or flagmen to give notice by flags or lanterns of the approach of cars and trains over the track or tracks hereby authorized.

5. The crossing of said Fourteenth Street shall be maintained at the expense of Southern Railway Company, and all alterations of the same, as well as all expenses made necessary by constructions herein authorized, shall likewise be at the cost of the company, and the work shall be done under the supervision and to the satisfaction of the City Engineer.

6. Any injury to private property that may result from the work hereby authorized, shall be a charge on the said railway company, and the city shall in no event be liable therefor.

7. The privileges hereby granted shall continue until revoked by the Council of the city of Richmond, and for twelve months after notice of such revocation.

8. For failure to conform fully to the provisions of this ordinance, or any requirement duly made hereunder, or any amendment or revocation hereof, the said railway company shall be liable to a fine of not less than ten, nor more than one hundred dollars, to be recoverable before the Police Justice of the city of Richmond; each day's failure to be a separate offense.

9. The rights and privileges hereby granted to, and the duties and obligations hereby imposed upon Southern Railway Company, shall inure and pass to the successors and assigns of the said Southern Railway Company.

10. This ordinance shall be in force from its passage.

BEN T. AUGUST, City Clerk.

feb 23-5t

REAL ESTATE—For Sale.

Farms, Mills, &c., For Sale.

GEO. E. CRAWFORD & CO., 803 E. Main.

Catalogues Free.

$1,000 WILL BUY A WELL BUILT, medium size brick dwelling on West Cary Street; 30-foot lot.

H. SELDON TAYLOR & CO., No. 8 North Eleventh Street.

FINANCIAL.

Get Loans

on your CITY PROPERTY from

McVEIGH & GLINN.

For Rent, OFFICES IN TIMES BUILDING.

Light, Water, Heat and Janitor

FOR TERMS APPLY TO

T. M. WORTHAM & CO., Agts, 18 North Ninth Street.

"ROCKOAK" SOLE LEATHER.

is the best. It is the kind we use. We buy it direct from the tannery at less price than the cobbler buys the common red sole leather from the jobber. To introduce our new way, if you cut out this coupon and bring it with shoes, we will whole-sole and heel them for the price usually charged by the cobbler for half-soling and heeling—

$1.00 CASH.

Remember, no joint to leak, no nails to tear the socks. Every pair sewed.

Drew's Electric Shoe Factory, No. 716 EAST MAIN STREET.

STEAMBOATS.

BAY LINE TO BALTIMORE Via C. & O. Rwy. and Old Point U. S. MAIL ROUTE.

Leave Richmond via C. & O. daily except Sunday, at 4 P. M., connecting at Old Point with steamers of Old Bay Line, leaving 7:15 P. M., arriving Baltimore 6:30 A. M., connecting North, East and West. For tickets and information apply to C. & O. Rwy., Richmond Transfer Company, or No. 830 East Main Street.

CLYDE STEAMSHIP COMPANY'S

PHILADELPHIA, RICHMOND AND NORFOLK LINE.

Freight received and delivered daily at C. & O. Ry. Co.'s depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Va. Nav. Co.'s Wharf, Rocketts.

MERCHANTS AND MINERS TRANSPORTATION COMPANY

Steamship Line. Direct Route to Boston, Mass., & Providence, R. I.

Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. For Providence Monday, Thursday and Saturday at 4 P. M. Passengers and freight taken for all New England points. Tickets on sale at C. & O. Ry. and N. & W. Ry. offices and No. 819 East Main Street.

R. H. WRIGHT, Agent, Norfolk, Va.

VIRGINIA NAVIGATION CO.,

JAMES RIVER DAY LINE.

STEAMER POCAHONTAS leaves MONDAY, WEDNESDAY and FRIDAY at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont and James River landings, and connecting at Old Point for Washington, Baltimore and the North. State-rooms reserved for the night at moderate prices. Electric cars direct to wharf. Fare only $1.00 and $1 to Norfolk. Music by Grand Orchestrion.

Freight received for above-named places and all points in Eastern Virginia and North Carolina.

IRVIN WEISIGER, General Manager.

E. A. Barber, Jr., Secretary.

RAILROADS.

Chesapeake & Ohio Ry.

C&O ROUTE

2 Hours and 25 Minutes to Norfolk.

LEAVE RICHMOND—EASTBOUND.

7:50 A. M.—Daily—Local to Newport News and way stations.

9:00 A. M.—Daily Limited—Arrives Williamsburg 9:56 A. M., Newport News 10:13 A. M., Old Point 11:00 A. M., Norfolk 11:35 A. M., Portsmouth 11:45 A. M.

4:00 P. M.—week days—Special—Arrives Williamsburg 4:50 P. M., Newport News 5:20 P. M., Old Point 6:00 P. M., Norfolk 6:35 P. M., Portsmouth 6:45 P. M.

5:00 P. M.—Daily—Local to Old Point.

MAIN LINE—WESTBOUND.

10:10 A. M.—Local—Except Sunday, to Clifton Forge.

2:00 P. M.—Daily—Special to Cincinnatti, Louisville, St. Louis and Chicago.

5:15 P. M.—Week days—Local to Fredericks' Hall.

10:30 P. M.—Daily—Limited to Cincinnatti, Louisville, St. Louis and Chicago.

JAMES RIVER LINE.

10:20 A. M.—Daily—Express to Lynchburg, Clifton Forge and pricipal stations.

5:15 P. M.—Week days—Local to Bremo.

TRAINS ARRIVE RICHMOND FROM Norfolk and Old Point 10:35 A. M. daily, 11:45 A. M. Ex. Sun. and 7:00 P. M. daily. Newport News Local 8 P. M. daily.

From Cincinnati and West 7:45 A. M. daily and 3:30 P. M. daily. Main Line Local from Clifton Forge 8:10 P. M. daily, Ex. Sun. from Clifton Forge, Fredericks' Hall Accom. 8:50 A. M. Ex. Sun.

James River Line Local from Clifton Forge 6:35 P. M. daily. Bremo Accom. 8:40 A. M. Ex. Sun.

A. E. DOTLE, Gen'l Manager. W. O. WARTHEN, Dist. Pass. Agt. Nov. 1, 1903.

R. F. & P. Richmond, Fredericksburg & Potomac R. R.

Trains Leave Richmond—Northward.

4:15 A. M., daily. Byrd St. Through.
5:15 A. M., daily. Main St. Through.