# THE RICHMOND DISPATCH.

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## WILLIAMS TO RYAN.

### Reply to Recent Statement from the Latter.

### THE S. A. L. CONSOLIDATION.

Terms on Which It is to Be Made Fully Set Forth.

RYAN'S CO-OPERATION INVITED

Was Withheld, Except on Terms Which Were Regarded by the Consolidation Managers as Unfair to Stockholders.

BALTIMORE, MD., January 3.—Mr. Thomas F. Ryan, of New York, who has been prominently identified with the interests which are opposing the proposed consolidation of the Seaboard Air-Line properties, recently gave out a statement in which he made strictures upon the personal management of its president, Mr. John Skelton Williams, and upon the general plan of consolidation.

In reply to this statement, which was in the form of a telegram from Mr. Ryan, Mr. Williams has to-night given out the following letter, which, as stated by him, he has sent to Mr. Ryan in reply:

Baltimore, Md., January 3, 1900.

Thomas F. Ryan, New York, N. Y.:

Your speciously worded manifesto of last Tuesday, which you put in the shape of a telegram to me, was read by me for the first time in New York in a morning paper on last Wednesday, and later I received it by mail from my Richmond office, whither you appear to have sent it the night before at the time you gave it to the press.

This telegram assumes to be a reply to my telegram to you of two weeks previous, but you pass over the most serious charge contained in my telegram of the 20th ultimo.

In your telegram you distort and make public use of information which I freely gave you concerning our plans and purposes, including our tentative plan of consolidation. I informed you in all of our interviews that our plans had not been crystallized, and that they were still open to such modifications or alterations as might seem to be wisest and best to our syndicate committees when the plans should be brought up to be finally passed upon. I, therefore, asked you to regard all this information as entirely confidential, and though you promised faithfully to do so, as late as November 9th, at our conference at the Hotel Waldorf, where there were also present Mr. St. John and your attorney, Mr. Page, you have deliberately violated your pledge and have sent to the press for publication a garbled statement which included items drawn from the statements which I thus gave to you in confidence.

You charge that $13,343,000 of consolidated 4 per cent. bonds of the new system were to be used "to reimburse our various syndicates for the securities they bought to control the system." You knew this to be untrue, for you knew that of this $13,343,000 bonds nearly five millions were to be used in the retirement of first mortgage bonds, bearing 5 and 6 per cent. interest, which had not been bought for the purposes of control, but which we had arranged should be surrendered in exchange for the new 4's—dollar for dollar—with a certain amount of new stock to the holders of the old bonds, as set forth in my letter to you of November 4, 1899, so that the actual fixed charges of the system would have been by this exchange radically reduced.

The balance of $13,343,000, or, say, $8,835,000, in 4 per cent. bonds, were to be issued for the retirement of the entire capital stock of the Florida Central and Peninsular railroad, and the entire capital stock of the Georgia and Alabama railway, amounting to more than thirty million dollars, and the total amount of new stock, which we proposed to issue on account of the Florida Central and Peninsular and the Georgia and Alabama stock, added to the total amount of bonds to be issued for these properties, aggregate less than the face amount of the old securities, which we thus propose to retire, so that the total amount of new securities would be less than the face amount of the old securities now outstanding on these properties, and which we intend to extinguish.

EARNINGS OF ROADS INVOLVED.

The total interest charges on all bonds which we proposed to issue for the acquisition of the entire capital stock of the Florida Central and Peninsular and the Georgia and Alabama railways, amounts to scarcely $350,000 per annum, or about $300,000 less than the actual surplus net earnings of these properties after the payment of all their present fixed charges for the past fiscal year, while they were operated as separate properties without the benefits which would result from consolidation.

The actual earnings for the last fiscal year of the roads already finished, which are to be included in the Greater Seaboard system, were large enough to pay full interest on their present bonded debt, and also on all the new 4 per cent. bonds which it is proposed to issue on the consolidated system, and yet leave a surplus of some four or five hundred thousand dollars in addition. These figures you had before you at the time you sent me your misleading telegram of December 28th.

You criticise the issuance of 4 per cent. bonds by the system for the purpose of acquiring the capital stocks of roads which it is deemed desirable to consolidate. The issuance of bonds by a corporation to pay for stock acquired of another corporation, as you well know, is not unusual. The New York Central railroad recently purchased Lake Shore stock, issuing 2,000 of its own bonds for each 1,000 of Lake Shore stock, and also bought the stock of the Michigan Central, issuing $1,150 of its bonds for each $1,000 of stock, and, in the recent street-railway consolidation in Baltimore some $15,000,000 of new 4 per cent. bonds were put out in exchange for the stocks of the several divisional lines to the advantage and satisfaction of all concerned. The Atlantic-Coast Line Company not long ago issued $5,000,000 of bonds in retirement of an equal amount of its own stock.

At our interview on November 9th you told me that you had been informed that 40 per cent. of the business of the Florida Central and Peninsular railroad came from the Southern railway. I told you that statement was wholly incorrect. The relationship previously existing between the Southern railway and the Florida Central and Peninsular railroad was severed on the 20th of December last. The earnings of the Florida Central and Peninsular for the week ending December 15th, and also for the week ending December 22d, show a very handsome increase over the corresponding weeks last year, when the Florida Central and Peninsular was being operated in close accord with the Southern railway. This is calculated to show the individual strength of the Florida Central and Peninsular alone, and when the new line, which is being rapidly finished, which will connect the Florida Central and Peninsular and the Seaboard, is open for business, still greater results will follow.

You comment upon the amount of new stock of the consolidated company which it is proposed shall be paid to the Richmond bankers for services rendered by them in connection with this consolidation. The allowance made to the Richmond bankers engaged in the consolidation of the greater Seaboard system, for their services, was approved by each and every member of the syndicate, by whom the compensation was fixed, and is much less than the compensation heretofore given in transactions of similar magnitude.

RYAN PROPOSITIONS.

The propositions which you brazenly made to me in our last conferences in my rooms at the Waldorf and at my office in New York I regarded as preposterous; such, for example, as your statement that you would not be willing to agree to any consolidation of the roads comprising the Seaboard system unless a controlling interest in the stock of the new consolidated company should be placed in a voting trust, and that you should be one of the two trustees, and proposing that I be the other. Your other suggestion was equally ridiculous—that I should induce my associates to sell out to you at cost, and that you and I should then together reorganize the system and issue twenty millions of new stock on the Seaboard system alone, without the Georgia and Alabama and Florida Central and Peninsular, and divide up the profits. I indignantly and promptly rejected your overtures of this nature and told you, then and there, that I did not believe that our views could be reconciled, as our habits and methods of thought and our ideas of principle were radically and absolutely different.

In my telegram of the 12th I reminded you of your statement to me in October that if you should not find that you could join in our plan of consolidation, that you would name a price on your stock, so as to get out.

Instead of doing this, you made a desperate and malicious effort to sneak a bill through the Legislature of Georgia, which was drafted for the purpose of preventing and defeating the consolidation of the Greater Seaboard System; but when its object was discovered it was promptly killed. This attempt was a deliberate and outrageous violation of the promise which you made to me in October.

You claim to own about twenty-five hundred shares of the stock of the Seaboard and Roanoke railroad. Your attorney, Mr. Groner, informed me a short time ago that this stock cost you between $90 and $100 per share, and that he had in his possession a statement which showed it. Less than fourteen months ago this stock was selling at $125 per share. Owing, principally, to what has been done by the Seaboard syndicate and my associates, this stock is now worth $200 per share, and if you are unwilling to join us we are willing to take the stock held by yourself and your friends, some of which, you have informed me yourself, cost you as low as thirty, at $200 per share, eliminating you from the situation with a large profit to you.

In conclusion, I will tell you that I am aware of the methods which you and your associates and backers have adopted for the purpose of delaying and, if possible, of thwarting the execution of the plans approved by a large majority in interest. I do not doubt that the reckless attacks which have been made upon those institutions in New York and elsewhere who are supposed to have holdings in these securities will react upon those who inspire them for their own evil purposes.

RYAN CO-OPERATION INVITED.

The statements which I submitted to you, upon which our plan of consolidation was based, showed very large surplus earnings over and above all possible fixed charges. We told you that if you cared to co-operate in this consolidation that we were willing to let you appoint your own experts to make a thorough examination of the books and accounts of each and every road concerned in the consolidation, with the understanding that if our reports should not be confirmed and verified you would not be under any obligations to come into the consolidation, but that if these statements of ours should be found to be correct, then you should join in with us, receiving terms as favorable as those allowed to any other stockholder. This you refused to agree to. I also proposed to you, on November 9th, that we should lay our plans of consolidation before the best railroad minds in the country, to get the benefit of their judgment in regard to them, and I suggested the names of the presidents or vice-presidents of some five or ten of the best systems in the country. You again refused my offer.

At that time I asked you whether there was any other information which you desired, and which I could furnish you, in order that you might come to your conclusion, with all the facts before you, and you replied that you knew of nothing else that you desired; that I had furnished you with all the facts, figures, and information relative to the proposition that you wanted.

When you remarked on November 9, 1899, that you had never visited Florida yourself, I urged you to select an expert and let him make a thorough examination of the physical condition of all the properties involved in the proposed consolidation, and offered to put at his disposal every facility for such an examination; and I specially invited you yourself to come down and go over the properties, but you refused to do this, and as a matter of fact, you have not for several years past personally attended a single stockholders' meeting of any of the roads of the Seabroad system, in which you claim to be so deeply interested, but have sent down to them certain attorneys, who seem to be paid for the purpose of attempting to make trouble wherever they can do so.

I do not believe that those interested in the creation of a system so sound, so extensive, and with such prospects for the benefit of the South can be disturbed by the futile and cowardly attempts which are being made to wreck the same.

Your holding of stocks in the Seaboard and Roanoke road, as compared with the value of the systems embraced in the consolidation, is a small fraction, and you may be sure that those so deeply interested will protect themselves, and not permit you to "sandbag" (to use your own expression) the enterprise, as it seems that you have vainly and maliciously attempted to do.

JOHN SKELTON WILLIAMS.

### THE MOLINEUX TRIAL.

Most of Yesterday's Testimony Strengthens Case of Prosecution.

NEW YORK, January 4.—Interest did not lag for a moment to-day in the trial of Roland B. Molineux for the murder of Mrs. Katherine J. Adams. Three of the witnesses called gave testimony concerning the sickness of Henry C. Barnet, who died at the Knickerbocker Athletic Club in the fall of 1898, and who, the prosecution claims, was poisoned by cyanide of mercury contained in Kutnow powders.

The prosecution was also enabled to introduce the marriage certificate of Roland B. Molineux and Blanche Chesebrough, the alleged purpose of offering it being to fix the age of Molineux.

In one of the letters asking for a patent medicine, signed "H. C. Barnett," the writer gave his age. It corresponded with that in the certificate, but did not answer for Barnett.

A witness testified to-day as to the effort made by Molineux to have Cornish disciplined by the Knickerbocker Club, and a bank-teller identified the poison-packet address and the "Barnett" and "Cornish" letters as written by Molineux.

All the testimony to-day strengthened the prosecution's case, except that Barnett's attending physician, while conceding that there had been mercurial poisoning, insisted that the cause of death was heart-failure, following diphtheria.

### CONDITION OF COLORED PEOPLE.

Principal Frisell, of Hampton Institute, Before Industrial Commission.

WASHINGTON, January 4.—H. B. Frisell, principal of the Hampton (Va.) Normal and Industrial Institute, appeared before the Industrial Commission to-day. He spoke of the condition of the colored people and industrial conditions in the South.

The small farms are rapidly increasing, he said, and in many sections the condition of the negro is better than in slavery days. The farmers are unable to break away from the lien system of crops, and wages are small. Although the South has spent one hundred millions of dollars on public education for negroes, one-third of the race has actually retrograded, one-third is where it was at the beginning of the war, and the remainder have advanced.

The negroes, he said, have been taught that their salvation will be found through political means rather than by hard work.

### Champagne Imports in 1899.

As shown by customs statistics, the imports in 1899 of G. H. Mumm's Extra Dry reached the enormous figure of 109,203 cases, being 72,495 cases more than of any other brand—a record unprecedented in the history of champagne. Its 1895 vintage now imported has no equal.

## ENDORSE THE PLAN.

### Chamber of Commerce Favors Seaboard Consolidation.

### CONDEMN EFFORTS TO DELAY

Such Efforts Inimical to the Best Interests of Richmond.

JAMES RIVER IMPROVEMENT.

Strong Resolutions Adopted Urging Annual Appropriations, in Order That the Channel May Be Deepened—Amalgamation is Effected.

The Richmond Chamber of Commerce is heartily in sympathy with the plan of President John Skelton Williams for the consolidation of the Seaboard Air-Line System.

This important organization, composed of the leading business-men of the city, at meeting held last night, adopted a resolution earnestly commending the completion and consolidation of the system, and condemning as "inimical to our best interests, every effort that has been or may be made by individuals or combinations to delay, hinder, or defeat the consolidation."

This action was taken after much other business had been transacted, including the final ratification of the plan for the amagamation of the Chamber with the Young Men's Business Association, and the adoption of resolutions strongly urging annual appropriations for the improvement of James river. President S. W. Travers presided over the session, which, though a called one, was one of unusual interest.

THE SEABOARD RESOLUTION.

Colonel John B. Purcell offered the resolution touching the Seaboard reorganization. It was as follows:

The people of Richmond, Va., have watched most eagerly the work that has been going on for the completion and consolidation of the great Seaboard Air-Line System after the plan set forth by President John Skelton Williams.

As this will give Richmond, a centre of northern and western traffic, a direct line to Tampa, Fla., the door to the West Indies and South America, and also through Atlanta, Columbus, and Montgomery, another outlet to the middle, South, and Southwest, between its termini exchanging valuable commodities with the most productive and richest districts of this country passing through the most active, prosperous, and important manufacturing, commercial, and agricultural districts of the South, its branches communicating readily with the seaports of the Atlantic coast and drawing the wealth of outlying districts, giving and taking a large business to, from, and through Richmond, we must regard its chances of success as assured, beyond question, and its promise of advantage to Richmond, Va., and the whole South as incalculable.

While other southern systems have done a great deal for the development of the South, they have derived from it immense profits, and it is neither wise, just, nor to be expected that they should desire to monopolize our resources, or hold us within their control. Our best interests call for enlarged facilities and competition. We cannot be overlaid or held without being commercially dwarfed, restricted, and enslaved. Our prosperity, expansion, and happiness require the largest competition of responsible parties. For these considerations we regard the Seaboard Air-Line as a great highway opening an inestimable promise; therefore, be it

Resolved, by the Richmond Chamber of Commerce, That in behalf of our city and State, and the whole South, we contemplate with profound satisfaction the early completion and consolidation of the Seaboard Air-Line System, and that we regard as inimical to our best interests every effort that has been or may be made by individuals or combinations to delay, hinder, or defeat the consolidation of the great Seaboard Air-Line System; that it is the duty of every good citizen and public journal to help; as far as possible, the accomplishment of this consolidation a consummation so devoutly to be wished.

DISCUSSED AND ADOPTED.

Colonel Purcell, in submitting the resolution, said he had no intention or desire to prejudice the rights of any one having a grievance, but believing the organization of this great system would be more beneficial to the community of Richmond than anything which had taken place during the last twenty years, in the language of the resolution, he was opposed to any effort to delay, hinder, or defeat the consolidation, and regarded any such effort as inimical to the best interests of Richmond. He went on to describe the great advantages which would result from the successful organization of the Seaboard Air-Line, both in the matter of freight and passenger business, and saying that it was to be presumed that the parties connected with this movement were acting within their legal rights, he thought, the Chamber should put itself upon record as in hearty sympathy with so great an undertaking, led by one of our own fellow-citizens, and that as the resolution, only stated facts, he hoped it would be the pleasure of the meeting to adopt it. The resolution was seconded by Mr. L. Z. Morris, first vice-president of the Chamber.

Messrs. S. M. Woodward, W. C. Bentley, and Hon. A. L. Holladay, while heartily in sympathy with the undertaking, were in favor of referring the resolution to the Inland Trade Committee of the Chamber, on account of the importance of the matter and the strong language of the resolution, and an amendment to this effect was offered by Mr. S. M. Woodward, but urgently opposed by Mr. Horace S. Hawes, Judge George L. Christian, Mr. Jackson Guy, Mr. H. J. Herrick, and others, who were of the opinion that Richmond was vitally interested in the successful organization of the system and its entrance to the city over the Richmond, Petersburg and Carolina railroad, and that the resolution should be at once adopted. Mr. W. C. Bentley, in view of the earnest arguments in favor of immediate action, withdrew his support to the amendment, and the amendment being put to the vote, was lost. The vote then being taken upon the resolution, it was unanimously adopted.

The first business in order was the ratification, by the Chamber, of the previous action of the Board of Directors in adopting the plan for the amalgamation of the Chamber and the Young Men's Business Association, as outlined in a joint report from the special committees, representing the Chamber and the Young Men's Business Association. This plan having been read and explained by Mr. L. Z. Morris, a member of the Chamber's committee, was approved by the meeting, whereupon, in accordance with one of the features of the plan, 244 members of the Young Men's Business Association, as per list furnished by the secretary of the association, as in good standing, were elected members of the Chamber upon certain terms and conditions, set forth in the plan of amalgamation.

JAMES RIVER IMPROVEMENT.

The attention of the Chamber was then called to the very gratifying report of Colonel Allen, affecting the examination and survey of the James river, and the endorsement thereof, by General Wilson, chief of engineers, and its transmission to Congress. As expressive of the deep sense of the importance of this improvement, and the report and recommendation above referred to, the following preamble and resolution were unanimously adopted:

Whereas, the great and growing importance of the commercial interests of the port of Richmond, Va., and of the States whose commerce is tributary thereto, demand the immediate improvement of James river, so as to give at least 22 feet of water at mean low tide from the head of navigation at Richmond to the sea; and as the authorities of the National Government, recognizing the importance of this public work, in 1884 adopted a revised project, providing for that depth of channel, at an estimated cost of $4,500,000, but because of inadequate appropriations only 16 1-2 feet depth has been secured to the lower city limits by a government outlay of $1,772,599, at which rate of expenditure in the future, it would require more than forty years additional time to complete this government undertaking; and,

Whereas, since 1806, the city of Richmond has appropriated from its own treasury for this work the sum of $544,667.84, and this expenditure has, in the language of General William P. Craighill, late of the Corps of Engineers, United States army, "always been spent in accordance with the views of the engineers of the United States, charged with the improvement, and everything that could reasonably be expected has been done by the authorities of the city to make the joint operations successful and economical," which affords the strongest proof of the community's faith and interest in the undertaking; and,

Whereas, the construction of the engines and the machinery of the battleship Texas, and the satisfactory results already attained in building the torpedo-boats and destroyers, under contracts recently awarded the W. R. Trigg Company, which, together with exceptional advantages possessed by this port for ship-building, pointed out by eminent engineers, demonstrates the presence here of capacity and skill to meet the demand of the government along these lines, and the conditions here are likewise all most favorable for the construction of a fresh-water basin for the accommodation of naval vessels, no such basin having as yet been provided in this country, though the urgent necessity therefor is well recognized; and finally, as there is no port on the Atlantic coast so impregnable from assault by the warships of a hostile power, and none, therefore, more favorably located for the building of naval vessels and the manufacture of munitions of war.

URGE ANNUAL APPROPRIATIONS.

In view of all these facts it is respectfully, but earnestly, submitted, that considerations of sound public policy as well as the growing demands of the commerce tributary to this port render it imperative now that annual appropriations should be made by the National Government, in such sums as will provide for the completion of this improvement, as indicated, in the most expeditious manner, possible, it having been duly ratified and undertaken by the government; therefore, be it

Resolved by the Chamber of Commerce, That the National Congress and the River and Harbor Committee and the Appropriation Committee of Congress, be most earnestly and respectfully requested to favorably consider the report and recommendations of Colonel Charles I. Allen, Corps of Engineers, United States army, as endorsed by General John M. Wilson, Chief of Engineers, United States army, touching the expenditures for the improvement of James river.

Messrs. Priddy Brothers, E. Harvie Spence, and New Ford's Hotel, proposed by Colonel John Murphy, were duly elected members of the Chamber.

### JOHNSTON REPLIES TO MORGAN.

No Stock in Company to Which University Lands Were Sold.

MONTGOMERY, ALA., January 4.—Governor Johnston is out in an open letter in answer to Senator Morgan. In this he says in part:

"You say that you charged that 'I owned, or had owned, a large amount of stock in an Alabama corporation, one of several that had sold all their property to a New Jersey company.'

"That is true to the extent that I owned the 'large' amount of about $14,000 worth of stock in the American Coal Company. I am unable to see any crime in disposing of that to a New Jersey company.

"'I do not own, and never owned, a share of stock in the Sloss-Sheffield Company, nor have I ever had any interest—direct, remote, or contingent—in any syndicate or trust to which the lands referred to were sold.

"I beg to express my great satisfaction at your present attitude against trusts. If it is a crime to aid in securing the formation of a company to bring more than $2,000,000 into our State, to build furnaces and steel-works, and open mines, and give employment to labor, what must be said of your action in 1898, in voting to organize the 'International American Bank,' with a capital of $25,000,000?

"And why did you vote against putting a tax of 1½ per cent. on all goods manufactured by trusts? On this measure you were found in the Republican column.

"Then, do you not think that the Maritime Canal Company was something of a trust or monopoly? And yet you insisted on voting millions to it in the Nicaragua canal scheme.

"The gravamen of my offence in your eyes seems to be that I encouraged the formation of a company to bring a very large amount of money into Alabama.

"Permit me, Senator, in conclusion, to ask whether you ever before heard any senator assail, in the Senate chamber, the Governor of his own State?"

### RECORD-BREAKING RAILWAY RUN.

Southern Special Makes 313 Miles in 279 Minutes, Including Stops.

ATLANTA, GA., January 4.—A most remarkable long-distance run was made on the Southern railway to-day by a special, arranged for on short notice. The trip was from Salisbury, N. C., to Atlanta, and the solitary passenger who occupied the single car was G. H. Penniman, of 1070 Fifth avenue, New York.

Mr. Penniman was a passenger on the Southern's "southwestern limited" from New York. At Salisbury he strolled through the train, and by mistake sat down in the Jacksonville sleeper, which was detached at the North Carolina city. He did not discover his mistake until some time after the limited had left, but quickly communicating with President Spencer, arranged for a special.

The limited was one hour and thirty-seven minutes behind time when it left Salisbury. The railway officials ordered everything laid up, and gave Mr. Penniman's train the right of way in its endeavor to catch his regular train. The limited rolled into Atlanta twenty minutes late, after a remarkably rapid run, and was followed just ten minutes later by the special, which left Salisbury two hours after the limited.

The 313 miles between Salisbury and Atlanta were covered by the New Yorker's special in 279 minutes, including stops. The fastest hour's continuous run was seventy miles, made between Salisbury and Greenville, and the train did not at any time make a speed less than the rate of sixty-three miles an hour.

Mr. Penniman said his anxiety to catch the limited was caused by an engagement to meet his daughter in the City of Mexico, and because his valet and clothes were on the train.

## THE FINANCIAL BILL.

### Mr. Aldrich Opens the Discussion in the Senate.

### A SUBSTITUTE MEASURE.

"No Departure from Public Policy Adopted Years Ago."

CITY BANK RESOLUTIONS ADOPTED

Allen Proposition in the Senate and Sulzer Inquiry in the House Both Go Through in Amended Form—Question as to Deposits Ruled Out.

WASHINGTON, January 4.—In accordance with the notice previously given by him, Senator Aldrich to-day opened the discussion of the financial bill in the Senate, in a speech in explanation of the Senate substitute for the House bill. The speech was carefully prepared, and was read from manuscript. It was delivered in clear and distinct language, but without any effort at oratory.

Senators present gave Mr. Aldrich careful attention, but no one interrupted him with questions or otherwise during the delivery of the speech, nor did any one manifest a disposition to reply, after he had concluded.

Mr. Beveridge, of Indiana, presented the following resolution:

"That the Philippine Islands are territory belonging to the United States; that it is the intention of the United States to retain them as such, and to establish and maintain such governmental control throughout the archipelago as the situation may demand."

Mr. Beveridge asked that the resolution lie upon the table until next Tuesday, when he will speak upon it.

CONDUCT OF THE WAR.

A message from the President was read, transmitting the testimony taken by the commission appointed to investigate the conduct of the war by the War Department.

A resolution was presented by Mr. Pettigrew, calling upon the Secretary of the Navy for the report of Admiral Dewey, of April 13, 1898, in which the Admiral said he could take Manila at any time. He asked immediate consideration, but Mr. Spooner objected, and the resolution went over.

Mr. Allen's resolution, calling for the correspondence between the Treasury Department and the National City Bank and the Hanover National Bank of New York, was agreed to, with modifications.

The consideration of Mr. Pettigrew's resolution concerning the advances reported to have been made by Aguinaldo, through General Torres, to General Otis, after the beginning of hostilities in the Philippines, was postponed until Monday.

MR. ALDRICH'S SPEECH.

The Senate, at 1:55 P. M., took up the financial bill, and Mr. Aldrich addressed the Senate. He said:

"The general purpose of the bill is to declare anew that gold is the monetary standard of the United States; to establish confidence in the intention and ability of our government to give the greatest possible measure of stability in value to its currency, and to provide the means for securing for it at all times an equal purchasing power with gold; to enlighten in every possible way the burdens imposed upon the tax-payer by existing public obligations, and to strengthen the public credit.

"No departure is intended by this bill from the public policy which was adopted years ago, and has been consistently adhered to through successive administrations.

INTERNATIONAL BIMETALLISM.

"The bill now before the Senate contains no disavowal of the position heretofore taken upon the question of international bimetallism, and places no obstacles in the way of its accomplishment in the future. If it is possible to secure permanence of relative value to gold and silver coins with the free coinage of both metals at a fixed ratio, this permanence can only be secured by concurrent action of all the leading commercial nations."

Senator Aldrich accused the Democratic party of advocating a policy that would lead to silver monometallism, and declared it was not a bimetallic party at all.

STATUS OF SILVER.

"The committee do not suggest any changes in the status of the silver dollar or the silver certificate. We do not propose to take away from silver any of the monetary privileges or prerogatives which it now enjoys. In fact, we believe that the legislation suggested will greatly strengthen its position in our monetary system."

The Senator defended the refunding provisions of the bill, as a precautionary measure, in view of the possible future increase of the public debt.

At the close of the speech the Senate went into executive session, adjourning at 3:20 o'clock until next Monday.

HOUSE SESSION BRIEF.

The House session was very brief again to-day, the only incident being the adoption of the Sulzer resolution, introduced yesterday, calling upon Secretary Gage for all information regarding the deposit of government funds in certain New York national banks. The resolution, as adopted, was made more general in its scope, and an amendment was added to cover information respecting the transactions relating to the sale of the New York custom-house site.

Secretary Gage's friends had been informed that he courted the fullest investigation, and was prepared to submit all the facts to Congress.

Accordingly, there was no friction over the passage of the resolution, which was unanimously adopted.

RESOLUTION AS MODIFIED.

Mr. Payne, chairman of the Committee on Ways and Means, presented the Sulzer resolution, as modified by the committee, for immediate consideration. The resolution, as modified, is as follows:

"Resolved, That the Secretary of the Treasury be, and he is hereby, requested to furnish the House of Representatives with the following information:

"1. Copies of all letters, agreements, papers, or documents between the Treasury Department of the United States, or any person connected therewith, and the National City Bank, and the Hanover National Bank, of the city of New York, or any person acting for them or either of them, since the 4th day of March, 1897, relating to the depositing of public funds, bonds, or revenues in said bank or banks, or any other relations or business transactions now existing or heretofore had between the government and the said banks, or either of them.

"2. The amount of public money, bonds, or revenue deposited with said banks, or either of them, or with any national bank, by the government, upon what security, for what length of time, and the reasons therefore; and whether said banks, or any of them, have paid the government any interest on said deposits, and if so, how much, and all other information concerning the same or in any way relating thereto.

CUSTOM-HOUSE SALE.

"3. Also, the date of the sale of the custom-house property of the United States in New York city to said National City Bank, the date of the execution of the deed thereto, the date and manner of payment of the purchase money therefor, the disposition of the proceeds of the said sale, and whether or nor the government has paid any rents for the said property, or any portion thereof, for any purpose, since the day of sale, and if so to whom, and all the facts relating to the said transaction."

Mr. Sulzer rose after the presentation of the resolution, and said he would accept the amendments.

QUESTION FROM MR. LEVY.

Mr. Richardson, the minority leader, asked for five minutes, which he desired to yield to Mr. Levy (Democrat), of New York. The request was complied with, and Mr. Levy offered an amendment to the resolution, which included a request for the Secretary's reasons for delaying the deposits in national banks until the panic had occurred.

Mr. Levy said he had warned the Secretary in September that a panic was imminent. Had the Secretary heeded that warning, and deposited government funds in national banks in September and October, instead of buying bonds, the panic would have been averted.

The amendment was promptly ruled out of order, and the resolution, as offered by Mr. Payne, was adopted.

Then, at 12:20, the House adjourned until Monday.

### GREENE-GAYNOR EXAMINATION.

Adjournment, at Request of the Defence, Until 16th Instant.

NEW YORK, January 4.—The examination on the removal proceedings of W. D. Greene and the three Messrs. Gaynor, indicted in Savannah, Ga., for frauds in connection with the Savannah harbor and Cumberland sound improvements, formerly in charge of Captain Oberlin M. Carter, was continued to-day, before United States Commissioner Shields.

Abraham J. Rose, of counsel for the accused contractors, first accepted the amended complaint and then moved for the discharge of the accused. He conceded that his clients were the persons charged in the Savannah indictment, but he contended that the paper did not prove probable cause, which was the only other issue that could here be raised in behalf of the prisoners. He also argued that an indictment under the existing statutes could not be considered a court proceeding. He further said that Captain Gillette, who testified yesterday, had not testified, and could not testify to the illegal acts alleged to have been committed by the contractors prior to July 29, 1897, when he took charge of the Savannah district.

United States District-Attorney Burnett said that the indictment was sufficient evidence at an examination before a United States commissioner, and the question as to whether or not probable cause had been established could alone be decided by him.

Commissioner Shields overruled Mr. Rose's motion, and said he did not think that he had the right to certify to the points raised so that Mr. Rose could present them to Judge Brown, of the United States District Court, and an opinion be obtained.

Mr. Rose said that his witnesses at present were in other States, and he asked for a two-weeks' adjournment, so as to get his witnesses and the necessary papers before the commissioner.

The Assistant-District-Attorney said that Mr. Rose was simply fighting for time, so that, as far as the charge of conspiracy is concerned, it will be outlawed by the statute of limitations.

United States District-Attorney Myron Erwin, of Savannah, also opposed further delay, because Mr. Rose had not suggested the line of evidence he proposed to introduce in behalf of his clients. He further stated that under the statute of limitations the conspiracy charge would expire by July of this year.

Commissioner Shields said that the defence was entitled to an adjournment, and by the agreement of all counsel interested the examination was continued until January 16th.

Meantime, the arguments on the appeal of former Captain Carter will have been made by Mr. Rose and Mr. Burnett in the United States Circuit Court of Appeals in this city.

JOHN. D. GAYNOR IN POLICE COURT.

NEW YORK, January 4.—The woman who appeared in the court of Commissioner Shields, in the Federal building, yesterday, and claimed to be the wife of John D. Gaynor, who is indicted with several others on charges of fraud and conspiracy against the government, had Mr. Gaynor arraignod in a Police Court to-day, on the charge of non-support.

The woman secured a warrant, signing her name "Georgie A. Gaynor." She alleges that she was married to Gaynor thirteen years ago, and that she has children. She was not in court, not having been notified of Mr. Gaynor's arrest. The examination was postponed until January 9th.

Gaynor was released in $1,000 bail. He denies that the woman is his wife.

### FELL INTO A 70-FOOT WELL.

Rescued by Her Escort, and Practically Uninjured.

MACON, GA., January 4.—Miss May Hudson, of Walken, a hamlet near here, while looking into a 70-foot well, lost her balance, and fell to the bottom. A young man who was with her at the time succeeded in rescuing her. Beyond a few scratches she was uninjured.


**Use Rob Roy Baking Powder.**
Guaranteed absolutely pure.

**Best Granulated Sugar, 5c. Pound.**
Teas and Coffees retailed at wholesale prices. C. D. KENNY,
Northwest Broad and Sixth streets; southeast Main and Seventeenth streets.

**Use Rob Roy Baking Powder.**
Guaranteed absolutely pure.

**"Hammond" Flowers**
for Christmas presents. Blooming Plants, Carnations, Primroses, Narcissus, Begonias, Orange-Trees, Palms, Ferns, and Cut-Flowers of all kinds.

**Use Rob Roy Baking Powder.**
Guaranteed absolutely pure.

**Parlor-Car Service Between Richmond and Danville.**
The Southern railway announces, effective January 15th, parlor-car service will be inaugurated between Richmond and Danville on Trains 7 and 8, connecting at Danville with United States Fast-Mail Trains Nos. 35 and 36 for all points South and Southwest, carrying dining-cars; also, through Pullman sleepers for Atlanta, Memphis, New Orleans, Jacksonville, St. Augustine, Miami, and all Florida points, with direct connection for Havana, Cuba.

**If the Baby is Cutting Teeth**
be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle.


## THE TELEGRAPH FIGHT

### Postal Striving to Get Its Wires on Railroad Property.

### THE BILL BEFORE COMMITTEE

Extended Arguments on Both Sides, But No Decision Yet.

TO AMEND THE OYSTER LAW

Board of Fisheries and Senate Committee Agree on Changes to Be Made—The Constitutional Amendments—Gossip of the Lobby.

The hardest fought committee battle of the present session of the General Assembly was inaugurated before the House Committee on General Laws yesterday morning, continued last night, and will be fought to a finish this morning.

The contest is over the bill offered by Captain R. S. Parks, the delegate from Page, permitting telegraph companies to go upon the right of way of railroads, and erect, maintain, and operate their lines thereon.

It is generally recognized that the bill is in the interest of the Postal Telegraph and Cable Company. Colonel J. R. McIntosh, of general counsel for the Postal, appeared in behalf of the bill, while it was opposed by Major E. T. D. Myers, president of the Richmond, Fredericksburg and Potomac railroad; Mr. Alexander Hamilton, president of the Atlantic-Coast Line of Virginia, and Mr. William A. Glasgow, counsel for the Norfolk and Western.

The opponents of the bill based their opposition chiefly to the features, which it was argued, allowed a telegraph line to put its poles on the land of the railroad companies without giving the latter the absolute control of them necessary to the safe running of trains. It was argued that under the Code and the common law land already condemned could not be again condemned. A corporation for which land was condemned could not hold more than was necessary for its use. A railroad company should have complete control of its rights of way. The telegraph lines thereon now are under the absolute supervision of the railroad companies.

Colonel McIntosh made a lengthy statement at the session of the committee yesterday morning, urging the passage of the bill. He claimed that though the railway companies were the apparent opponents, it was really the Western Union Telegraph Company which was fighting it. He said that under the contracts of the latter with several of the railway companies the attorneys for the latter corporations had to represent the Western Union when necessity required. Colonel McIntosh made a detailed and very strong argument.

Major Myers, Mr. Hamilton, and Mr. Glasgow made their arguments last night. There were a great many spectators present. Mr. Glasgow submitted several amendments to the bill, providing that the erection of the poles should not impede the operation of trains, or endanger the lives of passengers and employees; that the poles should be put within five feet of the other limit of the right of way. A very important amendment proposed provided that as the telegraph company would have the right to enter upon the right of way through the fences, which the railroad companies are now required to keep up by law, the telegraph company should be compelled to assume the burden of maintaining the fences.

It was after 11 o'clock when Mr. Glasgow, who was the last speaker, completed his address, and the committee arose. Captain Parks, the chairman, who is also the author of the bill, announced that the committee would meet again this morning to consider it finally. Colonel McIntosh will address the committee in behalf of the bill. It is generally believed it will be favorably reported.

There was a joint meeting of the Senate Committee on Fish and Game and the State Board of Fisheries in the Senate chamber last night, for the purpose of discussing amendments to the State oyster laws. A sub-committee was appointed to draft a bill embodying the provisions recommended by the board, and apparently favored by the Fish and Game Committee.

It appeared that the committee favored an increased police force, a tax on oysters sent out of the State, a tax on clammers, and corrections of the Baylor survey. These will probably be the features of the bill which will be drafted by the sub-committee.

The House Committee on Counties, Cities, and Towns will meet to-morrow morning at 10 o'clock to consider Mr. Buntin's bill providing for the establishment and maintenance of good roads throughout the Commonwealth. Great pressure is being brought to bear on the committee to report the bill favorably, and it is thought that this will be done.

The amendment to the Constitution requiring the payment of the capitation tax to be made before a man can vote in Virginia, proposed by Dr. LeCato in the Senate yesterday, is creating much interest. Dr. Le Cato's resolution provides that a man who does not pay his tax for one year shall not be disfranchised until after July 1st of the year following, and that not even payment can raise the bar which non-payment put up the year before. In this way he hopes to avoid


(CONCLUDED ON SEVENTH PAGE.)


### The Weather.

CLOUDY

WASHINGTON, January 4.—Forecast for Friday and Saturday:

Virginia—Increasing cloudiness Friday; threatening Saturday; light, southeasterly winds, increasing.

North Carolina and South Carolina—Increasing cloudiness Friday; threatening Saturday; light, east to northeast, winds.

THE WEATHER IN RICHMOND YESTERDAY was clear and bright. The range of the thermometer was as follows:

| | |
|---|---|
| 6 A. M. | 19 |
| 9 A. M. | 21 |
| 12 M. | 23 |
| 3 P. M. | 41 |
| 6 P. M. | 37 |
| 12 night | 32 |

Mean temperature ..... 29 1-3