Daily Appeal.

MEMPHIS.

THURSDAY.....MARCH 22, 1860.

Reading Matter on Every Page

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FIRST AND FOURTH PAGES.

FIRST PAGE.—The Pacific Railroad Bill; Floating Schools.

FOURTH PAGE.—Festival—"My Christian Name;"—How English Dustmen and Commissioners Employ their Time; A Speculation; The Color of Flowers Promoted by Charcoal.

A SPECK OF WAR.

The news from the gulf is of a stirring character, and indicates that our gallant mariners are ready and disciplined for any duty they may be called on to perform. It is to be regretted that the details of the capture by the Saratoga of two Spanish slavers, at Vera Cruz, are not more minute and satisfactory. We shall await with much interest the particulars of this engagement and capture—satisfied, as we are, that efforts on the gulf coast will culminate in a crisis. The tocsin of war may be sounded ere many days, unless this affair has been much magnified by the telegraphic reports.

SCHOOL BILL PASSED.

A dispatch was received in this city yesterday, announcing that the bill for the relief of the Memphis city schools had passed both houses of the legislature and is now the law of the land.

We are not advised as to the precise provisions of this bill, but we know that it provides a means for building school edifices and otherwise improving the prospects of our common schools. We believe the bill was drafted under the eye of Superintendent Pope, and other enlightened friends of our school system.

THE IRON MOUNTAIN RAILROAD.

The report of Abl. Barrett, delegate from our City Council to the Missouri legislature, which we published in our council proceedings yesterday, has given our readers an idea of the state of feeling among the Missouri legislators with respect to the importance of a connection with Memphis. In this connection we publish from the railroad law just passed by the legislature of that State the portion which applies to the Iron Mountain railroad:

Sec. 20. The St. Louis and Iron Mountain railroad company having failed to pay the interest on the bonds loaned and issued to it, the trustee of the bonds heretofore authorized, but not yet issued to this company, are hereby declared to be forfeited; but in lieu of these bonds there is hereby loaned to said company the bonds of the State to the amount of one million of dollars. Said loan is made upon the conditions that the location of said railroad south of Pilot Knob shall be made by the board of public works upon the most practicable route with a view to a connection with a system of southern railroads, taking into view the importance of such connection and the means of hastening its speedy completion; and no such extension shall be thus located, and no such bonds issued, unless parties thereto shall be filed in the proper office, the said company shall take steps to put said work under contract, and press the same to speedy completion, according to the provisions of this act.

Sec. 21. Whenever it shall be proven to the satisfaction of the governor of the State, by the report of the board of public works, that five consecutive miles of said road south of the Pilot Knob are ready and in safe condition for the running of passenger trains, that the grade does not exceed twenty feet to the mile, that the masonry, bridging, ties and rails are of the usual quality and durability, then the governor shall cause to be issued and delivered to the said company the sum of fifty thousand dollars in the bonds of the State; and in like manner, as often thereafter as the said company shall furnish evidence, in all respects as above specified, of the completion of five other consecutive miles of said road south of the Pilot Knob, the governor shall issue and deliver to said company, such bonds of the same amount of fifty thousand dollars in the bonds of the State, until the whole amount of one million of dollars in bonds hereby loaned to said road, shall be delivered to said road or company; and the further issue of bonds to said company shall thereafter cease.

Sec. 22. The proceeds of all the bonds issued for the purpose of said railroad, shall be faithfully applied to the construction and completion of the Iron Mountain railroad, between the present terminus at Pilot Knob and its southern terminus, by the shortest practicable route, hereby required to commence at their present terminus at Pilot Knob and to complete each portion of five miles continuously from that point.

JUDGE DOUGLAS.

As great efforts have been made to create the impression that Mr. Douglas holds views opposed to the decisions of the Supreme Court, and in conflict with the southern doctrine, as to the power of the territorial legislature, we publish the following extracts from his reply to Judge Black. Let the reader judge for himself whether there be any ground for the imputation:

"It was shown in my speech at Wooster, that I had not written nor spoken one word in Harper or elsewhere in disparagement of the court or its decisions; that every allusion or allusion to the court and the decisions was in respectful terms of unqualified approbation; that in several places in the Harper article I not only refrained from the expression of any censure, but I had made more speeches in defence of the court in connection with the Dred Scott case than any living man; that in the Illinois canvass last year, when assailed by the combined forces of the Black-Republicans and the federal office holders, under the mission of the Buchanan democracy, I defended the court in more than one hundred speeches against their clamors and misrepresentations, and, in conclusion, I defied any one of the pamphlets, and all others who are reckless enough to make any such statements, to produce one word ever spoken or written by me disrespectful of the court or in condemnation of its decisions.

"Whether any enactment which the territorial legislature may pass, in respect to slavery or any other subject, is or is not consistent with the Dred Scott decision, is a question which the Supreme Court of the United States alone can authoritatively determine.

"The Dred Scott case, therefore, leaves the question open and undecided in respect to the validity and constitutionality of the various territorial enactments in Kansas and New Mexico, and the other territories upon the subject of slavery. Whether a case will arise under those or any other territorial enactments, affecting slave property or personal freedom in the Territories, and the Supreme Court of the United States shall decide the question, I shall feel myself bound, in honor and duty, to respect and obey the decision, and assist in carrying it into effect in good faith."

After reading the above extracts, we ask, is there any Democrat, who is unwilling to submit to the Constitution of the country, as decided by the Supreme Court? The Constitution as interpreted by the Court in Douglas' case, in the Territories and everywhere else. If Democrats south of Mason and Dixon's line do not agree to this, will we have to say to them that they are not like the Democrats of the days of Jefferson and Jackson.—*Baltimore Dispatch.*

Wentworth's Election — "Douglas Rebuked?"

The Chicago municipal election, which has been a matter of great anxiety to the John Brown party, far and near, has resulted in the election of John Wentworth for mayor, by a diminished majority. The Journal here claims it as a victory for Douglas, and the Republican party is in pury—"a glorious triumph" is the word. But a few months ago Wentworth, in the most emphatic terms, told his party that unless their State convention would act in accordance with his dicta, he would bolt them. He then opposed the John Brown treason, defied the friends of that treason, and demanded that all should come up to his mark. This they most obsequiously did, "eating dirt," and turned tail upon their previous allegations against him, that he was a weathercock, a corrupt politician, a shameless hacker, and generally a beastial villian, whose fit place was the State penitentiary. From all this he drew the inference that in the completion of the other consecutive miles of said road south of the Pilot Knob, the governor shall issue and deliver to said company, such bonds of the same amount of fifty thousand dollars in the bonds of the State, until the whole amount of one million of dollars in bonds hereby loaned to said road, shall be delivered to said road or company; and the further issue of bonds to said company shall thereafter cease.

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Sec. 22