THE MEMPHIS DAILY APPEAL.

BY BENJAMIN F. DILL. MEMPHIS, TENN., WEDNESDAY, APRIL 11, 1866. VOLUME XVI.—NUMBER 132.

MEMPHIS APPEAL.

PUBLISHED DAILY & WEEKLY

—BY—

BENJAMIN F. DILL.

To whom all Letters should be Addressed.

PRICE OF SUBSCRIPTION.

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☞ Advertisements to be inserted in the Weekly paper only, or at irregular intervals in either of the papers, will be charged $1 per square for each and every insertion.

☞ All advertisements not marked for a specified time will be discontinued at the end of one week.

☞ All advertisements for the Appeal must be handed in at the Clerk's desk.

☞ *Transient advertisements must be paid for in advance.*

☞ No advertisement will appear in the Weekly paper, unless by special contract.

ARIZONA.

The Mines—Agriculture—The Indians—Legislature and Politics.

Correspondence New York Evening Post.]

THE MINES.

It has so happened that no quartz mill has yet been put up in the immediate vicinity of Prescott. At the celebrated Walker lode, seventy miles from here, two mills are in active operation, with most gratifying results. I have it from one of the owners that the ore on an average yields nearly a hundred dollars per ton, and it is found in great quantities, the lode being one of the largest in the Territory. The discovery claim of three hundred feet has just been purchased by a company, which will probably work it upon an extensive scale. Four or five millsare on the road to Prescott, and will be in operation within two or three months. The first supply of timber and water here will, it is thought, make mining alike easy and profitable. It is acknowledged that no mineral region upon the Pacific has superior facilities. A great many lodes have been found within the past year, and discoveries are now made daily. Some of the most promising ledges are near to the town, and have been carelessly stumbled over ever since the white man entered the country. I have myself been not a little provoked to find that I have passed and repassed, without deigning to look at veins that are now creating a great excitement, and which promise immense fortunes to their owners. This hunting for quartz is much like hunting for the antelope or the Apache. One may be on the very heels of his game (or at quartz) have his heels upon it), without knowing it, and the poorest hunter is often the most successful.

AGRICULTURE.

The provision of food at low rates is essential to the success of a mining country, however rich. It has been demonstrated that Arizona has lands capable of growing all grains and vegetables, and during 1865 many good crops were produced. The acting governor, in his message to the Legislature, recently in session, used this language:

"It has been a common impression without the Territory that, while our mineral lands were exceedingly rich and extensive, we were quite destitute of arable acres, and could never raise meat and bread even sufficient for a limited population. This has arisen from the persistent misrepresentation under which Arizona has suffered. It is now known that no mineral territory has a better proportion of tillable and pastoral land, while the climate, saving in the extreme altitudes, is such as to promote the luxuriant growth of all cereals, vegetables and fruits. For cattle and sheep the grass of the valleys and plains and foothills is nourishing at all seasons, and it is the opinion of herdsmen of wide observation that no better grazing country has ever been found. Mining, however rich the placers or the quartz, can seldom be made lucrative where provisions have to be supplied from a distance. The plough and the sickle must keep company with the pick and the mill, and here, where, in almost every instance, we have in close proximity to the mines mellow valleys, easy to irrigate, and of the richest soil, the work of the gardener and the farmer cannot fail to be profitable, and should not be neglected. The experiments of the settlers eastward from Prescott, upon the Verde, and at Walnut Grove, upon the Assayampa, as well as those of the ranchmen near Prescott, during the past year, have abundantly proved the agricultural capacity of this central country. I have not seen finer grain and vegetables than have been grown here, and while it was supposed that in all cases irrigation would be necessary, we have instances where good crops have been raised without a drop of water beyond that furnished by the spring and summer showers. As the Apache is driven back, not only will our white settlers be able to cultivate thousands where they now occupy scores of acres, but also the tame Indians will greatly increase the size of their farms. Together they will and find it difficult to supply food at low prices for a dense population, and my confidence in the future of the Territory is based upon this good prospect as much as upon the extent and excellence of its mineral resources."

This statement will surprise many who have been inclined to think Arizona an arid waste, but it is entirely true.

THE INDIANS.

Arizona, as I have often said, has but one formidable drawback—the presence of the Apache. What to do with this troublesome customer is the absorbing question of all interested in the Territory. Of late it is the judgment of some of our best men that the plan adopted by General Carleton with the Navajos of New Mexico is the wisest one. To follow the Apaches to utter extermination is to follow him many years, to require a large military force and a great outlay of money. To push him to the extremity which will force him to go upon a reservation is thought to be an easier task, and one that may soon be accomplished. General McDowell, who is in command of the Department of California, including Arizona, is now here investigating this important question. There can be no denial of the fact that the people wish for complete extermination, but I think they may be brought to favor whatever measure is best calculated to give them peace and security at an early day. These they must realize in order to acquire the wealth which they all seek, and undoubtedly possess in their mineral claims.

LEGISLATION.

The second legislature of the territory met at this town in December. By law there are nine members of the upper house and eighteen of the lower. All were chosen at the election in September last, but only five appeared in the Council and ten in the House—just a quorum. The members from the southern county, the Gadsden purchase, with a single exception, did not attend, for what reason I cannot say. There has not been a cordial feeling on the part of the Tucson people since it became apparent that the capital would not be in their part of the territory, but I cannot believe that they would go so far as to try to prevent the organization of the legislature. If this were their plan, it signally failed, and it cannot be tried again, for under the new census and apportionment of the ensuing summer, the counties north of the Gila river will undoubtedly have a clear working majority in both Houses.

A NEW COUNTY.

A new county was created by the Legislature, named Pah-Ute, after the principal tribe of Indians residing within its lines. It lies north of El Dorado canon, on both sides of the Colorado river, and extends to the Utah line. It has no mines, excepting several small deposits of rock salt, the finest I have ever seen, but abounds in agricultural lands, which have already proven their fertility. Good crops of cotton, sugar and tobacco have been raised, and the settlers, chiefly Mormons, are encouraged to believe that they are in possession of a very desirable part of the territory.

THE COLORADO RIVER.

The navigation of the Colorado river is attracting increased attention. There is no doubt that it may be much improved, and that the river will become the chief channel of our trade with the outer world. The practicability of running boats as far north as Callville, four hundred miles from the mouth of the river, is well established, and much of the trade of Utah and Montana Territories is already going that way.

POLITICS.

Party lines have not yet been strictly drawn in Arizona. The three candidates for delegate to Congress at the election in September last all claimed to be Union men. The vote stood—for Goodwin, 713; for Allyn, 356; for Poston, 226, as the statements of the latter, to the end that the election was unfair, are creating much surprise here. The course of Col. Poston in Congress was acceptable, but he made a mistake in not returning here to take part in the campaign. In a new country all manner of reports are started against candidates, and they must be upon the ground if they would have a fair show.

By the election of Gov. Goodwin the office of Governor has been temporarily filled by the Secretary of the Territory, Mr. McCormick, of New York, (since appointed Governor). He came here in 1863, and has a lively interest in the country. His message to the Legislature and administration of affairs seem to command the popular approbation.

SENATOR NYE'S BILL.

The measure introduced in Congress by Senator Nye, of Nevada, to extend the lines of his State, so as to embrace Arizona and Utah Territories is hooted here. We think our Territory far superior to Nevada in every respect and that in a few years we shall be much more able to take care of ourselves than Nevada will be to take care of us. Moreover, Nevada is so remote from us that great inconvenience would arise from a union, and our interests must be seriously retarded.

ANOTHER STEAMBOAT CONFLAGRATION.

Steamers Nevada, Frank Bates, Fanny Ogden, Ellie Deans and Alex. Majors Destroyed—Loss $700,000.

From the St. Louis Democrat, 9th.]

We have to chronicle another large fire among the steamboats at the levee, which occurred at 4 o'clock on Friday morning, destroying five Missouri river boats, and involving a loss of $700,000. The fire was first discovered on the Nevada, and rapidly spread to the Fanny Ogden and the Frank Bates, lying below, and to the Alex. Majors and the Ellie Deans, lying above. The other boats lying near were cut loose, and drifted down the stream out of danger. The wind was blowing from the southwest, and the timely arrival of the engines prevented the flames from spreading to other boats lying near. The Mexico and H. S. Turner had up steam, and assisted in getting some of the boats out of the way.

The Nevada was a stern-wheel boat, about three years old, owned by W. J. Kountz, Capt. W. S. Evans and W. D. Rogers; was valued at $30,000, and insured in Cincinnati and Pittsburg offices for $24,000. She arrived at this port a few days since, with a full trip of freight and passengers, which, however, had been discharged, and had commenced receiving for a return trip, but had only received fifty barrels of fire clay and a small lot of household goods.

The Fanny Ogden was a No. 4, side-wheel Missouri river packet, built in 1863, by Captain J. Kinney, owned by Messrs. John J. Roe & Co. and John G. Copelin & Co.; was valued at $60,000, and was insured for $30,000 in the following offices: Phoenix, Security and Washington of New York, each $5,000; Atlantic, of this city, $3000, and Thames, of Cincinnati, $10,000. The Ogden was loading, and had on about sixty tons of freight (which was fully insured) for Fort Benton. She also had about fifteen passengers on board, who barely escaped with their lives. Her hull and machinery will be saved in a tolerable condition, the only damage to the hull being a portion of the deck burnt off.

The Frank Bates was an entirely new boat, built by the Northwestern Fur Company, especially for the trade to the mountains, and was valued at $60,000, of which $40,000 was covered by insurance, in the following offices, viz: United States, Atlantic, Globe, Eureka and Phoenix, of this city, each $3000, and Cincinnati offices, $15,000. She had on board about 150 tons of freight, of which about sixty tons belonged to the Fur Company, and was fully insured, partially in St. Louis offices, and for $45,000 in New York companies. Of the remainder of her freight, about one-half was ammunition goods, being sent by the United States Government to the Indians, and the balance belonging to individuals, fully covered by insurance. The only one casualty occurred on the Bates. A Mr. D. D. Aughinbaugh, who had taken passage for Fort Benton, was severely injured by the falling of a derrick as he was making his escape from the burning boat.

The Alexander Majors was quite an old boat, having been built by the Government in 1857, and formerly known as the Mink, but was sold about 1860 to the Hannibal and St. Joseph railroad company. She was valued at $25,000, and insured for $20,000 in Cincinnati and Pittsburg offices, in which companies we could not learn positively. The Majors was brought to this port about two weeks ago for the purpose of being thoroughly overhauled and repaired, and only came off the docks on Thursday. She had on board an assorted freight of about fifty tons, which was also fully covered by insurance.

The Ellie Deans was one of the largest class of stern-wheelers, built in 1861 by the Keokuk Packet Company, and owned by the same company at the time of the disaster. She was valued at $30,000 and was not insured for a dollar, this company insuring their own boats. She was commanded at the time by Capt. Le-Barge, and had nearly a full cargo on board for Fort Benton, of which 50 tons belonged to her owners and the remainder to private parties. Her entire cargo was fully insured. We sum up the total loss:

FANNY OGDEN.	
Boat	$ 60,000
Stores	2,000
Cargo	60,000
FRANK BATES.	
Boat	60,000
Cargo	125,000
NEVADA.	
Boat	30,000
Cargo	4,000
ALEX. MAJORS.	
Boat	25,000
Cargo	20,000
ELLIE DEANS.	
Boat	30,000
Cargo	25,000
Total	$500,000

In addition to the above amount we can safely set down one-third for the loss of individual property, of which we can get no account, as we heard of many persons who lost valuables and money.

Of insurance we can sum up the following:

FANNY OGDEN.	
Boat	$ 30,000
Stores	60,000
	5,000
FRANK BATES.	
Boat	40,000
Cargo	125,000
NEVADA.	
Total	28,000
ALEX. MAJORS.	
Boat	24,000
Cargo	20,000
ELLIE DEANS.	
Cargo	75,000
Total	$403,000

Which will leave a *net* loss to the owners of nearly $100,000.

The following companies are known to be losers by this fire:

Phoenix, of New York	$ 5,000
Security " "	5,000
Washington " "	5,000
Thames, of Cincinnati	10,000
Atlantic, of this city	3,000
United States, " "	5,000
Globe, " "	3,000
Eureka, " "	5,000
Phoenix, " "	3,000
Various Cincinnati and Pittsburg offices	80,000
Total	$119,000

Amongst the minor losses we may state the loss of the safe of the Nevada, containing about $4,000. The second engineer of the Nevada also lost a fine gold watch, which he left under the head of his bed, in the hurry to escape. Mr. Will Smith, clerk of the Frank Bates, saved all of his books, papers and money. All of the above steamers are total losses excepting the Fanny Ogden. The hull of the Alex. Majors could have been saved in a damaged condition, had proper efforts been made. At about eight o'clock, the Champion (job boat) came up for the purpose of towing it away. At the same time, the ferry boat Christy came alongside, and proceeded to pour a stream of water into it, and which soon caused the hull to sink entirely out of sight. The hulls of the Ellie Deans, Nevada and Frank Bates also lay sunk at the places where they were burned. And right here, for the benefit of steamers arriving at this port in the night, we would say, the locality of the fire was the block immediately above the Memphis Packet Company's wharf boat.

It is but a short time ago that nearly a million dollars worth of steamboat property was burnt at the levee, and boat owners are now talking about purchasing a fireboat, to be used in a similar emergency as that of Saturday. It cannot be expected that our firemen, with the facilities afforded, can do a great deal in extinguishing a fire among steamboats. The vessels are built of such light and combustible material, and lie so close together at the levee, that when a fire once gets a start it is impossible for any number of common fire engines to extinguish it. The only way is to cut the burning boat loose, tow it out into the stream, and keep the fire from catching other boats. A boat might be so constructed as to answer the double purpose of a fireboat and an iceboat, and also in removing obstructions from the harbor, dredging, etc. Such a boat would have saved probably a million and a half of property at our wharf during the last five months.

☞ "I am afraid, dear wife, that while I am gone, absence will conquer love." "Never fear, dear; the longer you stay away the better I shall like you."

☞ Women are called the "soft sex," because they are so easily humbugged. Out of one hundred girls, ninety-five would prefer ostentation to happiness.

☞ A new invention is spoken of for measuring distances, which promises to be very useful. It is attached to a buggy or carriage wheels, and so arranged as to strike at every mile.

☞ Black eyed ladies are most apt to be passionate and jealous. Blue eyed, soulful, truthful, affectionate and confiding. Gray eyed, philosophical, literary, resolute, cold hearted. Hazel eyed, quick tempered and fickle.

VIRGINIA IN THE OLDEN TIME.

From the "Proceedings of the First Assembly of Virginia in 1619," published by the New York Historical Society, we make the following extracts:

The first "Assembly of Virginia" was called together by Sir George Yeardley, twelve years after the settlement of the Colony. During the preceding twelve years the Colony had languished under the government of Thomas Smith, Treasurer of the Virginia Company. Not one in twelve of the emigrants remained alive, the natives were hostile, and the Colony was altogether in a very bad condition.

The planters, weary of the rule of Smith, petitioned for a General Assembly, to consist of two Burgesses from each plantation, and when Sir George Yeardley arrived in the Colony, in 1619, he ordered an election of members of a House of Burgesses, and on the 30th day of July, 1619, the first legislative body of this continent assembled at James City.

In James City, at that time, were "only three houses that Sir Thomas Gates built in the time of his government, with one wherein the Governor always dwelt, and a church, built wholly at the charge of the inhabitants, the same being fifty feet in length and twenty feet in breadth." At "Henrico," now Richmond, there were then "three old houses, a ruinated old church, with some poor buildings, on the island."

The discovery of this record of the proceedings of the first General Assembly, for many years baffled the researches of Beverly, Stith, Jefferson and Hening. It was only after the most careful examination discovered in the British State Paper office some years since.

In the proceedings of the first legislative body in North America, many things are noticeable. The Governor and Council sat with the Burgesses, and took part in motions, debates, etc. The Secretary of the Assembly was chosen Speaker, although not a Burgess elected by the planters.

The number of Burgesses was twenty-two, the "city of Henricus" (Richmond) sending Thomas Dowse and John Polentine. The Assembly was in session from the 30th of July to the 14th of August, 1619. The sessions of the body were held "in the Quire of Churche, and Sir George Yeardley, the Governour, being seated downe in his accustomed place, the Counsell of Estate sate nexte hinam on both handes." After prayer, "the Burgesses were entreated to repyre themselves into ye body of ye Churche, which being done, the oath of allegiance was administered, none staggering at it."

After disposing of several knotty contested election cases, the Assembly went to work with a will. The first action of the Assembly was to solemnly consider the complaint of noiese a personage than the famous old Indian king, "Opechancano," against one "Captaine Martine," who, having sent his "shallop" up that mighty stream the Chickahominy, in search of corn, found an Indian "canoe" loaded with grain, from one which, with his men, he "took by force the corne, meaning it with a baskett, they had in the shallop, and not giving them due satisfaction in copper, beades, and other trucking stuffe."

Capt. Martine having been disposed of, the next obstacle to legislation feelingly mentioned is that the Speaker "hath for a long time bene extremee sicke, and therefore not able to passe through long Harrangues," which, it seems, the long-winded Virginians of 1619 were addicted to making.

The "petitions" which this Assembly forwarded to England were, many of them, of a very singular character. In one of them the Burgesses ask a "share" of land "apiece for such children begotten in Virginia, they being the only hope of a posterity," and "shares for their wives also, as for themselves; because, that in a new plantation it is not known whether man or woman be the most necessary."

Among the petitions is one for the erection of a College or University, asking that workmen and building material be sent to the Colony. The first laws enacted by the Assembly, were against "Idleness, Gaming, Drunkenes and Excesse in Apparell."

The following are the laws to punish these vices:

First, in the detestation of Idleness, be it enacted, that if any manin be founde idle, whether he be a gentleman, whatsoever, if he be not able to maintaine his freedman, it shall be lawful for that plantation to which he belongeth to appoint him a master to serve for wages till he shewe *apparent* signs of Amendment.

Whosoever shall be found at dice and cards be it ordained that the winner or winners shall *loose* all his and their winnings, and both winners and lookers shall forfeite ten shillings a man, one ten shillings to go to the discoverer and the rest to the charitable and other pious uses.

Drunkenness was punished in the first instance by a "reproof by the Minister privately—the second offence by public reproof, the third by confinement in the stocks for twelve hours," and "if he continue in this vice he shall undergoe suche severe punishment as the Governour and Counsell of Estate shall see fitt to indicte." "Excesse in apparelle" was fined for extravagance in a colonist's own dress as well as for that of his wife and children. Severe punishments were also inflicted upon those "who enticed awaye the tenantes and servants of a particular plantation," and it was made the duty of the Governor and Counsel of Estate meet severely to punish both the seducers and the seduced; and to return these latter to their former places."

Having disposed of the "General Lawes" on the morning of the 31st of August, 1619, the Assembly proceeded to enact "a thirde sorte of lawes, (such as might proceede out of every man's private conceipte), which were referred by halves to those Committees which were from the beginning." Whereupon Captain William Powell prayed to have "justice done against a lewd and treacherous servant of his, who had falsely accused him to gett him degraded from the place and title of Captaine."

This horrible crime so outraged the Assembly that the unfortunate servant was sentenced "to stand fower dales, with his ears nayled to the pillory, viz: Wednesday, August 4th, and so likewise Thursday, Friday and Saturday next following, and on every one of those dales to be publiquely whipped."

The Legislature having established "William Powell" pretty firmly in his dignity and title of "Captaine," enacted a multitude of the "thirde sorte of lawes, such as may issue out of each man's private conceipte." Among them was an act prohibiting a white man from giving or selling to any Indian a Bloodhound, Mastiff, Greyhound, or water Spaniel. Also declaring the giving or selling of powder, ball or muskets to Indians to be treason. Also prohibiting any colonist from going twenty miles from home, or being absent more than seven days without making the Governor acquainted with the fact of such absence. No colonist was permitted to kill any "neate cattle whatever, young or old, without leave from the Governor," and all who "took canoes" without the consent of the owners, were to be "holde and estemed as felons."

The guardianship of the morals of the Colony was entrusted to the "ministers and churchwardens," who were "ordered to prevente all ungodly disorders, the committors whereof, if upon good admonitions and milde reproofe will not forbeare the said skandalous offences, such as suspicions of whordomes, dishonest company keeping with woomen and such like, they are to be presented and punished accordingly."

"Freemen" and others who are addicted to profane swearing, after three admonitions, were to be fined and whipped. All persons were required "upon Sabbath days to frequente divine service and sermons both forenoon and afternoon, and all such as beare arms shall bring their pieces, swords, powder and shotte." Divine service in those days was occasionally disturbed by the Indians, and the whole congregations scalped at short notice.

☞ "Why don't you ask your sweetheart to marry you?" "I have asked her." "What did she say?" "Oh, I have the refusal of her."

☞ An exchange says that "in the absence of both editors, the publisher had succeeded in securing the services of a *gentleman* to edit the paper that week."

☞ "I suppose, John, that if I were to jump into the water here, I should find it over my head and ears?" "Over your head, Hardy; perhaps not over your ears."

☞ When some one was lamenting Foote's unlucky fate in being kicked in Dublin, Johnson said he was glad of it. "He is rising in the world," added he; "when he was in England, no one thought it worth their while to kick him."

TRANSPORTATION.

GREAT SOUTHERN MAIL ROUTE

—VIA—

MEMPHIS AND CHARLESTON RAILROAD.

ALL RAIL TO NEW YORK.

THREE PASSENGER TRAINS LEAVE MEMPHIS DAILY.

☞ Mail and Passenger, 6:45 a.m.
Corinth Accommodation, 10:00 a.m.
Junction Accommodation, 5:00 p.m.

AND RETURNING, ARRIVE AT MEMPHIS:

☞ Mail and Passenger, 7:05 p.m.
Corinth Accommodation, 7:00 p.m.
Junction Accommodation, 2:15 p.m.

The connection at Grand Junction with Mississippi Central Railroad, and at Corinth with Mobile and Ohio, is close, and will be continued, this road changing schedule as often as they do.

Passengers from Mobile and New Orleans

Going East and North, connect with the morning Mail and Passenger Train, which connects in turn at Decatur with trains for Nashville, Louisville, Cincinnati, etc., and at Stevenson with trains to all important points in East Tennessee, Virginia, Richmond, Wallington, Baltimore, Philadelphia and New York.

No Detention by this Route.

Time as Quick as any Other Line.

Fare as Low as the Lowest.

Elegant Sleeping Cars on all Night Trains.

☞ Through tickets and information can be procured at the company's office, No. 15 Court street, Memphis, or at the Depot.

W. J. ROSS, Gen'l Sup't.
W. L. DANLEY, Gen'l Ticket Ag't.
apr1

MEMPHIS & CHARLESTON RAILROAD.

NOTICE TO SHIPPERS.

THE Memphis and Charleston Railroad Company are prepared to receive and pay steamboat charges and drayage on freight consigned to parties at all points where steamboats are established, both on its own road as well as on the Mississippi Central Railroad and all other connecting lines. Where there is no agent at points of destination to collect charges and freight, prepayment must be made in Memphis.

W. J. ROSS,
General Superintendent.
apr6

NOTICE TO SHIPPERS.

FREIGHT OFFICE MISS. & TENN. RAILROAD,
MEMPHIS, April 4, 1866.

No Freight will be received at this depot from any one, for shipment at the following stations, unless the freight is prepaid:

WHITES STATION.
HORN LAKE do
MISSITTIES do
LOVE'S do
GARNER'S do

J. M. PAMPLIN,
apr6 1m Freight Agent.

MOBILE & OHIO RAILROAD COMPANY.

ENGINEER & GEN'L SUPERINTENDT'S OFFICE,
MOBILE, March 24, 1866.

On and after Sunday, 25th Inst.,

Passenger trains will run as follows:

8:30 A. M.,

MAIL TRAIN—Leaves Columbus, Ky., daily, (including Sundays), for Mobile.

9:00 P. M.,

MEMPHIS EXPRESS—Leaves Columbus, Ky., daily, (except Sundays), and runs through to Memphis without change of cars.

3:15 P. M.,

MAIL TRAIN—Leaves Humboldt daily, (including Sundays), for Columbus, Ky.

2:30 A. M.,

MEMPHIS EXPRESS—Leaves Humboldt daily, (except Sundays), for Columbus, Ky.

☞ Cars on the Memphis Express train run through from Memphis to Columbus, Ky.

Have for Sale and Exchange,

All Trains Make Close Connections,

☞ BOTH WAYS. ☜

At Humboldt, with the Memphis and Ohio Railroad, and with the Illinois Central Railroad.

☞ Baggage checked from Memphis to Cairo.

Sleeping Cars on all Night Trains.

L. J. FLEMING,
Chief Engineer and Gen'l Sup't.
mar29 1m

Mississippi & Tennessee Railroad.

NOTICE TO MERCHANTS AND SHIPPERS.

AGENCIES have been established at Memphis, Hernando, Coldwater, Como, Sardis, Taylersville, Oakland and Grenada, to which points Freight can be shipped without Prepayment until further notice. To all other points freight must be prepaid.

Much complaint is made in consequence of freights being sent back from Depot. Every effort is being made by our Company to get off Freights as fast as possible, and a Freight Train has been added to the LIST, for this week, but still it is not sufficient, to meet the demands. With not Freight Houses, which to receive and store freight, and but a limited supply of rolling stock we cannot do the business which is now offering, satisfactorily to the public. Every exertion has been and will continue to be made, to increase the amount which is offered, but we cannot do more than the facilities of the Road allow.

A. S. LIVERMORE,
mar6 General Superintendent.
☞ Avalanche copy.

Important to Travelers

BETWEEN

MEMPHIS & EASTERN CITIES.

The Great Road Gauge

Atlantic and Great Western Railway

Is now open and running two daily fast express trains from Cincinnati to New York and all Eastern cities. Passengers will find this a most desirable route. The equipments of this road are unequaled by any on this continent. Elegant Palace Sleeping Cars accompany all night trains, and smoking cars on all trains. Ample time is allowed at regular hours for meals and the unbroken broad gauge offers to the traveler a degree of security, comfort and speed not to be found on any other route. Connections via Cairo, St. Louis, or Chicago for this route are certain; also connections for Pittsburg, Philadelphia, Baltimore and Washington. Tickets can be had and baggage checked through at all principal Southwestern offices. For further information and through tickets, apply to LARRY HARGRAVE,
Agent in Cen. Railroad, 14 Jefferson street, Or to
J. H. LYNGTON,
Agent Chicago and St. Louis Ex. road, No. 18 Madison street, Memphis, Tenn.
SIDNEY COOK,
dal6 Gayoso House.

LOUISVILLE, KY.

JAMES GRAVES. JAMES A GRAVES

GRAVES & SON,

Proprietors of

DR. GRAVES' AGUE PILLS, ANTI-BILIOUS PILLS, AMERICAN ESCHEMOTIC PAIN EXTRACTOR, CANDY VERMIFUGE, SALVE, OINTMENT, AND

CURE FOR HOPELESSLY ASH TEDIOUS DISEASE

And Dealers in all kinds of Patent Medicines, Perfumery, Soaps, and Fancy Articles; Liquors, Wines and Brandies, for medical purposes, Fine Segars and Tobacco, Flavoring Extracts, Sponges, Brushes of all kinds, Combs, Quinine, Quinoline, Purified Chrysolite, Sulphate of Cinconia, Morphine, Chloroform, Opium, and many other preparations, that will be sold low.

Will also keep an assortment of Electic Medicines.

☞ We will have a catalogue of our stock and prices, that will be furnished those desiring one, free of charge.

NO. 226 MARKET STREET,
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[April]

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