THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., THURSDAY, MAY 13, 1869. VOL. 29.—NO. 250

MASONIC DIRECTORY
1869.

LODGES.

ANGERONA, No. 165. Meets 1st Monday in every month, at Odd-Fellows' Hall, cor. Court and Main. John Zent, W. M.; John Beamish, Sec'y.

SOURIS MEMPHIS, No. 118. Meets 2d Friday of each month—Hall, cor. Madison and Second. A. J. Wheeler, W. M.; Benj. K. Pullen, Sec.

LELIA SCOTT, No. 234. Meets 1st Friday of each month—Hall, corner Madison and Second. R. W. Mitchell, W. M.; S. Sturm, Sec.

DE SOTO, No. 299. Meets 3d Friday of each month—Odd-Fellows' Hall. P. M. Stanley, W. M.; R. W. Sheldon, Sec.

KILWINNING, No. 34. Meets 4th Friday of each month—at South Memphis Hall, corner of Madison and Second. John Ainslie W. M.; B. K. Pullen, Sec.

ROYAL ARCH.

PENN Chapter, No. 4. Meets 2d Monday of each month—Odd-Fellows' Hall. John Zent, M. E. H. P.; E. M. Levy, Sec'y.

R. AND S. M.

ETNEKA Council, No. 4. Meets 3d Monday of each month—Odd-Fellows' Hall. John Zent, Th. Ill.; N. J. Wiggin, Sec.

TEMPLAR.

CYRENE Commandery, No. 4. Meets 4th Monday of each month. John Zent, Com.; N. J. Wiggin, Sec.

A.·. AND A.·. SCOTTISH RITE.

HERMES AND MITHRAS Lodges meet in conjunction 4th Wednesday in every month. F. Mellersh, secretary.

CASIPHIA Council of Princes of Jerusalem, 15th. No. 1. Benj. K. Pullen, 32d., Tarsh.·.; A. E. Frankland, 32d, Recorder.

CALVARY CHAPTER of Rose Croix, 18th. No. 1. Charles W. Adams, 32d, M.·. W.·.; E. T. Tomlinson, 32d, Sec.·.

PHILIPPE DUPLESSIS Council of K.·.h. 30th. No. 1. Henry P. Woodard, 32d., Comm.·.; William Y. Cirode, 32d, Rec.·.

CONSISTORY OF WEST TENNESSEE, 32d. John Ainslie, 32d., Comm.·. in Chief; Dodge C. Trader, 32d, Sec.·.

ODD-FELLOWS DIRECTORY

GAYOSO ENCAMPMENT, No. 3, I. O. O. F. Meets on the 1st and 3d Thursday nights of each month. F. Mellersh, C. P.; A. F. Davis H. P.; Thomas Bacon, Scribe.

MEMPHIS LODGE, No. 6.—Meets every Tuesday night at 8 o'clock. A. F. Davis, N. G.; J. W. Waynesbing, V. G.; Thos. Morfee, Secretary.

CHICKASAW LODGE, No. 8.—Meets every Monday night at 8 o'clock. O. A. Beelin, N. G.; J. E. Russell, V. G.; Thomas Bacon, Secretary.

RUTH LODGE, No. 1, Degree of Rebekah—Meets on the 1st Friday night in each month.

PACIFIC RAILROAD.

By Rail from New York to San Francisco.

Some Account of the Construction in Utah.

General Rejoicing Throughout the Country.

Ceremonies at Promontory Summit, Chicago and Omaha.

From the St. Louis Republican.]

AT PROMONTORY POINT.

PROMONTORY SUMMIT, UTAH, May 10.

The long and anxiously looked-for event of the connection by rail of the Atlantic seaboard to the golden shores of the Pacific was finally accomplished at noon to-day.

The ever-memorable ceremony was witnessed by the principal officers of both companies, and about two hundred invited guests. Among these were Generals Connor and Dix, H. C. Nottingham, Superintendent of the Cleveland and Erie road, and Gov. S afford, of Arizona. The entire number of employees and guests would probably not exceed one thousand.

After exchanging congratulations, while the Irish laborers of the Union Pacific and the Chinamen of the Central were employed in arranging the tracks for the last rail. Before proceeding with the ceremony, the Rev. Dr. Todd offered up a prayer, asking that the favor of heaven be sent down upon this enterprise.

This was followed by a short speech, delivered by Dr. Harkness, of California, who presented Gov. Stanford with the spike of gold. This was replied to by Gov. Stanford in a few appropriate remarks.

Gov. Stafford, of Arizona, then presented a similar spike to the officers of the Union Pacific Company. This called forth a response from Gen. Dodge.

Then the two last rails were laid opposite each other. Telegraphic wires were so arranged that the City Hall bell at San Francisco was struck at every stroke of the hammer; and at the last stroke of the electricity discharged a cannon at San Francisco, which was connected with the circuit. The lines east were also placed in connection to report every stroke in Omaha, Chicago, New York and Boston.

About 12 o'clock meridian, the work of driving the last spike commenced amid the deafening shouts of the multitude; and in less than two minutes the great national highway from ocean to ocean was an accomplished fact.

It is the general opinion expressed by gentlemen who have come here from California to witness the completion of the road that the track laid by the Central Company is much superior and safer than that—so far as they have examined—put down by the Union Company. It is believed that the Central Company would have made the whole of their road a perfect, first-class road, as they have that part of it which lies between Sacramento and Reno, but that they were driven into hasty measures by the scandalous effort of the Union Company to get west of Salt Lake. When the Central Company discovered that it was of little use to compete honestly with the Union Company, it at once pushed its own road regardless of finish. But it was then too late to make up lost time.

The Union Company began their superficial method in the hills west of Cheyenne. Whenever they came to a tunnel or a heavy piece of work, they laid what they termed a "temporary track" round, or over, or anywhere, so as to get on with the construction train, leaving the heavy work to be completed at leisure. Miles upon miles of this "temporary work" have been "examined" by the Government Commissioners, and accepted and paid for as a first-class, completed road. It is probable that the Credit Union Company, by means of the credit mobilier, and other dodges (no pun intended), has so absorbed the Government subsidy and other resources of the road that money to complete the track as it ought to be is not to be had, except through the future earnings of the road.

But it is in the Wahsatch Mountains, in Echo and Weber canons, and westward, that the superlative phase of this work is seen. It is safe to assert that the last hundred and thirty miles laid by the Union Company will nearly all have to be relaid. Trains can pass over it only with the utmost precaution, at a speed of from three to ten miles per hour, and under favorable circumstances. The great tunnel is not finished, and will not be ready for use for some time. The track is beyond question worse laid than any piece of road elsewhere in the world. The old wooden road from Three Rivers was superior to it.

The road from Ogden to Promontory belongs to the Central Road, although "built" by the Union Company. The officers of the Central do not hesitate to say that they will use it only until they can build a respectable road—for which they have the grade already finished. They offered this grade free to the Union Company; but that corporation persisted in making its own inferior grade all the way to Promontory. This can only be called obstinacy; for they do not get a dollar more or a mile more of road than they would have received if they had accepted the grade of the Central.

The feeling here does not appear to be so satisfactory as would be anticipated. There is abundance of bad blood ready to break out. The officials of the two roads accuse each other of unfairness and dishonesty; and the laborers are not indisposed to take up the quarrel. The Irish employees of the Union road are indignant because the Chinese work for such low wages, and keep down the price of labor. But the efforts continually put forth will probably prevent any serious difficulty.

There is a great rush of unemployed men to White Pine, and to the mining regions of Idaho. There does not seem to be much desire to settle in Utah, except along the line of the road. But thousands are leaving daily for Elko and the Snake river.

Some are coming back from White Pine, complaining that there are far too many already in that region. At least five thousand men are reported at Hamilton and Treasury, waiting "for something to turn up."

AT CHICAGO.

CHICAGO, May 10.

To-day has been the occasion of a grand gala day in this city. The ceremony of laying the last rail of the great Pacific Railroad was celebrated here in an unusually grand manner. From an early hour in the morning the streets were crowded with sight seers, or with those who were preparing to participate in the general jubilee.

About two o'clock in the afternoon the telegraph announced the fact that the last spike had been driven into the track, when, amid the firing of cannon, the ringing of an innumerable number of bells, and the blowing of about the same number of steam whistles, the grand inaugural procession was organized and set in motion. The procession included the police and fire departments of the city, the employees of the postoffice, a large number of railroad attaches, and an immense representation of the several mechanical and mercantile interests in the West. It was over four miles in length. Nearly all the wagons in the long line presented appropriate devices and mottoes, all of greater or less excellence. After the procession had occupied three or four hours in marching through the principal streets of the city, it passed in review at the Courthouse, before Vice-President Colfax, Gov. Palmer, of this State, Mayor Rice, of Chicago, and several other distinguished gentlemen.

This evening the city is very generally illuminated, and almost universal rejoicing prevails. Bands of music are promenading the streets, bonfires are burning on every side, while nearly all the central buildings are in a blaze of glory. Cheer after cheer rends the air, and it is very evident that the people of Chicago, at least, thoroughly appreciate the advantages of the Pacific Railroad.

A very largely attended meeting is now being held in Library Hall, under the presidency of Mayor Rice. Mr. Colfax has spoken for about half an hour in a very enthusiastic manner. He briefly recited the history and work of building the road, and alluded at some length to the day of greatness which its completion opens to the nation.

Mr. Colfax was followed by Gov. Bates, who briefly recited his experience on the plains in the vicinity of the railroad.

Chicago has seldom had a more interesting and exciting day than this has been. The city seems fairly alive with enthusiasm. On every hand scenes and sounds of rejoicing are most manifest. Upon the lake and in the harbor nearly all the vessels have appeared with all flags flying. On the land the celebration has extended from the center of the city far away into the smallest suburban towns and villages.

AT OMAHA.

OMAHA, May 10.

Although a heavy rain fell last night, and occasional showers to-day made pedestrianism uncomfortable, yet the outpouring of the people of this city and vicinity was never before equalled. In the morning, trains from the West brought fire companies, the Masonic fraternity from Fremont, and a large number of people from the towns and settlements as far west as North Platte. Before noon the streets were crowded with people, anxiously awaiting the signal from Capitol Hill, where a park of artillery was stationed, in the neighborhood of the observatory, to enable them to fire a salute the moment the telegraphic signals announced the last spike driven. At 1 p.m. the various organizations, comprising Gen. Augur and staff and the military stationed at Sherman Barracks, the entire fire department of Omaha and Fremont, Masons, Odd Fellows, Turnverein, Fenian organizations, Overland Express, Pacific Telegraph corps, officers and employees of Union Pacific, State, city and county officials, and a full representation of various trades and professions, formed under the marshals of the day. About 1:30 p.m., a salute of one hundred guns was fired; and the ringing bells, shrieking whistles, steamers and locomotives, announced that Omaha and Sacramento were forever united by iron bands. The procession then started marching through the streets to Capital Square, where Gen. C. B. Pisko, Gen. Manderson and Judge Wakely delivered appropriate addresses. The public and private dwellings, particularly of officers of the Union Pacific, Chicago and Northwestern, Chicago, Burlington and St. Joe, were handsomely decorated. Many of them bore inscriptions suggestive of the great change in overland travel and traffic since 1864.

This evening there was a great display of fireworks and a brilliant illumination of all the public and many private dwellings, followed by a grand ball at the Capitol. Thus closed the day which opened a new page in the history of Omaha.

RITUALISTIC CELEBRATION.

NEW YORK, May 10.

The services at Trinity Church to-day, in commemoration of the completion of the Pacific Railroad, were conducted according to extreme ritualistic ceremonials.

HISTORICAL.

Our columns this morning record the completion of one of the grandest schemes of the age. The occasion justifies something of a retrospect, in order to see what part our own city has taken in it. More than twenty years ago, St. Louis foreseeing the great advantages of a railroad to the Pacific, began to move with the view of accomplishing the work. The possession of California, the discovery of gold in that distant section, the development of the West, and the flood of emigration towards the setting sun, united to give zest and the air of practicability to this grand project. It was a favorite idea with St. Louis, and, after frequent meetings of the prominent citizens, it was resolved to call a mass convention for the purpose of considering the best means of effecting the object. The 15 h of October, 1849, witnessed the assembling of the convention in this city. Delegates were selected from the various States, and the meeting took place at the Courthouse. Judge A. T. Ellis, of Indiana, presided during the temporary organization, and the next day the following gentlemen were elected permanent officers: President, Stephen A. Douglas, of Illinois; Vice Presidents, W. R. Totten, of Pennsylvania, Samuel Forrer, of Ohio, Samuel Emison, of Indiana, Henry J. Easton, of Kentucky, Joseph Williams, of Iowa, Charles Bracken, of Wisconsin, Henry S. Geyer, of Missouri, John Biddle, of Michigan, Amberst K. Williams, of New York, and Walter B. Scates of Illinois; for Secretaries: A. B. Chambers of Missouri, W. H. Wallace of Iowa, A. S. Mitchell of Kentucky, and T. A. Stuart of Illinois. Nearly every State in the Union was represented, and some of them sent large delegations. The necessity of the road was claimed and admitted on all hands, and it was the sense of the Convention that the Government should contribute largely to its construction. A committee was chosen to prepare an address to the people of the United States, urging their co-operation in influencing Congress to take action in the matter. The chairman of that committee was Thomas Allen, now the President of the Iron Mountain Railroad. The address was a very able one, and almost prophetic in its statement relative to the future importance and necessity of the road to the Pacific. This was the real origin of the great continental railway enterprise, and though the route now completed is not the same as was then contemplated, there can be no doubt but that the result of the St. Louis Convention of October, 1849, was to direct public attention to this branch of improvement and pave the way for the realization of the hopes of those who participated in that meeting.

In the year 1851, the Pacific Railroad scheme took a practical turn. A company was incorporated and organized, and the 4th of July witnessed the ceremonies of the breaking of ground, the first shovelful of earth being removed by Mayor Luther M. Kennett, and the first barrow-load being wheeled by Thos. Allen, who had been elected President of the company. The road across the State of Missouri has been completed some years. At the western end it connects with the Kansas Pacific, and the two roads form a connected line westward some seven hundred miles in length. Active operations are now going on with the view of reaching Denver, some 225 miles further on, by the 1st of June of next year. The Southwest Pacific, too, will unite upon the 35th parallel with the Kansas Pacific, and thus St. Louis will have the best and most direct connections through a prolific country, independent of the route terminating at Omaha. To this latter route, however, we have connections some sixty-five miles shorter than Chicago, while lines are projected which will reduce the distance between Omaha and St. Louis.

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ON AND AFTER SUNDAY, MAY 2, 1869, UNTIL further notice, trains will run as follows: NEW ORLEANS MAIL (daily) leaves Memphis at 11:45 a.m., arriving at Grenada at 5:15 p.m., making direct connection for New Orleans and all points South.

Express (daily) leaves Memphis at 4:30 p.m., arriving at Grenada 10:30 p.m., making direct connection for Coffeeville, Water Valley, Oxford, Holly Springs, and all points north of Grenada on Mississippi Central Railroad.

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Leave Memphis, R. R. time	4:00 a.m.	3:00 p.m.
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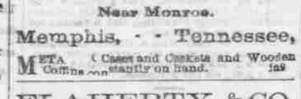

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Notice to Stockholders.

OFFICE DESOTO INSURANCE AND TRUST CO.,
MEMPHIS, April 15, 1869.

THE Legislature of Tennessee having authorized the President and Directors of the DeSoto Insurance and Trust Company to discontinue the business of Insurance and adopt the Banking business whenever so decided by a vote of the stockholders; therefore, the Board of Directors have ordered an election, to be held at the office of this Company, No. 42 Madison street, on

Tuesday, 1st Day of June, 1869,

To test the sense of the stockholders on that question. Each stockholder is entitled to vote in person or by proxy, on the basis of one vote for each share.

WM. M. FARRINGTON, President.
J. G. LONSDALE, Secretary. apl8

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THE COMPANY KNOWN TO THE PUBlic as the "Mississippi Valley Navigation Company of the South and West," is organized under a charter from the State of Louisiana. This charter authorizes a capital stock of five hundred thousand dollars, with the privilege of extension to one million. That the public may know the exact object of the Company, the third article of the charter is given entire, as follows:

"The object of this Company is to construct or otherwise to procure and maintain one or more steamboats, or other vessels, to run on and navigate the Mississippi river, or its tributaries, for the purpose of carrying freight, mails and passengers; to construct docks wharves, buildings and such other constructions as may be necessary to the building and repairing of vessels, and generally to exercise such incidental powers and privileges as are hereby or may be conferred on them for the purposes aforesaid.

The Company propose, under the provisions of this charter to construct a line of steamers to run between the different ports on the Mississippi river and its tributaries. They will be constructed upon the low-pressure principle; they will carry less steam; they will make better time, and be in all respects more safe than any description of boats ever placed upon our waters. Divided into distinct compartments, if disaster, whether by fire or snags, shall happen to one, the boat is not endangered. In case of fire, apparatus for turning steam upon it will be provided, and it is demonstrated that steam is the most effective extinguisher of fire. In case one compartment is broken through by contact with snags, and fills with water, the others are not endangered, and the boat cannot sink, as pumps, provided for such an emergency, will be in instant operation. Safety to passengers and freight is a great end, worthy of the struggle of the people of the Mississippi Valley.

Nearly three hundred thousand dollars in money and work has already been subscribed to the capital stock of the Company. The Louisiana Legislature has passed a bill subscribing one hundred thousand dollars of stock to the Company. An additional sum of that amount will, without a doubt, be subscribed by the same body. The Company have resolved to take lands for stock, and this is the feature to which they desire to call the attention of owners of real estate. In the Southern States, on account of the disorganized condition of labor, lands are an incumbrance. Vast tracts that yield no revenue to the proprietors, pay exorbitant taxes, and thus cripple their only productive resources. The Company propose to take these lands at a fair valuation and issue to the owners their stock in lieu. If lands shall enhance in value, so will the stock enhance in value, and thus the land proprietor will carry in his pocket the equivalent of his lands, to be converted into money or property without delay. The success of this great enterprise is beyond question. The stockholder, in addition to the benefit of the enhanced value of his lands, will be part owner of a line of boats, and be entitled to dividends in their earnings.

Persons wishing to exchange lands for the stock of the Company will send to the Agent at Memphis a description of them, their productive qualities, the timber, bottom or upland; whether overflowed or not, if overflowed, what proportion; how near to county-town, to railroad, depot, river, and all facts necessary to afford the Company a satisfactory idea of the land. This may be done by certificates of reliable, disinterested persons residing in the neighborhood. The precent actual value of the land may be proved in the same manner. The Company offering lands must state in its proposition the lowest figures he will take. The Company will not give exorbitant prices. The titles must be unincumbered by judgments, mortgages, deeds of trust, tax titles, or otherwise. This may be shown by official certificates of judges, clerks, sheriffs, or the opinions of respectable attorneys. This is believed to be the best opportunity to dispose of surplus lands in the South and West that has yet been or can be offered.

Many of the best and wealthiest citizens of the South and West are warmly embarked in the enterprise. The General Headquarters of the Company are in New orleans, but agencies exist in all the principal cities. The enterprise has been endorsed by Underwriters, Chambers of Commerce, Engineers, Mechanics, practical navigators, and all classes of practical men.

The foregoing facts are submitted to the public in the confident belief that they will be understood and appreciated.

Board of Directors for the Present Year:

John A. Grow,	J. Ed. Montgomery,
Thomas A. Adams,	N. S. Otis,
I. T. Winnemore,	Dr. J. B. Watkins,
William Creery,	F. Y. Rockett,
David DeHaven,	D. C. Martin,
Howard Millspaugh,	Captain H. G. Carson,
John Paul Baker,	John Cobb,
H. Nolting,	Gen. T. T. Crittenden,
D. W. Flowree,	John S. Davies,
Samuel Patterson,	J. C. Hess, Philadelphia
E. D. Cobb, 269 Front St., Memphis, Tenn.,	
George Dickson, Memphis, Tenn.	

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COL. JOHN A. GROW, Vice-President.
HOWARD MILLSPAUGH, Treasurer.
NEWTON S. OTIS, Secretary.
CHARLES S. STEWART, Assistant Secretary.
JOHN B. DAVIES, Chief Engineer.

Standing Committees:

Finance Committee—I. T. Winnemore, John Paul Baker, H. Nolting.

Committee on Lands—Howard Millspaugh, John A. Grow, D. W. Flowree.

Committee on Steamboats—John B. Davies, J. Ed. Montgomery, H. G. Carson.

Committee on Docks and Wharves—William Creery, N. S. Otis, D. C. Martin.

Committee on Revision of By-Laws and Charter—John A. Grow, J. P. Baker, Howard Millspaugh.

General Agent:

I. T. WINNEMORE.

Special Agent:

J. C. HESS, Philadelphia, Pa.

Local Agents:

John P. Baker, New Orleans.
W. Spears, Vicksburg.
F. Y. Rockett, Memphis.
J. B. Townsend, Grenada, Miss.
J. W. Johnson, Cairo.
J. S. Cox, Evansville.
J. B. Davies, Louisville.
John Cobb, Madison, Indiana.
S. Jones, Cincinnati.
Charles H. Beckwith, Chicago.
Martin & Howard, St. Louis.
J. E. Merriman & Co., St. Louis.
Don Alonzo Childs, New York.

Propositions for subscriptions of money or lands to the capital stock of the Company should be addressed to

F. Y. ROCKETT,
Agent at Memphis.
No. 12 Jefferson street.

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