ANNOUNCEMENT.

WHARFMASTER—At the solicitation of many of my friends, I announce myself as a candidate for the office of Wharfmaster, at the ensuing municipal election.
LOUIS A. NORMANDIN.
no22 (Better known as "French Louis").

WANTED.

Notices under this head will be inserted at Ten cents per line, each insertion.

SITUATION.—A permanent situation by an accountant of 15 years experience. References exchanged. Call on, or address,
DANIEL H. LAPISH, No. 207 Main St.,
no23 Memphis, Tenn.

EMPLOYMENT—By a young man of two or three years experience in mercantile business. Address W. V., care of Avalanche.
no22

CARPENTER.—A thorough, practical carpenter wants employment; can design and carry out plans of any description; would prefer the country for the winter. Address C. S. D., Appeal office.
no22

FURNISHED ROOM.—By two gentlemen in a private family. References given. Address J. C. K., Appeal.
no21

ROOM—Either furnished or unfurnished, with reasonable board. Apply at 296 Poplar street.
no20

SITUATION.—By a Farmer, on a place of no less than one hundred acres, that has been cultivated this year—with a gin. Address
no17 J. E. BALDWIN, Shelby Depot, Tenn.

INFORMATION.—If any person or persons can give any information of the whereabouts of Marion A. Clifford, his mother Adaline, and sister Artemisia, will confer a great favor by addressing Leonidas L. Clifford, lock-box 21, Boise City, Idaho Territory.
no15

HELP WANTED.

Notices under this head will be inserted at Ten cents per line, each insertion.

LITTLE ROCK AND FORT SMITH RAILROAD,
CHIEF ENGINEER'S OFFICE,
LITTLE ROCK, ARK., November 20, 1869.

WANTED, on this Road, Fifty good Teams to work Mules; liberal prices will be paid, by the piece.
A. F. ROBINSON,
no22 Chief Engineer.

HELP.—To hire a man to drive a pair of mules; also, a white woman to cook, wash and iron. Apply to M. W. Kenney, at the Tarpaulin Shed, on the Levee.
no22

WOOD-CHOPPERS.—25 wood-choppers at O. C. White's Wood-yard, 4½ miles below Memphis, in Arkansas, on the river; good timber, ash and oak; $1 25 per cord for chopping; pay every Saturday; supplies furnished at wood-yard at Memphis prices. For better information apply to A. LAWRIDGE, dealer in groceries and family supplies, 22 Main street, near Memphis and Ohio Railroad Depot, Memphis, Tenn.
no19

FOR RENT.

Notices under this head will be inserted at Ten cents per line, each insertion.

ROOMS.—Two furnished rooms for gentlemen. Inquire at 26 Main street, upstairs.
no21

FARM.—The Lewis Herring Place, 22 miles east of Memphis, on the Memphis and Ohio Railroad; contains about 300 acres of land, in a high state of cultivation, together with good dwelling and out-houses, gin and cotton-press, plenty of timber, plenty and good repair; will be rented for the year 1870, at public auction, on the premises, on the 1st of December next.
JAS. M. HERRING,
Shelby Depot, M. & O. R. R.
Refers to Gleason, Herring & Co., 182 Front street, Memphis.
no18

COTTON PRESS.—The Chickasaw Cotton Press. The machinery is in complete order and ready for use. For terms, etc., apply to
EDWARD HOBART,
no17 No. 4 Howard's Row

ROOMS.—Splendid rooms, in suits or singly, suitable for family purposes. References required of persons applying. Address O. A., Appeal office.
no18

ROOM.—A nice front room, for a gentleman or and his wife, can be had, by applying to this office. No. 296 Poplar street. References required.
no11

FARM AND STORE-ROOM.—My farm, on the old Raleigh road, four miles from the city—75 acres cleared, good fences, two cottages with nine rooms, cistern and well. Also, a brick store-room and frame building, on the corner of Auction street and Hernando Row.
DR. SNYDER, 23 Jefferson St.,
no13 Memphis.

RESIDENCE.—Nice residence on Vance street, opposite the Agricultural County, with five or six rooms; formerly owned by James Rice. Call on Cochran Boyd or A. M. Boyd.
no10

FIELD PLACE.—The place of Dr. C. G. Field, situated four miles from Court Square, on the old Raleigh road, containing about thirty acres of land, good dwelling house, with the usual out-houses, fine well of water. Terms easy. Apply on premises.
no7

COTTAGE.—Comfortable Cottage of four rooms, besides servants' rooms, stable, two acres of ground attached; in South Memphis, south side of Jackson, between LaRose and Lauderdale streets; within five minutes walk of Hernando street cars. Terms cheap to a good tenant.
MRS. K. HAYS.
no7

ROOMS.—In Commercial Block—suitable either for offices or nice bed-rooms, at reasonable rates. Apply to
JOS. J. ANDREWS,
no6 252 Front Row, up-stairs.

ROOMS.—Five Rooms in Provine Block, corner Main and Gayoso streets; apply to
GALBREATH, STEWART & CO.,
no22 No. 11 Union St., Stonewall Block.

FOR SALE.

Notices under this head will be inserted at Ten cents per line, each insertion.

MATCHED CARRIAGE HORSES FOR SALE.—A gray and a black, very handsome, well trained, matched bloom horses, at a price below their value.
J. M. TOMENY,
no22 456 Main Street.

LAND.—60 acres rich and valuable land, in Crittenden county, Arkansas, lying ten miles west of Mound City, and half a mile south of Military Road; fifty cleared and in cultivation; all above overflow.
Also, 5 acre Suburban Lots, on McLean Avenue, near Payne street.
For terms, apply to
BLAKEMORE & CO.,
no13 No. 254 Front street, up-stairs.

WOOD.—Forty cords of A No. 1 dry hard wood—ash, oak and hickory. Drays on hand to deliver wood at foot of Union street.
no10 O. C. WHITE.

COTTON PRESSES.—A few excellent Cotton Presses, by
HAYDEN & CO.,
22 Center Alley.
no10 Rear of Worsham House.

LAND.—60 Acres of Rich and Valuable Land, lying near two miles south of Memphis, on the Mississippi River Railroad—75 to 80 acres in cultivation.
For terms apply to
J. M. COLEMAN,
no6 252 Front street.

PANORAMA.—A Photographic Panorama or Magic Lantern Show; a portable Photographic Gallery, complete in apparatus, stock, etc.; stereoscopic cameras; a splendid portable Stereoptic Apparatus; a one or two horse Hack, Harness, Saddle, Bridle, etc. Apply at CAYCE'S Stock-yard, Second street.
no6

FOUND.

Notices under this head will be inserted at Ten cents per line, each insertion.

CARPET BAG.—On Madison street, yesterday afternoon, a carpet bag, which the owner can get by calling at this office, proving property and paying charges.
no22

LETTER LIST.

The following is the list of letters remaining in the Memphis Postoffice and not delivered or call for during the week ending Nov. 23, 1869.

All letters directed to street and numbers, will be delivered promptly by carriers.

LADIES' LIST.

Allison, miss H C
Bowen, mrs N
Betts, mrs H T
Carr, mrs S H
Cooper, mrs M J
Cook, miss M (coll'd)
Dean, miss I
Davis, mrs C
Foster, miss I
Hiall, mrs H C
Jones, mrs M M 2
Mason, mrs A B
Morris, mrs M A
Preston, mrs F
Temain, mrs S J
Tidwell, mrs A E
Williston, miss B
Anderson, R
Banks, mrs E J
Blanchard, M
Chase, mrs R
Cockrain, mrs L R
Daniel, mrs T J
Douglass, miss C E
Donnelly, mrs J A
Harris, miss M
Irwin, miss F
Langham, mrs M (c)
Moss, miss E
Pearson, miss H
Saunders, miss A T
Thomas, mrs M A J
Williams, miss L C

GENTLEMEN'S LIST.

Bailey, O
Byrd, W
Barfoot, B (c)
Bowman, F
Bowdre, A R
Campey, C W
Collier, A
Coleman & Thornton,
Caperton, Rev A C
Dean, T J
Emerson, L
France, C
Fields, R (c)
Gillespie, F W
Hildebrand, W C
Hackette, P
Jewell, J
Jolie, E R D
King, F
Lewis, T H
Lake, T W
Miller, J E
Mathews, on, H M
McCounico, J D
Picard, A G
Perier, J A
Patten, J N and
Root, G J
Rice, J H
Shaw, H R
Warner, E J
Wellington
Williams, Rev Dr
Brown, C
Bailard, W F
Blake, J
Cowen, P
Campbell, G J
Chuller, T H
Dolin, R 2
Esmond, W
Fowler, Dr L 2
Grump, C E
Healy, P G
Harris, J
Hoskins, T E
Jaquess, I W
Koely, T
Kindle, J
Lannon, W L
Montgomery, J
Miner, C F
Nettleton, A S
Plowman, G
Porter, J D
Marden, D G
Robinson, N
Speaks, P M
Sipp, E W
Ward, R B
Walker, Perry
Brennan, J C W
Brooks, E W
Banon, W H
Bridges, R M
Craft, J
Cass, A
Clements, W H
Clements, R W 2
Day, G W
Dunn, W
Funk, C, J A
Fleming, C
Gwyne, C E
Hunter, Dr C
Irwin, J
Jaynes, G R
Kesler, T F
Kimly, J
Langridge, S W
Moore, W
Morton, H S
McKeon, W J
Neylon, T
Perking, G (c)
Parks, J
Pike, D J
Rayner, Col E
Shilkins, E M
Trousdale, S P
Wilkes, B W
Weaver, A B
Younger, D

MASONIC DIRECTORY FOR 1869.

LODGES.

SOUTH MEMPHIS, No 135—meets 2d Friday of each month—Hall cor. Madison and Second. A. J. Wheeler, W. M.; Ben. K. Pullen, Sec.

ANDERSONIA, No. 404—meets 1st Monday in every month, at Odd-Fellows' Hall, Corner Court and Main. John Zent, W. M.; John Beamish, Secretary.

ELLA SCOTT, No. 299—meets 1st Friday of each month—Hall corner Madison and Second. R. W. Mitchell, W. M.; E. Sturm, Sec.

DESOTO, No. 299—meets 3d Friday of each month—Odd-Fellows' Hall. P. M. Stanley, W. M.; R. W. Shelton, Sec.

MUNWESINO, No. 341—meets 4th Friday of each month, at South Memphis Hall, corner of Madison and Second. John Almile, W. M.; R. K. Pullen, Sec.

ROYAL ARCH.

PENN CHAPTER, No. 23—meets 2d Monday of each month—Odd-Fellows' Hall. D. C. Trader, M. E. H. P.; C. G. Locke, Sec.

TRANDS M.

EUREKA COUNCIL, No. 6—meets 3d Monday of each month—Odd-Fellows' Hall. John Zent, Th. Ill.; N. J. Wiggin, Rec.

TEMPLARS.

CYRENE COMMANDERY, No. 4—meets 4th Monday of each month. John Zent, Com.; N. J. Wiggin, Rec.

CHAMBER OF COMMERCE.

An Informal Meeting Held Yesterday.

Memorial to the Congress of the United States.

The regular monthly meeting of the Chamber of Commerce was to have taken place yesterday, but owing to the heavy rain falling, a quorum did not get together. Those present organized into an informal meeting, and President Nelson called upon Col. Clapp to read the following memorial to the Senate and House of Representatives of the United States, which was adopted by the meeting:

To the Honorable Senate and House of Representatives of the United States of America:

The memorial of the Memphis Chamber of Commerce respectfully shows to your honorable bodies that within a little more than a year last past there have been four consecutive Conventions held, to-wit: The one at Norfolk, Va., on the 15th day of October, 1868; the one at Memphis, Tenn., on the 13th day of May, 1869; the next at New Orleans, La., on the ——day of the same month and last, by the one at Louisville, Ky., on the 12th day of October last; at all of which Conventions were attended by gentlemen of a high order of intelligence, representing the national interests of almost every Southern and Southwestern State.

At each one of these several Conventions the construction of a Railroad to the Pacific coast upon a route which would be available to all of these States, and would be exempt from the climatic and other objections which exist as to the Union Pacific Railroad was regarded as a matter of paramount importance.

At the Memphis Convention the following resolution was adopted, with great unanimity and enthusiasm, indicating the route which, under all the circumstances was deemed the most eligible.

"*Resolved*, That in the opinion of this Convention the interests of the whole country, and especially those of the Southern States, could be served by a main trunk railroad line from San Diego, Cal., through the junction of the river Colorado and Gila and along the valley of the Gila, south of that river, to El Paso, on the Rio Grande, and thence to a convenient central point near the thirty-second degree parallel of latitude east of the Brazos river, in the State of Texas, from which main trunk feeder roads should be built, such as Little Rock, Cairo, Memphis, Vicksburg and New Orleans, and other points; all of which feeder roads having equal rights of connection with said main trunk, with similar feeder roads from San Francisco and other points on the Pacific coast, should have similar and equal rights of connection."

This resolution was substantially readopted and the route therein indicated approved and recommended by the successive conventions at New Orleans and Louisville, and it is in behalf of this enterprise so earnestly and harmoniously advocated, that your memorialists would respectfully invite your attention, and invoke, through your honorable bodies the aid of the National Government.

Your memorialists respectfully suggest that even if the railroad already in operation across the continent were subject to none of the grave objections that are urged against it as a reliable means of transit and transportation during the winter season, yet the construction of another great thoroughfare to the Pacific, upon a more Southern route, may justly be regarded as a great commercial and political necessity, and, therefore, as strictly a National work, deserving of the active and efficient aid of the Federal Government, without which its construction, at an early day, may well be regarded as impracticable.

The immediate effect of the building of this road will be to compel a settlement and commerce that vast stretch of country between the Mississippi river and the Pacific ocean, large enough of itself for a great empire, which is now, for the most part, a wilderness waste, but which possesses many and great natural resources and advantages in fertility of soil, salubrity of climate, abundance of mineral treasure, manufacturing facilities, etc., all of which are only awaiting the hand of enterprise to awaken them to life, and bring them into requisition.

Cut off as this interior country now is, from access to market or communication with the outer world, its treasures lie dormant and its natural advantages valueless, the cost of transportation constituting an insuperable obstacle to their development, and consequently those boundless plains, capable of sustaining a population of millions, are comparatively uninhabited.

Railroads are manifestly the only agency by which this inland region can be supplied with a market; and the results of employing this agency would be as marvelous as they have been elsewhere, under the most favorable circumstances. A tide of emigration would at once set in, in that direction, by which a value would be imparted to the public domain, which would in a short time be more than an equivalent for any assistance which the Government might afford. Besides, this enhanced value of the public lands, the Government would derive other benefits from the construction of this road equally tangible; the road will itself be a great civilizer; affording protection and security against the depredations of hostile Indians; necessitating the number of troops now required upon the frontier; and effecting an incalculable saving in the cost of Government transportation.

Viewed in the light of these results, the construction of the road advocated by your memorialists may be regarded as a measure of public economy, which a straightened condition of our national finances would compel, under a more judicious and necessary subject of Government aid. Any assistance which may be rendered being, in fact, only a loan to be returned at no distant day with compound interest.

Your memorialists, therefore, pray your honorable bodies that a law may be passed extending to the trunk road referred to in this memorial, the same measure of assistance which was granted by Congress upon the Union Pacific Railroad. And as in duty bound, they will ever pray, etc.

CAR LOAD of late monthlies, illustrated weeklies, Northern and Western dates, novels, writing paper, ink, blank-books, etc., etc., at Joe Locke's, 236½ Main st.

SPICED pips feet, fresh at the season.
GRIFFIN, MURPHY & CO.,
44 Monroe street.

New goods received at
B. LOWENSTEIN & BROS'.

MISSES' KID GLOVES, $1 per pair.
HERZOG & BRO.

THE carriers leave the APPEAL at your door seven days for 25 cents.

A LINE of silks at $1 25 per yard, at
B. LOWENSTEIN & BROS'.

THE celebrated kid glove of Herzog & Bro. is now to hand in all sizes.

FOR the latest, richest, rarest, sensational, German, French, agricultural, witty and worthy papers, call on Joe Locke, 236½ Main street.

CALL and see the improved Florence Reversible Fast Lock-stitch Sewing Machine, at 322½ Main street.
S. D. HARRON, Western Agent.

TO PRINTERS.—We have for sale a font of Long Primer type, nearly new, suitable for a country weekly. For price, apply or address APPEAL office.
KEATING, ENGLISH & CO.

WHOLESALE buyers will find it to their interest to examine our stock of Flannels, Linseys, Jeans, Kerseys, Plaid and Striped Osnaburgs, White, Grey and Blue Blankets, Coverlets, Notions, etc. We are selling very low, and have a large stock of everything in our line. Call before purchasing.
J. H. Loewenstine & Bros., 231 Main street, Clay Building.

BLUFF CITY CLUB ROOM,
MEMPHIS, November 22, 1869.

At a regular meeting of the Bluff City Base Ball Club, the following members were expelled for non-payment of dues and fines: H. F. Lawrence and J. Trabueco.
(Signed) N. G. DUKES,
Secretary B. C. B. B. C.

OUR lately received Shawls and Arabs are the patterns of the season.
HERZOG & BRO.

MINCE PIES.—August Berton, the popular confectioner, at the corner of Fourth and Poplar streets, is prepared to furnish everybody with nice mince pies, and everything else in the confectionery line. He also keeps the best cakes in the market. Don't fail to go there for your supply.

AN ARTICLE FOR TRUE MERIT.—"Brown's Bronchial Troches" are the most popular article in this country or Europe for Throat Diseases and Coughs, and this popularity is based upon real merit, which cannot be said of many other preparations in the market which are really but weak imitations of the genuine Troches.

WILL I sell a Vegetable Sicilian Hair Renewer (hinge gray hair to its original color and not dye the skin? It will and is a preparation of acknowledged superior merit.

NOTICE!, NOTICE!! NOTICE!!!—Dress Goods as cribed. Furs at half the in va lue Kid Glov es, 75c and $1 00 a pair.
VENDIG & BRO.,
236 Main street.

THE APPEAL is published eve ry day in the year; 25 cents a week de livered by faithful carriers.

SILKS! Silks!! Silks!!! The apest silks ever be ought to Memphis, at
B. LOWENSTEIN & BROS'.

SMASH UP.

The Late Accident on the Mississippi Central Railroad.

We briefly announced in our Sunday's issue that there had been an accident on the Mississippi Central Railroad, but we were unable to give particulars. We find the following account of the affair in the Bolivar *Bulletin* of Saturday:

The north-bound express and passenger train due here at 5:35 yesterday morning met with a serious accident near Bill's pond, one and a half miles south of Bolivar. The train was going at the rate of eighteen miles an hour, and while making the curve at the pond the track spread, throwing the tender, baggage and two passenger cars off the track. The ladies' car was thrown down the embankment and turned completely over, smashing things generally and piling the unfortunate passengers against the roof of the coach, many of whom sustained injuries more or less painful. Mrs. Claudie Augustafer, of St. Louis, and her brother-in-law, C. E. Manning, of the same city, and a little daughter of Lieut. Kendall, of Chicago, were among those who were injured most. Mrs. Augustafer had one or two ribs broken, and was otherwise painfully hurt. Mr. Manning was severely bruised and sustained internal injuries. Lieut. Kendall's little daughter had the cap of her left knee cut open. We found the three parties named above at Mrs. Dr. Black's, where they received every attention and prompt medical aid. At the post we found an elderly lady who had been severly bruised about the left eye, and numerous others who had been hurt by the accident. As soon as the news of the disaster reached our people, vehicles were promptly sent out and all of the unfortunates were brought to town.

It is a pleasure to announce that no death has or is likely to occur from the accident, though many persons were on the train; and now all escaped with life is certainly known only to an All Wise Providence. The baggage car was thrown to the right of the track, the gentlemen's to the left, and the ladies' car, as we have said before, wrenched from its trucks and sent whirling down the embankment. The track was torn up for a distance of fifty yards, but was put in good order in less than six hours, all through the indomitable perseverance of road master Capt. McDonald. Although the woodwork of the cars was not broken to any great extent, still, the loss sustained by considerable rust of the trucks, bolts and bars being wrenched and twisted in every conceivable manner, Conductor John Kirby, one the most cautious and popular employees of the company had charge of the train, and as the cause of the accident was beyond the foresight of man, no one blames him or any of his subordinates. Had the ladies' car been thrown to the right, instead of the left, it would have fallen in at least eight feet of water, and no doubt many lives would have been drowned. This is the first serious accident that has occurred to a passenger train on the Mississippi Central since the war, and as it was unavoidable, it will certainly throw light with the public. Even as it stands now, the road is one of the safest in the country.

THE CAROLINA LIFE INSURANCE CO.

The advertisement of this Company, which appears in another column, officially informs the public that Ex-President Jefferson Davis has become President of it, Maj. Wicks having cheerfully consented to vacate that position, so long, faithfully and profitably, for the company, filled by him. Maj. Wicks, under whose auspices, aided by Capt. J. T. Pettit, Capt. W. F. Boyle and Col. J. H. Edmondson, the Company has attained its present enviable status among life insurance companies, became, under this change, the first Vice-President, with his old colleague, Capt. Pettit, for second Vice-President, W. F. Boyle remaining Secretary, and J. H. Edmondson General Agent. These officers, sustained at the head of a thoroughly business-like Board of Directors, who have proven a tower of strength, guarantee a success far beyond that which, in three years, when the Carolina's name was among the first of those modern beneficiences, without which it would be almost impossible for society to exist. The abolition of the name of the representative man of the South to those so long presented as presiding over the destinies of the Carolina, argues for it an unprecedented run of business. Wherever his name is revered and it is a household word throughout the South, the Carolina will find friends and supporters. Every man who hereafter insures with this company, will have performed a double duty in shielding his wife and children from possible want, and in recognizing the claims of a company whose name, credit and character are now linked with that of the first citizen of the South.

AN INSTITUTION.

The most attractive building when steamboats arrive at the landing of Memphis is the "furnishing store" of M. Pyne & Co., on the corner of Promenade and Jefferson streets, where is kept, on the best terms, all cuts of fresh and salted meats of the best quality, ready to supply steamboats with the choicest of the market; game, oysters, fish and fresh vegetables, ice, milk, and fresh bread from George Hume's steam bakery—all of which are supplied at prevailing market rates, and lower rates. Poultry and eggs, and butter of the finest quality, procured especially for the trade, will always meet any emergency. The books of the concern are kept by Mr. Wm. A. Nelson, and the meats are supervised by that "old reliable" A. J. Kiel, who has been so long and favorably known as a thorough master of his business. It may truly be said of the senior of this establishment, that Mike Pyne has been and has shown himself one of the most public-spirited men in the city of Memphis—always ready to advance his means for the general good, and to the commercial interests by the free use of his capital. It should not be omitted to mention, among the many desirable articles to be found at the house of M. Pyne & Co., that they have the choicest mince meat that has ever been provided for general or special use, and families can be supplied with all the conveniences for holiday as well as all time, by making their purchases at the great meat store of M. Pyne & Co. Everything is warranted of the best quality, and at such prices as will make the advantage apparent in making purchases there.

HERZOG & BRO'S Plaids and Stripes should be seen before you purchase any.

I HAVE removed my studio to the Jackson Block, corner of Gayoso and Main sts., to the studio formerly occupied by Mr. Clark, portrait painter. I will be pleased to receive visitors and orders for portraits.
WM. FRYE.

GREAT REVOLUTION AT ROYSTER, TREZEVANT & CO'S.—We will offer our entire stock of gents' and ladies gold watches, until further notice, from $25 to $100. Warranted solid gold and fine time pieces.

Office Memphis Gayoso Gas Company, Bank Building, corner Main and Jefferson streets.

The books for subscriptions of stock are now open at the gas office. By order of the Board of Directors.

LADIES' and gents' underwear, at reduced prices, at
B. LOWENSTEIN & BROS'.

THE APPEAL is delivered for 25 cents a week.

INVENTORS, Agents, Merchants, and all Dealers in Patents or Patented Goods, should subscribe for the *Patent Star*, devoted to their interests. Terms 50 cents per year. Send stamp for sample to BENT, GOODNOW & Co., Boston, Mass.

THE APPEAL is delivered by daylight, seven times a week, for twenty-five cents.

GO TO Locke's, 236½ Main street, for the latest news.

FLANNELS! Flannels!! Blankets! Blankets!! Very low, at
B. LOWENSTEIN & BROS'.

SEVEN dollies a week." 25 cents.

An Act to Regulate the Publication of Legal Notices.

"SECTION 1. *Be it enacted*, That it shall be the duty of all Clerks, Sheriffs, and other court officers, to make, or cause to be made, publications of all notices of a legal character in the newspaper published in the county wherein such shall be ordered having the largest circulation in said county, and where there is no newspaper published in the county, then the publication shall be made in the newspaper published nearest the county seat, having the largest circulation in said county, *Provided*, That in every instance where the *party or parties or the attorney or attorneys*, interested in said publication shall have the right to designate the newspaper in which the said publication shall be made."

We copy above so much of the legal advertising law as the public is interested in. We do this for the sole purpose of putting the *officers, litigants and attorneys* upon their guard in relation to the matter, and to guard them against being misled. It is the privilege of the party or attorney, at whose instance an advertisement is inserted, to publish it in *any paper* he pleases.

THE APPEAL is the only *Daily* paper published in the city. Only twenty-five cents a week.

DO NOT neglect to go to Herzog & Bros. to see the new goods.

IMPORTANT.

Our Railroad System—Its Present Condition and Prospects.

Address by the President of the Chamber of Commerce.

To the Members of the Chamber of Commerce and Citizens of Memphis:

In view of the official position which I occupy, by the suffrage of a large portion of the merchants of Memphis, members of the Chamber of Commerce, I hope I will be pardoned, and not considered officious by them, nor other citizens interested in the prosperity of our city, when I offer a few suggestions in regard to the several contemplated lines of railroad which, if completed, will add so much to our wealth and prosperity. As a general rule, merchants are seldom backward in giving material aid to public improvements. This was particularly applicable to the merchants of Memphis, in days gone by, and I doubt not those who are now here, and controlling the commercial affairs of our city, will not show a spirit of less liberality than in other days. Whether the real estate owners will show, or have shown the same spirit in encouraging public improvements, is at least a matter of doubt, and I almost venture to say they have not. I am glad to say that there are some honorable exceptions. Some have responded with a liberal hand when Memphis was to be the beneficiary. Others have been quiet lookers-on, and done nothing, but realized the same advantage as their more liberal neighbors. The question arises, who is most deeply interested in the ultimate prosperity of Memphis? Is it the merchant or real estate owners? I venture to assert that not more than one business firm of every twenty, own the house in which they do business. Why do some of them pay rent of five thousand or more dollars for a first-class business house? It is simply because the share of business which they get, justifies the rate of rents. Now, if the trade of our city, which is never or little fifty millions dollars, should be reduced to half that sum, would the same sum be realized by property-owners from rents? Would even half the sum be realized, as now? It would be more likely be reduced to *one-third*, and the market value of the property reduced in the same proportion.

Now, on the other hand, if our trade is increased from fifty millions to one larger sum, would not rents and value of real estate increase in the same proportion? It certainly would. If the present market value of a landlord's property is one hundred thousand dollars, and it is increased to two hundred thousand, by increase of the general prosperity and higher rents, I would like to know if he has not made a hundred thousand thereby, and if the result was not the same to him, as though he had made the same sum by speculation or other means? If the increase of property goes to his heirs, and is estimated by its market value without regard to the cause which increased or reduced it, I presume no one will contend that it was not so. Then the question naturally arises, how are property-owners to make money by increase of values, and what is the duty to themselves? The first question I will undertake to answer, and the latter they can determine. The Little Rock Railroad has been in course of construction for so long a time as seriously to try the patience of our people. I do not pretend to say that the parties who have had the management of it could have completed before this time. I know they have had many losses and difficulties to encounter. Still those things have not lessened the rapidity of its completion, nor paid the losses of our people for the delay. I do not pretend to say whether the old Board should retire, or the new one be continued. But I do say that Memphis wants the road *completed*, and wants it *badly*, to increase her trade and raise the value of her real estate. Therefore I hope no time will be lost in completing the road throughout its length either by the *old* Board or the *new*. Let one or the other go ahead and finish the work, or get out of the way for others who will do it.

Next in anticipation, from which early benefit will arise, is the completion of the "River Railroad." I have been assured by one of the most active of the Board of Directors, that negotiations have been made in New York in the last four days, which insures the completion of the entire road within eighteen months. Two members of the Board (Messrs. Fleming and Greenlaw and Lucey) leave here to-day to close the negotiations made by President Mitchell, who is now in New York. This truly promises well for Memphis.

For some cause which I do not comprehend, proper importance has not been given to the benefits which would arise to us from the completion of the Little Rock and Selma R.R., which is now stretching towards us from its eastern terminus, by the liberality of the people of Alabama, and the determination to succeed, and good management of its friends, Gen. Forrest. That road when completed, would, in my humble judgement, add as much to the prosperity of Memphis as any road now completed, or in contemplation. It will connect us with one of the most productive and populous agricultural regions of the South, to say nothing of its inexhaustible iron and coal fields, and its extensive cotton and other fields. Some of the roads now building or completed through middle Alabama, the people of that region want to trade with us. They want our pork, beef, corn, flour, and meal, and have no use for our dry goods, etc., and want to pay for them by sending us their cotton and having it sold in this, the best market in the United States. That trade is valuable to be overlooked or treated with indifference. They want a connection with some point which can supply their necessities, and they intend to have it without much delay. Louisville and Nashville are actively contemplating that region with a line of road. Cincinnati is bidding for their trade, though her contemplated road to Chattanooga. New Orleans is now building a road to the same point, and Mobile would be glad to see our road come no further than Okolona. She could then supply Middle Alabama, over the Mobile and Ohio Road, which has ever been our friend in times of need, except at exorbitant rates, to carry produce from or bring cotton to Corinth, when its destination was Memphis. Alabama will build the road to Okolona without assistance, if our people will not permit it to stop there. Neither must it stop at Holly Springs or any other point of the Mississippi Central Road. It must come to Memphis, and our merchants and property-owners must show a united front, and each contribute his share, and all be can, to that end. Complete that road, and the building of the Memphis, Springfield and Kansas City Road is a natural consequence, when we will have peck and bushelfuls of houses, flour mills, and the various kinds of manufactories to supply the wants of trade.

It is believed that the completion of the Northern Pacific road, last summer, will demonstrate that it cannot be operated with safety to passengers and freight during the winter months, and that another line connecting California with the States east is absolutely necessary. The trade between the two sections is too intimate and important to be interrupted by snows and other difficulties of the Northern route. Some another route further South is demanded, and will be built, either by government aid or private enterprise. Public attention is directed to Memphis as the route. Several items may be built from some point in Texas, tapping the Mississippi river at three or more places, but one of them must come to Memphis, and over it must pass a vast amount of passengers, and the freight for New York and other Northern cities, as well as European freight, which will find its natural outlet at Norfolk.

If we but "put our shoulders to the wheel," make a united and strong effort, and every merchant and property owner in our city will do all that he can, every project named in this communication, as affecting Memphis, will be consummated in less than five years, and by that time our population will have increased from its present number to two hundred thousand souls. Respectfully,
T. A. NELSON.

PERSONAL.

—Mr. Wm. M. Connors, the accomplished and widely known correspondent of the New York *Spirit of the Times*, arrived in the city yesterday, and with his beautiful and charming bride, is stopping at the Overton. We congratulate Mr. Connors on his recent accession to the "blessed state," and tender to him and his bride our best wishes for a long and happy married life.

NOTICE TO ADVERTISERS.

No advertisement is inserted in the SUNDAY APPEAL unless especially ordered and paid for as an extra publication. We give our advertisers six days in the week, the same as all other Memphis papers. *Provided*, That in every instance where the *party or parties or the attorney or attorneys*, interested in said publication shall have the right to designate the newspaper in which the said publication shall be made."

We copy above so much of the legal advertising law as the public is interested in. We do this for the sole purpose of putting the *officers, litigants and attorneys* upon their guard in relation to the matter, and to guard them against being misled. It is the privilege of the party or attorney, at whose instance an advertisement is inserted, to publish it in *any paper* he pleases.

THE APPEAL is the only *Daily* paper published in the city. Only twenty-five cents a week.

DO NOT neglect to go to Herzog & Bros. to see the new goods.

LOCAL PARAGRAPHS.

—There are seventy (70) prisoners in the county jail.

—We were pleased to learn yesterday that Justice Griffith was considered out of danger.

—Sheriff Curry left for Nashville last evening with twenty-seven prisoners for the penitentiary.

—The perjury case of Coleman Thomas will come up for a hearing before Justice Norton to-day, at 12 o'clock.

—The Wisconsin *Farmer* says castor oil will keep leather soft, pliable and black, and quite impervious to water.

—There were eighteen arrests on the Second District docket yesterday evening at 4 o'clock—all for trifling offenses.

—Judge Connolly F. Trigg did not arrive in the city in time to open the United States Court, as was expected when we made the announcement yesterday morning.

—Thieves went through the residence of J. S. Burton, 139 Causey street, night before last and robbed it of $12 65 in money, besides various articles of value. Entrance was effected through the front door, the key having been left in the lock on the inside, and turned with a pair of burglar's nippers.

—We would warn our young gentlemen friends against the pearl powder used by the young ladies. Some of it is deadly poison. A friend of ours, "which he is a chemist," says, in speaking of it, "One touch of those eager lips to that enameled cheek may result in death most horrible!"

—Hiram Tolliver, who was in jail under sentence of death for murder, but who had taken an appeal to the Supreme Court, has changed the venue of his cause, and has already answered before the awful bar of the Supreme Judge of the Universe for the crimes and sins committed in the flesh. He died in his cell on Thursday last.

—Squire Norton yesterday fined Deputy Constable Henry Ruchman $5 and costs for threatening to "take the top of Deputy Constable Yearling's head off, and blow his brains out"—in other words, to make the unpolished a "calf's head with brain sauce." The $5 fine was remitted, but the costs were charged up and paid.

—We received yesterday a copy of the *Established Fact*, a sprightly, well printed and well conducted little sheet published at Murfreesboro by W. Roulet. We examined it carefully but could not discover whether it is a "daily" or "weekly," but whichever it may be, it is a very creditable production, and our friend the *Monitor*, its "neighbor," must look to his laurels.

—An old negro named Edward Taylor came to the First District stationhouse last night, with a warrant for the arrest of a Mr. Schloss, whom he charges with having robbed him of $60 in the Real Street Market yesterday. His story is that in purchasing some meat he laid his pocket-book on the stall, and on looking for it it was gone. The matter will be heard this morning.

—Mr. D. G. Kenney, the Engineer of the Hushpuckney levees, informs us that this levee is expected to be completed by Christmas. It is situated in Coahoma county, in the very lower Mississippi bend, is a mile long, and there are now working on it 250 men, with the requisite teams. It is estimated as sufficient to protect seventy-five thousand acres of improved land from inundation. Messrs. Larkin & Bagot are the contractors.

—The little paragraph published in yesterday's issue, mentioning the rumor that Col. Beaumont was talked of as the new Chief of Police, created quite a breeze in the community, and we are informed it was not less than twenty telegraphic dispatches were sent to Nashville by some of our best citizens, protesting against the proposed appointment. The rumor may be true, though police circles, and was merely a rumor.

—The damage done to the cotton crop by the early frosts has been very much underrated, and is far heavier than was generally supposed at the time they occurred. In some sections more than half the entire crop was blighted and rendered utterly worthless. Col. Mose Parrish states in his paper, that while out gunning recently, he walked through a dozen fields, and never had he seen so large a proportion of the crop ruined by the frost; in some instances stalks bearing ten, fifteen and twenty bolls have not yielded one lock of cotton.

—Yesterday furnished us with another striking example of the changableness of our climate. Sunday night at 12 o'clock the skies were perfectly clear and serene, and the thermometer was down some eight degrees. Yesterday morning at sunrise, or the time that the sun ought to rise, the heavens were covered with dull leaden clouds, a misty rain was falling all interval, and the temperature was just like that of May than of the last of November. This autumn has been singularly prolific of such changes, and the effects cannot be otherwise than prejudicial to the general health of the community.

—Several gentlemen whose business avocations keep them very closely employed during the week, went over to the Arkansas side Saturday evening, to spend the night, and to try their luck in the bayou and lakes the next morning. The last ferryboat brought them home Sunday evening, with "nary fish." One of the party says he went to go fishing in Arkansas on Sunday again, and swears that the fish over there won't bite on that day. He says he saw one old trout about two feet long in the water close by him, and, on propping his hook directly into its mouth, the trout deliberately spat it out! If the wickedness of Sunday fishing consists in catching the fish, that crowd did'nt sin much from all accounts.

—*The Rice Advertiser*, that neat little paper published and conducted from by Jones & Price, is upon our table. It is really a gem of its kind. The advertisements with which it is crowded are admirably "set up," the "display" being quite the thing for such tradesmen as have been fortunate enough to secure space in its columns, wherein to tell the people what they can do, what they can sell and at what prices. A feature of the *Advertiser* is the advertisements in red ink. They "show up" well, and serve to lighten the really attractive pages of this neat little sheet. Not the least among the good things of the *Advertiser* are the editorial paragraphs. Get a copy and read them. Dalton & Price, 9 Jefferson street.

—Under the head of "A concert in Dyersburg," our friend Tom Neal says, in the last number of his "bally" little paper *Gazette*: "Not a musical concert, but a concert of action on the part of our people who desire to be enriched by the Mississippi River Railroad. A concert of action is all that is needed—a long pull, a strong pull, and a pull all together, will pull the depot to Dyersburg. If our people don't so pull, they will pull their real estate down to one-fourth its present value. If they get the road, their city will be enhanced in value from 25 to 200 per cent. Get your slate and pencil and make the calculation yourself. Or come to the railroad meeting, and the calculation will be made for you."

—J. M. Pravine, an excellent citizen of the Tenth Ward, who would gladly withdraw from all participation in the blessings of the Memphis city government, has, we understand, gone to Nashville, with an amendment to the pending city charter, by which all that part of the city south of Georgia street is to be lopped off. Chelsea is left inside by this scheme, and we may soon hear that a storm brewing north of the bayou has burst upon Mr. Pravine's head. Why does he not include Chelsea in his proposed benefaction? It is hardly probable that the boundaries of the city will be changed, and we have not been informed of the reasons why they should be changed, but we know that the present corporation lines are benefited by the city as much as others. But it may be well enough for the Mayor and Aldermen, and citizens generally, to recogn