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TUESDAY MORNING, : : : SEPT. 6, 1870

FOR GOVERNOR,

GEN. JOHN C. BROWN

OF GILES.

DEMOCRATIC NOMINEES

FOR THE LEGISLATURE,

J. M. CREWS.
W. D. LUMPKIN.

THE New York *Free Press* made its appearance in that city on Thursday last. It is to be the organ of the young Democracy of Gotham, and starts with a large capital and the support of the strongest, most energetic and capable men of that section of our party. We hope it will be successful.

THE *Independent South* is the curious title of a newspaper, conducted with singular ability by Messrs. James E. Ballard and Will H. Blalock, at Holly Springs. The designation of the paper is rather prophetic than significant of the present state of the country, and the title surely refers to the coming physical and industrial condition of Mississippi, rather than to political facts that now environ us.

WE are indebted to the New York *Tribune* for the following correct statement of the State elections which are to be held this fall:

California, September 6th; Vermont, September 6th; Maine, September 12th; Indiana, October 1st; Florida, October 3d; Mississippi, October 3d; Iowa, October 11th; Ohio, October 11th; Pennsylvania, October 11th; West Virginia, October 27th; Delaware, November 1st; Missouri, November 1st; Minnesota, November 1st; Kansas, November 1st; Louisiana, November 1st; Arkansas, November 7th; Alabama, November 9th; New York, Maryland, Massachusetts, Illinois, Michigan, New Jersey, South Carolina and Wisconsin, November 8th; Georgia and Texas, not settled.

THE Richmond *Dispatch* thinks that in Virginia as well as elsewhere, that class of patriots is numerous which, like James L. Orr of South Carolina, thinks it best to get on the strong side, and go with the Republican party because that is supposed to be so. That was always the way of it, and the reason why fence men got up, in order to take Orr's look, and be surer to jump right. When the Democrats come into power, the same argument of the strongest side will prevail with this precious sophist, Orr. He will hurry back to the Democrats after the fashion of Jefferson street. He will bloviate for the Republicans or Democrats, for the Prussians or the French, when he thinks office is to be had, or anything to be made by it. He goes for the strong side against the weak, and is fool enough to think the world duped into the belief that his pretenses are real and that he cares a great for one side or the other.

THERE were only kind words spoken and tenderly of Birney Marshall by those who followed his corpse yesterday to the railway station. His perfect amiability, his genial, generous nature, the warmth and strength of his personal attachments and his unvarying kindness to the faults and character of others, won him troops of friends. There was never a professional writer, a Bohemian, if you will, who outshone Birney Marshall in generosity to his rivals. None have heard him magnify the faults but often the excellences of newspaper men. And this was no habit of Birney Marshall founded upon wise policy. He spoke of his associates with a generous warmth and often an enthusiasm when extolling their skill or attainments that amazed those incapable of ennobling sentiments which Marshall so eloquently and earnestly uttered. Whatever may have been his faults, his character was adorned by extraordinary virtues, inherent in the very nature of the man which made all love or esteem or admire the careless trifler with wasted genius. His intellect was an inheritance. It cost him nothing. He lavished its products with wasteful hand on every subject of contemplation. There was nothing of which he had not read and thought, not laboriously, but with that care required by an intellect quick in apprehension, as clear in its perceptions, and wonderful in faculties that analyzed and appropriated all that came within the scope of observation. There were two great lessons taught by his life; the one, that told of what men should avoid; the other, of even greater service to his fellows, which taught them by his excellent example how to deal with one another. It is not strange that when the telegraph told the story of his sudden death every where in Kentucky, that the first and best men of the State, oblivious of the erratic course of Birney Marshall, sent messages expressive of sincere regret. John C. Breckenridge was of the number who directed that the body should be transferred to Louisville, that it might repose in the midst of those who knew and loved Birney Marshall in years long past. Representatives of the city press accompanied the remains to Louisville, and in tendering distinguished honor to the dead, printers and editors of this city have honored themselves.

THE most extraordinary practical revolution of the age is that wrought in the opinions and practices of civil engineers and railroad managers, as to the proper gauge of these highways. In England ordinary railways are almost as numerous as were common roads fifty years ago. These railroads were constructed at an enormous cost, and while the country has been enriched, and England aggrandized, the builders themselves have won no wealth, and only gratitude of the people. There are no more railways, such as were originally, to be hereafter constructed in England, France and Germany. Capitalists have been taught that railways, costing in Europe from $60,000 to $150,000 per mile, are wholly profitless. Not the less true is the statement that railway building in England and on the continent, is even yet in its infancy. To construct them on the old plan is simply impossible, and even the American system of railroads, infinitely cheaper than that of Europe, is now considered costly in India. The Duke of Argyle and Lord Mayo, and an English engineer named Fairlie have given this subject thorough consideration and demonstrated the fact, as Fairlie did practically in Wales, that railways of the lightest construction and narrowest gauge may accomplish the work once deemed within the means only of the heaviest rails, broadest gauge and most ponderous locomotives. The greatest engineers employed by the British masters of India, where cotton and rice, the heaviest and most bulky freights, are to be transported, have pronounced a three feet gauge ample for all the requirements of the long lines in India. It is also stated in an article of the London *Times* now before us that on a gauge of two feet six inches, the best engineers in England assert that with Fairlie engines they would manage the heaviest traffic and travel in the world. It is a curious fact that among the most skillful engineers the gauge once deemed the narrowest at all profitable is now considered entirely too broad for practical use. It follows that all the talk we hear among stupid politicians in Washington, who propose to force the Southern States to widen the gauge of our roads that Northern cities may compel the concentration of Southern traffic and travel, is a movement wholly in the wrong direction. In England there is one railroad of only two feet gauge. It is only fourteen miles in length, but has proven most profitable to shareholders and useful to the public. There are other like roads of two feet six inches gauge. In Belgium there is a road of three feet four inches; in India of four feet; in Sweden and Norway, several of three feet six inches; on Mt. Cenis, one of three feet; and now engineers in Europe, who have given this matter most attention, prefer a gauge of two feet six inches or three feet. We recite these facts to show how cheaply every village in the vicinity of Memphis may have direct railway communication with the city. The common speed on these roads, even where they are very crooked, as in the mountains of Wales and Norway, is from fifteen to eighteen and a half miles per hour, and their cost is only one-half, or at most three-fifths that of an ordinary railway. The necessity for broad gauges originated in the excessive oscillation of locomotives on narrow trackways. This trouble has been obviated in improved machines which combine lightness, great tractile power and perfect evenness of movement. We can only ask our readers to reflect that the *Engineering Magazine*, the highest authority in these matters, says: "We are on the brink of a new era in railways—the era of the narrow gauge railway—an era of renewed activity, when every village, almost every farmstead may have its railway, and if such an era be at hand, it is mainly because the Fairlie engine, by its increased power, by its adaptation to curves, its economy in rails and freedom from oscillation, has rendered it possible. The new, and lighter and cheaper roads will outvie in usefulness, as in diminished costliness, the old broader gauge railways to be constructed over short or rugged lines no more.

A WASHINGTON correspondent, with some quams of conscience and evident hesitation, admits as to the members of Congress that "there are individual instances in the Southern delegations of capacity and upright adherence to public duty." But this is the utmost, and he calls attention to the fact that in point of capacity these delegations are far behind the average of members of the State Legislatures in the North and West. He says that "while opportunities such as have hardly ever occurred in the history of our country, have presented themselves, offering an unrivaled field for statesmanship and distinction, there has been actually no one in the whole list to reach forth a hand to grasp them or even give evidence of an appreciation that they exist; and thus it happens that on the roll of the Southern deputation there is to-day no name significant of leadership, whether as relates to geographical section or political party. Great interests which should have tempted political ambition and the highest instincts of patriotism, the rehabilitation and pacification of the States lately in rebellion, the reconstruction of their financial and social systems, the development of their natural resources—all these momentous questions of the new South have been less considered by its delegates in Congress than the question of some petty or expected use in future elections, the best method of securing the negro vote or of some other paltry political maneuver for their own personal behoof. This is simple truth, too patent to be overlooked. And it is evident enough that if the North is interested in having an intelligent as well as honest Congress, and one capable of looking with a large view to the good of each State for the common good of all, and to the prosperity of the North through the South, it is time to take off that repression which leads to such a state of things, and to encourage the Southern people once more to return to Congress men and statesmen such as have given their renown, and as they still have to spare.

The Northern people must see that Congress has deteriorated, and will begin to look into the cause. We subjoin the following extracts:

In the appropriation bill the numerous efforts to tie the hands of President Grant have very nearly stopped the wheels of government. Appropriations largely in excess of actual need have in some instances been made; in others, like that for the Nashville (Tennessee) postoffice building, the appropriations are so encumbered with crude, inexplicable provisions as to be wholly unavailable, and in other cases where expense is absolutely necessary no appropriations whatever have been made. All these inventions have returned to plague the inventors. I may mention the case of the Southern Pacific railroad somewhat in detail, as peculiarly in point, both as illustrating the vast undeveloped resources of the South, capable of being wielded, in the hands of wise and patriotic men, to the promotion of untold benefits to the country at large, and at the same time that selfish incapacity and neglect of public duty which is either stupidly blind or wantonly indifferent thereto.

That Congress at its last session did not give to the South the charter it asked for a through line to the Pacific on the thirty-second parallel of latitude, and to which it is entitled by all principles of comity and sectional obligations, the Southern exotic delegates are alone to be blamed. Generally speaking, it may be said with truth that want of fidelity on their part to the section which they represent, their inability of mutual co-operation by reason of personal or political jealousies, their utter want of intelligence and efficiency were the sole causes to which the failure of Congress to legislate upon the subject is to be attributed. Nay, I may go further and say that but for the efforts of others, who had material interest at stake, the boon of a Pacific railroad so earnestly coveted by the South, so promotive of its growth, so indispensable to its future progress, so desirable as a national work of internal improvement, would have been snatched away and appropriated by the greed of rival corporations, who would have rendered the legislation of Congress absolutely valueless to the South. Indeed, the contest which was presented in the name of General Fremont involved this issue, whether or not a charter, avowedly meant by Congress to inure to the benefits of the Southern States, should be permitted, by reason of its point of terminus, its gauge and board of corporators, to subserve the purposes alone of the Middle and Northern States, already provided with subsidies for three through lines, or whether it should in reality be what its name purported, a Southern road, traversing the States and territories on the thirty-second parallel, and giving facilities, not otherwise enjoyed, to one of the most productive regions of the country.

Such was the issue, whether the road should extend westwardly, via Fulton or Memphis, to become in fact a northern corporation, with a gauge different from that of 12,000 miles of railroad now built in the Southern States, different, in fact, from every mile of Southern railroad, so that it could not by any possibility be of service to the people of the South; or whether, extending westward, via Vicksburg, Meridian and so on by existing railroad connections through the Southern States themselves, it should indeed be entitled to the name of a Southern Pacific railroad. Responsible parties—practical railroad men—who had invested millions upon millions of dollars in existing Southern railroads, stood ready to construct the line through to the Pacific via Vicksburg. The Alabama and Chattanooga Railroad Company, a corporation whose road extends from Chattanooga, Tennessee, through Alabama to Meridian, Mississippi, and which has consolidated with intervening lines, so as to form a continuous line through Mississippi and Louisiana via Vicksburg and Monroe to Marshall, Texas, a distance of some seven hundred miles, asked in the first instance to be permitted to extend their line thence via El Paso to San Diego, on the Pacific coast. In other words, the parties owning and operating a large portion of the existing railroad from New York to Marshall, Texas, via Philadelphia, Washington, Lynchburg, Chattanooga, Meridian and Vicksburg, asked permission of Congress to extend their line through to the Pacific—an enterprise the consummation of which would have been indeed the establishment of a Southern Pacific railroad line. Whoever will take the pains to examine will readily see that it would have constituted a great trunk line through the most populous and fertile portion of the Southern States, having connection northward and southward to all prominent points, and extending in a direct route to New York and other important cities.

To have urged this magnificent enterprise forward to a completion would have been to promote every material interest of the South, to multiply its resources beyond calculation, to augment its population, wealth and prosperity; in a word, to have given the South the only through line to the Pacific from which it can derive any benefit whatever. But to the Southern exotic delegates, as a general rule, these results were not apparent. At another time I may give some account of the measures taken to blind them; at present it is sufficient to state that nearly all of that portion of the Southern delegation vulgarly known as carpet-baggers utterly failed to support this and other important measures of great advantage to the States they were placed in Congress to represent. Northern members, on the other hand, all who make any pretension to statesmanship, were, in a spirit of magnanimity and justice, perfectly willing to grant the South the charter she desires; but their kind and generous intentions were frustrated by the impracticability, to use no stronger term, of many of our Congressional exotics from the Southern States.

I will cite a few cases to show the value of these transplanted Congressmen to the States they claim to represent.

Mr. George C. McKee, of Centralia, Ill., enlisted as a private soldier in one of the Illinois regiments during the recent rebellion, and after its close made his appearance here as a representative in Congress of the Vicksburg district of Mississippi. How well he represents his district will be seen when it is remembered that he gave himself diligently to the support of a measure which would forever deprive Vicksburg of the immense advantages that must accrue to that city if its principal Western railroad had been extended through to the Pacific, as was proposed by its managers, but defeated by so-called Southern Congressmen.

Mr. Willard Warren, of Ohio, was appointed colonel of one of the Ohio regiments in 1864, and in 1868 made his appearance here in the character of United States Senator from Alabama.

Mr. Benjamin F. Rice, of Minnesota, enlisted as a private soldier in one of the Minnesota regiments during the rebellion, and soon after its close came here as United States Senator from Arkansas.

There are doubtless very many private soldiers in our army who would make excellent United States Senators. If the Arkansas Legislature will try again it can make a better selection. It certainly can find a man better acquainted with the interests of the State than Mr. Rice.

Mr. William P. Kellogg, of Illinois, served in an Illinois regiment during the rebellion, was appointed Collector of the Port of New Orleans in 1865, and in 1868 took his seat here as United States Senator from Louisiana.

Mr. C. B. Darrell, member of Congress from the Third Louisiana district, is, if I remember right, from Pennsylvania. At the last Congressional election in Louisiana Mr. Darrell received only 8568 votes, while his opponent, Mr. Adolphe Bailey, received 16,065 votes. The election was regular, quietly conducted and in every respect legal. Mr. Bailey received 7497 majority of the legal votes cast, but his opponent, Darrell, was nevertheless admitted to a seat in Congress, ostensibly on the ground that at a riot which took place some weeks previous to the election a portion of the negro voters were so frightened that they did not vote as they otherwise would. It is not denied that Mr. Bailey had over 7000 majority, but it was claimed that Mr. Darrell would have received a majority if some of the negro voters had not been intimidated; so one day when a large number of members were absent a resolution was introduced and smuggled through the House of Representatives giving Mr. Darrell the seat. I think that if the truth could be known Mr. Darrell got his seat mainly through the influence of the Pennsylvania iron interest. It will be seen, therefore, that the principle of "minority representation" has already been adopted in Congress. There are several other cases besides Mr. Darrell's.

A complete list of these exotics would necessarily include the names, with a sketch of the "life and times" of two-thirds of the Southern, so-called, Congressional delegation. Too many, unfortunately, other examples not less glaring might be enumerated in illustration of the misfortune of the South in respect to questions into which no principle of politics enters, and which concern not alone its interests, but those of the entire country; for not only as to the Southern Pacific railroad, but as to all other, the material subjects on which the South is dependent, the spectacle presents itself of a people whose resources are limitless, whose exigencies are imperative, but whose opportunities are lost and energies paralyzed by the incapacity of those into whose hands their destiny for the time being has unfortunately been committed.

A decided change for the better will be wrought at the approaching Congressional election.

The *Beacon* suggests popular meetings throughout the State to protest against the odious tax bill passed by the Legislature, and further to petition Governor Alcorn to convene an extra session for the purpose of modifying the provisions of that act.

The Okolona *New Era* has seen a letter from the Auditor of Public Accounts, in which he says: "Bitters that are composed partly of vinous or spirituous liquor are liable to a tax of $200, if sold in less quantities than one gallon. Druggists are allowed to sell under a physician's prescription, not otherwise." Hard on Hostetter and sich like.

CENTRAL AMERICA.

State of Affairs in Mexico, Guatemala and Costa Rica.

From the New York Herald of the 31st ult.]

For some months past disorders of one kind or other have been going on close by the boundary line of Mexico on the Guatemalan side. At one time these troubles were nothing more than the raids of desperadoes on unprotected families. These lawless proceedings resulted in plunder, sometimes accompanied by murder; on other occasions more formidable movements were contemplated, one of these being nothing short of the invasion of the Southern States of Mexico, with the view of forming a new republic, to be composed of Mexicans and Guatemalan States. The idea of such a movement proving successful seems preposterous at first sight, but when we reflect on the condition of both Mexico and Guatemala, the undertaking does not appear so difficult. Both these republics, torn as they are with internal dissensions, distracted by internecine quarrels, weakened by the treachery of unprincipled leaders, distrustful of the soldiers composing their armies, at all times stand easy prey of ambitious and unprincipled men. And as if domestic troubles were not enough, these States have courted troubles from outside. Mexico at the present time shows no friendly disposition to this country. The tone of the Mexican press is loud in its hostility to the United States. In Guatemala a similar state of things exists. The relations between Guatemala and Costa Rica are, to say the least, decidedly unfriendly. This state of feeling has been brought about by the conduct of Guatemala. The treaties of peace, friendship and commerce which existed between the two republics since 1848 no longer continue. It is extremely painful to be compelled month after month to chronicle nothing better for these countries than revolution, robbery, murder and all the attendant evils resulting from disordered society in ill-governed States. No improvements may be hoped for at present in many of the Central American republics. Revolution follows revolution so rapidly that we almost begin to think that the inhabitants of these countries could not live without the excitement resulting from murder, revolution and robbery.

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Liberal advances made upon consignments of any description to us. All cotton or other goods shipped to us will be covered by our open policies of insurance, unless otherwise instructed. We are prepared to fill all orders for bagging and ties from our large stock. set

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MEMPHIS, - - TENNESSEE.
☞ Referring to the above card, we offer our services to our friends and customers, hoping by close attention to their wants and interests to merit their patronage and support.
J. H. MARTIN,
au12 J. T. HILLSMAN.

C. F. DANDRIDGE, DeSoto county, Miss.
J. A. SIMS, Holly Springs, Miss.
A. J. BLACK, Memphis. J. H. MITCHELL, Late with Galbreath, Stewart & Co.
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COTTON FACTORS,
WHOLESALE GROCERS,
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OFFICE FOR THE CURE OF
NASAL CATARRH
THROAT DISEASES,
ASTHMA,
BRONCHITIS
—AND—
CONSUMPTION,
No. 65 Adams Street.
THE fearful prevalence in this climate of Throat and Lung diseases, in some form or other, has been remarked again and again. Indeed, it is astonishing and alarming to contemplate the ravages of pulmonary complaints in our very midst, and it is asserted by many careful observers, that this class of diseases is the cause of nearly fifty per cent. of the whole number of deaths.
Whether in the lecture room, the concert hall, the church, or any other popular assembly, the same ominous and terrible sound of coughing, clearing the throat or hoarseness of voice attracts attention.
The almost imperceptible gradation of a cold to a seated consumption is a cause of neglect of the proper remedial measures. As we look back upon the past year, how many of us can recall cases where persons contracted a slight cold, then had catarrh or throat disease, then bronchitis, and finally consumption, and were borne to their last resting place. How many who, a few short months ago, were as full of life and hope as we now are who, by the neglect of a slight cold, are now falling day by day, and will soon fade from our sight. The degrees or stages of pulmonary diseases are so insidious that the patient fails to realize his danger till he is too near the fatal whirlpool to escape. We deem all men mortal but ourselves, and cannot bring our minds to believe that our families, our friends and ourselves are going to die early; it is somebody else who is negligent, somebody else who is going to fill a *consumptive's grave*. How terrible the awakening to the reality. Far wiser would it be to learn the truth in season to avert the fate while yet the malady was in a curable stage.
Let none deceive themselves, for it is a truth that a neglected cold, catarrh of the head, throat disease or bronchitis, ends in consumption and death. It may be sooner or later, the progress of the disease may be rapid or slow, but the result is inevitable.
But, how to cure these diseases of the throat and lungs, how to cure catarrh, asthma and bronchitis, and other diseases that lead to consumption, is a most perplexing inquiry. Let the experience of others and common sense settle that matter. There was a time when all sorts of drugs and poisonous compounds were forced into the stomach with the hope of curing such complaints; but the utter and invariable failure of this practice, year after year, has led to the false dogma that these diseases were incurable, and finally the aim of the physician, himself disheartened, was merely to palliate and smooth the passage of the poor consumptive to the tomb. Persevering inquiry led to the discovery of new and important truths. We now address the remedial agents *directly to the parts diseased*; and in this lies the chief secret of the remarkable success of DR. JEROME PANCOST'S *new mode of cure*, and which enables me to *guarantee* permanent and *radical cures* after all other modes of medication have failed.
We say, without hesitation, that the greater number of pulmonary diseases can be cured. We are prepared at any moment to present the testimony of the persons themselves, from amongst our best citizens, who have been cured of the worst forms of *Catarrh*, of *Throat Disease*, of *Asthma*, of *Bronchitis*, and even of *Consumption* itself, without the use of much medicine, burning or blistering; without the necessity of exile from home, or any inconvenience whatever, as the treatment can be successfully conducted at home, or wherever the patient may be.
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I HAVE this day associated with me Mr. T. N. JOHNSTON (late with Galbreath, Stewart & Co., and Stewart Bros. & Fizer,) in the business of the General Agency of the Equitable Life Assurance Society of the United States for the States of Tennessee, Arkansas and Northern Mississippi. The firm name and style will be SWAIN & JOHNSON.
JAMES A. SWAIN,
General Agent Equitable Life Assurance Society of the United States.
☞ I have this day (as per reference to the above card) connected myself with James A. Swain in the General Agency of the Equitable Life Assurance Society of the United States for the States of Tennessee, Arkansas and Northern Mississippi, and in such capacity present myself to the public. The business that I have just entered upon is eminently worthy of the most serious attention and thought, and commends itself to the calm reflection of all, and the company that I have the honor in part to represent, is not excelled by any other similar corporation in the United States in point of solvency, merit, worth and extent of business. Emboldened by these considerations, I confidently appeal to my friends and a generous public for a fair share of their patronage.
Memphis, Sept. 1, 1870. T. N. JOHNSTON.
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FOR THE STATES OF
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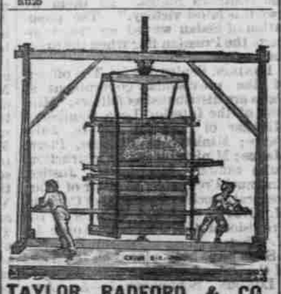
DISSOLUTION.
THE firm of Price & Terry is this day dissolved by mutual consent. Either party is authorized to sign in liquidation. Their books will be found at the office of J. C. Terry & Co., successors of Price & Terry. All parties indebted to Price & Terry are respectfully invited to call and settle promptly.
R. W. PRICE.
J. C. TERRY.
Memphis, Tenn., September 1, 1870.
J. C. TERRY & CO.
[Successors to Price & Terry].
COTTON FACTORS
—AND—
COMMISSION MERCHANTS
No. 9 UNION STREET,
Over Meacham & Treadwell's,
MEMPHIS, - - TENNESSEE.
sel
E. DASHIELL, late Dashiell & Hillard. W. L. STEWART, late W. L. Stewart & Bro.
E. DASHIELL & CO.,
COTTON FACTORS
—AND—
COMMISSION MERCHANTS,
No. 300 Front Row,
MEMPHIS, - - - - TENNESSEE.
STERLING FOWLKES. T. P. ADAMS. W. A. STEFFEY.
Fowlkes & Steffey,
COTTON AND
COMMISSION MERCHANTS,
No. 193 Second Street, corner Washington,
MEMPHIS, TENN.
Dealers in Bagging, Rope, Iron Ties, Bacon, Lard, Flour, Salt, Sugar, Coffee, Molasses, and Plantation supplies generally.
Agents for celebrated Taylor Cotton Gin. set
PARTEE & HARBERT,
COTTON FACTORS,
11 Union Street.
sp18

Dissolution of Copartnership.
THE copartnership heretofore existing between the undersigned, under the style of Sheppard, Wooten & Co., is this day dissolved by mutual consent of the parties. R. R. Sheppard is the authorized party to settle up the business of the firm.
R. R. SHEPPARD.
R. W. WOOTEN.
W. H. BATTLE.
September 1, 1870.
R. R. SHEPPARD will continue the *Cotton Buyer and General Commission* business at No. 250 Main street, and hopes by prompt attention to business confided to his care, to merit a liberal share of public patronage. set

Notice.
MR. R. A. SPICER has been admitted to an interest in our business, from the first of September, 1870.
D. S. DAY. F. P. PROUDFIT. R. A. SPICER.
DAY & PROUDFIT,
COTTON FACTORS
And General Commission Merchants, 9 Monroe street, Memphis, Tenn.
Orders for any description of merchandise, stocks and bonds solicited, guaranteeing satisfaction in all cases. Cotton insured, in store or transit by river, unless written instructions to the contrary. au16
J. L. VERSER,
Cotton Factor
—AND—
COMMISSION MERCHANT,
Lately removed to 300 FRONT STREET,
MEMPHIS, - - - TENNESSEE.
sep2
J. M. PATRICK. M. M. PATRICK
J. M. PATRICK & CO.
COTTON FACTORS
AND GENERAL
COMMISSION MERCHANTS
254 Front Street,
Between Court and Jefferson,
MEMPHIS, : : TENNESSEE.
☞ Prompt attention paid to all business intrusted to us, and careful attention given to filling orders for any description of merchandise. sel dw
J. D. RUFFIN. W. H. PASSMORE. S. S. HALL.
J. D. RUFFIN & CO.,
Cotton Factors
—AND—
COMMISSION MERCHANTS,
No. 44 Adams Street,
MEMPHIS, - - - TENNESSEE.
I HAVE this, 1st of September, 1870, associated with me, in the above business, W. H. Passmore and S. S. Hall, under the style and title of J. D. Ruffin & Co.
J. D. RUFFIN.
Our terms for the sale of cotton will be
75 cents per bale.
All consignments will be insured unless otherwise instructed.
sep3 J. D. RUFFIN & CO.

Dissolution of Partnership.
THE parinership heretofore existing between F. J. Attwood and W. F. Anderson, under the style of Attwood & Anderson, expires this day by limitation. Either party is authorized to collect all claims due the late firm. The business will be continued, at the old office, No. 294 Front street, up-stairs, by W. F. Anderson, in connection with W. E. Yeatman, under the style of Yeatman & Anderson.
F. J. ATTWOOD.
W. F. ANDERSON.
Memphis, August 31, 1870.
F. J. Attwood, in retiring from the above firm, would most cordially recommend the new firm to the patronage of his old friends, knowing his successors to be entitled to the fullest confidence in every respect.
WM. E. YEATMAN. WM. F. ANDERSON.
YEATMAN & ANDERSON,
(Successors to Attwood & Anderson,)
Cotton FaCtors
—AND—
General Commission Merchants,
No. 294 Front Street,
MEMPHIS, - - - - TENNESSEE,
Between Madison and Monroe. sep1
S. MAURICE WEBB. J. F. SELLERS
S. M. WEBB & CO.
Cotton Factors
—AND—
COMMISSION MERCHANTS,
9 Stonewall Block, Up-stairs,
Union St., bet. Front Row and Main,
MEMPHIS, : TENNESSEE.
au25



TAYLOR, RADFORD & CO.,
Cotton Factors,
AND COMMISSION MERCHANTS,
No. 15 Monroe Street,
AGENTS FOR
Brooks' Celebrated Cotton Press.
ALSO AGENTS FOR
WINSHIP'S IMPROVED GIN,
Which for light-draft, fast running and good turnout, has no equal. Every Gin warranted. Price $4 per saw.
We invite examination and defy competition. jel4

Carolina Life Insurance Co.
OF MEMPHIS, TENNESSEE.
Hon. JEFFERSON DAVIS, President,
M. J. WICKS, 1st Vice-President. J. T. PETTIT, 2d Vice-President.
W. F. BOYLE, Secretary J. H. EDMONDSON, General Agent.
ELLETT & PHELAN, Attorneys.
DIVIDEND, - - 40 PER CENT.
Assets, - - $856,464 82
PRINCIPAL OFFICE---No. 42 MADISON STREET

HARDWARE.

COTTON GINS!
ALLISON BROS.
SOLE AGENTS FOR
E. CARVER & CO.'S
IMPROVED COTTON GIN
WHOLESALE DEALERS IN
HARDWARE
IRON, GUNS, CUTLERY, Etc.
270 FRONT STREET,
MEMPHIS, : : TENNESSEE
PLANTERS or merchants designing to purchase Gin Stands will do well to bear in mind that we are Sole Agents for "E. CARVER & CO.'S" IMPROVED COTTON GINS. The unequaled beauty of the adaption of cotton ginned on these well known Gin Stands, the lightness of their improved running gear, increased yield of lint, and many other acknowledged advantages, make them more desirable than in former years, when, as now, they were the favorite. 199

WATCHES AND JEWELRY.

Fine Gold Watches
AND CHAINS.
F. D. BARNUM & CO.
Old firm Pooley, Barnum & Co.,
265 MAIN STREET, COR. COURT.

New & Rich Jewelry
jy24 dawtf
$5 GOOD $8
WATCHES
AT OLD PRICES.
As the SOLE AGENTS in the *United States* for the LIVERPOOL WATCH CO., we are authorized by them to close out a large line of *European* WATCHES, CHAINS, etc., now in stock, *for cash, at prices* NEVER BEFORE KNOWN. All BEAUTIFUL in *finish*, ARTISTIC in *design*, RELIABLE *for accurate time*, DURABLE, and of the *latest styles*. EVERY WATCH will be *retailed* at LESS *than cost of importation*, and forwarded, securely packed, PREPAID, to any part of the country on *receipt of price*. MONEY can be sent to us by EXPRESS, *with orders for Express Co. to* REFUND GOODS or CASH, which will SECURE *promptness* and SAFETY to purchaser. Among our list will be found:
A BEAUTIFUL ENGLISH SILVER, SOLID DOUBLE CASE WATCH, *genuine Swiss full plate jeweled movements*, adjusted regulator, steel set hands, engine turned neri, CORRECT and *serviceable article, large or small size*, in complete RUNNING ORDER, with an *elegant* GENT'S VEST CHAIN, *Locket* and *Key*, all complete, mailed FREE ..... $5.
A VERY HANDSOME WATCH, in *fine* 18 KARAT GOLD plated DOUBLE CASES—*imitation of* $100 GOLD WATCH—engraved or plain, *genuine full plate jeweled* movements, adjusted regulator, CORRECT, and in complete RUNNING ORDER, with *elegant* GENT'S VEST CHAIN, with *Locket* and *Key*, mailed, PREPAID, for *only* ..... $8.
THE ORIDE GOLD WATCH
IS MASSIVE ORIDE GOLD *Double Hunting Magic Spring* CASES, elegantly engraved, or engine turned, *Genuine* PATENT LEVER MOVEMENTS, *full jeweled*, regulated and *warranted to keep correct* time, and wear *equal to Gold*, precisely like in *appearance, make, finish, brilliancy of color* to $200 GOLD WATCH. One of these SPLENDID WATCHES will be forwarded by mail, FREE to any address, in *handsome morocco case*, lined with velvet and satin, (LADIES' OR GENT'S SIZE WATCH) for only ..... $12.
GENUINE AMERICAN WATCHES of *all grades*, in GOLD or SILVER cases, from $18 up to $200. Other good *Watches equally low*. With every CLUB of six *Watches of any kind*, we send *one extra of same kind* FREE, as a *premium* to getter up of the club. A *superior* STOCK of GENUINE ORIDE GOLD CHAINS from $2 to $8 *each, warranted fully Equal to Gold, in brilliancy of color, wear, etc.* Bills of over $10 collected on delivery; $10 and