MEMPHIS APPEAL

OFFICIAL JOURNAL OF THE CITY.

FRIDAY MORNING. : : : : MARCH 1, 1872.

DEMOCRATIC ROGUES PUNISHED, RADICAL THIEVES ACQUITTED.

Tammany hall stinks in the nostrils of the nation. So soon as it was made known that this tabernacle was used as a hot-house to warm into life thieves and public plunderers, the Democratic party of New York repudiated Tammany rogues and joined in sweeping from power the knaves that had dishonored its altars. Tammany hall will soon become the literal abode of jackals and serpents, and stand as a monument to perpetuate the infamy of the thieves it nursed into life. Already Tammany hall is as deserted and meaningless as the Indian temples, where dissolute priests once profaned the name of religion and traded to their own temporary advantage on the credulity of a too confiding people. So soon as it was made known that the Tammany villains were robbing the people, the Democrats arose in their majesty and drove them from power. The democratic majority in New York is fifty thousand, but the Democrats of the city forgot party ties when duty and honesty required the sacrifice and rallied to defeat the thieves. The war in New York on Tweed and Connolloy has been made by Democrats. But how different is the case with the Radicals. When a Radical steals the hard earnings of the taxpayer every effort is made to shield him by the Radicals. In congress the Radical leaders have opposed every proposition to investigate the frauds and corruptions of the government. Edwards, the Democratic congressman, has been expelled from the house of representatives because he was never elected. But while Edwards has been ousted from his seat in disgrace, the man who gave him his fraudulent certificate still holds his place as a senator, assumes to control the nominations of the Republican party in Arkansas, and dictates to the committee which has undertaken to investigate the charges against him as to whether the evidence taken in his case shall be published or not. The testimony of his supporters has been printed; that which criminates him has been suppressed. Edwards was elected as a Democrat, while Clayton is a prominent representative of Grant's interests, and this accounts for the difference in the treatment of the two men. Look at the villainy of the governor of Florida, who is charged by a committee of investigation with an immense over-issue of bonds upon a railroad not yet constructed; with issuing $1,000,000 of bonds for the purchase of the Florida, Atlantic and Gulf Central Railroad; with conspiring in the issue of bonds to the Jacksonville, Pensacola and Mobile Railroad company, knowing the title of the road to be fraudulent; with obtaining $3500 by corrupt influences, and attempting to obtain $225,000 of the proceeds of the sale of bonds; with an attempt to influence a judicial officer in the exercise of his judicial functions in connection with the railroad named; and with accepting $10,000 in consideration of his official action in the matter of a contract for certain "internal improvement lands." The Assembly of the State have adopted a resolution of impeachment, which will soon be acted upon in the Senate. In the meantime, it is reported that Governor Reed offered to resign in case a purse of several thousand dollars was made up for him, or, in other words, to sell out finally; but that the failure of his friends to secure the amount necessary for his purchase precipitated the impeachment. As General Grant depended upon Reed to carry Florida for him in the Radical nominating convention, we suppose United States troops will be used to stop the uprising of the people to expel a "loyal plunderer." The conduct of both Reed and Clayton has been more infamous and atrocious than that of Tweed and Connolly, yet the Radicals, instead of hurling them from power, are endeavoring to whitewash their crimes. Look at Bill Stokes of this state! He was accused of bribery, forgery and fraud. A more scoundrelly and infamous piece of business never before disgraced the annals of an American congress. He presented fraudulent claims against the government, used his position as a member of congress to push them through, and shared the plunder with the rascals he had hunted up for the purpose. A falling out among the thieves attracted attention to this shameful swindle in such a manner that it was necessary for the government to take some steps that would look like an effort at virtue, and Stokes was at last brought to trial upon the lightest criminal charge that his case admitted of, viz: receiving fees illegally while a representative in congress. One trial failed, and he has been convicted upon a second trial, and now the judge has discovered a flaw in the indictment, which will permit him a third chance. It this should also result in conviction, there is no doubt that the President will step in as he did in Bagemous Bowen's case, and promptly pardon the prisoner, on the ground that he erred innocently, swore ignorantly, forged unconsciously, and pocketed the price of his crimes under a virtuous misconception of the law and the gospel. Once, twice, three times, and gone. He has been serviceable, and though his sins cannot be washed by a congressional committee whiter than snow, his political prostitution will atone for his moral obliquity, and he will be turned loose to sin still more. If he had been a Democrat he would not only have been punished, but his crimes would have been the theme of endless denunciation from Radical press and pulpit. As it is, with all their deceitful cries for reform, with all their loud professions of morality, crime and corruption are winked at and condoned by a party which idolizes a venal President and shields every villainy in his partisans.

THE PRESIDENTIAL QUESTION.

The political caldron begins to boil and simmer. The nomination of Judge Davis of Illinois, and Governor Parker of New Jersey, is regarded as the opening of the campaign for the presidency. If the Conservative Republicans should ratify the nomination of Judge Davis, he will no doubt receive the support of the Democratic party. At present the Democrats are inactive, but they are carefully watching the signs of the times and exchanging views as to the best policy to be pursued. It is evident that the politicians are confused. Judging from the lights before us it is plain to be seen that all the hostile odds and ends to the administration are desirous of a fusion. Should the coalition succeed, as it now promises, we will have a desperate and most powerful struggle for the presidency; but a struggle which will overwhelm the corrupt dynasty that disgraces the nation and thus restore peace and secure an honest, frugal administration of the government. General Grant will unquestionably be the Radical candidate for the presidency. All doubt upon this subject has been dispelled. Radical conventions have been held in several of the States, and in every one the administration has been indorsed and delegates elected with instructions to support the nomination of Grant. Nearly every State in the Union will send delegates to Philadelphia instructed to vote for Grant, who will be nominated with singular unanimity. This result will drive to the opposition Sumner, Trumbull, Logan, Greeley, Governor Palmer, Cox of Ohio, and thousands of honest Republicans—enough to secure all the doubtful States, and the consequent defeat of Grant. The presidential canvass will not assume a tangible form until it is known what course the Democratic party will pursue, for all admit the obvious, glaring truth that Judge Davis, as the Labor Reform candidate, and Senator Trumbull, as the Conservative Republican candidate, have no hope of defeating Grant unless they receive the cordial and enthusiastic support of the Democratic legions who have so long battled with corruption and despotism. What course the Democratic party will adopt will depend upon contingencies. Should the convention of Liberal Republicans, to be held in Cincinnati in May, indorse the nomination of Judge Davis and adopt an acceptable platform, it is highly probable the Democrats will not place a candidate in the field. But should Davis be the candidate of the Labor Reform party, and Trumbull the candidate of the honest Republicans, there would be no hope for the success of either. In such a contest there would be some show for a Democratic candidate, and the Democrats would prefer defeat under their old organization in preference to defeat in a triangular fight. The Cincinnati convention of anti-Grant Republicans has the power of consolidating the opposition to the administration. If its councils are unwise, there will be three tickets in the field, and the contest will be between the Democratic and the Radical candidates. If Davis and Trumbull could draw off enough Republicans to give the doubtful States to the Democrats, and thus secure the defeat of Grant, great good would thus be accomplished. But it is safest to harmonize and consolidate all the elements of opposition to the corrupt dynasty that seeks to destroy the government.

In the meantime we can only advise Democrats to "possess their souls in patience." "Hasten slowly" is good advice. It will be four months before Democrats can know their duty. Office-seeking demagogues are anxious to put the party machinery into operation; but the old Democratic soldiers are content to rest upon their arms until the council of war issues marching orders. The Democratic State Central committee of Ohio, held a meeting a few days since, and adjourned until the 13th of June, thus deferring the call of a State convention before that time. Again, on the 22nd ult., the Democratic Central committee of Illinois met in caucus, and voted down all motions appointing a day for a State convention and adjourned without action. The National Democratic committee has made no call for a convention, and will not do so before July. This delay indicates plainly that there is an understanding between Democrats and the anti-Grant Republicans. The signs of the times plainly indicate that patriots of all parties are anxious to unite for the purpose of saving the country, and so far as we are concerned we are willing to work and wait until the plan of the campaign has been made out.

PROPHESIES.

In a meeting of grave and thoughtful men, among whom were preachers, deacons, tradesmen and mechanics, it was curious to observe differences of opinion begotten by habits of life and contact with people and facts, of this and the old world. Each American who spoke of the future of Memphis, was even reckless in asserting possibilities and probabilities as fixed facts. This was true of each of our old citizens, who have kept pace with the progress of events, watched the city's progress and the rapidity with which wealth and population may be accumulated in America. On the contrary, a learned Irishman who was present, evidently suspected the sanity of our prophets. He could not refrain from allusions to the slow growth of Liverpool, Manchester, Leeds, and other prosperous cities of Europe, and when it was said that within thirty years a half a million of people would dwell between Memphis and Germantown and between the two parallel streams flowing into the Mississippi from the east and between which Memphis is enthroned above the great river, our Irish friend's face wore an expression of curious incredulity. The very facts that brought him hither are facts upon which the vaticinations of Memphis enthusiasts are based. The wealth and population and resources of the old are tributary to sudden physical changes and commercial progress and revolutions in the new world, and within thirty years the tide of the world's commerce and the course of its migratory populations will be reversed by American railways and steamships. England will reach China by crossing this continent and the road that Tom Scott builds westward from this city, within thirty years, will constitute the Suez canal, the Cape of Good Hope, the circuit of the Horn, the Panama route and the North Pole passage, all opened to the traffic and travel of the nations through this city. Benton predicted this turning backward of the world's travel and commerce when he stood before the multitude in St. Louis, and, pointing toward the setting sun, exclaimed, "THERE IS THE EAST—THERE IS INDIA!" Benton's sturdy form, with this legend written beneath, rises majestically within a public square in St. Louis. Let St. Louis resist as it may, the facts of climate and irrepealable laws in accordance with which Tom Scott defines plans that he may control the route of the world's trade, suggest the reflection that while the old statesman of Missouri prophesied aright, his monument should stand here, his right hand pointing to the setting sun, rather than on the ice-embargoed line of the Union Pacific road.

The Irish *literateur* should reflect that Europe contributes quite as much to this sudden growth of American cities as does America, and that diverse populations are absorbed and assimilated here as rapidly as magnificent cities are built and railway lines indefinitely extended. The resources of America are as boundless as the accumulated riches and dense populations of the old world are inexhaustible.

FOLLY OF TRADESMEN.

Were it not for Memphis newspapers, energetic tradesmen of other cities would invade Memphis itself, and sell even in this city. Yesterday, as we happen to know, a Nashville drummer sold four thousand dollars' worth of goods in Brownsville. The energy and shrewdness of Nashville are to be commended, and if Brownsville is not humbugged there is nothing gained in the cheapness of goods by shortening routes of transportation. Heavy freights reach Memphis by river, and of course cost less here than in Nashville; and railway charges—such is the number of competing lines to Memphis—are never higher and often lower than to Nashville from the East. Memphis merchants rarely employ drummers. They rely upon the press of the city to make known the condition, resources and commercial advantages of the place, and yet very few of them ever think of extending the circulation of Memphis papers. Each and all are deeply interested in this, and yet they give no aid to those who devote days and nights and endless toil to the promotion of the city's prosperity. This is a curious community of ours. Every tub stands on its own bottom, and each tradesman relies solely upon main strength and awkwardness. The cotton factors of this city and five or six wholesale, and perhaps a dozen retail establishments, have done their whole duty in sustaining the newspaper press and in extending the circulation of papers promotive of the fortunes of tradesmen, and of the city itself, but beyond this the success of tradesmen, their maintenance of a monopoly of business in neighboring towns, counties and States, is due to the diffusion through the APPEAL and other papers of just such facts as are contained in the above statement with reference to facilities of commercial intercourse with the East.

WHAT TO WRITE FOR A NEWSPAPER.

The *Southern Field and Factory*, published at Jackson, Mississippi, addresses the following interrogatories to its readers:

First—What is the financial condition of your people, as compared with last year?

Second—How are supplies of provisions for making crop this year? State probable surplus or deficit of meat, corn, etc.

Third—What is condition of work-teams and other stock?

Fourth—What is the condition of labor; how is the supply and demand? Note any special changes.

Fifth—Is there a disposition exhibited to improve land, to cultivate less, and cultivate better?

Sixth—Are your people devoting a greater acreage to grain and forage crops, and less to cotton?

Seventh—What grains succeed best? Note success with clover and grasses.

Eighth—Have improved agricultural implements been introduced; with what success?

Ninth—What commercial fertilizers have been used successfully?

Eleventh—Is much attention paid to fruits; with what success?

Twelfth—What was the yield of cotton and corn last year compared with 1870?

Thirteenth—About what proportion of cotton crop has been sold, and average price to farmers?

Fourteenth—What is average price of good lands?

Fifteenth—Please state products best suited to your region; and any other valuable information not included in above questions.

Sixteenth—State character of weather for month, and progress made in preparation for crop?

We would add:

Seventeenth—How far is your farm from a navigable stream or railway?

Eighteenth—What is the depth of wells supplying water, or do the people resort to springs?

Nineteenth—How much corn, wheat, potatoes or cotton will your land produce per acre?

Twentieth—Have you churches and schools, and the number of pupils attending the latter.

In other words, give all those facts affecting the country from which you write that would enable a stranger to determine whether he would like to invest there. If you write of a town or village, tell of its healthfulness, churches, schools, number of merchants and mechanics, and what sort of mechanics can find employment in the place. Of doctors and lawyers the writer may also tell; but these abound in most localities. Then add a few paragraphs as to the political condition of the country or town, of the tendency of public opinion as to the coming presidential election, and then of any unusual local incidents. We have thus mapped out a skeleton of a letter which the APPEAL would gladly have from every portion of this and adjacent States.

THE gentlemen of this city who are moving so earnestly in behalf of a great university are now canvassing the question of its location. Liberal offers have already been made and large landholders near Memphis will do well to communicate with them. The question of locality will be decided in a short time, and some neighborhood may, by want of promptness, lose an invaluable opportunity to enhance the value of its property, such as never has occurred and probably never will again. Let those who desire its location in their vicinity put themselves in communication with Wash Taylor, W. S. Bruce, Ben May, A. Hatchett, or Doctors Tichenor and Landrum. A Mississippian proffers a donation of $10,000 to be invested in a building.

THE graduation of the Memphis and Raleigh narrow-guage road is completed, except two miles, and the bridge across Wolf river will be finished within a month. The whole wealth of the company is employed in the construction of the highway. None of the officers receive salaries. President Brooks fixed the example, and the rest have followed. The grading is done at twenty cents per cubic yard, while on other roads the companies are said to pay thirty cents. A road thus cheaply built will pay, and the people of Shelby county, with this example of honesty and unselfishness in the administration of the fortunes of a public work, will be less reluctant to grant subsidies to railway lines in Arkansas.

CARL SCHURZ, when he speaks, wears spectacles, stands behind his chair, and gesticulates freely.

JUDGE DAVIS.

The Presidential Candidate of the Labor Reform Party.

The Political Out-Look from a Washington Stand-Point.

From the Baltimore Gazette.]

WASHINGTON, February 25.—The political out-look from this point of view is considerably mixed at this moment. The nomination of Judge Davis for president by the National Labor convention at Columbus, Ohio, last week, has given great impetus to a movement that had been quietly started some months ago for the nomination of Judge Davis as a means of bringing about a cohesion of all parties and factions opposed to the Grant administration. The promoters of this movement include some of the staunchest old-line Democrats, as well as Republicans, who have been putting their heads together, in a quiet way, in the evenings, at their residence, or in their rooms at the hotels, ever since the holidays.

They are representative men, from all sections of the country, influential and patriotic, ex-senators, ex-representatives, judges and the like, who have heretofore taken the foreifront in the lead of their respective parties, are now content to take a back seat and permit others to manage the

PRESIDENTIAL CANVASS,

to the end that old party prejudices may not burden the standard bearers in their coming contest with the administration party. New men, that is men who represent this eclectic plan, are to be selected, and as a type of such they point to Judge Davis. If the project shall be carried out as proposed by this eclectic party, the National Liberal Republican convention, to be held in Cincinnati in May, will nominate Judge Davis; and, finally, the National Democratic convention will do likewise. This being accomplished, they make no doubt of the election of their candidate, no matter whether the Radicals nominate Grant or some other candidate.

Again, there is another class, Democrats and Independent Republicans, who refuse to

FIGHT THE ADMINISTRATION,

except it be done within the strict organization, severally, of the Democratic and Republican parties. These are gradually yielding their resolves to the necessities of the hour, but they give way under protest. Where Sumner, Trumbull and Schurz, and the class of which they are the types, shall be found directly when the contest warms up, and finally when the nominations shall be made, is matter of much speculation. There is pretty fair authority for the statement that Sumner says he will not support Grant in any event. Trumbull has repeatedly said he does not intend to go outside of the Republican party to make war upon its abuses, and the

MISBEEDS AND BLUNDERS OF THE ADMINISTRATION,

and Schurz prefers to remain within the Republican party, if he can consistently. But both of these gentlemen having been recently read out of the party by the spokesmen, Morton and Conkling, and by all the strict party Republican journals, it is believed, they will be found in the eclectic organization above mentioned.

As to the renomination of Grant by the Radicals of Philadelphia, no well-informed person here has expressed a doubt. The party organization is controlled by the office-holders and Grant's personal friends and supporters, and they will carry the convention by a large majority. The Greeleys and others who oppose Grant's nomination are expected to turn up and protest, of course, but the convention, it is now ascertained, will be largely composed of the administration men. Colonel Forney, in his "Anecdotes of Public Men," in today's Chronicle, relates facts relative to the first nomination of General Grant, and argues therefrom in favor of the renomination of Grant by the Philadelphia convention.

WHAT THE CHICAGO TIMES SAYS.

The nomination of Hon. David Davis, of Illinois, for president, by the national labor reform convention, is the most important event that has yet transpired in the presidential campaign of the present year. Its importance is due, not only to the fact that it is the action of a political party possessing a very considerable popular strength, but also to its possible consequences. It is one of many evidences that are observable of a spontaneous feeling throughout the country in favor of the selection of some able and eminent citizen, and his elevation to the presidency by the co-operating support of all the people who would guard the country against another term of calamitous corruption and misrule. The labor reformers have suggested, in the person of Judge Davis, such a candidate, a gentlemen possessing the talents, acquirements and personal character to restore that dignity to the office of chief magistrate, the loss of which has been a national humiliation, and one who is peculiarly fitted to unite the strength of all parties, and of all the people, without respect to parties, who are opposed to the present administration. They are to be congratulated upon their excellent and most judicious selection, and especially upon having placed themselves in a position where, in advancing their own cause, they may also advance a cause that is common to all patriotic and right-minded citizens of the republic.

RAILROADS.

EARLY HISTORY.

The first locomotive, the Rocket, was built by the engineer Stephenson, of England, and competed for the prize with the "Novelty," a locomotive built by Ericsson of monitor fame, and with two others designed by eminent English engineers. The Rocket carried off the prize, but was crude in design and faulty in construction, although the lecturer asserted that in all that goes to make up the locomotive engine, the Stephenson machine was nearly as perfect as those of the present day. The first practical effort made in this country, however, to construct a self-propelling wagon was made by Mr. Oliver Evans as early as 1815. At the time Mr. Evans was making his first experiment he was sharply criticised by many English scientific writers, but the lecturer was happy to say that almost all of the principles in the construction of locomotives discovered or developed by Mr. Evans were not only adopted by the Stephensons themselves, but adhered to by all English locomotive builders to the present day.

MR. EVANS'S INVENTION.

Mr. Evans found a valuable friend and helper in Mr. Robert Patterson, then professor of mathematics in the University of Pennsylvania. Aided by this gentleman, Mr. Evans built a steam-dredge for dredging out docks, and in construction it was quite similar to those in use at the present time. It was set in a scow, which was itself set on four wheels. The motive power was a small steam-engine placed in the bottom of the scow, and power was applied to the wheels by means of ordinary belts. The same engine supplied the power for the dredge when in operation, thus acting in a dual capacity. This queer machine was named by the inventor the "Orductor Amphibolis." It was intended not only to propel itself on land, but to likewise propel itself in the water by means of paddle wheels substituted for those that ran over the ground. The invention, however, was only a partial success, but enough had been discovered from it to know that a steam-wagon or self-locomoter was practicable. Inspired with the most sanguine hopes from the partial success of his invention, Mr. Evans uttered the

ASTONISHING PREDICTION

that the time would yet come when a man might leave Washington in the morning, take breakfast in Baltimore, dine in Philadelphia, and take supper in New York on the same day. Mr. Evans died in 1819, and of course did not even see the first development looking to a verification of his singular prophecy.

Eight or nine years after Mr. Evans's death the firm of Nicholas & James Johnson constructed an oddly-contrived machine. It was comparatively unsuccessful as a locomotive, but served to excite attention and inspire a feeling of ambition in the minds of inventors and builders. From this time forward gigantic strides were made in developing the new invention. It was about this time that Stephenson built the Rocket, and the success of that machine created great excitement in this country.

BUILDING THE FIRST RAILROAD.

Maryland was the first State to grant a charter for the building of a railroad. South Carolina followed her, and under a charter granted by that State the present South Carolina railroad was begun. The Columbia, now a part of the Great Pennsylvania railroad, was also started then, and soon the Philadelphia, Germantown and Norristown road was got under way. Then came the Camden and Amboy, and others. The South Carolina road was the first to encourage the building of locomotives in America by giving to the West Point foundry an order for such a machine in 1830.

The first locomotive ever run in this country, however, was in 1829, on the Delaware and Hudson road. This was the "Lion," an engine built in England, and brought to this country by Horace Allen, Esq., who rode on it on the trial trip on the road mentioned. Mr. Allen, therefore, may properly be said to be the first man to have had a railroad ride in this country.

THE PROGRESS MADE.

Mr. Davis experimented on the Baltimore and Ohio road with an engine of his own construction. Two engines of Stephenson's design were imported from England in 1830, and used on the NewCastle and Frenchtown road. These engines were set up by M. W. Baldwin, and from this experience Mr. Baldwin was enabled to make improvements, which, being still further perfected, have since made that gentleman's name famous as one of the first locomotive builders in the world. In 1836 Mr. Campbell, of Philadelphia, invented the duplicate driving-wheel. Before this all engines built had but one pair.

RAILROAD PROGRESS.

The Arkansas Central railroad is completed ready for the iron from Helena to White river, a distance of forty-five miles, and is surveyed to Little Rock.

The Missouri, Kansas and Texas road will be completed to the Texas line by September 1st, where, at the same time the Texas Central will be completed and connected, thus making a direct rail communication from New York to Galveston.

The Pennsylvania railroad company has three hundred and fifty-eight miles of main line, and two hundred and fifty-eight miles of branch lines, which earned last year $18 719,886 85, and the expenses were $11 823 433 34, leaving a net earning of $6,896,403 51. It carried four million seven hundred thousand passengers, and seven million one hundred thousand two hundred and ninety-four tons of freight last year.

The Union Pacific railroad is negotiating for the purchase of the Utah Central and Utah Southern railroads.

The Topeka, Memphis and Fort Scott railroad, narrow-gauge, is being actively talked up in Kansas.

The Big Sandy railroad, of Kentucky, is being pushed rapidly toward completion.

The Lexington and Sedalia railroad, of Missouri, has been completed to Lexington.

LITTLE ROCK AND FORT SMITH.

The Little Rock and Fort Smith road has eighty miles in running order, fifty miles graded, and has received $900,000 of State aid. How much toll Clayton took is not known.

ARKANSAS ROADS.

The Little Rock, Pine Bluff and New Orleans railroad has twenty miles finished, sixty-two miles graded and has received (these funds are from the State) $750,000. The Cairo and Fulton road has thirty miles in operation, as many more ready for the track and has declined $3,000,000 from the State. Considerable work has already been done upon another road to extend from Little Rock to Camden, ninety miles, from Camden to the Louisiana border, forty miles, miles, thence forming a junction with the North Louisiana road from Alexandria. This line, Mr. Smithee considers, would secure to St. Louis a large portion of the trade of South Arkansas and Louisiana and form an (almost) air line with New Orleans. A road from Devalls Bluff, via Camden to Shreveport, to be called the Memphis and Shreveport road, is the only rival of this line. In 1860 there were only eighty-seven miles of railroad in Arkansas. To-day the entire railroad debt, represented in bonds, is $11,400,000. The entire State debt is as follows: Funded, $4,430,000; State aid bonds, $11,400,000; levee bonds, $3 000,000; ten-year bonds, $300,000; floating, $268,000; total, $19,398,000.

LOUISVILLE AND MEMPHIS.

The shipments of freights south over the Louisville and Nashville and Louisville and Memphis roads continue very heavy; nevertheless these roads, by their energetic management, are able to meet the heavy demands upon them and prevent any freight blockade upon their own lines, while, by the loan of their cars and engines, they assist greatly in keeping their connecting lines south clear.

GLOBE MUTUAL.

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Spring, 1872.

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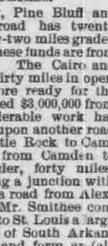

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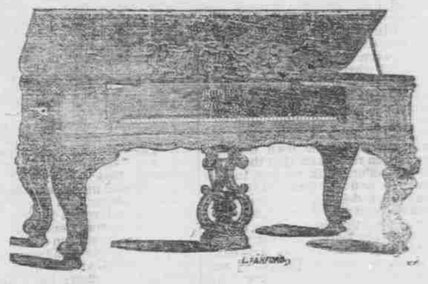

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