MEMPHIS APPEAL

FRIDAY MORNING, : JULY 5, 1872.

DEMOCRATIC TICKET

FOR SHELBY COUNTY.

For Sheriff,

W. J. P. DOYLE.

For Chancellor,

SAMUEL P. WALKER.

For County Trustee,

A. WOODWARD.

For State and County Tax-Collector,

GEORGE R. POWELL.

For Tax-Collector on Privileges,

J. HARVEY MATHES.

DEMOCRATIC CONGRESSIONAL EXECUTIVE COMMITTEE.

Humphrey Bate, Marsh Polk and Samuel G. Sparks, members of the Democratic Executive Committee of the Ninth Congressional district, are hereby requested to meet at the Second Chancery Courtroom, in Memphis, on Tuesday, the ninth instant, for the purpose of making all the necessary arrangements for holding a convention to nominate a candidate for Congress from this district.

M. D. L. STEWART,
July 5, 1872. Chaileman, etc.

THE CANDIDATES.

He is a traitor to this community who proposes to surrender supreme power in Shelby county, through all coming time, to a race of men consolidated under the leadership of Curry, Lewis and McLean. Whatever the pretext, whatever the personal grievance, whatever the degree of disappointment involved in the action of the Democratic Convention, there can be no individual wrong confessed justifying a white man in consorting with those incapable of right when the grossest wrong was exacted by the leaders of the Radical party. No man can be respected, politically, by white men who adhered to Stokes, the exponent of despotism and of incomparable knavery in the contest with Senter, and yet such are they to whom a few disappointed or disaffected citizens would surrender the most important positions in the richest city and county in Tennessee. Invest Curry and McLean with office if you will, and there will be nevermore a representative white man, still less a representative Southerner, inducted into office in this county. The Sheriff holds elections and makes up the returns, and McLean wields the wealth of a powerful community, which makes many bend before the majesty of his worth. Surely, those who propose to support Curry have not reflected upon the consequences of their action. He wears a smiling face, and devotes himself to currying popular favor. It was his name, perhaps, that gave currency to that current word. His address is pleasing perhaps, but his conduct demonstrates his intolerance and unfitness for office among freemen. Even if he had never been a confessed enemy of this people as shown when he opposed our enfranchisement, he is unknown, save through a brief term of service in a public office. His competitor is part and parcel of the community in which he lives. Mr. Doyle is identified with us in principle, prejudice and interest. He is part and parcel of a community which he would have entrust him with powers the most dangerous that can be conferred upon a citizen of Tennessee. If Curry and McLean be successful, we will have here in Shelby county reproduced in our local government every public evil that curses the most savagely ruled and plundered counties of Mississippi. Men in office do not forget to serve those to whom they are indebted for elevation. What are the great mass of those who support Curry and McLean?

THE New York *Commercial Bulletin* says that the Kansas Central railroad, narrow-gauge, from Kansas City to Denver, will connect with the Denver and Rio Grande railroad. Colonel Scott, of Philadelphia, is a director of this road, and it is contemplated to extend it to the Mississippi river, possibly at Memphis, adopting part of the line of the Memphis and Kansas City road. Colonel Scott is claimed as a champion of the narrow-gauge system, but this is probably only true so far as it may seem best adapted to the peculiar exigencies and capabilities of the proposed routes. He is identified more than any other man in the United States with the standard gauge, but there can be no doubt that he is also largely interested in the narrow-gauge lines in the Southwest. It has been reported that the new Texas (Southern) Pacific railroad, two thousand miles long, was to be constructed on the narrow-gauge plan, subject to the approval of Congress, which can of course be always obtained for any of Colonel Scott's projects. But the various branch lines incorporated with or annexed to the Texas Pacific are all of standard gauge, and this would seem to indicate the policy of the company on this subject. Besides, it is by no means certain that the narrow-gauge would afford the comfort and ease which Pullman palace cars have taught the public to regard as indispensable on long journeys. A narrow-gauge railroad is within the resources of most towns and farming and mineral districts that desire connection with the outside world, and when they expand and grow rich enough to aspire to the luxury of a broad-gauge line, the change can be effected with little or no loss on the original investment.

A SPECIAL to the *Republican* says that the receipt of letters at the Greeley headquarters is enormous, and what was not the case until Mr. Schurz came out publicly in favor of the Cincinnati candidate, a large number of them are from Western Germans, who are sending in for copies of Senator Sumner's speech in German. The demand has been so great that Colonel Allen has given orders to have two hundred and fifty thousand additional copies printed; a portion of them will be ready in a few days. Late in the evening it was learned that Mr. Greeley was in the city, but where he was stopping was kept a profound secret. What made his friends more anxious to see him was the rumor that he had decided to attend the Boston Jubilee, but up to a late hour Saturday evening they had not found him. He attended divine service yesterday morning at Dr. Chapin's Church, and then, in company with his private Secretary, Mr. O'Doyer, spent the remainder of the day at the Lincoln Club rooms, reading and answering personal letters, and mapping out the programme for the present week, which he will submit to his two bowers—Allen and Cochrane. After transacting all necessary business, he repaired to the residence of Mr. Cleveland, in Cottage place. The writer in conversation last night with the only gentleman who was granted an interview yesterday with the Cincinnati candidate, said "that Mr. Greeley has no doubt he will be indorsed at Baltimore, and less doubt that he will beat Grant if the election is not carried on by fraud."

COL. JNO. S. KERR is a candidate for the State Senate. Thus far he has no opposition, and in the city, since Colonel McDowell declines, will probably have none. He has certainly done as much to promote the interest of the party, to which he has ever adhered with unfaltering fidelity, as any gentleman in the city or county, and deserves everything at the hands of partisanship and of patriotism. He is a fluent, forcible speaker, and can serve in the coming contest most effectively.

Whether nominated or not, he will make the fight, and if others falter because not crowned with honors and their fidelity to principle may be questioned, Colonel Kerr is equally true whether a leader, or a private in the ranks. In this there are so-called Democrats and Conservatives who differ widely from Colonel Kerr. He is ever at his post, crowned with honors, or leading a forlorn hope, or, spade in hand, fortifying an intrenchment. Wherever duty calls he follows—or leads the way—always faithful in public or private station. Such are the men who deserve the rewards which partisanship confers upon patriotism.

IT is very well for people not to forget the old landmarks. While these are not involved in the pending Presidential campaign, they will re-appear in each successive political contest. While engaged in the task of expelling thieves from office at home and abroad, we can afford to pretermit reference to the tariff. Greenbacks, as they are, will do very well if we can reduce the cost of governments, and expel thieves from office. When honesty is enthroned and military subordinated to civil authority, when State and personal freedom is reproduced, then we may properly recur to differences which must ever define two great classes of political theorists and thinkers in America. The names of parties signify little or nothing. There are, however, radical differences affecting every phase of society and government which must ever define partisan organizations and influence the country's fortunes forever. These issues are now subordinated to ephemeral necessities. Dangers of despotism must be first averted before we discuss theories involving the delights of pure republicanism.

WHEN Governor Koerner, of Illinois, (he will be the next Governor of that State) was somewhat displeased because his favorite was not nominated at Cincinnati, we remember how vigorously he was lauded by the Radical newspapers. They said he was the ablest man except Schurz at Cincinnati, a statesman and patriot. Governor Koerner kept quiet for a time. He was very wroth, like some of our people who couldn't have things precisely their own way in our little Memphis conventional squabbles. But time healed sores made by disappointment, and Governor Koerner, preferring Greeley to Grant, reform to despotism, and nationalism to despotism, declared for Greeley. He is the Greeley candidate for Governor of Illinois, and thus we have among Germans two of the most potent leaders of the forces opposed to Grantism. Schurz will have, next after Greeley, most influence with Greeley's administration; and having, in Governor Koerner, a German chief magistrate of the greatest Western State, there is no special reason why Germans should be sensitive if, by accident, they fail of preferment in trifling little local contests.

A MISCONCEPTION OF FACTS.

The former Grand Jury, in a report to be followed by another, perhaps involving and developing more startling facts, made no assault, we believe, upon the personal integrity or purity of purpose of the members of the County Court. The statement to the contrary originated in a misapprehension of facts. It was only asserted by the jury that the venerable Chairman of the court is not a first-class book-keeper and accountant. The Chief Justice would himself probably approve this declaration. Some of the Magistrates have misconceived the terms or purpose of the jury.

IF RAIL-SPLITTING lifted Lincoln upward in 1860, why may not wood-chopping elevate Greeley in '72?

PERSONAL.

Edwin Booth is quite regular in his attendance at church.

The Viceroy of Canada receives fifty thousand dollars, house-rent free.

Senator Sprague, of Rhode Island, wants to give Brown University one hundred thousand dollars.

Betsey Brown, Esq., is a candidate for Senator in South Carolina.

Mr. Alexander, of Kentucky, has sold two short-horn heifers to an Englishman for eighteen thousand dollars.

Louis Neuman succeeds Colonel Carter as chief editor of the *National Republican* of New Orleans.

General Schenck gives social receptions on Saturday evenings, at his residence in Portland Place, London.

A Michigan clergyman had himself photographed in his pulpit, which had been decorated with flowers for the occasion.

Mr. Saville, owner of the winning horse in the recent Grand Prix, has given ten thousand francs to be distributed among the poor of Paris.

Prince Bismarck's condition is one of constant sleeplessness, necessitating total retirement from work. Wilhelm will outlive him.

Rev. Hugh Stowell Brown, one of the most popular Baptist preachers of Great Britain, visits this country about August 20th.

Marshal McMahon celebrated the thirteenth anniversary of the battle of Magenta, June 4th, by a banquet in Paris.

Bumsted, in his luxurious quarters at the Hudson county jail has the best care and most friendly callers of any man in New Jersey.

John McGavock, Esq., of Pecan Point, Arkansas, is summering in the native health of with old Nashville acquaintances and chums of other days.

The Prussian army Bishop, Namszanowski, who will be shortly tried for breach of military discipline, has been appointed a prelate of the Papal throne.

A Michigan woman recently put her infant child in a tub of water, and then stuffed a feather-bed over it, and surmounted the whole with herself. The child smothered with great facility.

There are some rich men even in rugged Scotland. The Balfds, who stand at the head of the ironmasters there, make as clear profit, annually, two million five hundred thousand dollars.

The late James Gordon Bennett taught school in the year 1858. He taught two months, and at the close of his school, September 18, 1858, he drew seventeen dollars from the town treasury as compensation.

James Kelley, of Miltonburg, Pennsylvania, has given to the Allegheny County Agricultural Society three hundred thousand dollars worth of land in East Liberty, to build and maintain workshops and a home for poor boys.

Olive Logan devotes herself in her latest book to the pleasant task of proving that Wirt Sykes is the nicest man in the world. What fools some women are. We remember Sykes as the fellow who made himself a nuisance the night his wife, Olive, lectured in Little Rock, on "Girls."

TEXAS PACIFIC RAILROAD.

The Work that Thomas A. Scott has Undertaken—The Original Scheme of Hon. Jefferson Davis.

Forney's Shreveport Letter to Philadelphia Press.]

At this gateway of the grandest material enterprise of this or any age, let me give the general reader an idea of the work undertaken by Colonel Thomas A. Scott and his associates. "The Texas and Pacific Railway Company" finds finished to its hands sixty-six miles of railroad, from Shreveport, on Red river, to Longview, Upshur county, Texas, which is doing a good freight and passenger business. This is the line heretofore known as the Southern Pacific, and extends from Marshall, Texas, through a magnificent region, to El Paso del Norte, near the boundary between the United States and Mexico, thence to the junction of Gila and Colorado rivers of the West at Fort Yuma, and thence to the magnificent harbor of San Diego, on the Pacific coast, which is land-locked, and large enough for one thousand vessels to ride at ease on its bosom. There is another branch, the Transcontinental, which begins at Texarkana, in the county of Lafayette, Texas, ten miles west of Fulton, Arkansas, and extends through a fertile region of country to Fort Worth, in the county of Tarrant, Texas, where it joins the main line above described, and the two together pursue the route to the Pacific on the thirty-second parallel.

Colonel Scott and his chief engineer have been continually occupied during our trip of five thousand miles since we left Philadelphia consulting maps, laying out routes, providing for materials, workmen, etc., so that when he reaches Marshall, the threshold of his work, he will give his orders clearly. Colonel H. G. Stebbins, Vice-President of the company, is now in London, negotiating the first loan, which under the prestige attending this grand scheme, will be easily secured.

CONSOLIDATION.

By uniting the two lines referred to, chartered by the State of Texas, and by Congressional enactment included under the title of "The Texas and Pacific," Colonel Scott secures all the lands and bonds voted to the said Texas roads by the State of Texas, equal in value to over twenty million of dollars. This is exclusive of the subsidies of Congress of public lands in the Territories, between El Paso, in Texas, and San Diego, California.

The distance from the eastern boundary of Texas to San Diego is about sixteen hundred miles, or, including the Transcontinental road and its branches from Texarkana to Marshall, about nineteen hundred miles. There are no engineering difficulties of any kind to be met with; there is no practical difficulty in regard to fuel or water, and the country presents more facilities for the construction of a railroad than can be found on a line of equal length on the Western Continent. Comparing the different estimates of cost of this line, and comparing all the estimates with the estimated cost of all the other roads in the United States, there can be no doubt that this road can be constructed in a first-class manner and thoroughly equipped for business at a cost, as before stated, not exceeding forty thousand dollars of bonded debt per mile. To aid in the construction of this road, the United States has made a grant of its lands in the Territories of New Mexico and Arizona and the State of California, in all not less than fifteen million acres, in alternate sections, along the route of said road.

A GOOD THING.

Besides this development of business is the actually existing business awaiting transportation, and already adverted to, in Texas, Chihuahua, Sonora, New Mexico, Arizona and California. Mr. Greeley, who traveled extensively in Texas in 1871, estimates that in 1880 she will have a population of two millions, and that her industry and enterprise will have far outstripped the increase of population. It is estimated that at least one hundred thousand emigrants have arrived within her borders during the past year, and that there will be shipped from the Red river country alone, during the present year, seventy-five thousand head of cattle, seven hundred and fifty thousand pounds of beef, one hundred thousand pounds of tallow with hides, two hundred and twenty-five thousand bales of cotton, and large quantities of wool, and that the receipts from all sources will not be less than fifty million dollars.

ROUTE TO INDIA.

Of the through trade between California and the Atlantic, and the trade and traffic of the Eastern Continent, this road, from its superior advantages already adverted to, must inevitably secure a large proportion. The gross earnings of the Union Pacific and the Central Pacific railways combined, for the second year of their through business, as officially reported, amounted to seventeen million two hundred and fifty thousand dollars, of which amount sixty-five per cent. was local business, mainly created by the railroad itself, and about fifty-three per cent., or nearly nine millions and a half of the above sum, was net profit over operating expenses. An equal revenue on the Texas Pacific, estimating its total cost at say seventy-five million dollars, would give a return of over twelve per cent., as the net earnings and the amounts will expand in an over-increasing ratio as the country is settled and its resources developed.

But superadded to all is the munificent contribution of lands by the government, the general character of which is such as to secure their ready sale, and the proceeds of sales, of which in the terms of the mortgage, are devoted to the payment of interest on the bonds and the purchase of the bonds themselves, the latter of which features, it is believed, will put the bonds at par as soon as the company itself shall be able, from the sales of land, to announce itself as a purchaser of its own bonds.

Judging from the experience of other companies in the sale of government lands, the inference is fairly warrantable that the value of the lands themselves will be amply sufficient to build and equip the entire road, thus doubling the security for the payment of the bonds.

The Union Pacific Railroad Company during the year 1870 sold 294,000 acres of land, at an average of $4 46 per acre—$1,311,240. At a like rate per acre, the 15,000,000 acres of the Texas and Pacific Railway Company would produce $67,-900,000.

MAGNIFICENT SCHEME.

I have now given you an outline of the last project with which Colonel Scott is identified. Its magnitude is almost beyond comprehension; its prosecution and completion worthy of the loftiest ambition. Needless for me to say that our young and daring leader looks to no pecuniary reward. That he has already secured. He now aspires to the higher object of reuniting North and South in the bonds of increasing commerce and lasting peace.

JEFFERSON DAVIS AND TOM SCOTT.

How mysterious are the ways of Providence! A little more than twenty years ago, when Thomas A. Scott was an humble subordinate in the employ of the Pennsylvania Central railroad, Jefferson Davis was a Senator in Congress from Mississippi, and Franklin Pierce a candidate for President. Scott voted for Pierce, and the latter, elected in November of 1852, made Jefferson Davis his Secretary of War, March 4, 1853. One of the first steps of the latter was to order a survey of the Territories for a route out the best route for a railroad to the Pacific. Four reports were made by the ablest of our engineers, which was sent to Congress ably supported in one of his best papers. The war postponed all work on the route over the thirty-second parallel, which was the favorite route of Davis, but did not stop the speedy construction of that now known as the Union Pacific by Northern enterprise. And now, just at the moment these same people are prostrated by the results of their rebellion, and when they are looking forward for one brave, strong, and sympathetic heart to help them out of the gloom, Colonel Scott steps forward in the fifty-first year of his age, and accepts the trust, which, but for the war, would have been long ago discharged by other hands.

Attorney-General Morris, of Mississippi, has written quite a lengthy letter in opposition to Greeley, in which, however, he steals Greeley's thunder against carpetbaggers, and adds a little of his own to it. Here is a specimen: "I allude to those homeless and unknown vagrants who have floated into the State on the waves of public calamity, men who are not wanted anywhere, except, perhaps, in the prisons of distant lands, and who have come here to remain only for a season, and while they remain, to rob the colored people, or the white people, or the State or the county treasuries, or anything else they may find exposed."

HEIRS OF SIR FRANCIS DRAKE

The Claimants of $125,000,000 in Council—Four Hundred Dwellers in Jersey, Pittsburg, Sag Harbor, Long Island and Michigan to Become Millionaires.

From the New York Herald.]

At eleven o'clock yesterday morning, about fifty persons gathered together at Brooks' Assembly Rooms, Broome street, who claim to be the lineal descendants of the great English Admiral, Sir Francis Drake, and the legal heirs of the immense property which the female branch of the family hold in Devonshire, England.

Sir Francis Drake, the head of the family, and the chief of the naval worthies who flourished in the reign of Elizabeth, was born in Jainstock about the year 1546. His father was a poor clergyman, and Francis was the eldest of twelve sons, nearly all of whom were bred to the sea. While yet a lad he was apprenticed to the master of a coasting bark, and in the humble capacity of a seamen made frequent voyages to Holland and France. He soon grew to be thorough master of the rough profession, and so gained the esteem of his master, that when the latter died he left the young seaman all he possessed—his bark. Drake continued in the coasting trade for some time; but his adventurous spirit soon tiring of the wearisome monotony of Channel voyages, he sold his vessel and proceeded on a voyage to the West Indies, during which he suffered much ill-usage and loss from the Spanish cruisers in the Main.

On his return to England he joined the squadron of Sir John Hawkins in an expedition against the Spanish, which, though unsuccessful, did much to qualify Drake for his future career. He returned to England, after the loss of all he possessed, but with an amount of experience gained, and a hatred of the Spaniards which marked him through life, and has only been equaled by Nelson's antipathy to the French. In 1572 he succeeded in fitting out three small vessels, and with these he boldly sailed into the Main on a voyage of reprisals. Failing in an attack on the city of Nombere de Dios, he landed on the Isthmus of Panama, and captured a large amount of treasure which was about being conveyed on mules for exportation to Spain. In the course of the voyage a native guide, who led the English across the Isthmus, showed Drake a lofty tree, from whose summit might be seen the Pacific ocean, along which no European flag save that of Spain had ever floated, and whose coasts were supposed to contain untold

WEALTH AND MAGNIFICENCE.

Drake climbed the "lordlie and great high tree," as he termed it, and when he gazed on the boundless expanse of ocean, he, with great solemnity, "besought God to give him health and life once to sail a ship upon these seas."

This prayer of Drake's did not go unanswered, for on his return to England he succeeded in raising a squadron, and with it sailed for the Straits of Magellan. The expedition consisted of five ships, the largest of which was only five hundred tons. On the voyage a mutiny and conspiracy against the head of the squadron occurred, which was only suppressed by the execution of the ringleaders. Thomas Doughty. Drake emerged into the Pacific with one ship, the Golden Hind, but the voyage was so perilous and the navigation so difficult that all his consorts perished. With the one vessel left the undaunted Admiral commenced to attack the Spanish treasure ships, which were sailing in fancied security along what had hitherto been, to every other nation but their own, the untrodden ocean. The Golden Hind was soon laden with treasure and valuables, and Drake thought of returning home, but the pressure of a large force in the Straits deterred him from returning that way, and he boldly conceived the idea of seek a passage home by the northern coast of America, and by unrivaled skill, worked his ship to a high latitude in the Polar Atlantic. From thence he steered westward for Phillipine Islands, and finally arrived at the Cape of Good Hope. He doubled the Cape on the fifteenth of June, 1580, and on the twenty-fifth of September the Golden Hind came safely to anchor in the good city of Plymouth, after an absence from England of two years and ten months.

The fame of his exploits, the wealth he brought home and the renown he had gained had been already noised abroad, and had reached the ears of royalty. Queen Bess, who, whatever might be her other faults, knew how to reward merit, hastened to Plymouth, knighted the daring adventurer, who was then about to sail around the world; and, with her court,

SHE DINED WITH HIM

on board the Golden Hind.

His subsequent exploits are familiar to all readers of English history. He grew high in the estimation of his sovereign, and when the Invincible Armada sailed against England, with Lord Howard of Frobisher, he mainly contributed to its defeat. In 1595 he sailed with Sir John Hawkins on his last expedition against the Spanish West Indies. The English were unsuccessful in the enterprise, and the brave Admiral fell a victim to the diseases of the climate, dying on board his own ship in the harbor of Montebello, on the twenty-eighth of January, 1596.

Drake left an immense property behind him, which has been gradually accumulating, until now it is roughly estimated at the enormous sum of one hundred and twenty-five millions of dollars, situated in the county of Devon, England.

The meeting yesterday was sharp and interesting. Whether Sir Francis would be proud of his descendants or not is a question which he alone can decide, but they certainly did not present the appearance of aristocratic ease and refinement which the representatives of a family of such long descent would naturally be supposed to possess. The chair was taken by Horace Doolan, of New York city, a stout, punchy man, with a bullet head and a fat, ruddy countenance. The secretary, who rejoices in the name of Beckwith, hails from the good city of Philadelphia; is a sleek, oily individual, with a meek countenance and a singular bald spot on the top of his head. Scattered around the room were solid-looking farmers in garments of home-spun, strong-minded females with voluminous hats and short hair, who did most of the talking, and helped to relieve the monotony of the proceedings. The male branch of the family are supposed to have come over with the Pilgrim Fathers, and (the motley assembly yesterday claim to be the representatives of the male line.

THE CLAIMANTS

are scattered over all parts of the Union, and every day fresh ones are turning up. They came yesterday from smoky Pittsburg, godly Philadelphia, Sag Harbor, Staten Island, Long Island, Jersey, and other parts unknown—on all their features expectancy sitting, as if they were gathered together at the reading of a will. In the corner of the room a huge bag of biscuits and a pitcher of water were visible, of which the audience steadily partook, justifying their claim to be bone of the Admiral's bone and flesh of his flesh, by indulging in an unlimited quantity of hard tack.

The secretary made a long report of what had transpired since the last meeting, in February, and presented a number of documents received from England, with a genealogy which would puzzle Sir Bernard Burke. Dr. Shelton Mackenzie or a Welchman to unravel. He said the property involved now amounted to one hundred and twenty-five million dollars.

At this point a little man, who looked like Daniel Dances, and who held the knob of a large stick to his nose to assist his hearing, jumped out of his chair, exclaiming, "Eh! what! eh!" and then relapsed into idiotic silence, vainly endeavoring to comprehend the magnitude of such a sum.

The secretary read a list of the principal claimants, mentioning families which had been intimately associated with Trinity church in times past. An old lady pricked up her ears at this, and playfully tapped an old gentleman by her side on his bald head with her parasol. She was one of the family alluded to, and then attacked the biscuits again with increased zest.

A female with an overpowering expanse of breast, attired in a black silk dress, and wearing her hair *a la* Tennie Claflin, here came forward, and in an animated speech moved that no consideration be given to those heirs who failed to be present. Carried.

All who had claims were called upon to send them in, no one being attended to which could not produce in its support the coat of arms of Sir Francis Drake—a large ship on a small world, with two dragons in the rigging, their heads downward. This device and crest was the especial gift of Elizabeth to the Admiral in his knighthood.

The Pittsburg claimants caused a great deal of confusion by the amount of attention they claimed, but they were summarily disposed of by resolution. The progress reported by the secretary did not seem to give satisfaction, no connecting link with the English family having been yet established.

A farmer from Allegheny, clad in Oxford gray, moved that no heir should dispose of his claim to any coming from England to buy it up. This seemed rather unnecessary, but it was unanimously passed.

A motion was made to adjourn until the second of October, which, after some discussion, was passed, and a rush was made at the crackers which remained, after which the heirs of Sir Francis Drake gathered up their coats, hats, umbrellas and carpetbags and departed to their respective homes. It may be necessary to add that the present owners of the property in England are in no way uneasy, and have taken no steps to defend their claims.

General W. B. Bate, of Nashville, is the Attorney for these heirs of Drake in the South, of whom are Mr. Drake, Cashier of Murphy's Bank, Memphis, Hon. T. A. R. Nelson, of East Tennessee, and the children of Neely Drake, of Noxubee county, Mississippi.

THE

WEEKLY

APPEAL

—THE—

Largest

PAPER

—IN THE—

SOUTH

ITS CONTENTS ARE

Prepared or Selected with great care,

And Embrace

EVERY SUBJECT OF NEWS

Interesting to the People.

Extraordinary

INDUCEMENTS

—TO—

CLUBS

—FOR THE—

PRESIDENTIAL

Campaign.

One copy : : $1
Five copies : : 4
Ten copies : : 7
Twenty copies : 10

In forwarding clubs, the names must be all sent at the same time, as we will not add to clubs at the above rates. Anyone sending a club of ten will receive a copy free.

Special arrangements made with postmasters and traveling agents.

In order to Accomplish the

SUUCESS OF OUR TICKET

AND THUS

PREVENT

The Lapse of Our Government,

BOTH LOCAL AND FEDERAL, INTO

Radical Hands,

We offer the above extraordinary inducements, at a positive loss on clubs, for the campaign.

IT MUST BE REMEMBERED

THAT THIS IS

NOT A CAMPAIGN PAPER

SIMPLY,

—OF—

Reduced Dimensions,

BUT THE

REGULAR OLD

WEEKLY APPEAL,

IN ITS

Undiminished,

UNEQUALED

MAGNITUDE

MILLINERY.

PRICES TO SUIT THE TIMES.

WE are now offering our large assortment of real and imitation LACES and EMBROIDERIES, RIBBONS, and FLOWERS at reduced prices. Also, HATS, BONNETS, RUSSELS and TIES—all of latest style.

☞ Must be closed out by the latter part of July.☜

Persons in want of bargains will do well to call at

M. PERDUE'S,
jel8 No. 315 Main street.

MISS N. ENGLISH,
224 MAIN STREET,
Has received a fine assortment of
NEW GOODS in THE MILLINERY LINE,
FRENCH LACE HATS, Etc.
☞ Call and purchase; selling at cost.

MISS GARVEY,
DRESS MAKING,
224 Main St., Memphis, Tenn.

INSURANCE.

CAROLINA LIFE INSURANCE CO.

OF MEMPHIS, TENN.

Hon. JEFFERSON DAVIS, President.

M. J. WICKS, 1st Vice-President. J. T. PETTIT, 2d Vice-President.
WM. M. BROWNE, Secy. J. H. EDMONDSON, Gen'l Agent.

ELLETT & PHELAN, Attorneys.

ASSETS, OVER $1,000,000.

PRINCIPAL OFFICE, NO. 42 MADISON STREET.

DIRECTORY.

NOTICE OF EDWARDS'

Old Reliable

MEMPHIS CITY DIRECTORY

FOR 1873.

THE canvass for the information to this directory takes place after Overflow let, as soon as the business changes for the year will permit, and will be

ISSUED IN JANUARY, 1873.

It will be made with great care by parties who thoroughly understand their business, and no expense will be spared to give the citizens of Memphis a directory useful as a business guide and reflecting credit upon our beautiful and enterprising city.

The publication of a good city directory cannot be too highly appreciated by those for whose convenience it is gotten up.

We refer with pride to our directories of this city for the past four years, and believe their merits are sufficiently well appreciated by this community to survive unjust criticisms from any quarter.

Thankful for past encouragement, we respectfully solicit a continuance.

SOUTHERN PUBLISHING CO.,
je30 Memphis Office, 248 Main Street.

LIQUORS.

COBB, DOLHONDE & CO.

Corner Walnut and Third Streets,

ST. LOUIS, MISSOURI.

COBB, DOLHONDE & CO.,

NEW ORLEANS, LA.,

GENERAL

COMMISSION MERCHANTS

Provisions, Breadstuffs, Whiskies.

AGENTS for the celebrated S. A. Miller Chicken-Cock pure old Bourbon and Rye Whiskies. Also, for other Western Distillers and Rectifiers.

Consignments and orders solicited for Western and Southern produce generally. Cash advances made. d27 2taw

PURE OLD BOURBON

—AND—

RYE WHISKY.

J. A. Miller Chicken-Cock Brand.

WE call the particular attention of the wholesale trade to our large stock of Whiskies, mostly of the celebrated and well-known brand for the past twenty years of J. A. Miller Chicken-Cock Bourbon and Rye Whisky, made in Paris, Bourbon county, Ky., and warranted to the trade for its purity and uniformity in quality, and to improve in age faster than any other whisky made in Ky. Finest cooperage. We have different ages, the new, one, two, three, four and five years of age, at prices varying as to age, etc.

BEWARE OF COUNTERFEITS.—Stencil brand on one head of the barrel and the burnt brand of the distillery on the other head, made in and in from Paris, Bourbon county, Kentucky.

Wholesale dealers, grocers and druggists are invited to examine our stock. For sale in lots only by

COBB, DOLHONDE & CO.,
Sole Agents, corner Walnut and Third,
d27 2taw St. Louis, Mo.

HOTEL.

THE NEW WARREN HOUSE

McMinnville, Tenn.

THIS large and commodious Hotel, containing fifty two rooms, has just been completed, and is now being newly and elegantly furnished. It will be ready for the reception of visitors by the 25th of June.

Being located in the "Mountain District" of Tennessee (by many called the "Switzerland of America"), its advantages cannot fail to attract the attention of those who are seeking comfort, pleasure or health. The surrounding scenery is beautiful, the air pure and bracing; the fare will be excellent, and sulphur water of the finest medicinal character will be supplied fresh every morning.

To those having families, it may not be improper to state that McMinnville contains good schools and churches, and the beautiful of Music, Drawing and Painting resides in the hotel.

Being easy of access by railway to all parts of the country; having daily communication with all the world by mail and telegraph, and being kept equal to any hotel in the State, private families or transient guests will always find the "New Warren House" a most pleasant, healthful and attractive summer home.

Terms per month.....$35 00
Terms per week.....12 50
Terms per day.....2 00

R. H. MASON, Proprietor.

LIVERY AND SALE STABLE.

☞ Saddle Horses, Buggies, Transfer-wagons, Carriages and Hacks on the most reasonable terms. Also, a daily stage line from McMinnville to Beersheba for the accommodation of travelers, which will run in connection with the railroad. Careful and trusty drivers furnished with all vehicles, when wanted. GRISWOLD & HOUCHIN.

METROPOLITAN HOTEL

BROADWAY,

NEW YORK.

THIS admirable Hotel is centrally and delightfully situated, and offers as great inducements to families visiting the North, for modern elegance, fashion and economy, as any first-class Hotel in New York. A visit is respectfully solicited.

E. M. TWEED,
Proprietor.
WM. WILKINSON, Superintendent.

MR. WILKINSON was for many years connected with the leading Hotels of the South, also the Burnet House, Cincinnati, and the St. Nicholas Hotel, New York. jn5

EDUCATIONAL.

EDUCATE YOUR DAUGHTERS.

NASHVILLE, TENNESSEE.

W. R. WARD'S SEMINARY has closed its seventh year. 291 pupils. The maximum mark for a year being 100, the last Senior Class, 48 members, averaged 98. The largest and most successful School in the South. Fall term opens September 5. For catalogue, address W. R. WARD, Nashville, Tenn. je30 d&w

PARK AVENUE ACADEMY,

2½ Miles from Memphis, near Memphis and Charleston Railroad.

WM. CARUTHERS, A.M.....PRINCIPAL.
THOS. C. MILLER.....ASSOCIATE.

The eleventh session of this school will begin on the FIRST MONDAY IN SEPTEMBER, and continue twenty weeks.

The Principal is a graduate of Hampden Sidney College and a student of the University of Virginia. He has had ten years' experience in teaching, four of which he was a professor in the first-named institution.

For circulars apply to H. Wade & Co., Mr. W. B. Galbreath, or Messrs. Taylor, Radford & Co.

LIQUORS.

A. VACCARO. B. VACCARO. A. B. VACCARO.
C. DICKMANN.

A. VACCARO & CO.,

Importers and Dealers in

WINES, LIQUORS

CIGARS, ETC.

NO. 324 FRONT STREET,

MEMPHIS, TENNESSEE.

ONE HUNDRED LOTS

FOR SALE.

I HAVE just finished laying off another portion of my home places, on the Hernando road, just outside of the city limits, and on the line of the street cars, over one hun red lots. All lay well, and are beautiful residence lots. Would invite persons who wish to build to call and see these lots, (having already sold several to salaried young men,) I would advise others to do likewise, and invest what they may have to spare in real estate. It is the best possible savings bank. No corporation taxes. I will sell on favorable terms.

jy3 J. M. PROVINE, 12 Madison street.

LIFTING.

Car and Tender Loading Apparatus.

THIS is a machine to the direct interest of every railroad in the United States.

I am now prepared to say that my patent will load all the fuel that is wanted on the tender of a train, in a quarter to a half minute's time; also, that it will load any freight on a car, that will do to dump, in the same time.

I am ready to sell rights, and make deals to railroad companies, or States, or to the entire United States. Address,

G. WILLIAMS,
Hollow Pond, Tenn.

WATERING PLACES.

BOARD—IUKA SPRINGS—Board, $35 per month. J. M. D MILLER.

ARLINGTON HOUSE,

LONG BRANCH, NEW YORK.

THE undersigned is pleased to inform his friends and the public that his house will be reopened on the 15th day of June for the season. The general expressed satisfaction of my numerous visitors last year lead me to hope that I shall be patronized again by them. Therefore no expenses have been saved to make the sojourn at my house as agreeable as possible. Families and travelers who wish to favor me with their visit are requested to send orders for rooms as soon as possible to the "Arlington House," Fourteenth street, near Fifth avenue, New York.

L. STINE, Proprietor
ap9

VALHERMOSO SPRINGS,

Morgan County, North Alabama.

Iodine, White and Black Sulphur, Chalybeate and Freestone Waters in great abundance.

THIS celebrated watering place, located in the Switzerland of the South, and which has been visited by crowds of invalids during the last fifty years, but has been closed for the last few years, is now SHOPENED to all such as desire to improve their health. We have in our possession many testimonials bearing evidence to the cures that have been effected in Rheumatism, Neuralgia, Asthma and many other ailments, which can be seen in our circulars, that will be freely circulated, and forwarded to any one making their wishes known. We will try to render our guests as comfortable as possible, and our table shall be supplied with the best the country affords, in abundance and good style. The scenery is romantic, and the location healthy.

We will take pleasure in answering all letters of inquiry regarding the Springs.

Address, via Decatur,

J. S. PAYNTER & SON.
mp17

SWEET CHALYBEATE SPRINGS.—(Formerly Red Sweet), Alleghany county, Virginia. These Springs, so long and favorably known for their valuable TONIC and ALTERATIVE POWERS, both as a Beverage and Bath, have been newly and completely refitted with convenient and comfortable accommodations for 400 persons. Route, via Chesapeake and Ohio railroad to Alleghany station, where elegant carriages belonging to the Springs will be in readiness for the visitors.

TERMS—$3 per day and $65 per month.

jn4 J. T. WILSON, Superintendent.

A Virginia Mountain Retreat.

THE MONTGOMERY

WHITE SULPHUR SPRINGS,

MONTGOMERY COUNTY, VA.

THIS delightful summer retreat will be opened for the reception of visitors on JUNE 1st, 1872.

It is situated in the very heart of the ALLEGHANY MOUNTAINS, only one and a half miles from the Atlantic, Mississippi and Ohio Railroad, and is accessible by means of a horse-car railway from BIG TUNNEL DEPOT, a ride of ten minutes.

It is within ONE HOUR'S drive of several other watering-places and small towns. Its several springs (Sulphur, Chalybeate and Limestone) stand unrivaled for medicinal virtues.

An experienced Caterer and first-class Cooks have been secured, and many improvements made since last season.

A FIRST-CLASS LIVERY,

a Telegraph, Express and Postoffice, Barber-shop, Bath-house, Billiard-room, Bowling-alleys, beautiful Croquet Grounds, and a

Splendid Brass and String Band,

are added to the natural attractions and conveniences of the place.

Excursion tickets from Memphis to Montgomery White, via Memphis and Charleston Railroad from June 1st, $6 75.

Terms only $40 per month.

For further particulars, address

my15 eod THOMAS WILSON, Prop'r.

CRAB ORCHARD SPRINGS,

KENTUCKY.

HOTEL accommodations enlarged and improved. Now open for visitors.

TERMS—Board, $30 per week to July 1st.
" 35 per week for July and Aug.
" 30 per month.

Children and servants, half-price.

With the ability and determination to make Crab Orchard Springs second to no summer resort in America, we solicit, especially, the patronage of Southerners with their families.

LOCATION—Six hours run from Louisville on the Knoxville Branch of L. and N. R. R.

Correspondence is invited with those engaged in educational pursuits, with a view of establishing a Female Seminary at these Springs.

General Thos. H. Taylor is in charge of the office, and will exert himself to assure the comfort and welfare of our guests.

SHELBY & THORPE, Proprietors,
jn8 Shelby City, Boyle county, Ky.

WHITE SULPHUR SPRINGS,

Greenbrier County, West Virginia.

FAMOUS for