AMUSEMENTS.

MEMPHIS THEATER.
Spalding & Hope.....Proprietors
F. Shoer.....Treasurer

EXTRA ANNOUNCEMENT!
—Commencing—
Monday Evening, October 15, 1872,
—AND—
Every evening and Saturday Matinee.

REPRODUCTION,
With more than original splendor, of
CHARLES BARRAS'
World Re-nowned spectacle,
BLACK CROOK,
With its Superb Ballet of
FORTY BEAUTIFUL LADIES.
Gorgeous Scenery, Magnificent Costumes, Brilliant Effects, Calcium Lights Wonderful Machinery.
POWERFUL DRAMATIC CAST.
Billon and Ventuoni, Prof. Doeblin, Macco, Prof. Davis, Lovely Duchess, Charming Ballet, A. Von Hamme, Maitre de Ballet.
SONGS, DANCES, SPECIALTIES.
One Hundred First-Class Artists
Engaged in this the grandest spectacle ever presented in this city. The whole under the direction of R. S. MACAULEY.
Black Crook Matinee—Saturday Next.
☞See future advertisements☜
☞Notwithstanding the enormous expense attending the production of this grand spectacle the prices will be as usual, save for reserved seats, which will be 50c. extra.

GRAND OPERA HOUSE.
Proprietor and Manager.....JOHN A. STEVENS
Business Manager.....BEN DEBAR
YES! YES! YES!
TRIUMPHANT SUCCESS
OF THE
GREATEST COMEDIAN OF THE AGE,
BEN DE BAR,
received nightly by crowded and delighted audiences.
Wednesday and Thursday Evenings,
last two presentations of
HENRY THE IV.
FRIDAY EVENING—Benefit of BEN DeBAR the great comedy of the
NEW YANKEE.
MATINEE SATURDAY AFTERNOON.
Saturday Evening—"Jack Sheppard" and "Poodles."
Monday Evening—The first appearance in Memphis of the great JOE MURPHY.
SCALE OF PRICES—Orchestra, $1; Dress Circle, $1; Balcony, 50 cents; Gallery, 25 cents; Colored Box, 50 cents, which may be secured at the Box-office six days in advance, **without extra charge.**

ANNOUNCEMENTS.

For Congress.
For Congress in the Second District of Mississippi.

WE are authorized to announce A. S. PASS as a candidate for Congress in the second District of Mississippi, on the Conservative and Baltimore Platforms. oct1

WE are authorized to announce ANDREW J. KELLAR a candidate for Congress in the Ninth District.

FOR SALE.

MULES—Two mules. Inquire at 264 ADAMS STREET.

COTTAGE AND LOT—A neat cottage, containing four rooms; has good cistern and outhouses; street cars pass the door; on best ground; five years unexpired, privilege of renewal for ten years; will be sold low to a cash purchaser. Also, an elegant lot on street car line, 50 by 156 feet. Inquire of G. T. Bassett, at Kirtland's Lumber Yard, 308 and 310 Union street. oct15

HORSES AND MULES—After the fire we have opened our Sale Stables at 43 South Main street. Our stables run through to 42 Madison street. Have just received 80 head of mules and horses. Come and see us.
oct17 J. R. FAIRES & CO.

HOUSE-GROUND—A house on New Madison street, No. 246; contains five rooms and a Kitchen. Apply on premises. Also, two acres near the "Cherry Place." oct8

ENGINE—A 35-horse power engine and 42 Boiler, with pumps and a lot of 12-inch belt. Inquire at
oct15 56 ADAMS STREET.

STAMPS—A complete outfit for making India Rubber Stamps. An enterprising man can make a thousand dollars with it during the Exposition. Apply at 291 Main street. oct15

HOUSE—A five-story brick house, with a lot, centrally located, and in good repair, is offered very cheap to a cash customer. Apply on the premises.
oct15 152 UNION STREET.

TRACT OF LAND—Embracing SIX ACRES, with improvements as follows: A good house, out-house, stable, cistern and an orchard, on Nonando road, four miles from city. Apply at 125 UNION STREET.

TEXAS LANDS—Of various qualities, quantities and localities, at prices very low, for lease for nothing but the taxes, which are light. Apply to
oct1 STRIDER & STRIDER,
168 Front street, Memphis.

UNIMPROVED LOT—North side Union, beyond Lauderdale street, next to No. 285. Apply to
oct8 H. L. SMITH,
52 North Court street.

LAND—Eighty acres of land, six miles from town, on the State Line road. Will sell in twenty-acre lots. Only cash purchasers invited and eighteen months.
SEALS & GREELEY,
oct8 Corner Second and Union streets.

RESIDENCE—New and handsome brick residence, No. 673 Shelby street. Apply on the premises.
oct8

STEAM SAW AND GRIST MILL COMPLETE FOR SALE at $1000; in running order, at Hemberton, 12 miles north of Memphis. Rollers 20 feet by 42 inches; double flue; cylinder 40 inches by 40 inches; French Burr stones 4 feet; conveyors and elevators. Address M. L. Stewart, Second street, or J. W. Steele, 198 Front street, Memphis, or
S. S. REMBERT, near the Mill.

LAND FOR SALE—Of various qualities, in same vicinage on the Big Creek Plank road and near the Potbreak Railroad, 12 miles north of Memphis, at prices from $1 to $10 an acre, at per cent. under current rates. Apply on the premises or to the undersigned. Address
S. S. REMBERT, care Appeal office.

GROUND—One acre of ground, beautifully situated, near old Fair Ground, on Mosely avenue. Apply at 38 Exchange street.
oct7

WOOD—COAL—COKE—100 cords dry ash "middling" 50 cords dry oak—"good middling"; 50,000 barrels Pittsburg Coal—"good middling." Yards always ready for instant delivery. Coke at William. Prices not to be beaten. H. S. PARKER & CO.
aug25 194 Second street.

SAWMILL—In good running order, or will sell machinery. For particulars apply at Memphis Dry Dock Company's office.

GAS—The Oil Company sells gas at $2 per 1000 cubic feet, if paid for within the first five working days of the month. No charge for setting meters. Office 291 Second st.

WANTS.

SITUATION—To do chamberwork and plain sewing by an English Protestant girl. Call at 38 Linden street. oct9

WANTED—Some one who is respectable and of good character to take care of a beautiful male child, 3 years old, and rear it as their own. For particulars address Mrs. J. Memphis, Tenn., Box 1.

NURSE—White Girl, 12 or 14 years old, as a nurse. Anyone having such a girl to give away and a good home for her by applying at Phoenix Insurance Company, 12 Madison st. oct9

NURSE—Immediately, a colored nurse, at 8 Cotton street. Reference required. oct9

COTTON-PICKERS—Twenty. Highest cash prices paid. Inquire at Champion Gin establishment, Kerr avenue, 250 yards west of Horn Lake road. oct8

SITUATION—By a No. 1 Gardener; can also take care of horses; can give good recommendations. Address N. L., care this office.

CABINET-MAKER—A first-class workman can avail himself of a good chance for a cabinet-maker. To the right kind of a man steady work by the year will be given. Address
HENRY G. HARRINGTON,
oct7 No. 342 Second street.

DAY BOARDERS—Wanted at 79 Union street. Inquire at the house any hour during day.
Mrs. HALLIE WATKINS LAWRENCE.

BOY—15 years old and Servant Girl. Apply at 42 Avery street. oct7

50 RAILROAD HANDS—Also, 20 cooks, washers and ironers (white and colored).
WILLIAM DARDIS,
No. 52 Jefferson street.
Have on hand cotton-pickers at all times.

TIE-MAKERS—On the Cairo and Fulton Railroad; price 30 cents for making. Apply immediately, near Grand Glaize, Jackson county, Arkansas.
oct9 A. S. ESNER, Contractor.

CANVASSERS—A few active, reliable men to canvass for Tilton's STEAM WASHER, or Woman's Friend. Apply to
ROCHESTER & WOODSON, 304 Main st.

SITUATION AS BOOK-KEEPER—Best city references. Address H. B., care W. A. Wheatley, No. 32 Bethel Block. oct8

BRICK-LAYERS—Immediately, to Chicago. Good wages to good workmen; $3 per d. Apply to Room 2, Exchange Building, S. W. corner Clark and Washington sts., Chicago.

WHITE WOMAN—To do the work of a small family; also, a WHITE GIRL, 12 or 14 years old, to nurse. Apply at No. 12 Madison street.

SECOND-HAND Furniture, Feathers and Household goods of all kinds bought at 295 Second street. H. T. SINNOTT.

THOSE needing Cotton Press to call at 36 South Front and Shelby Works, 346 Main street, and examine Reynold's improved Revolving Screw Press. Send for pamphlet.
JOHN MANOGUE, Agent.

COOK—HOUSE GIRL—By a gentleman, in the country, a first-class cook and waiter-woman; also, a good seamstress. Apply for to delicating and general housework. Good references given and required. Apply in person or to JOE LOCKE, No. 236, Main street.

POTATOES—By JOPLIN & WEBB,
oct No. 4 Howard's Row.

WANTED—Those wishing a good business education, or the best instruction in penmanship, should attend LEDDIN'S Commercial College, 28 Main street. oct7

GINSAW FILING—Every planter to know that they can have their ginsaws filed any day by hand or machinery, at corner of Main and Georgia streets.
B. W. HICKMAN.

STRAYED.

MULES—$80 REWARD—Saturday, 12th inst., one mule—size a light bay horse, 5 or 6 years old; the other a dark or mouse-colored horse mule, about the same age; both are branded J on the left shoulder. The above reward will be paid on their delivery to
S. SCRATCH, 20 Poplar street.

TEN DOLLARS REWARD.

STRAYED—Two MULES AND ONE HORSE—From the Lake farm, on the Paducah and Memphis railroad, one large black horse mule, about 15 hands high, 8 or 9 years old; one large light bay horse mule, nearly 16 hands high, 8 or 9 years old; one black horse mule, about 15 hands high, 6 or 7 years old, slightly hip-shot in right hip. All of them have gear marks. Any information of above stock will be liberally rewarded by applying to
FORD, PORTER & CO.,
oct9 No. 6 Union street, Memphis.

MULE—From the subscriber, on the 8th August, a slight dun or mouse colored horse mule, about five years old; good size and in good order; he has the letter T branded on one of his hind quarters, and the figure "8" branded on his neck or shoulders, with black fling mane and tail.
We will give twenty-five dollars for the delivery of the mule, at our Plantation, near Hudson's station, on the Memphis and Louisville Railroad.
W. J. AND A. S. POINDEXTER.
oct1

PERSONAL.

ISAAC ISAACS, TAILOR AND CLOTHIER (Tenant John Gerst), 305 Second street, Memphis, has no branches, and is not connected with any other house in Memphis.

FOR RENT.

COTTAGE—A new cottage of seven rooms, on Walnut street, near Vance; will rent low to a good tenant. Apply at
BRADLEY & BEALE STREET.

ROOM—One furnished room, at 45 Desoto street, corner of Union street. oct9

HOUSE AND STORE, or store alone, in the best business part of the city, Main street, and suitable for a jewelry business, millinery, etc. Fixtures to be bought at reefing. Also, a stock of jewelry, watches, etc., for sale, or exchange for property. Apply 198 Main street.

50 ACRES OF LAND—Finely improved; well supplied with all varieties of fruits; four miles from the corporation, on the Shelby line road. Apply to W. H. BOLER,
oct7 Rental Agent, 39 Madison street.

HOUSE—In close neighborhood to St. Mary's Academy; house taken in exchange for rent; also, part of house in same neighborhood. Apply by letter to Y. L., at this office. oct7

RESIDENCE—The large and beautiful residence of the late Dr. Lanier, at Bayborn and Walker avenues, one-quarter mile south of city limits; fine grounds, good neighborhood; rents very low and for a term of years. The Cherry Place.

TWO Residences on the corner of Manassas and Rose streets—8 or 9 rooms.

Large Residence—63 Court street.

Outbuildings—Adams avenue, near the station of Mississippi and Tennessee Railroad, on Kerr avenue, adjoining yard and garden.

Store—No. 449 Main street.
oct7 R. L. COLTON, 32 Jefferson st.

COTTAGE—No. 83 Union street; possession given at once. Apply to
oct7 T. B. LOGWOOD, 15 Union street.

STORE AND GROCERY—A commodious store and dwelling on Front street, near Court. Apply to JOSEPH LAMBERT & SON,
oct7 No. 22 Front street, up-stairs.

STORE ROOM—No. 34 Jefferson street, now occupied as a Barber Shop. Possession given immediately. Apply to
oct GEO. SHIELDS & CO., 236 Main st.

PIANO—A No. 1 Piano. Apply at
oct8 No. 36 EXCHANGE ST. (extended.)

ROOMS—Small rooms, one door up stairs, over our store, northeast corner Main and Jefferson streets. A long established millinery and mantua-maker's stand. Possession given 1st September. GEO. SHIELDS & CO.,
aug 236 Main street.

FOR LEASE.

FURNITURE FOR SALE.

HOUSE—Of six rooms, besides dining-room and kitchen; outside, two rooms for employees; good stables; two mules, harness and wagons, with three acres of land, well enclosed; water cisp of vegetables, cows, hay and fodder, sufficient for a year—all adjoining five minutes' walk of Union street cars. Apply to J. L. GOODLOE,
oct8 15 Madison street.

LOST.

DOG—White and lemon setter dog, named Ned. Twenty-five dollars reward will be paid if delivered at 37 Market street, or to Tom & Ned, Jefferson street.

MULE—One mouse-colored horse mule, about 16 hands high, 7 years old; very heavy; has a knot on its right fore leg just under the knee; will pay a liberal reward if delivered at G. C. CARTER & CO.'S.
oct7 290 Front street.

ROOMS AND BOARD.

ROOMS WITH BOARD—Two front rooms, with board, in a private family. Address L. R., this office. Reference required. oct8

ROOMS AND BOARD—One suite and several single rooms, with board; also day board, at 71 Court street. Reference required.

ROOM AND BOARD—At Mrs. Thomas', a good board, at No. 82 Main street. Address A. B. C., this office.

ROOMS—Desirable rooms, newly fitted, with board, can be had, with reference, at 72 Madison street. oct7

ROOMS AND BOARD—A suite of rooms, with board, at 149 Madison. oct8

STRAYED OR STOLEN.

GRAY PONY—Short mane and tail; about 4 years old; a scratch on rump; $5 reward.
JOHN MOTT,
oct8 236½ Shelby street.

LOCAL PARAGRAPHS.

—The useful chain-gang becometh small in number.

—Several hundred happy country people in Memphis yesterday.

—The Chamber of Commerce meets in their new hall Wednesday.

—The Memphis Mechanics' Institute is the heaviest stockholder in the Exposition.

—There is nothing so badly wanted in Memphis now as about five million dollars.

—A gas lamp is being erected on the southwest corner of Second and Union streets.

—The band of the circus has been reorganized, and now blazes forth nightly on Jefferson street.

—The negroes indulged in some oratory in Court Square last night. Their voices were lifted in praise of Grant.

—A negro carved a brother at Whitehaven Wednesday. The brother shot him. One dead and the other faring badly.

—Wheeler & Pickens yesterday began the foundation for their new warehouse, on the ground where the old one stood.

—So great was the rush of pleasure-seekers, last night, to all the places of amusement, that all the street-cars could hardly accommodate them.

—It is said the owner of the property at the corner of DeSoto and Gayoso, intends pulling down the old shanties and erecting new ones on their site.

—A steamboat whistle last night played Garryowen in an ear-splitting key, and went over the "chune" about five times. The diabolical melody lasted four hours.

—Miss Lucille Gallaway met with a sad accident in the Court street schoolhouse yesterday. She fell on some rocks, and was severely injured in the region of the abdomen.

—The St. Louis company which was to have finished the little narrow-gauge to Raleigh, got bested. There is no prospect now of the train-way being completed for a few days longer.

—For the benefit of strangers visiting the city during the Exposition, a learned pundit will, in to-morrow's issue of this paper, describe some of the points of interest to be seen on Wisley Chun.

—Our merchants complain bitterly of the delay in the transportation, by rail, of goods from Cincinnati to this city. One shipment of goods, started from Cincinnati on the third instant, did not reach here until yesterday.

—Hall's stable, on Union street is now the rendezvous of the late Backenstose's menagerie. Captain Lewis exhibits the animals, and will buy those unsold in a day or two, including a cage of wild monkeys.

—Sergeant Dea picked up a stray girl of about five years, in the neighborhood of the Charleston depot. She appears to be "out of her mind." She slept on the floor of the station-house last night, carefully wrapped up in blankets. Mr. Forrest watched over her like a father.

—We learn of a sad quarrel between two persons in Hardeman county—Mr. J. T. Eubanks and Mr. L. Holmes. In the course of the dispute Eubanks struck Holmes over the head with a stick of wood and killed him. Eubanks is a deputy-sheriff. Holmes was a farmer.

—The County Fair will open on Monday. The roads leading out to the grounds will be in fine repair, as the County Court has so ordered. The railroad people, besides, will issue return tickets for twenty-five cents, so that all may attend.

—The Marre case is making things red-hot on Second street. About fifty witnesses have been gone through already, and there is no telling how many more may have to be pumped dry by counsel. As we predicted, the affair will drag along for days and days.

—Outside of the Magistrates' Courts, we have eight superior cows running in Memphis at present. The two Chancerys, the two Circuits, the County and Criminal Courts, the Recorder's Court, and the United States Court. The lawyers have opened very nicely.

—A runaway took place yesterday on Main street, which evidently resulted from the stupidity of the driver. He loosed the breast-straps and let the tongue of the carriage down to the ground without unbuckling the traces. The point of the tongue ploughed the Nicolson as it passed rapidly along. No one hurt.

—The Dyersburg *Progress* of yesterday has this cheering paragraph: "We learn reliably that the contract for the building of the Paducah and Memphis road, between the Obion river and Newbern, has been let on to a Mr. Smith, who agrees to have it completed by February next. About a quarter of a mile of trestling has already been built on this side of the river, and the work is still going on. Over one hundred hands are now engaged at the task, and additions are being made to the force every day. We may therefore hope, with favorable weather this winter, to have the cars running from Paducah to Newbern by April."

—As the coming fair promises to be unusually interesting, and as the stock premiums are much larger, there will be a fine display, especially of horses, someseven or eight thoroughbreds came down on the boat night before last and are now at Holland & Co's. stable on Union street. They have just come from St. Louis, where nearly all of them took premiums, and are about as neat as any that have ever been exhibited. Among them our race reporter noticed Brown Dick, a celebrated harness and roadster gelding, six years old, that has up to this time taken over one hundred and fifty premiums in different States, and at New St. Louis Fair carried off the roadster premium against forty entries or more, and won the second money in a three-minute trot on the last day of the fair. His mate, Ella Hall, a fine bay mare, and a perfect beauty in style, is also in the lot. She won at St. Louis the light harness premium against twenty-eight entries, and the roadster premium for mares against thirty-two competitors, and came out second in the sweepstakes race for mares. Next is Minnie Marshall, a fine three-year-old harness mare that won the light harness premium at St. Louis against fourteen entries, and the premium for three-year-old horses of all work, and the sweepstakes for mares of that age where fifty-two horses competing. A fine grey horse, styled George Lindenberger, is also of the lot, and will be, doubtless, the most stylish saddle-horse exhibited. He won a premium at St. Louis, as did also the brown gelding Joe, as a roadway horse against fifty-two competitors.

ST. LOUIS PACKET COMPANY.

A History of the Most Important Packet Line in the Mississippi Valley.

The Principal Officers—The Men who Built up the Giant Corporation.

The Boats Now Running and That Have Run in the Line—An Interesting Resume.

The following, which we copy from the St. Louis *Inland Monthly*, will be read with interest by the citizens of Memphis, who share with those of St. Louis a just pride in a company that does as much for one city as the other:

During the year named, several gentlemen then connected with the river interests conceived a project to establish a line of packets to ply between this city and Memphis, Tennessee. The main purpose of these gentlemen was to increase the trade of this city by affording regular and reliable communication with Memphis, and other points upon the river, and extending accommodations, to aid in developing the magnificent country bordering on the Mississippi, thus producing a reciprocal effect upon our commercial interests. To discuss the matter was tantamount to the establishment of this line.

Before the close of 1868, the following gentlemen had organized themselves into a company, to be incorporated under the name of the Memphis and St. Louis Packet Company, namely: Daniel Able, William J. Lewis, John A. Scudder, William C. Postal and Robert L. McGhee. We believe that all these gentlemen, except Mr. Lewis, were at the time actively engaged in steamboating. Captain Daniel Able was elected the first President of the company, and Captain John A. Scudder, Secretary and Treasurer. Captain William C. Postal was made Superintendent. The company commenced business with the steamers Platte Valley, John H. Dickey, and Ben Lewis. These boats were what would now be called small boats, each having a capacity of only about five hundred tons. The value of these boats were about thirty thousand dollars each. The entire value of the property then owned by the company was less than one hundred thousand dollars. The capital stock was one hundred and fifty thousand dollars. In the mean time an application had been made to the Legislature of Tennessee for a charter. After considerable delay the bill introduced into that body incorporating the Memphis and St. Louis Packet Company passed both branches of the Legislature and became a law. But it was found to be unsatisfactory, and application was subsequently made to the Legislature of this State for a charter, which became a law during the year 1869. Meanwhile the company had been acting merely as an association, without cover of law. On account of these delays, it was not until the third of January, 1869, that the Memphis and St. Louis Packet Company, in its corporate capacity, had a legal existence. On that day the incorporators held a meeting, and Daniel Able, Wm. J. Lewis, John A. Scudder, Wm. C. Postal and Robert L. McGhee were declared to be elected directors of the company. Daniel Able was elected President, and John A. Scudder Secretary. Previous to this date the steamer Ben Lewis was destroyed when lying off Cairo, by the explosion of her boilers. The company, during the spring of that year, purchased the steamers John D. Perry and Jas. H. Lucas. The number of the boats of the line was further increased, before the close of the year, by the purchase of the steamers Philadelphia and Courier, and the building of the George W. Graham.

DURING THE FIRST YEAR

of the existence of the line, the amount of business transacted was not very large. The average cargoes of the boats going south was about two hundred tons of freight. On the return trips the average did not exceed fifteen tons. The passenger business was fair. The war breaking out in the following year, causing a suspension of business with the objective point of the line, and leading to a complete blockade below Cairo, was very trying to the young company. But with an energetic chairman and board of officers, it not only maintained itself, but made substantial progress during that and the succeeding year.

After the capture of Memphis, June 6, 1862, boats of this company resumed business with that city, and were welcomed back to their old trade by the citizens generally along the river with great cordiality. The business of the company increased very rapidly. It was soon found necessary to increase their facilities by the addition of other boats to the line. The fine steamers Charles E. Hillman and Rowena were purchased. The great steamer Anna, too, that the Robb and the Belle Memphis No. 1 were added to their stock of steamboats. The company, subsequently, bought the Southerner and built the Belle St. Louis and City of Alton. The service of the City of Louisiana and the Thomas E. Tutt were also called into requisition. During the year 1865-4, the City of Cairo was built, and soon after the Belle of Memphis and Belle Horton, Adam Jacobs, The Mary E. Forsythe was also built about the close of the year 1864.

Meanwhile important changes had taken place in the ownership of the capital stock and the general management of the affairs of the company. Mr. Lewis had transferred his shares to Mr. John J. Roe, a man of great energy of character and a born navigator. Captain Able had been succeeded in the Presidency by Captain Henry W. Smith, who was subsequently repeatedly re-elected and filled that position until his death in 1869.

ANOTHER IMPORTANT CHANGE

in the prospects of the company was effected by the accession to the list of stockholders of Messrs. Henry and Edgar Ames, and Mr. Gerard B. Allen, the present Vice-President of the company. The interest of these gentlemen in the welfare and prosperity of the company was not merely passive. They became stockholders for the purpose of using their eminent abilities to promote its success, and to contribute their mite means to the prosperity of the city in which they were all deeply interested. It was now that the objects and purposes contemplated in the establishment of this line of steamers begin to be sharply outlined. Messrs. Roe and Allen and the Ames brothers were men of great wealth, therefore had no inclination to engage in doubtful speculation as a means of securing fortune or increasing their already ample fortunes. But they were men of far-seeing sagacity, and were firmly persuaded that the establishment of such a regular line of packets would contribute largely to the development of the country bordering the Mississippi south of us, and that the commerce of St. Louis would be largely extended thereby; hence the solicitude they evinced for the complete success of the enterprise in which they had embarked so zealously. John J. Roe and Henry and Edgar Ames have passed to their reward. No eulogy that we could pen can add or detract from their memory is green in the hearts of the citizens of St. Louis. They consummated great things in their lives, and dying, left forces which they had evoked, plans which they had conceived, to continue to exert an influence that would go on increasing the commercial importance of the city until it shall become the grandest mart on the globe. Of one of the Ames, one of our most gifted ladies has written,

"IN ALL PUBLIC ENTERPRISES

that tended to the advancement of St. Louis, or promised to secure her future aggrandizement and glory, Mr. Ames was peculiarly interested, while the avocation with which he was immediately connected, led him into more intimate associations with the commercial interests of the country, as the most prominent interest—the gigantic framework upon which is raised the whole structure of our prosperity as a city." The same language may, with equal appropriateness, be applied to the other brother, Henry Ames. Their record has been written, their names are forever fixed in the history of St. Louis commerce. Not the least of the evidences of their far-reaching wisdom as business men is their connection with, and interest in, the success of the Memphis and St. Louis Packet Company. We need not dwell upon the merits, or detail the history of John J. Roe and Henry and Edgar Ames. They have made their record—their deeds are known to the citizens of this city.

Mr. G. B. Allen and John A. Scudder are still alive and still connected with the company. Two of the most publicspirited and yet the most unpretending men in the city; quiet and unobtrusive, yet possessed of clear intellect and force of character that brings success. As Mr. Scudder is more intimately identified with the workings of the company, perhaps a pen picture of the man whose intellect supervises the affairs of one of the greatest corporations in the Western rivers would not be unacceptable to the reader. He is, we believe, a native Missourian; is rather under the medium stature; is about forty-two years of age; has a firm-set mouth, but, upon the whole, rather pleasant features; is, in other words, a "good-looking man." In manner he is exceedingly modest and retiring; knows when to say "no," and although apparently so quiet, so undemonstrative, yet he is known as a man of great decision of character and inflexible purpose. With him, to resolve is to do. You visit

THE OFFICE

of this great steamboat corporation, inquire for Captain Scudder; you are informed that he is in his office, and invited to pass in. You see before you a quiet, sedate-looking man, dressed with scrupulous good taste, in a suit of gray. You salute him, and the quiet man cordially invites you to a seat. Ere you are aware of it he has taken your measure, read your thoughts, and divined the purpose of your call. There is nothing pompious either in his manner or in his words; yet there is that in his appearance and manner that plainly says, "thus far, and no further;" and you are at once made to feel that the man before you is not an ordinary business man, but one whom Nature designed for great achievements. Such is the man whose extraordinary executive ability has solidified and permanently established one of the greatest corporations in the West. Mr. Scudder is a man of enlarged views; looks at everything through the medium of the *what will be* rather than the *what is*; possesses a far-reaching, foresight; sees and comprehends the needs of the river interests; thoroughly understands the commercial importance of the Western rivers, and uses his great influence in favor of progress, in the method of transacting business, and in approved appliances to save labor and expedite the handling of freight.

It may be stated here that one of the oldest men in the company, distinguish Mr. Scudder, is his keen insight into human character. This faculty has enabled him to make the very best selection of men to become his associates in the management of this now

GREAT WATER LINE OF TRANSPORTATION.

As we shall hereafter speak of the vast increase in the business of this company, we may as well mention in this connection, the men whose energy and tact has so largely contributed to the result. The present officers of the company deserve more than a passing notice.

Captain John P. Keiser, Superintendent of the Memphis and St. Louis Packet Company, was born in Boone county, Missouri, September 23, 1835; was educated at Howard High School, Howard county, Missouri. His father being a steamboatman, John P. Keiser was early instructed in the mysteries of guiding a steamboat on the water.

In 1852, Captain Keiser, then in his nineteenth year, became pilot of the steamer at J. M. Clendennin; Captain Henry W. Smith master, and Edward Herndon owner. In 1856 Mr. Keiser became master of the steamboat Cataract, and was subsequently captain of the Isabella, and other boats, most of which were engaged in the Missouri river trade. He has owned many steamers, is a thoroughly practical steamboatman, has excellent business qualifications, and superior executive ability. In 1870 Captain Keiser was elected Superintendent of the line, and under his personal supervision the fine steamers Grand Tower, City of Vicksburg, City of Chester and City of Helena have been built. Captain Keiser is a splendid specimen of a man; large and well-formed. He presents a fine physique and noble bearing. Since he has been superintendent the company has expended large sums of money in the purchase of elevators at Memphis and Vicksburg.

The present Secretary and Treasurer is Captain William D. Love, a native of Hardin county, Kentucky, and was born August 3, 1833. His parents dying while he was a child, he became an inmate in the family of his uncle, Colonel Charles D. McLean, of Memphis, Tennessee. He was educated in the public schools of that city, was clerk on the steamer St. Mary in 1850, owned the Eclipse wharfboat at Memphis, 1858-59, and was engaged in the commission and forwarding business at Memphis for several years, in which he was successful. In the war between the States, Captain Love retired from the wharfboat business, and did little, until after the restoration of peace. In 1865 he came to St. Louis as a permanent resident; became connected with the Memphis and St. Louis Packet Company, and was first elected to the position which he now holds, in 1870. Mr. Love is an excellent business man, and has been successful both as clerk and commander on steamboats, and as a merchant. He has a wonderful faculty of keeping up with all the minutiæ of an immense business. We must not omit to mention

THE GENERAL FREIGHT AGENT

of the line, General Nathan Ranney. He was born in Litchfield county, Connecticut, April 27, 1796, was educated at Fairhaven, Vermont; left school, however, before he completed his course, and enlisted as a private soldier in the Twenty-ninth United States infantry, then commanded by Colonel, afterwards General John E. Wool, in the month of March, 1814. He was sent with his regiment to the northern frontier, and was present and a participant in the battle of Plattsburg. In 1818 he was detailed to go out west to accompany the famous "Yellowstone expedition," and arrived at St. Louis June 9, 1819, as Provost Marshal of the expeditionary camp. He went on various expeditions to the Upper Missouri river country, between 1819 and 1827. He married Miss Amelia Shackford during this period, and about the last named date, in connection with his wife's brother, established the mercantile house of Shackford & Ranney, the first wholesale jobbing house ever established in St. Louis. General Ranney was largely engaged in steamboat business between the years 1830 and 1840, as agent and factor. In 1840 he became Treasurer and General Agent of the St. Louis and New Orleans Railroad Company, and held the position until 1864, when he became General Agent of the Memphis and St. Louis Packet Company. General Ranney has held several important offices. President Jackson appointed him Surveyor and Collector of Customs at this port. He has been President of the City Council, Chairman of the Board of Public Schools, Inspector General of the State, President of the St. Louis Bible Society, and also of the Missouri Branch of the American Colonization Society. He is now President of the St. Louis Historical Society.

There is another gentleman, who, though not really connected with the company in an official capacity, is yet entitled to be mentioned in this connection, inasmuch as he was one of the first citizens to encourage the line, urge and finally succeed in inaugurating a business, which it is likely will forever add to the importance of our internal system of navigation—that man is Egbert Bodoe, a native of Rappahannock county, Virginia, where he was born October 4, 1826. He removed with his father's family to Illinois in 1837, was educated at Shurtleff College, married Miss Sarah S. Sherwood, in January, 1852; previous to which time he had been connected with the river as clerk on various steamers, in all of which positions Mr. Bodoe was found energetic and reliable. In the name of Mr. Dodge will be chiefly known in connection with his fame as an "elevator builder." In 1871, he superintended the building of an elevator in Vicksburg, for the Memphis and St. Louis Packet Company, and the following spring constructed for the same company, at Memphis, Tennessee, one of the greatest warehouses on the banks of the Mississippi. This improved warehouse and package elevator threatens to revolutionize the entire river business, and Mr. Dodge is entitled to honorable mention for having so fully demonstrated the advantages to be derived by constructing such improved wharves at our river ports.

THE CHARACTER OF THE MEN

who stand forth as the representatives of the Memphis Packet Company may be further illustrated by a brief review of the progress made in twelve years, and the statement that during that time the sum of five thousand dollars would cover all the losses sustained by the casualties of navigation since 1860. While there has been many fearful accidents on the river, involving a large loss of life, this company has been entirely exempt, and no lives have been lost on account of accidents to boats belonging to this line.

To show the progress made by this company, we present a brief resume of the history of the company. In 1860, after the line was permanently established, the steamers Platte Valley, John H. Dickey and Ben Lewis, Jas. Lucas, three boats, valued at about ninety thousand dollars were employed. The tonnage of these steamers aggregated one thousand five hundred tons. About two hundred tons was the average of the cargoes down stream, and there was very little freight coming up to this place. In 1869, the receipts of the company amounted to two hundred and seven thousand eight hundred and forty dollars. In 1871, the company having extended their line in the previous year to Vicksburg as an objective point, and having also established a short line to Grand Tower, ran the following boats: The Adam Jacobs triweekly packet to Grand Tower, and the steamers City of Chester, Grand Tower, Belle Memphis and St. Joseph, making weekly trips to Memphis, and the steamers City of Cairo, Marble City, City of Vicksburg, City of Helena, Belle of St. Louis, Colorado and Julia, making a tri-weekly line to Vicksburg, thus making a daily line to Memphis and intermediate points, and tri-weekly to Vicksburg. The capacity of these boats range from two hundred to fourteen hundred tons each. The Grand Tower packet, Adam Jacobs, makes annually one hundred and forty-four trips to Grand Tower and return. The Memphis packets aggregate one hundred and ninety-two round trips, and the Vicksburg packets aggregate one hundred and forty-four round trips between this city and Vicksburg. During the fall and winter season this company employs other boats to enable them to meet the demands of their patrons. The receipts of the company for their own boats in 1871 amounted to one million seven hundred and twenty-six thousand dollars. The receipts for outside boats employed, by the company amounted to more than three hundred thousand dollars.

The company expended during the same year for repairs of boats and outfit $87,000. The company owned at that time St. Louis, about two hundred thousand dollars, and gave employment to a large number of mechanics. In addition to these liberal expenditures by this corporation during the past year, they have given regular employment to other on the boats or at the elevators at Memphis and Vicksburg, to about one thousand two hundred and seventy-five men. During the last year this company has transported down stream and up stream four hundred and nineteen thousand tons of freight, and have carried one hundred and fifty thousand passengers. One of the steamers, in making the trip between this city and Vicksburg and return again to her port, makes an average of three hundred and twenty landings.

To give an idea of the improvements introduced by this company to facilitate the handling of freight, we will state that the improved wharf and package elevator at Memphis, built at a cost of two hundred thousand dollars, is three hundred feet long and two hundred feet wide, with a storage capacity on the lower floor for eight thousand tons of freight, and facilities for handling an equal amount over the main floor. The roof is elevated above the main floor twenty-eight feet, and the vast structure is lighted by transom sky-lights four feet high in the center of the building. The package elevators consist of four inclined planes, and four elevator feet, or endless trainways. Each one of these when working is capable of taking from the deck of a steamer and consigning it to the main floor of the building eighty tons of freight in an hour. The aggregate capacity of the elevators men to become his associates in the management of this now

THE IMPROVEMENTS

which we have mentioned, are not all the innovations made upon the anciently established customs among the steamboatmen. The Memphis and St. Louis Packet Company, was the first to introduce the European plan of subsisting their passengers. Tickets are now sold entitling the holder to a state-room, and transportation but not board while on the boat. A traveler on board of one of these packets can now take one meal or three meals a day at his option, and pays only for what he gets. The system has been found to work admirably. Another party not connected with this packet company, now has the restaurants on this line of packets.

Another feature of the management of the affairs of this line, is the punctuality and regularity with which they make their stated trips. Few railroad lines are more regular to time or reliable in making their stations than are the boats of this line in reaching the landings along the river.

The boats of the Memphis and St. Louis Packet Company are all first-class; built without regard to cost; but intended to be safe, staunch and durable. It is not the policy of the company to employ inferior boats to meet their patrons' demands. The rates on freight are as low as the lowest possible rates consistent with safety. And well may they carry that emblem, and well might the company claim a right to such an emblem, since they have not lost a boat by fire, explosion, or obstruction in the river, since the permanent organization of the company.

The traveler, too, may *hope*, with reason, as he gazes on the emblem, that his journey will be prosperous, since the history of the line tells him that he has trusted himself to persons who have some regard for his life and safety.

When the careful historian of the commercial progress of this city shall come to analyze the forces at work to produce the result so stimulating to the pride of the inhabitants of the Mississippi Valley, he will find that in the combination presented by Colonel, afterwards General John E. Wool, in the month of March, 1814. He was sent with his regiment to the northern frontier, and was present and a participant in the battle of Plattsburg. In 1818 he was detailed to go out west to accompany the famous "Yellowstone expedition," and arrived at St. Louis June 9, 1819, as Provost Marshal of the expeditionary camp. He went on various expeditions to the Upper Missouri river country, between 1819 and 1827. He married Miss Amelia Shackford during this period, and about the last named date, in connection with his wife's brother, established the mercantile house of Shackford & Ranney, the first wholesale jobbing house ever established in St. Louis. General Ranney was largely engaged in steamboat business between the years 1830 and 1840, as agent and factor. In 1840 he became Treasurer and General Agent of the St. Louis and New Orleans Railroad Company, and held the position until 1864, when he became General Agent of the Memphis and St. Louis Packet Company. General Ranney has held several important offices. President Jackson appointed him Surveyor and Collector of Customs at this port. He has been President of the City Council, Chairman of the Board of Public Schools, Inspector General of the State, President of the St. Louis Bible Society, and also of the Missouri Branch of the American Colonization Society. He is now President of the St. Louis Historical Society.

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