MEMPHIS APPEAL

SATURDAY MORNING, APRIL 12, 1873

IDENTITY OF INTEREST AND FORTUNE OF THE WEST AND SOUTH.

The plain theory of a good God, on which the earth was created and populated, involves the policy of "living and let live." In other words, since the northwest cannot produce cotton, rice, sugar or oranges, and only corn and bacon, we of the south should supply the northwest with peculiar products of this latitude, and they should give us in return bread and bacon. Both would be enriched most rapidly, and both live most cheaply. So natural is this law of right and common sense, that no invective of sectional eloquence, and no assertion of local selfishness can prevent the abandonment of cornfields by cotton-growers, and their appeals to the north, while proffering shirts to the naked of all nations, for hog and hominy. The commercial relations between the two sections should be of the most intimate character. Their interests are inseparable, and each is dependent for a market or for manufacturing skill upon the other. Self-interest constitutes a stronger bond between States and communities than any mere abstract notions of philanthropy or of fraternal affection among people of States constituting a Union. In view of these facts the products of the west should move southwardly, and those of the south northwardly. On the contrary, such are perversions of nature's by artificial commercial laws, that the whole trade and interchange of the whole country's products is effected in the remote east. The Mississippi river, created in conformity with God's plans of beneficence, and promotive of that natural interchange of products and inter-dependence of people of different latitudes, has been made useless by the sheer force of money and railways. There is but one market, and there is but one route to it; and thither the whole crop must go, over railway lines and canals owned by the great center of continental wealth and commerce. Nature's laws are absolutely repealed, and the Mississippi and Ohio rivers are damned up and turned backward. The loss resulting from these infractions of natural laws is enormous. It falls with crushing force upon the grain-growers of the northwest, who make fuel of unsalable food. Meanwhile, there are districts of Arkansas paying one dollar and twenty-five cents per bushel for corn, and there is no remedy. Steamboats and barge lines become impotent when the continent's centralized wealth requires governments to expend sixty millions on canals already dug and others to be excavated, connecting the Mississippi with the Atlantic. Even vast sums expended in railways fail of their purpose. Railways cannot discharge the heaven-ordained tasks of the Mississippi, and the aid of canals must be invoked. Why not expend a small share of all this enormous wealth in cutting a ship-canal from New Orleans to the sea, and in straightening the mightiest canal Nature ever dug? Why subject the country to vast expenditures to enrich a mighty emporium of the east, when twenty States, ten on each side of the Ohio, demand by every law of nature and necessity direct intercourse by the cheapest possible means of inter-communication. The restoration of the Union, if we do not misconceive the event, signified something more than the reproduction of political unity. It involved a commercial identity of fortune and progressiveness, which can only be perfected by the one section being made by commercial agencies the supplement of the other, each ministering to the progress and grandeur and power and glory of the other. When the west and south have learned this lesson, the Mississippi will become, as Calhoun pronounced it, an inland sea, and Memphis another Venice, at the head of another Adriatic.

THE NEW YORK TRIBUNE.

The present management of this great journal is conspicuous for the assistance and help it lends to art, science and literature without infringing on its news columns. Scarcely a day passes that it does not contain the report of some interesting lecture or letter, carrying to half a million households the stores of knowledge acquired in years of industry by such scientists as Tyndall, the laborious results of such discoveries as that of Reiss in relation to the great volcano of Cotopaxi, or the scholarly criticisms of Weiss on Shakespeare, the art studies of Page or Sturgis, optics by Rood, history by Parton, or the California sketches of Bret Harte. Surely modern journalism begins to fulfil its chief function as an educator of the people when thus devoted to the spread of information that is the very essence and foundation of all human labor. The research of Tyndall is carried to homes whose occupants are to be benefited in a thousand ways, some of them, perhaps, to be incited to similar endeavor; and the refined analysis of Shakespeare by Weiss opening to easy perception by the multitude the subtle beauties of works that have originated a school of literature, whose lightest production must always possess interest for the Shakesperean reader and student enters at the same time the cottage and the palace. And as with these so with the lectures of other gentlemen of distinction in special lines of study, each one finding an attractive corner in the newspaper which has always devoted some portion of its space to that which elevates and refines and makes men and women the better for the reading. But, as if fearing it were not enough that these productions should have the advantage of the widely-extended and growing circulation of the *Tribune*, and determined that they shall find wide-spread publication in a form wherein they are grouped attractively, and each supports the other like kindred of one name and common fame, the publisher sends them out to the world in "Lecture Extras," the fourth of the series being now before us, containing besides the "Six Shakespearean Studies," of Weiss, "Seven Art Studies," by members of the National Academy of New York, "The Pilgrim Fathers as Men of Business," by Parton, and "The Argonauts of '49," by Harte—the whole comprised in twelve columns of precious reading, sold at the trifling charge of five cents. How much better that types and paper should thus be utilized for the benefit of our race, than in the dissemination of the sensational trash which panders to the mere animal, to the detriment of the hearts and souls of men? How much better that readers of the daily press should come to it as to a living spring of fresh and solid information on topics which enlarge the bounds of human vision and elevate the human mind to the contemplation of that which underlies and is the basis of all human endeavor and enjoyment. The *Tribune*, in thus helping science, art and literature, is reaching very near to the limit of possibility in journalism, and is not only assisting in the education of the public at large, but the journalists of the country, who too often are found to discredit their high and noble calling by the most despicable misapplication of the powers and privileges lodged with them.

EXPANSION—THE ANNEXATION OF CANADA.

We are on the eve of a new policy on the part of the administration. New and important developments will be made at an early day. Now that reconstruction is an "accomplished fact"—that no one proposes to disturb the issues settled by the war, the politicians are in search of new questions by which to secure or enable them to hold on to the spoils. Recent dispatches from Washington begin to foreshadow the future policy of the administration. The acquisition of territory was the groundwork of the Democratic edifice, and this touch of the Democratic creed President Grant has not forgotten. His desire to acquire San Domingo shows that he believes expansion is popular with the people. The administration papers inform us that Senator Morton, of Indiana, has a speech prepared, and which he tried to deliver at the late session, but failed, based on a resolution of his, instructing the secretary of the treasury to furnish a report to the senate showing the amount of imports from the provinces composing the Dominion of Canada to the United States for the years 1871 and 1872, and the amount of exports to the same provinces from the United States for the same years, and the amount of imports and exports between the United States and the same provinces for the two years preceeding the termination of the reciprocity treaty. Mr. Morton takes strong ground in favor of the annexation of Canada, and will deliver his speech during the summer. The subject is certainly an important one. If the acquisition of territory is to be the future policy of the administration, the south will be petted and caressed by the Radical party with a view of winning the affections of our people in the event war grows out of the acquisition of Canada. The wolf in the branch had no difficulty in finding an excuse for insult and in devouring the lamb, and the United States will have many reasons for laying hands on Canada when it has resolved to pluck the fruit. The acquisition of Canada will renew the old lust for Mexico, and a movement for that purpose will at once be inaugurated. That Canada and Mexico will, at an early day, become a part of the United States of America, no intelligent observer of the signs of the times for a moment doubts. It can no longer be said that our government will become so large in the extent of its territory that it will be difficult to administer it. In these days of railroads and telegraphic communications, Grant in Washington, has more facilities for rapid communication with the whole world than General Washington had for communicating with the thirteen colonies. From this time forward we predict the march of the American institutions will be onward.

THAT GOVERNMENT IS BEST WHICH IS CHEAPEST.

There is hardly a government on earth that costs toiling people more than ours. What is worst is the fact that we are robbed through our ignorance, and the tariff system is perpetuated simply because we pay, without knowing it, vast sums to be wasted by federal place-holders. It costs more to live in the United States, for this reason, than elsewhere in the world, and however great our political and personal freedom, we are the verierst serfs and slaves of those in power. If the government were maintained by direct taxation, it would cost the people less by more than half, and half the loafers who now live luxuriously, levying exactious, through offices, upon popular industry, would be driven to fields of active labor. It costs so much to live that labor wins no profits. The profits are cunningly absorbed by a dishonest, indirect system of taxation, which adopts the sneak-thief's mode of operations, and filches from our pockets when we are unconscious of the operation. We buy shoes at three prices, two of these sums going to the government and its agents, and only one price to the toiling son of St. Crispin, and so with every article of food and clothing. It is not that we object so much to the encouragement of manufacturing industry by the tariff system, even at the cost of agricultural toil, as to the fraudulent character of the scheme of taxation, through which the people and the government alike are mercilessly plundered. The more a people are taxed the less the inducement to toil, and however cunningly the multiplied processes of robbery are veiled beneath the intricacies of customhouse regulations, popular intelligence at last discovers that the outrage is only greater because it is supposed to be cunningly and secretly perpetrated. In view of these facts, the Canadians abhor the idea of annexation. We have the forms and they the substance of freedom. They owe allegiance to a wise queen; we pay endless tribute to fraudulent demagogues.

WHAT MEMPHIS NEEDS.

The proposition to proffer a reward of half a million dollars to any company that will complete a railway one hundred miles from Memphis, toward Kansas City, and the same sum for a road of the same length from Devalls Bluff toward Shreveport, is very generally approved. There can be no stealing, no foul play, no excessive sums paid contractors; no nice little rings that do jobs in which the railroad officers share the profits; no delectable credit mobiliers to plunder the State or the city. Moreover, the city of Memphis, or county of Shelby, under such an arrangement, would have nothing to pay until the road, finished for one hundred miles, will so augment property values that there will be no augmentation of the percentage of taxation to meet the interest on the bonds. In other words, the road will pay for itself before we pay for it. In these modern times there is nothing like watching. It is quite as good in matters of this sort as watching and praying, and when this mode of aiding railways is adopted the city's and county's credit will be promoted. A city's wealth consists in its power to tax and its credit, in the durability of its existence and wisdom of its lawgivers. It is not remarkable that our credit is now very low. We have the power to tax and may live one thousand years, but then there is wanting that degree of statesmanship injected into municipal legislation most needful in the promotion of the city's aggrandizement. If any single wise merchant owned Memphis, and owed the debt of Memphis, his credit would be perfect, and in two years he would have roads built westwardly in every desirable direction. But a corporation that never dies, that is never in the hands of executors or county courts, is so weak in its intellect and so impoverished in its intelligence that it staggers beneath trifling burdens, and can conceive of no mode of promoting to the utmost the people's prosperity.

THE Modocs, it has at last been found, are averse to the quaker mode of settling difficulties, and nothing short of extermination will insure the settlers along our northern frontier the peace essential to civilization. The same style of adjustment will have to be resorted to along the Rio Grande, for the protection of Texas.

A RING SMASHED.

The credit mobilier land scheme of Arkansas, which was throttled yesterday, shows that there is infinitely more honesty in the legislature than many newspapers seem to suppose. This measure contemplated the distribution among the forty or fifty railroads of the State all lands forfeited for taxes. These lands were to be parceled out among the holders of the various railroad charters, and then there was a wheel within a wheel, and this inner wheel was a so-called "construction" company, which was to build the road for the land. Of course the same fellows, even if their names did not appear in both, were in both companies, and the whole process consisted simply in taking the people's money out of one pocket and putting it in the other. It was alleged that many members of the Arkansas legislature were within one or the other periphery of which we have spoken, and yet our special says the stupendous combination was broken up instantly. If a scheme like this could not pay its own way through the legislature, there is none that could, and we may infer that legislation in Arkansas is much more honestly conducted than most men have pretended to believe.

REAVIS.

Reavis is not a handsome man, and not especially good-natured. He sometimes gets awfully angry, and writes very savagely and very unwisely. He once assailed the whole newspaper press. But Reavis has a big, ugly head on his great, brawny shoulders, full of curious conceits and grand ideas, now and then tumbled about in unutterable confusion in the great, ruddy, glowing cranium of the redoubtable Reavis. He is pugnacious, and obstinate, and original. He won't adopt anybody's ideas, and is in a towering passion when everybody don't swallow his own. He startles people by his industriously collated facts and figures, and can make a man's head swim who contemplates the sea of glory over which Reavis guides the barque freighted with St. Louis's glory and fortunes. Reavis believes in the Mississippi. Some people are sun-worshipers, but Reavis is a western, rather than oriental idolater, prostrating himself in humble adoration before the splendid majesty of the "father of floods." This is a Memphis deity, and, since Memphis and Reavis worship in the same temple and bend reverently before the same idol, it would be well for Reavis to preach in this city. The hall of the chamber of commerce will be crowded on any evening that the giant, who bears the destiny of St. Louis in the hollow of his hand, chooses to appear.

ANOTHER CATASTROPHE.

It is an old and true saying that misfortunes never come singly. We have not yet done with the heart-rending Atlantic disaster, the details of which continue to reach us in driblets, straining the mind to nervous tension, and almost forbidding anything like faith in the safe navigation of the ocean—and here come accounts of the destruction of the city of San Salvador, in Central America, with eight hundred souls and twelve millions' worth of property, representing the efforts of the successive populations of centuries. In the twinkling of an eye, without a moment's warning, the earthquake comes, and houses are thrown down, homes and families are destroyed from off the face of the earth, and a nation mourns the loss of one of its fairest cities. The reaper Death would seem to be harvesting with remorseless determination when thus, by shipwreck and earthquake, he takes human life by almost thousands at one fell swoop.

THE *World* is jubilant over the results of the election in Connecticut, and says it is the "first utterance of the people's voice since the people, not in cities only nor in towns, but in the country, also, have come to a full knowledge of the credit mobilier bribery and falsehoods of the foremost leaders of the Republican party; the refusal of the Republican party in the forty-second congress to punish their crimes; the salary grab; President Grant's signing one hundred thousand dollars into his private purse; his cynical abandonment of all pretense of civil-service reform after that pretense had served its purpose in promoting his re-election; and his subversion of the lawfully elected government of Louisiana; upon that full knowledge, the people of Connecticut have spoken, and their language is plain and unmistakable."

A VERY intelligent correspondent of the New York *Tribune*, writing from Columbia, gives a faithful pen sketch of the negro legislature of the State that once led the fortunes of the south. It is very sad reading, calculated to depress the friends of South Carolina and induce the belief that there is no room for hope there for anything like the progress, now or hereafter, that distinguishes the other States of the Union. The negro legislature sits like a huge bird of ill omen brooding over the misfortunes of the State, impatient at any delay of the ruin that impends. It is fearful thus to contemplate the destruction of a State by an ignorant and criminal mob disgracing the name of legislators; a State, too, once conspicuous for intelligence and culture.

DR. J. W. HARMON.

We call the attention of our citizens to the address to be delivered by Dr. Harmon, of New Orleans, on the subject of intemperance, in the Court street Cumberland Presbyterian church, to-night. The audience will enjoy the original unique lecture beyond measure. Our exchanges speak of the Doctor's efforts in a most complimentary manner. Give him a large audience to-night. The subject will be discussed with an extraordinary degree of force and eloquence.

THE Columbia *Hall* is with the APPEAL on the woman question, and says there is no sense, but a great deal of injustice, in requiring a woman to do work for half the price a man is paid for doing it. There is no earthly reason why a female teacher should not receive as much for her labor as the male teacher is paid, and justice and humanity demand that she should not receive less. The right to be paid the worth of her labor—to be paid as much, at any rate, as a man is paid for the same amount of work—is a right which a woman may demand without unsexing herself, and she *should* demand it. And the rest of us, too, should demand it for her."

THE Charleston *Courier*, for seventy years one of the leading papers in the country, was purchased on Friday last by the proprietors of the Charleston *News*. It is understood that the two papers are to be consolidated under the name of the *News and Courier*, which will be the only daily morning newspaper in Charleston.

THE wise president of the Mobile and Ohio road, Abram Murdock, proposes to augment the capital stock of his company from four to eight millions, and borrow a million dollars in order to make Cairo, instead of Columbus, Kentucky, the northern terminus of his road.

THERE is much talk and inquiry on the streets as to the great sale of Dr. Thomas' Chelsea estate. Memphis, in spite of the selfish narrow views of its masters of to-day, is destined to be a great city, and people seeing it will be made rich by the low prices of property prevalent at this hour.

THE "BIG STEAL."

How the Railroad Bill is Now Regarded—Change of Local Public Opinion.

Governor Baxter's Worth and Purposes—Warwick and His Adherents.

The Uproar and Stage-Thunder Silenced—Probable Fate of the Bill.

(Special Correspondence of the Appeal.)

LITTLE ROCK, April 10.—The bill releasing railroads of their obligations to the State, by transferring to the State an equal amount of stock, passed the senate yesterday, after being so amended as to prevent the further issuance of bonds to these roads by the State.

The impeachment of Governor Baxter is very generally *imbibbed* if, peradventure, this measure meets his disapproval and veto. Loud-talking and ultra Republicans, given to *bravado*, have adopted this most unwise and certainly unsuccessful policy to secure the governor's approval of this bill. Baxter is not the man to be wheedled, cajoled or *driven* to the sanction of any measure. The more proper course of procedure is to place the question, stripped of all the prejudice that has culminated against it, logically and properly before the executive. Satisfy Governor Baxter that it is a proper, expedient and necessary step, as many of the wisest and best people of Arkansas believe, and no one conversant with his honesty of purpose will doubt his action. They who blatantly howl "impeachment" reckon without their host, and resort to a means that may prove hurtful and rebound with ruinous effect upon those who, by threats of impeachment, defeat the very result they would secure. The general assembly aggregates one hundred and seven members—forty-one Democrats and sixty-six Republicans. Every Democrat will sustain the governor in any step to serve the people, and the following Republicans of the house will interpose and prevent impeachment upon a baseless pretext:

A LOT OF GOOD FELLOWS.

Warwick, Fox, White, J. M. Murphy, Cait, McLeod, McGehee, Copeland, Furbush, Stewart, Williams, Shepperson, Merritt and Wheat, making a total of fifty-five, independent of the eight Republicans in the senate that will unhesitatingly stand by the administration. Judge Warwick is an earnest supporter of this railroad bill, and the unquestioned, undisguised friend of Governor Baxter, and has more character and force, perhaps, than any Republican member of the assembly. He deems the measure a good one, but will not be reproachful to the governor if he fails to approve it. At the inception of the railroad bill, or "railroad steal" as stupid fellows have seen fit to characterize it, the floodgates of invective were opened; and, in the excitement and bluster, reason was dethroned and anathemas unhesitatingly flung at those who honestly deemed the measure a good one. The excitement has greatly abated, now that the measure is comprehended, and men view it as they would any other fair business proposition. There are certainly arguments against the bill and numberless good reasons for it, and whatever the conclusions reached by the governor will be in the interest of the railroads and of the State, which are inseparable. The people will soon see the truth and act upon no mistaken prejudices or warped reason. When men talk of impeaching the governor they ingloriously fail of the very purpose they would accomplish by using this hobgoblin if he deem this a very good measure, he will, as it is modified, gladly approve it. If he regard it unproductive of good results it will not receive his sanction. In either event he will ask no favor or mercy of those who now threaten him. His enemies, dupes of their own folly, can only revel in their weakness, and their only self-congratulation will lie in the success of their failure. To-morrow the bill reverts to the house for concurrence in the senate amendment, prohibiting a further issuance of bonds to the roads benefited by this bill, and I am unprepared to safely guess their action.

RAILROAD NEWS.

Track laying on the Mississippi Central railroad has been commenced at Jackson.

From the opening of the Baltimore and Ohio railroad in 1830, we wound up in 1871 with 60,852 miles of railroad. The increase of mileage in the year 1871 was 7453 miles, and for the years 1870-1, 13 598. The cost of building roads in 1871 was $275,000,000, and their earnings were $454,969,000.

The Mississippi *Cotton Plant* says: "Captain Manning, who has just returned from Jackson, informs us that the legislature of Mississippi is vigorously at work upon this most desirable improvement, and that a bill will pass before the adjournment, which will place the early completion of the road beyond a peradventure."

J. A. McLean, one of the most popular freight conductors on the Mississippi Central road, was instantly killed by the upsetting of his caboose on last Wednesday, some few miles north of Abbeville. He was switching his train to allow another to pass, when the switch became in some way disarranged, throwing the caboose and several cars from the track.

It is now believed that the New Orleans, Jackson and Great Northern railroad will be built to Kosciusko, from some point on this road—say between West Station and Canton. Colonel McComb has obtained a little extension of time by the legislature, and has also been granted the privilege of making the divergence mentioned above, at least this is the understanding of the matter.

The Washington (Arkansas) *Telegraph* says of the Washington and Ultima Thule railroad that a meeting of the board of directors will be held at Mineral Springs, on the twenty-first instant, and that, in time, a large artery of commerce will pulsate along the magnificent farming lands which lie north of Little river, and between the Cairo and Fulton road and the roads which run from Kanas to Texas.

The Jackson *Daily Plaindealer* of the eighth instant says: "We take it for granted that the committee appointed at a late meeting in this city, and charged with the duty of watching over the material interests of Jackson, will at a very early day take the necessary steps to secure an appropriation to this road. Having confidence in the judgment and vigilance of the committee, we await their action. The proposition of Judge Brown, submitted to our people on Saturday last, is a plain one. Can we raise two hundred thousand dollars to be applied to the building of the Huntingdon road?"

The city of Mobile having failed to build the Mobile and Northwestern railroad, the president of the Mobile and Ohio road has procured a charter for a branch road from Shubuta to Canton, so as to draw the trade of this middle portion of the State to Mobile, and we learn that he is now trying to get the Mobile and Northwestern railroad company to abandon their route and join him in the construction of the new route. This road, if built, will run through the southwest portion of Clarke, the south half of Jasper, the north half of Smith, the southwest corner of Scott, and the northeast corner of Rankin, and will carry all the cotton along the line to Mobile.

A meeting of the stockholders of the Ouachita Valley railroad will be held at Camden on the twenty-sixth instant, to elect directors of the company. We understand that the prospects for the early building of this road are very flattering. In addition to State aid to the amount of fifteen thousand dollars per mile, there is every prospect that the forfeited lands in Clarke, Dallas and Ouachita counties, will be donated to it, to aid in its construction. Books of subscription have also been opened at Little Rock, and a large amount has been subscribed to the capital stock. We understand a survey will soon be made of the route, and work commenced soon thereafter.

The Beauregard *Herald* of the fifth says: "On Thursday morning the mail train which arrived here quarter past five o'clock in the morning met with a serious accident, just as it was going out of town. The switch key had not been placed in its proper position. The engine and mail car passed over safely, and then the track opened and the baggage car and the first passenger coach, which was full of passengers, were precipitated down an embankment about fifteen feet high, and landed bottom upward into a pond. One end of the next coach also ran off but did not upset. The windows were all down and the door closed, and when all the danger was over the passengers tried to get up a little stampede, and probably would have done some injury to themselves, but Mr. McAvoy, the conductor, who was in the car when it ran off, succeeded in quieting them."

The editor of the Fort Smith *Herald*, having recently traveled over the railroad from Little Rock, confesses his surprise at the progress made on it, and says: "The road was finished to Georgetown, some three miles below Piney, on the twenty-eighth ultimo, and is now about to Piney. Over Piney is a good and substantial bridge, so that when completed to that point there will be no particular cause for delay. The road over which we traveled is in good condition, the cars are comfortable, and the officers in charge attentive and accommodating, and everything that is needed is being done to put the road into first-class condition. We learned from Superintendent S. B. Beaumont, while at Little Rock, that the road would certainly be completed to Clarksville during this month, and that if the money could be secured on the bonds of the road now in market, the road would be pressed forward to completion to this city, agreeable to the terms and conditions of the charter."

We append below as a matter of information the names, length and connections of the different Virginia railroads now in operation: Atlantic, Mississippi and Ohio railroad (consolidation of Norfolk and Petersburg, Southside railroad, and Virginia and Tennessee railroad), length—Norfolk and Petersburg, 81 miles, Southside, 123 miles, Virginia and Tennessee, 204 miles; Alexandria and Fredericksburg, length, 53 miles; Chesepeake and Ohio, length, 427 miles; Lynchburg and Danville, length, 65½ miles; Orange, Alexandria and Manassas, length—main line, 171 miles, Manassas branch, 112 miles, Warrenton branch, 10 miles; Petersburg, length, 82 miles; Piedmont branch of Richmond and Danville, length, 48 miles; Richmond and Danville, length, 142 miles; Richmond and York river, length, 38 miles; Richmond and Petersburg, length, 25 miles; Richmond, Fredericksburg and Potomac, length, 88 miles; Washington and Ohio, length, 44 miles completed; Seaboard and Roanoke, length, 80 miles.

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☞ Rules and Regulations will be published hereafter.

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TERMS—10 per cent. Cash; Balance in Ten Annual Payments, with 6 per cent. Interest.

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Cotton and Wool Cards,	Lap Rings,	Hollowware Castings,

Manilla and Cotton Rope, etc., etc.

"AVERY," "DIXIE" and "GRAND DETOUR" PLOWS

Together with a large and varied assortment of

SHELF HARDWARE, CUTLERY, GUNS, ETC., ETC.

☞ We solicit a call and examination of our extensive display of Samples. ☜

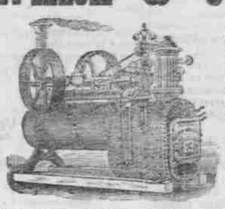
1842 | THE OLDEST HARDWARE HOUSE IN MEMPHIS | 1873

A. J. WHITE & CO.

DEALERS IN AND IMPORTERS OF

HARDWARE & CUTLERY

AMES' Portable STEAM ENGINES AND AGENTS FOR



GUM BELTING AND SAW MILLS

Agricultural Implements, OF EVERY KIND, KEPT Constantly on HAND

No. 234 Front St., Memphis, Tenn.

Orders from Country Merchants Promptly Attended to.

ORGILL BROTHERS & CO.,

WHOLESALE HARDWARE,

310 and 312 FRONT STREET, Memphis.

We have in store a large stock of

Hames, Trace and Wagon Chains, Collars, Backbands, Iron and Steel Plows, Shove Blades, Single and Double Trees, Plow Lines, Clevises, Lap Rings, Wedges, Harrow Teeth, etc., etc., to the trade at low pr

MERCHANT TAILORS.

MURRAY & RIDGELY

MERCHANT TAILORS.

Will remove to their new building, being erected for them at their old place, about the first of May. For the present they are at

No. 302 Main Street, opposite Peabody Hotel,

where they are receiving, of their own importation from London and Paris, the largest and

FINEST STOCK OF ENGLISH AND FRENCH PIECE GOODS

ever brought South. It includes all the Novelties of everything kept in first-class establishments. Our customers and the public will find upon examination that our stock cannot be excelled.

MURRAY & RIDGELY.

IRON STORE.

MEMPHIS ROLLING MILL IRON STORE

No. 38 Madison Street, Memphis.

Manufactured at our Mill of Scrap Iron and Charcoal Pig. Quality Guaranteed Equal to Any.

LIBERAL DISCOUNT TO THE TRADE.

M. J. WICKS & SON.

NEW FIRM.

J. T. HOLLOWELL, late of Miss. | G. D. CROCKETT, Memphis. | B. F. HALLER, Memphis

NEW FIRM! NEW GOODS!

HOLLOWELL, CROCKETT & HALLER,

WHOLESALE

NOTIONS AND WHITE GOODS,

No. 298 Main Street, Memphis, Tenn.

LIME.

GRIDER & DENIE,

Manufacturers of the Celebrated

ALABAMA LIME

AND DEALERS IN

Cement, Plaster, Hair, Tiles

Fire Brick and Clay, Hay, Corn, Bran

No. 318 Front Street

HOOPSKIRTS.

Southern Hoopskirt and Corset

MANUFACTORY,

No. 368 Main Street.

Wholesale and Retail.

SPRING AND SUMMER, 1873.

☞ Now are ready the following goods, which I recommend and warrant: The Horse-Shoe Train and Walking skirt—light and strong. The new Folding Bustle—the only serviceable Bustle. The L'Oiseau and Dupont versatile French Corsets. The genuine Werly Corsets. Mme. Foy's Corsets. The French Side-steel Corsets—long and short. The Nursing Corsets; Glove-fitting Corsets; Abdominal Corsets; Misses' Corsets and Corset Waists, Pads, Clasps, Laces, Whalebone and Corset Boards. LOUIS LANGE.

OCEAN STEAMERS.

ALLAN LINE

TO AND FROM

LIVERPOOL, BALTIMORE

—AND—

NORFOLK.

One of the steamers of this first-class line will be dispatched as follows:

	From L'pool.	From Baltimore
MANITOBIAN	Feb. 11	March 5
HIBERNIAN	Feb. 25	March 19
NESTORIAN	March 11	April 2
PERUVIAN	March 25	April 16
HIBERNIAN	April 8	April 30
NESTORIAN	April 22	May 14

And every 14 days thereafter, and offener if the service requires it.

Passengers forwarded to and from all the principal places in England, Ireland, Scotland, France, Germany, Norway, Sweden and Denmark, from or to any part in the Southern and Western States. The cheapest and best route to Southern and Western States. For passage or further information apply to

DONOHO & BULKLEY,
General Southwestern Agents,
29 Madison street.

a|31

FREEMAN RANDOLPH

ATTORNEY-AT-LAW,

SARDIS, MISSISSIPPI.

☞ References: Estes, Fizer & Pinson, M. L. Meacham, Rootes & Co. 1720

MISCELLANEOUS.

OLD TIMES IN WEST TENNESSEE

☞ The manuscript for a book, which will contain three hundred or more pages—recollections and reminiscences of old times in West Tennessee—semi-historic of pioneer life and the early immigrant, in which the names of the most notable characters and eminent men are mentioned, with incidents and anecdotes; life in the woods, with numerous scenes in camp; hunters rencounter with the bear and the panther; the origin and a legend of Reelfoot Lake, written by a descendent of one of the first settlers, is in the hands of the publishers. A prospectus has been furnished by the publishers for subscription to this forthcoming book—a pioneer of its kind, so far as West Tennessee has figured in historic print to enable the author to have it published.

An appeal is made to the immediate successors of the pioneer and early immigrant settlers of West Tennessee, whose brave hearts and strong arms subdued the wilderness and made it the fitting abode of refined civilized enjoyment, to aid the author in getting it before the reading public.

The subscription book is in the hands of canvassers. apl2daw

DISSOLUTION.

BY the death of Lewis Amis, Jr., February 1, 1873, the firm of Fisher, Amis & Co. was that day dissolved. All parties having claims against the firm will please present them for settlement or adjustment, within the time required by law; and all parties owing said firm must come forward and settle, as it is very important the old business should be wound up as soon as possible. T. A. Fisher, the surviving partner, is alone authorized to receipt for or settle any claims of said concern. He having purchased the stock of the old firm, proposes to continue the business at their place, corner of Adams and Second streets. I invite all who may want Marble or Stonework done to call and see me, promising to give them satisfaction.

mh23 T. A. FISHER.

PROPOSALS.

MEMPHIS, TENN., April 3, 1873.

SEALED PROPOSALS will be received at the office of T. M. HILL, Chairman, 279 Main street, Memphis, Tenn., until 12 m., April 16, 1873, for the purchase of the property owned by the United States in the city of Memphis, Tenn., fronting one hundred feet on Jefferson street and one hundred feet on Third street, or for its exchange for another lot in the same city suitable for the wants of the Government.

Proposals will also be received for the sale to the Government of a lot as a site for the proposed Government Building, to be so located as to insure light on all sides, to be as nearly level as possible, and to be not less than one-half of one of the original squares of the city of Memphis, Tenn., viz: Three hundred and thirteen feet by one hundred and forty-eight and a half feet.

Proposals should be addressed to the undersigned.

J. M. HILL,
C. KORTMECHY,
M. C. GALLAWAY,
W. G. FORD,
W. J. SMITH,
E. G. SMITH,
W. M. FARRINGTON,
R. BAYNE,
R. F. HUDSON,
Commissioners.

ap4

DRY GOODS.

GRAND OPENING

—OF—

SPRING FASHIONS!

MENKEN BROTHERS

—ANNOUNCE THAT ON—

WEDNESDAY, APRIL 9th

THEY WILL EXHIBIT THEIR IMPORTATION OF

LADIES', MISSES' AND CHILDREN'S

COSTUMES!

Walking Suits, Polonaises and Pelises,

Comprising Latest Paris and Berlin Fashions. Also,

NEW SILKS, NEW GRENADINES AND NEW PARASOLS

Besides many other Fashionable Novelties.

Lace Sacques, Lace Points, Etc.

MENKEN BROS.

261 and 263 Main Street, Cor. Court.

MILLINERY.

C. DOHERTY

JUST RECEIVED A LARGE ASSORTMENT OF

FRENCH MILLINERY GOODS!

RIBBONS, FLOWERS,

LACES & FANCY GOODS

IN ENDLESS VARIETY.

SILK SCARFS, SILK, LACE AND MUSLIN TIES,

ALSO, A GREAT VARIETY OF

STRAW GOODS

IN ALL THE NEW SHAPES AND STYLES.

WHOLESALE MERCHANTS WILL PLEASE GIVE US A CALL.

C. DOHERTY. - - COR. MAIN AND UNION.

TOMLINSON'S INSURANCE AGENCY.

ESTABLISH'D 1868.

TOMLINSON'S

INSURANCE AGENCY,

No. 17 Madison Street.

QUEEN INSURANCE CO.

LIVERPOOL AND LONDON,

CAPITAL, - - $10,000,000

ASSETS IN UNITED STATES, $722,413 11.

ROYAL INSURANCE CO.

OF LIVERPOOL AND LONDON,

CAPITAL, - - - $10,000,000

ASSETS IN UNITED STATES, $1,300,000.

GLOBE MUTUAL LIFE INSURANCE CO.

258 AND 260 BROADWAY,

NEW YORK.

ASSETS, : : : : : : : $3,213,185

H. T. TOMLINSON,

GENERAL AGENT,

No. 17 Madison Street, : Memphis, Tenn.

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