THE MEMPHIS DAILY APPEAL.

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THE CONGRESSIONAL CONFERENCE.

It is most creditable to the liberality and good sense of the merchants of St. Louis that in laying before the congressional conference the easiest, simplest, most expeditious and cheapest mode of compelling low rates of freight, they have done so in a broad, comprehensive and liberal spirit, embracing the views and interests of the people of the whole Mississippi valley. Nothing could be more catholic or generous than the resolutions read by Captain Eads, devoted as they are and dealing as they do with not only the particular wants of a city that might be supposed to be selfish as well as ambitious, but with all the cities of the great valley that have a direct or collateral interest in the Mississippi river. The first one sets out with an assertion, that all right-thinking men will indorse, that the improvement of the mouth of the Mississippi river is the first and most essential of all the improvements desired, and suggests a mode that at first blush seems to us to be most feasible. The others recite the removal of rocks, bars, snags, sawyers, old wrecks, and all the rest of the impediments that prevent the free navigation of the great river, and, indeed, of all the rivers that are tributary, which should and must be done, even though it cost as much as fifty million dollars to do it. Any one at all conversant with the difference in river and railroad freights will admit that as much as that will in two or three years be saved to the people by the improvement of the great river and its important tributaries, admitting as they will of the utmost facility for a reduction in freight charges that will greatly reduce, to the eastern and southern consumer, the prices of breadstuffs, meats and other prime articles of food. At present prices, the difference of a barrel of flour to Boston or New Orleans from St. Louis is that between four dollars and eighty-eight cents and fourteen dollars and forty cents per ton, the former being the river and the latter the railroad rates. If this difference, amounting to an almost prohibitory freight tariff which compels the farmers of the west to burn their corn, and places them at the mercy of the sharpers who control things at the great grain centers, for them primarily we desire the improvements so concisely stated to the conference, satisfied that any measures affording them relief must inure to the advantage of the poor mechanics and laboring men of the Atlantic cities, towns and villages, as well as to the planters and laborers of the south. We hope the conference will give the resolutions a thorough sifting, and that, looking at the resolutions—for which we thank the St. Louis merchants in the name of the people of Memphis—in a light free from sectional or political bias, they will be prepared to vote early at the next session of congress for an appropriation so liberal as to express a determination to deal with the sixteen million people of the Mississippi valley in a manner equal to their just demands and crying necessities. We are for the improvement of the Mississippi before anything else, and we hope the people will urge upon their representatives in congress the early accomplishment of the work.

BANQUET TO THE CONGRESSIONAL CONFERENCE.

We understand that the members of congress, now in conference in St. Louis, will either pass down the Mississippi river to New Orleans, or, if they go by rail to Galveston and thence by sea to New Orleans will pass up the Mississippi on their way to St. Louis, where they will finally adjourn. In either case it will become the citizens of Memphis to make preparation for their entertainment on a scale commensurate with the importance of our city and their position as members of the national legislature. We make this suggestion, well satisfied that that is all that is needed to set a movement on foot that will result in a grand banquet. Meanwhile, it would be well for Mayor Johnson to be in correspondence with the St. Louis authorities, and ascertain the probable time of arrival here of the members of the conference and St. Louis delegation.

The works on the Sebastopol railway have been making good progress of late. The earthworks of the line leading to the station, as also of a loop line connecting the former with the post road to Simpheropol are completed, and the works of a branch line to the port, are steadily advancing. All along the railway as far as Simpheropol, the contractors and their men are busy. Between Belbeck and Simpheropol, both the earthworks and the masonry are nearly finished, and three tunnels between the former place and Tchernaya are being actively proceeded with. The entire line between Sebastopol and Simpheropol is expected to be ready for traffic by the close of the present year. Irrespective of the railway, the inhabitants of Sebastopol are gradually awakening from their long torpor. Houses which have remained in ruins since the siege are being rebuilt, and two new hotels and a couple of restaurants have recently been opened.

The Tucuman railway, in the Argentine republic, is making rapid progress. The conduct of the works is stated to have obtained the entire approval of the engineers appointed by the Argentine government. The Rio Cuarto railway has not been yet completed, but the works are well advanced, and are being pushed forward with much vigor. The works of the terminus of the Central Argentine railway, at Cordova, are approaching completion. Mr. Sanchez, who had been appointed by the Argentine government to examine the Andine passes, in order to select that which he considered most suitable for the construction of a railway, has pronounced in favor of the Los Patos Pass. He considers it much better adapted for the purpose than the pass of Uspallata.

None of the steamers building for the Liverpool line of the American steamship company, in which the Pennsylvania railroad company holds a controlling interest, are at present ready for sea, but it is expected that the Pennsylvania, the first launched, will be in readiness to sail in May. The models of the vessels built for the American steamship company are all alike; they were designed by Mr. B. H. Bartol. Messrs. Cramp & Sons, of Philadelphia, who have been building the steamers, are considered to have faithfully fulfilled their contract.

A Mr. Christopher, recently of California, was murdered in a most horrible manner near Nortonsville, Kansas, a few days since. He was known to be in possession of some fifteen hundred dollars in gold, which it is supposed was the cause of the murder. No clue has yet been obtained of the murderers.

An attempt at rape was frustrated at Potosi, Iowa, Tuesday, by the screams of the intended victim being heard by friends, who rushed to her assistance, but too late to capture the villain.

Cuban General Agramonte was killed recently in an engagement, and his body carried to Puerto Principe. General Sanquilla is also reported killed.

John Watson, a grain operator, suspended at Chicago Tuesday, with liabilities amounting to one hundred and fifty thousand dollars.

NEW YORK.

Important Information Left by Captain Hall—The President Wants Advice in the Appointment of Chief-Justice.

A Civil Rights Movement of Stupendous Proportions—Departure of Captain Williams for Europe.

Stokes and Nixon Granted Writs of Error—The Results Not Yet Known—Summary of the Day.

NEW YORK, May 14.—In June, 1872, just before embarking on his voyage of exploration, Captain C. F. Hall deposited with Leggett & Storm, hotel-keepers, in this city, a package, marked "C. F. Hall, care of Mr. Henry Grinnell." It was to be kept in their safe, with directions that if anything happened to him it was to be delivered to Grinnell. The instructions were carried out last Monday, and on opening the package Grinnell found it contained three books, comprising a valuable memoranda, in the form of a journal kept by Captain Hall when on the King William's Land expedition in search of Sir John Franklin. There are also notes of various Arctic explorations from which he contemplated a book. The journal contains much important information relative to the Arctic regions known only to Captain Hall.

A Washington special says the President recently expressed a regret that the appointment of a chief-justice would devolve on him, and that he would willingly shrink from the responsibility if he could. He further said that he would appoint a man independent of political considerations, and one whom the lawyers of the country would indorse. In the meantime he hoped his friends and prominent men in the country would give him their views upon the subject.

The bar association has appointed a committee to co-operate with any committee of the bar in paying a tribute of respect to the memory of the late chief-justice.

It is understood that a large public meeting is to be held by the colored people, who are organizing for a mass meeting to be held in Cooper institute, to take into consideration their rights under the law guaranteeing to them full and equal enjoyment of admission to theaters and entertainment by hotel proprietors. The meeting is preliminary to the prosecution of Lester Wallack, whose agent denied two colored men admission to his theater, on the grounds that there was no room for them, and of one Divon, saloon keeper, who refused to serve three colored men at the tables of his saloon.

Captain Williams, of the ill-fated Atlantic, sailed for England in the Oceanic.

Philip Strauss, of 685 Lexington avenue, shot himself dead in his house yesterday. A few years ago his father left him seventy-five thousand dollars, all of which was lost in unlucky business ventures and stock speculations.

The supreme court in the general term to-day, granted a writ of error in the case of Edward S. Stokes, upon a stipulation by the defense to take the case at once to the court of appeals now in session.

Five supreme court judges and judge of the court of appeals, have refused a stay of proceeding in the case of Nixon, to be hanged Friday. Governor Dix also declines to interfere, on the ground that the judges have refused; also, that the murder of Phyfer was cruel, unprovoked and perfectly unjustifiable, and did not admit of any palliative features. Nixon's counsel will go to the remainder of the thirty-two supreme court judges, or such of them as he can reach before the sentence is carried into execution.

It has transpired this evening that Howe obtained a writ of error from Judge Fancher to-day in the case of Nixon, and application was made to Judges Ingraham and Davis in the supreme court in general term for a stay of proceedings. The question was argued, and the court reserved its decision.

The proceeds of the sale of Tweed's property to-day amounted to four hundred and eighty-three thousand five hundred dollars. The cost of the property to Tweed was six hundred and twenty-five thousand dollars.

The trustee's sale of Walter Roche's property, for the benefit of the late Guardian savings bank, occurred to-day, realizing ninety-seven thousand dollars.

The Williamsburg ferryboat George Sand was run into this morning by a double-ended screw from the navy-yard. There was quite a panic on the ferryboat, but none of the passengers were injured.

Judge Theron R. Strong, a prominent member of the New York city bar, died this morning at his residence in this city, aged seventy years.

The semi-annual convention of railroad superintendents of southern and western roads, known as the Railroad Association of America, met at the St. Nicholas to-day. President Allen said their object was to secure rapid and cheap transportation, with fair remuneration to those employed by railroad companies. Low rates must prevail, but at the same time transportation must increase and improvements be made in machinery, with an approximation to double track and steel rails. Several reports were made by a committee and laid over.

The entire batch of three hundred and seventy-five thousand of the new penny postal cards was sold yesterday before four o'clock, and to-day the demand is still very great and growing. Another batch was received during the night, and the postmaster has made a requisition on the department for a batch of one million more, as the various firms have applied for cards by thousands. The majority of those put in the mail yesterday bore on the message side an advertisement. With this exception the cards were mostly employed as a medium for joking-messages.

Patrick Leary, the wife-murderer, has been sent to a lunatic asylum.

The court of appeals sustained the decision of the New York surrogate, that the United States cannot accept bequests of real estate, the case in issue being the will of Charles Fox, giving half a million dollars to the government to help pay the national debt.

Chaplain's ship-canal bill passed the assembly to-day.

Final Results of the Spanish Elections.

MADRID, May 14.—Voting, throughout Spain, on Saturday and Sunday last, for deputies to the constitutional cortes, resulted in the election of three hundred and ten ministerial federalists, thirty extreme radicals, eight internationalists, ten independent republicans, and thirty monarchists.

Oakes Ames's Will.

BOSTON, May 14.—Oakes Ames made a will while in Washington last winter, which has been presented for probate by his two sons. Messrs. L. G. Ordway, Moses Dillon and Philetus Sawyer are the witnesses to the instrument, and their presence is required to carry out the provisions of the registry. No details will be given until the will is probated. The amount devised is large, but the property is so invested that its value cannot be at present known.

The Nashville Turf.

NASHVILLE, May 14.—Second day's races on the Nashville course, in a race of two miles over eight hurdles—Captain Hutchinson, 1; Emma Sanson, 2; Tom Corbett, 3; Glenrose, 0. Time, 4:05. Glenrose's rider was unhorsed at the second hurdle.

Second race, dash of two miles—Eucre, 1; Carrington, 2; Flush, 3. Time, 2:43¼.

Third race, dash of one mile and a quarter—Port Leonard, 1; Doswell, 2. Each race was won handily by the favorite.

A railroad agent was robbed of twenty thousand dollars at Havana on Tuesday last, while on his way to a bank to deposit the money.

THE CONFERENCE.

The Great Gathering of Congressmen at St. Louis—List of those Present.

Resolutions of Captain Eads, Embracing the Questions to be Discussed.

All the Cities of the Mississippi Valley Interested in the Result.

ST. LOUIS, May 14.—The following is a list of members of congress in attendance at the convention of congressmen at St. Louis:

Alabama—C. C. Sheats, F. G. Bromberg, J. H. Sloss, Charles Pelham, John H. Caldwell.
Arkansas—Asa Hodges, William Hynes, S. W. Dorsey, Powell Clayton.
Delaware—James R. Lofland.
Georgia—James H. Blount, Thomas M. Havenwood, P. M. B. Young, Phil. Cook.
Illinois—J. D. Ward, Franklin Corwin, John R. Eden, James C. Robinson, C. B. Farwell, O. L. Fort, R. M. Knapp, S. S. Marshal, S. A. Hurlbut, Isaac Clements, Granville Barrere, Jos. G. Cannon, John McNulta, James L. Martin, William R. Morrison.
Indiana—Thomas J. Cason, J. M. Wilson, G. L. Orth, W. S. Holman, William E. Niblack, Jasper Packard, John Coburn.
Iowa—A. R. Cotton, William Loughridge, John A. Kasson, George W. McCrary.
Kansas—J. J. Ingalls, S. A. Cobb, David P. Lowe.
Kentucky—Charles W. Milliken, W. E. Arthur, Milton J. Durham, Edward Crossland.
Louisiana—Chester B. Darral, J. H. Sypher, J. R. West, L. A. Sheldon, Frank Morey.
Maryland—Senator George R. Dennis.
Michigan—J. W. Begole, George Willard, N. B. Bradley.
Minnesota—Senator Alex. Ramsey.
Mississippi—James Niles, John R. Lynch.
Missouri—R. P. Bland, A. Comings, Ira B. Hyde, E. O. Stanard, A. H. Buckner, J. M. Glover, T. T. Crittenden, Erastus Wells, W. H. Stone.
Nebraska—Lorenzo Crounse.
New Hampshire—W. B. Small.
New Jersey—Amos Clark, Jr., John W. Haselton, Marcus L. Ward, Robert Hamilton.
New York—E. H. Roberts, David Wilbur, James S. Stewart, David B. Mellish.
North Carolina—James M. Leach.
Ohio—L. T. Neal, William Lawrence, Charles N. Lamison, Hugh J. Jewett, Milton Saylor, John Berry, Lewis B. Gunckle, William P. Sprague.
Pennsylvania—James S. Biery, John W. Killinger, Carlton B. Curtis, Charles Albright, Hiram L. Richmond, Alexander Taylor.
South Carolina—Senator John J. Patterson.
Tennessee—Senator Hy. Cooper, Wm. Crutchfield, John D. C. Atkins.
Texas—R. L. Mills, A. W. Wille, D. C. Geddings.
Virginia—Thomas Whitehead, James B. Sever, A. M. Davis, Harris, Marshall, Parks, A. A. Smith.
West Virginia—Benj. Williams, B. F. Martin.
Wisconsin—Chas. G. Williams, A. Mitchell, Charles A. Edwards, A. S. McDill.
Edward T. Noyes, governor of Ohio.
Silas Woodson, governor of Missouri.
Gilbert C. Walker, governor of Virginia.
Horace Austin, governor of Minnesota.

The congressional conference was called to order shortly after eleven o'clock, Mayor Brown in the chair.

Two or three trains, which were delayed yesterday, arrived last night, bringing several more members of congress, who took seats in the conference this morning.

A letter from President Grant was read returning thanks for the invitation, and regretting that other engagements prevented his attendance. Letters were also received from Charles Sumner, and several other distinguished gentlemen, regretting their inability to be present.

Captain James B. Eads, representing the St. Louis merchants' exchange, introduced and read a series of resolutions expressive of the views of the merchants and business men constituting that body on the requirements of the Mississippi valley, and what congress ought to do for it.

James S. Rollins, of Missouri, then came forward, and is now delivering a speech in which, after describing the extent and productiveness of the Mississippi valley, he is dilating in a general way the necessity not only to the west but to the whole country for the improvement of present and opening of new water lines of transportation to the seaboard.

The following is the substance of the resolutions presented by Captain James B. Eads, as expressive of the views of the merchants' exchange of this city, and by which body they were unanimously approved. The first resolution declares that the deepening of the mouth of the Mississippi river is of the very first importance to the interests of the entire valley of the Mississippi and of great moment to the whole country. The solution of this problem, we believe, will be achieved by the closing up of all the inferior outlets of the river and concentrating its waters by a system of jetties to one channel. By this means a depth of at least twenty or twenty-two feet may be obtained in the southwest pass at an outlay insignificant when compared with the many millions that will be annually saved to the country by the work. When once accomplished small annual appropriations will suffice to maintain the required depth forever afterward.

The second urges that in addition to the removal of snags, wrecks, and other obstructions from the channel, a comprehensive system of improvements, looking directly to the permanent location and deepening of the channel through the shoal places below St. Louis, be at once matured and inaugurated, and that a depth of eight feet be determined on as the maximum to be accomplished at first by the proposed works. This will involve the deepening of the channel at probably not more than thirty bars or shoal places between this city and New Orleans, and the removal of a few dangerous rocks above Cairo; and would result in a saving a thousand-fold greater than the original cost.

The third resolution declares this plan is suited for the improvement of the Missouri, Illinois, Arkansas, Red, Ohio, Tennessee, Cumberland and many other important streams in this valley, on each of which it should be applied on a scale commensurate with the volume of the river and the demand of its commerce. The fourth resolution declares that the improvement of the upper and lower rapids of the Mississippi should be vigorously prosecuted until the navigation of those parts of that river are made safe and convenient, and that the improvements already commenced on all other rivers of this valley should be energetically prosecuted to completion.

The sixth says that every practicable water route to the gulf, to the Atlantic ocean, and to the great lakes, which can be opened and made safe and convenient at a reasonable cost when compared with the benefits to result from it, in lessening the expense of transporting the products of this valley to the various markets, should meet with favor from the general government, and receive the unanimous support of the representatives of this valley in congress.

Seventh—That the vast commerce depending upon the Mississippi river for cheap transportation demands that no artificial obstruction be permitted in its channel, except upon the most urgent necessity; and that no bridges should be authorized to cross it below St. Louis having spans over the stream of a less width than five hundred feet, and a clear hight of seventy-five feet above high water mark should be preserved under the center of the channel spans of such bridge.

Eighth—We suggest that in consequence of the breaking down of several iron bridges within the past few years, involving much loss of life, all bridges hereafter built on an important railroad route should be examined into by a competent commissioner, whose duties and powers should be defined by congress, and without whose examination and approval no plans for such proposed bridges should be adopted.

The ninth asks that the navigation of our great water highways should be relieved of the dangers and delays to which it is subjected by the many badly-constructed railroad bridges on the upper Mississippi river by requiring them to be so modified as to lessen the number of accidents constantly occurring to the river craft by collision with their piers, and that a general bridge law be passed by congress, which shall define the length and hight of their spans, and generally control the location and construction of such bridges, in a manner to prevent unnecessary injury to the navigation of said rivers.

Eleventh—That the interests of this valley imperatively demand the most economical means of transportation to and from the foreign markets of the world, and the safest and most durable class of steamers, barges, etc., for its inland water service; and that it should be the duty of each representative of this valley in congress to labor for the removal of every artificial impediment which interferes with such cheap ocean transportation, or which prevents the adoption of such safe and durable vessels for its inland navigation.

Thirteenth—That we emphatically declare that the revenue laws should be so amended as to permit shipmasters to purchase ships wherever they can be most cheaply procured.

Fourteenth—That we emphatically declare that the revenue law which forbids registry to the ship to an American citizen simply because she was built in a foreign land, and thus compels him to float the flag of another nation above his property, is a burdensome imposition on the people of this valley, and is a policy only worthy of a past age.

Fifteenth—Refers to the fact that every civilized nation except our own uses iron-hulls for vessels, and asks congress to ascertain the cause of this and apply the remedy.

Sixteenth—We ask that the laws be so amended as to restore the prestige of the American commercial marine, and enable it to do its share of the carrying trade of the world, and that if it is necessary that the American iron masters must be shielded from foreign competition by laws which effectually interdict iron steamers on the rivers of this valley, and which drive its products into English and German ships on the ocean, there should be some substantial government encouragement given to the construction of iron vessels, and such federal patronage as will sustain American steamship lines against this unequal competition, and thus lift our once great merchant marine from its disgraceful inferiority, and keep the lives and property of our people from being longer imperiled in wooden ships and floating tinder-boxes.

After Mr. Rollins retired, Ex-Senator John B. Henderson was introduced, and delivered a lengthy speech in which he discussed the causes which have brought about the great and imperative demand for increased transit facilities, and what led to the controversy which now exists between stockholders and bondholders of railroads on one side and the producers and consumers on the other. He explained under what circumstances many of the railroads were built—the great cost of construction, extravagant managers, etc., and said the railroad companies must necessarily pay their running expenses and meet the interest on their bonds or go into bankruptcy. They also struggle to pay dividends to their stockholders. To do this, their managers insist that they cannot afford to lessen the prices of transportation. He said congress would soon have to meet these questions, and to treat them impartially would be the part of wise statesmanship. He deprecated the fixing of arbitrary schedules in disregard of the business interests, and favored the abolishing of all competition in rates under the plan of abolishing all distinctions between competing and non-competing points and others. There was no doubt, he said, that the roads in many instances have violated their charters and usurped privileges not granted by law. When this is the case, legislative and judicial authority must correct the evil. It is well that the controversy has begun. It will attract public attention, and furnish a subject for the contemplation of the statesman far more practical and ennobling than the threadbare issues of the late war. It looks to the material interests of the people, and will inevitably bring in other important questions of political economy. The want of the west is additional transportation. The railroads now constructed do not and cannot furnish sufficient facilities, but by a foolish war upon railroads and upon the owners of railroads we drive capital into other channels, and in its preference we shall have aggravated instead of mitigated the evil. He then speaks of the Mississippi river as an avenue of communication, and says the government, by expending one-twelfth of the money has invested in railroads, it could furnish a depth of water sufficient to carry to and from the seaboard the products of the country at one-fourth its present cost. When I speak of the country, I mean not only the east and the west, but the north and the south. He also advocated the tributaries of the Mississippi river, and said the streams east and west of the Alleghenies should be connected by canals, and I mention the James river and Kanawha canal, the projected canals in Alabama and Georgia, and the enlargement of the canal between Lake Michigan and the Illinois river, the Niagara canal, and other enterprises of a similar character. In all of these projects the east and south are no less interested than the west. He then gave the history of the rise and fall of our national movement, and showed that some measure should be devised to restore it to its former eminence. He thought, however, that before our commerce could be restored the tariff and currency systems would have to be revised, but he declined to discuss these questions at present. He advocated the construction of three Iron-shipbuilding yards, one on the Atlantic, one on the Mississippi river, and the third on the Pacific coast, for the construction of government vessels and ships for private individuals. He then gave the history of the Union Pacific and Central Pacific railroads, and showed how they had violated their pledges and the law in discriminating against the Kansas Pacific railroad, which is a branch road, and under the law should be operated as part of the main line.

Judge Reimond, of New Orleans, then spoke of the obstructions at the mouth of the Mississippi, and showed in a conclusive manner what great injury they are to the commerce of the valley and the country, and how the evil can be remedied by the construction of the St. Philip canal, the feasibility of which is unquestioned.

To-morrow's session will be given up to a general discussion, and various gentlemen are expected to express their views upon the questions which have been presented to them.

The railroad excursion to Texas will leave early on Friday morning, *via* the Atlantic and Pacific railroad, and stop at Springfield over night and receive the hospitalities of the citizens, and proceed next morning to Venita, and thence to Denison, Houston and Galveston. The excursionists will number about one hundred and fifty, and will be under charge of F. W. Dwyer, of the Atlantic and Pacific railroad.

ADDITIONAL MARKETS.

CHARLESTON, May 14.—Cotton quiet and steady; middling, 18c; good ordinary, 16½c; net receipts, 625 bales; sales, 200 bales; stock, 25,312 bales.

MOBILE, May 14.—Cotton is quiet and steady; middling, 17½@17¾c; net receipts, 575 bales; exports coastwise, 433 bales; sales, 800 bales; stock, 30,801 bales.

SAVANNAH, May 14.—Cotton is steady; middlings, 16c; net receipts, 410 bales; exports coastwise, 836 bales; sales, 1192 bales; stock, 31,951 bales.

GALVESTON, May 14.—Cotton flat and nominal; good ordinary, 14c; net receipts, 308 bales; exports, Great Britain, 1731 bales; sales, 500 bales; stock, 39,445 bales.

NEW ORLEANS.

NEW ORLEANS, May 14.—Flour, dull; treble, $7 15@8 25; family, $8@10. Corn, advanced; yellow, 57c; white, 59@60c. Oats, firmer at 47@50c. Bran is quiet at 70@75c. Hay, choice, scarce; prime, dull at $24@25. Pork dull and nominal at 18c; dry salt meats, firm at 8½@9c. Bacon is dull and drooping; 8¼, 9¼, 9½c. Hams firm at 14½@15c. Lard is quiet but firmer; refined in tierce, 9½c; keg, 10½c. Sugar dull; good to fully fair, 7½@8½c. Molasses dull; fermented, 46c. Whisky dull at 91@94c. Coffee, 17½@20c.

CURRENT NEWS.

General Davis Enthuses his Troops, and "Turns Jack" Out of his Stronghold—Extermination Certain.

Exploits of the "Irregularity" Fiend at Boston—He Manifests a Passion for Railroad Paper.

Progress of the Russian War on Khiva—Louisiana News—Kellogg Interviewed by the Picayune.

Fatal Accident.

CAIRO, May 14.—James Sullivan, who came here from Flora, Illinois, in charge of a lot of poultry, was last night run over, and had both legs and one hand cut off, by a switch-engine. He made a statement before his death, this morning, acquitting those in charge of the locomotive of all blame for the accident.

The Russians and Khivans.

ST. PETERSBURG, May 24.—Dispatches from Kasalinsk, bring the intelligence that detachments and reconnoitering parties from the Russian expedition columns report that the Khivan's are throwing up entrenchments at Klytsh and Dun Kara, they are also sending out a vanguard to meet the Russians at Minbulak. There has been an engagement at Iteda between the Russians and a force of Turcomans, in which the latter were defeated. Twenty-two of the Turcomans were killed and one thousand of their camels captured by the Russians.

The "Irregularity" Fiend.

BOSTON, May 14.—James A. Coe, charged with irregularities in State street, was arrested at his residence this afternoon. Among his alleged operations are raising certificates of three shares of Michigan Central railroad to three hundred shares; two of Boston and Albany railroad to two hundred shares; one of Eastern railroad to one hundred shares; two certificates of Old Colony railroad from two to two hundred, and three certificates of one share to one hundred each. The Boston Water Power company's stock is also said to have been operated on in a similar manner. The altered certificates had been used as collaterals, and it is supposed that about two hundred thousand dollars have been fraudently obtained. The firm already heard from have suffered to the extent of one hundred thousand dollars. The third national bank in January last loaned Coe two hundred thousand dollars, taking as collateral a certificate for two hundred shares in the Old Colony railroad stock, which now proves to have been raised from a genuine certificate for two shares. Coe, who was formerly connected with the house of J. N. Fisk, is about thirty-five years old, and has heretofore sustained an enviable reputation. He is one of the best known men on our streets, and is a member of the brokers' board.

Latest from Louisiana.

NEW ORLEANS, May 14.—The Metropolitans returned from St. Martinsville, and at New Iberia the following were arrested by the United States marshal, on the affidavit of V. Martinet, colored, charging them with intimidating certain citizens of African descent, and on other charges which are left blank: Colonel Alcebades DeBlanc, General Alex. DeClouet, Gabriel Fournet, Hursville Fournet, Feuchry Fournet, P. Fournet, Paul DeClouet, Lazine Bryant, Alfred Rischler and Eugene Bertrand. They leave to-morrow (Thursday) with a deputy marshal, all in the escort of United States troops, and will arrive in New Orleans Friday evening, and appear before the United States court on Saturday. It is reported that the United States troops (two companies) now in St. Martinsville will remain there several months.

The *Picayune's* interview with Kellogg closes as follows:

Reporter—Do you believe that the republican party represents a majority of the voters of this State?

Kellogg—Unquestionably. Indeed, I am fully convinced that they possess at least twenty thousand majority, if permitted to enjoy an honest expression of their views through the ballot-box.

Reporter—Why do you give it to the people? and would you and your associates favor, under any circumstances, a new election?

Kellogg—When the contest was being prosecuted last winter several members of the fusion legislature, having ascertained that no objection would be interposed by me to a new election conducted under such authority as would insure its fairness, desired me to refuse my assent to it. They were opposed to a new election, because, I suppose, they thought Mr. McEnery would be recognized as governor, and that they would thus get control of the State. If my personal feelings only were consulted, I do not desire to be governor of Louisiana, but believing that I was legally elected, it was my duty to continue to exercise the functions of chief magistrate of the State until the party that elected me shall decide, or congress determine, to order a new election. In such an event their decision will be promptly accepted and cheerfully acquiesced in by me. In expressing this opinion, I can, of course, give only my own views and not those of my associates.

Jack Effectually Hodocked at Last.

SAN FRANCISCO, May 14.—Dispatches from the Lavabed to-day state that three hundred and seventy-five soldiers and Warm Spring Indians are scouring the Lavabed and surrounding country. The total number of troops in the field is twenty officers and four hundred men.

LAVABEDS, May 10, 11 p. m.—Lieutenant Bacon, of troop K, first cavalry, who has arrived in camp with a detachment, having been on escort duty between here and Captain Jack's old stronghold, brings a report from Lieutenant Chapin, commanding the latter camp, that his pickets heard firing in the direction taken by Colonel Mason's command, in their scout after the Indians. It is generally supposed an engagement has occurred at the camp south of Tule Lake.

LAVABEDS, 12:10 a.m., (via Yreka) May 14.—Since General Davis assumed command of the Modoc expedition in person, ten days ago, only one conflict, that of Saturday, has occurred, though the movement of which this last affair was a feature is progressing, and several bodies of troops are now hunting an engagement. General Davis found the soldiers disheartened by the disastrous campaign, and had to resort to many devices to arouse their lagging enthusiasm and increase their efficiency. He began his work with a will, and his earnestness won him the sympathy and friendship of officers and privates, and inspired them with confidence. He studied the situation carefully, utilized the experience of his predecessors, and gave the wearied soldiers time to recuperate from the fatigue and mental excitement incidental to the rough fights in the lavabeds. He sent out a scouting party, had the men disciplined in Indian dodges, and now his first grand movement is in operation. It is his intention to harrass the Modocs and keep them stirring from place to place, and subdue them. The men say they feel that he means business.

LAVABEDS, May 13, 6 p.m.—Part of the men in this camp, if not the entire force, will be moved to Boyle camp on the peninsula near Tule lake, within the next two weeks. This camping ground is very unhealthy in the summer. Already the rattlesnakes and scorpions are familiar with the interior of the tents, and are making unsocial visits during the nights.

News will probably be received from Colonel Mason's force to-day. Everyone is anxious to hear the result of the present scout.

HORRIBLE.

Seventy-five Men Killed or Burned to Death in a Coal Mine—Intense Anxiety of Friends.

Thirty Men Rush Down the Shaft to Rescue the Victims, and are Themselves Killed.

NEW YORK, May 13.—A *Herald* special from Halifax locates the mine disaster at the village of Westville, in the county of Pictou, one hundred and three miles from Halifax, where there are three large collieries in full operation, exporting large quantities of coal. Navigation having recently opened, the workmen demanded increased wages, and several strikes occurred. One of the largest mines, called the Drummond colliery, owned by the Intercolonial company, of Montreal, has been closed for several days, and to-day the men returned to their work at half-past eleven o'clock. A shot in the coal mine set fire to the slope, and in half an hour afterward a fearful explosion took place, caused by an accumulation of gas during the time the mine was closed. About two o'clock another explosion occurred, coming up the slope of the air shaft with terrific force, and it is believed, killing every man in the mine, variously estimated at from forty to sixty persons, including men and boys. Soon after the first explosion, cries were heard at the foot of the air shaft. Men were immediately lowered with ropes, and four of those below were brought up. Two men were going down the air shaft to render assistance when the second explosion occurred, and were blown to pieces. There was such a small supply of water that but little could be done to quench the flames, which is still raging fierce at nine o'clock to-night. Dense masses of smoke are pouring out of all openings, and threatening to destroy all the surface buildings. There is no hope of saying any of those now below, as all means of escape was cut off by the explosion. Many of the lost are married men with families.

LATER.

HALIFAX, May 14.—The latest news from the Drummond colliery this morning represents that the fire is still raging in the shafts and slopes, and that all hopes of rescuing the men must be abandoned. It is now stated that there were sixty men in the pit. Another heavy explosion occurred in the mine about two o'clock this morning, and it is thought to be almost impossible that any of the men in the pit can be living. It is known that only four or five got out before the explosion. The fire caught from a flask of gunpowder, and the men remained in the pit to put out the flames. One report says Mr. Dunn and thirty volunteers went down to assist in putting out the fire, about twenty minutes before the explosion occurred, at which time it is supposed that all the men were near the flames, and that many if not all were killed at once by the explosion.

LATEST.

HALIFAX, May 14.—The fire at Drummond colliery continues, but it is slowly abating, all of the openings having been filled up and a stream of water turned into an air-shaft lately worked. The list of killed, as far as known, comprises twenty-six men who leave families, and twenty-two single men. The total number killed will probably reach seventy-five. The wounded number six, of whom two are fatally injured. The men who have escaped with great difficulty from the slope report that on their way up they passed the bodies of their comrades who had probably become stupefied by smoke since the explosion. Four men who volunteered to go down the shaft shortly before the second explosion were killed. Several violent explosions took place last night, one of which was perceptibly felt at a distance of four miles. An inquest commenced yesterday, and adjourned until this morning.

WESTVILLE, May 14.—From ten o'clock last night until daylight this morning the fire at the Drummond colliery raged with great fierceness, gathering volume and violence each moment. The sky in the vicinity of the colliery was illuminated with the flames issuing from the air-shaft to the hight of nearly one hundred feet. All through the night there were explosions at intervals. These were preceded by a rumbling noise resembling thunder. The weary watchers who remained around the mouth of the pit and the air-shaft and labored to subdue the flames, were obliged to seek shelter in the adjoining woods, as the stones, debris, etc., which were thrown from the pit at each explosion were being scattered in all directions, threatening destruction and injury to every one within reach. About two o'clock this forenoon, these explosions were followed by one which for terrific violence and destructive force dwarfed all the rest. All the wooden works on and about the main slope were instantly destroyed. Timbers, wood and burning timbers were driven high into the air. Smoke, flames and horrible noises were accompanying the explosion, giving the beholder a vivid idea of volcanic eruption. The earth for miles around was shaken with the violence of the explosion. Laborers are now at work filling up the shaft with clay.

MARRIED.

KENNEDY—PRITCHETT—At the residence of the bride's father, by Rev. Dr. Gray, of Lagrange, Mr. W. A. KENNEDY and Miss ELLA PRITCHETT, both of this city.

DIED.

LEVY—At his residence, 273 Poplar street, yesterday, of erysipelas, in the fifty-third year of his age, MOSES LEVY, an old merchant of this city.

The funeral will take place from his late residence, this (THURSDAY) afternoon, at 4 o'clock. Friends and acquaintances are invited to attend.

GIBSON—On Thursday, May 1st, at the residence of his sister, Mrs. E. P. Howell, No. 316 Spruce street, Philadelphia, JOHN B. GIBSON, of Memphis, Tenn., eldest son of James M. and the late Carolina M. Gibson, of Philadelphia.

MITCHELL—At Colorado Springs, Colorado, April 14, 1873, of consumption, Rev. P. L. MITCHELL, late pastor of the Chelsea Baptist Church, of this city.

FUNERAL NOTICES.

GODSEY—The friends and acquaintances of EMONS GODSEY are respectfully invited to attend his funeral, from the Wolf river ferry landing, this (THURSDAY) morning, at 10 o'clock.

THOMAS—The friends and acquaintances of JOHN F. THOMAS are respectfully invited to attend his funeral, from the First Methodist Church, this (THURSDAY) morning, at 10 o'clock. Services by Rev. E. C. Slater.

CHANGE OF FIRM NAME.

THE partnership between S. D. Harmon and George B. Morton having been dissolved on January 1st of this year, I shall hereafter, being successor to the firm of Harmon & Morton, transact all business only under my own name. GEORGE B. MORTON.
Memphis, May 10, 1873. my10

Saloon at Assignee's Sale.

HAVING been appointed Assignee of JRWIN BROTHERS, I will offer for sale their SALOON, No. 19 Jefferson street, with Bar, Bar-fixtures, Mirrors, Liquors, Queensware, Stove, etc., and good will. Bids will be received until June 1st, when the saloon and fixtures will be sold to the highest bidder. Terms cash. Address
my15 B. A. HAMILTON, Assignee.

AVOID QUACKS.

A victim of early indiscretion, causing nervous debility, premature decay, etc., having tried in vain every advertised remedy, has discovered a simple means of self-cure, which he will send free to his fellow-sufferers. Address H. J. REEVES, 78 Nassau st., New York.

$5 to $20 per day! Agents wanted! All classes of working men, of either sex, young or old, make money fast at the work or business in their spare moments or all the time than at anything else. Particulars free. Address G. Stinson & Co., Portland, Maine.

MASONIC FUNERAL NOTICE.

A SPECIAL communication of ANGERONA LODGE, No. 198, will be held this (THURSDAY) morning, May 15th, at 9 o'clock, for the purpose of attending the funeral of our late brother, JOHN F. THOMAS.
A prompt attendance is desired.
All M. M.'s are fraternally invited.
By order C. G. LOCKE, W. M.
B. RICHMOND, Secretary. my15

NEW ADVERTISEMENTS.

MASONIC NOTICE.

A SPECIAL communication of South Memphis Lodge, No. 118, will be held this (THURSDAY) evening, May 15th, at 7½ o'clock, for work in the E. A. degree.
All F. A.'s are fraternally invited.
By order BEN. K. PULLEN, W. M.
A. J. WHEELER, Secretary. my15

24 ELEGANT LOTS On Court Street.

EXTRA EASY PAYMENTS!
SPLENDID PROPERTY!
PERFECT TITLE!
To be had at the sale of the PRESTON PROPERTY,

THIS DAY.

Call at our office for plan, and be on hand promptly at 11 o'clock.
my12 TREZEVANT & CO.

STOCKHOLDERS' MEETING.

AN annual election for Nine Directors of the Memphis Agricultural and Mechanical Society will be held on WEDNESDAY, May 21st next, between the hours of at ten o'clock a.m. and two o'clock p.m.
J. G. BALLENTINE, President.
LEON TROUSDALE, Secretary. my15

Morning—Class No. 87.
70, 44, 47, 33, 51, 65, 27, 48, 9, 69, 15, 32

Evening—Class No. 88.
10, 64, 30, 46,