MEMPHIS APPEAL

MONDAY MORNING, AUG. 18, 1873.

THE RICH GRINDING THE POOR.

The bill which passed the British parliament a few days since, giving to a worthless sprig of nobility one hundred and twenty thousand dollars in gold has created as much hubbub and racket in England as did the salary-grab in the United States. If the people of the United States find so much cause for complaining of the increase of Grant's salary from twenty-five thousand to fifty thousand dollars, how much more cause have the tax-ridden masses of England to murmur when they find a new sprig of nobility fastened upon them at an expense of one hundred and twenty-five thousand dollars. The duke of Edinburgh, also known as Prince Alfred, is Queen Victoria's second son, aged twenty-nine, has taken into his royal head to marry the Grand Duchess Alexandrowna, the only daughter of the emperor of Russia. The worthless barnacle was already pensioned upon the British government at an expense of fifteen thousand pounds. Victoria is immensely rich, certainly able to take care of her kin. But she comes to parliament with a request for an additional annuity. Her ministers asked the house of commons for twenty-five thousand pounds a year—which was granted, and as his bride brings as much more, the two will set up shop on two hundred thousand dollars, which amount will be raised by the sweat and toil of the people. Mr. Taylor of the British parliament bitterly opposed this appropriation, upon the ground that it derogated from the dignity of the crown to be forever coming before the public with applications for money; that there was no evidence that claims of this sort might not be satisfied from the civil list, out of which the queen was believed to have made great accumulations, and respecting which ministers observed a studious concealment; that a recent bill had expressly legalized the holding and disposing of private property of all kinds by the crown, thus reversing the old doctrine that such a power was dangerous, yet that the queen was now applying on the old ground, as if the civil list and her own savings were together inadequate to make a suitable provision for her children. Further, Mr. Taylor urged, there is no precedent for voting money on the marriage of one of the royal family except with reference to his or her possible accession to the throne, of which there was now no hint. He disliked an alliance with Russia, moreover, and could not see how the interest of England would be promoted by surrendering the second son of the queen to the colossus of the east, whose aims were hostile to those of England. These bold words seem to have fired the public heart of England, and the masses are bitter in their denunciations of the appropriation. And well they may be, for it shows how remorselessly the rich grind the poor. While this appropriation was under consideration, many were dying in London from starvation. Indeed are the ways of Providence inscrutable, or those who are fleecing the poor, toiling masses, for the benefit of worthless drones, would be riven and blasted by the lightnings of heaven. Is there any right or justice in a woman putting a crown on her empty head, and living in grandeur, while millions of her subjects are in want? What right has a duke to adorn his head with coronets and stars, and make the people work to keep them bright, and feed and enrich the haughty wester?

COLONEL SAM. TATE.

We publish this morning a letter from Colonel Sam. Tate, which will, no doubt, be read with earnest attention by the people of Memphis, for whom this enterprising and public-spirited citizen has so long labored. Colonel Tate has for some time been bitterly denounced and unscrupulously maligned. Billingsgate has been exhausted in an unprincipled effort to disparage him in the public esteem. But the defense of Colonel Tate is triumphant. He meets every charge and imputation upon his course in connection with the various railroads, and the public will concur in the opinion that every issue is boldly met and satisfactorily explained. No man has contributed more to the prosperity of this city than has Colonel Tate. He has exhausted himself in laboring to push forward the car of Memphis enterprise, and now in pecuniary misfortunes and physical sufferings, instead of receiving the universal sympathy of the people for whom he has toiled, his services are disparaged or requited by the ungenerous abuse of ingrates. But Colonel Tate will live down his assailants. He has temporarily succumbed to the American epidemic of overwork and over-thought. But we hope he will soon recuperate his health, and come before the people who need his services with renewed energy, as he will certainly do with character untarnished. Colonel Tate is a specimen of that numerous class of ambitious business men who undertake to do more than their time and powers permit, and he has paid the penalty of that presumption. For years his mind has never rested—his brain never enjoyed that sound repose and exemption from exercise, without which no constitutional vigor can support the frame. His life has been one of great distinction and usefulness, and his numerous friends in the south hope that he will soon renew his mission at what should be the zenith of his faculties and strength of body. Certain it is, there is no man among us who is regarded with so much respect, kindly consideration and affectionate interest. The friends of Colonel Tate may have some fears as to his future health; but they cherish no apprehension as to his ability to take care of his reputation. That is already secured, safe from the shafts of slander and malignity.

It is well known that the Episcopal church in England and America is engaged in the christian-like task of making peace with the Greek church and effecting a bond of union. Letters, under instructions of the general convention of the Protestant Episcopal church, were, to this end, written to the Patriarchs of Alexandria and Antioch in the East. These have been answered, and we find that the letter of Sophronius, Alexandrian Patriarch, is especially interesting, as it proposes a joint committee of theologians from the two communions to settle real or imaginary disagreements in doctrine. This is quite a step, considering the conservativeness of the easterns. The letter of Hierotheus, "Patriarch of the divine city of Antioch," is shorter. But while it recognizes the great advantages that might be derived from a closer fellowship between the Anglican and the Greek churches, it is more cautious in respect to the possibility of bringing it about. In brief, it is kind and christianlike, but non committal. The utmost the Patriarch says is that the resolutions adopted in October, 1871, by the great synod of the Anglican communion in America, "have been a cause of heartfelt joy to him, as promising in the proposed fellowship the greatest moral benefit to the respective churches."

SAM. TATE.

Card from Him in Answer to the Articles of the Avalanche—A Complete Refutation.

Full and Interesting Statements in Regard to the Little Rock and Charleston Railroads.

Tom Scott's Lease of the Two Roads—The Management of the Security Company—Etc., Etc., Etc.

EDITORS APPEAL—It is known to you, as well as to almost every citizen of Memphis, that I have been absent from the city most of my time for more than a year, trying to restore my health and that I have had little or nothing to do with public affairs during that time I have had nothing to do with the operating of the Memphis and Little Rock railroad during that period; it has been exclusively under the charge of Mr. W B. Greenlaw as general manager, to whom the city is to-day indebted for the Little Rock railroad, and but for his money, credit and energy, there would be no such road this day, completed and running. These facts I say were known to the editor of the *Avalanche* when he penned the articles appearing in his paper of the eighth and ninth instants. He knew, or could have known, as the facts were published in Mr. R. C Brinkley's report, as president, to the stockholders of the Memphis and Little Rock railroad company on the fifteenth of February, 1871, that I was not made president of that company by a contract to complete the road and its Pine Bluff branch; Mr. Greenlaw was the contractor to do that work; there was no provision in it as to who should be president; there was no such provision in said contract, that he or any one else was to receive one million dollars second-mortgage bonds for that work. The editor knew, or could have known, that Greenlaw was to receive one million dollars of the stock of that branch, and seven hundred and fifty thousand dollars of the first-mortgage bonds on said branch for that work, as it was completed; this having been published to the stockholders. The company, in said contract, guaranteed that the bonds should command seventy cents on the dollar, cash, in the market, and the editor knew, or could have known, and would have made the inquiry if he had had a proper regard for the truth, before he ventured wholesale statements, that these bonds never could have been sold for that price.

Mr. Greenlaw repeatedly proposed to go on with his contract if the company would furnish the money, or find others who would, on this guarantee of bonds, and did finally propose to go on and complete his contract, or surrender it and the stock to the company, and abrogate the contract. Not one of the bonds have ever been issued, and the stock that was issued under the contract was approved, and published to the stockholders and the public, and a bond given, with ample security, to do the work to its full value, as provided in the contract, and it has been, or is ready to be surrendered, and is not, nor never has been claimed by Mr. Greenlaw unless the work was done in good faith by him. These facts being true, the statement in the *Avalanche* of the eighth instant, that I was "responsible for the bad condition of the Memphis and Little Rock railroad," that I "had opposed all western railroad enterprise," and had "prevented the extension of the railroad to Shreveport" is made out of whole cloth, is reckless, and utterly without foundation in truth!

The statement that I "have done nothing for Memphis, but everything for myself, and absolutely sacrificed Memphis without compunctions to my schemes on the east as well as the west side of the river." I leave to every old citizen of your city to answer—also to the stockholders of the Memphis and Charleston company, whose president and treasurer I was from April, 1852, to May, 1858, without a vote ever being cast against me to my knowledge, and to the proprietors of every public enterprise for the benefit of the city for more than a quarter of a century. If the misrepresentations attempted to be perpetrated on my name and character in the *Avalanche* of the eighth instant were not branded as untrue by my acts in your city for more than thirty years, nothing I could *say* would change public opinion, nor would I now notice these charges, but for the benefit of the public, who may, perhaps, chance to read the *Avalanche* without a knowledge of my labors in behalf of your city from the time of my connection with the Memphis and Charleston railroad, 1852, when your population numbered less than seven thousand souls, till the population was increased to over forty-thousand (A. D. 1860.)

The labors, anxieties, personal responsibilities I undertook in this enterprise is known to all Memphis citizens. Its rebuilding after the war, its condition and value of stock while I was in charge of it are matters of history to which I refer with satisfaction as a hard-fought but successful battle. I resigned my place on that road with the regrets of all with whom I came in contact, and with the highest complimentary resolutions to me for my fourteen years administration of its affairs.

I went into the Little Rock railroad against my judgment to aid Mr. Greenlaw, whose large interest in the city, and whose indomitable determination, though unaided, led him to take the contract to complete that road.

There was no contract or agreement that I was to be president; upon the contrary, another was expected to fill that place. The contract was made in October, 1870. At the election in February, 1871, I was, without solicitation, made president, as I was again in February, 1872. No second-mortgage bond was issued until it was found a necessity to raise the road-bed in the Mississippi bottom above overflow, requiring raising forty miles of road in a dense swamp from two to twelve feet; and for changing the gauge of the road and furnishing it with an entire new equipment, requiring for the two improvements about seven hundred thousand dollars cash. The contract was let to Mr. William B. Greenlaw to raise the road-bed, and one million dollars in second-mortgage bonds issued to meet these improvements, the company having no other means. Greenlaw again came forward with his boldness and pluck, when no one else would, and purchased seven hundred thousand dollars of these bonds at fifty-seven and a half cents on the dollar, and pushed this work through, without which the road was worthless, and the money already spent in it a loss.

Mr. Greenlaw lost over forty thousand dollars cash on this contract, besides the loss in the bonds, and I had not a cent's interest in either the contract or the bonds. Mr. Greenlaw has labored, toiled and expended his own money to the extent of at least seven hundred thousand dollars, besides what Mr. Brinkley and myself have expended, for the purpose of completing the road, over and above every dollar we have ever received, except the second-mortgage bonds purchased by him, which have been totally unavailable to him. We have worked on without a dollar of aid from the *Avalanche*, or any one else; we have the road now in condition to run trains over it as safely and as regularly as any road running into the city, and by November will have the entire bottom ballasted, in good order, and above all floods. This work was undertaken more for the benefit of Memphis than for any purpose of gain by Mr. Greenlaw, who only hoped to be remunerated finally for his labors and capital by the increased receipts of the road, in which hope, up to the present time, he has been disappointed, as it has well nigh bankrupted us all in credit and capital (and if the *Avalanche* is to be believed, in *reputation*).

"THE SALE OF THE MEMPHIS AND LITTLE ROCK RAILROAD TO THE SOUTHERN RAILWAY SECURITY COMPANY."

In brief, the sale of the two-thirds of our interest (Greenlaw, Brinkley and myself) was agreed upon between Colonel Scott and ourselves at cost, and seven per cent. interest, and a written contract entered into to lease to the Security company the Memphis and Little Rock railroad and Fort Smith railroad, on the eleventh of January, 1872, for ninety-nine years, subject to the approval of their respective boards. It was signed by the presidents of *each company*, and, I was informed, approved informally by the Security company's board, before Mr. Cass (the then president) signed it. It was fully approved by the other parties. In the meantime the lease of the Memphis and Charleston railroad was made and approved. The board of directors of the Southern Security company afterward rejected the lease of the Memphis and Little Rock railroad, and the sale agreed upon with Mr. Scott was not consummated.

I afterward offered Mr. Scott two-thirds of our interest in the stock of the company at cost, and to pool our interest with his, thereby offering him full control of the company for about one hundred and sixty thousand dollars, all of which was rejected by Scott's board. The Louisville and Nashville railroad company was made the same offer, which they rejected, but agreed with the Security company that they would not bid for the road, except jointly with them.

This looks a good deal like "making a corner on Scott and Newcombe, or asking extravagant terms."

We have always been willing, and offered to the Louisville company or the Security company the control of the road on almost their own terms, or anything short of actual ruin to us, the details of which offers, and the proof incontrovertable, we will produce to any one desiring it. We have always given Mr. Scott credit for honesty and sagacity enough to be willing to accept our offer, but his board differed in opinion with him about the policy (as we have been informed) of any investments west of the Mississippi river.

The charges of the *Avalanche* are, therefore, devoid of truth, and should shame any respectable journal who would make them without better foundation. The agreement made with Mr. Scott, before the lease of the Memphis and Charleston railroad to purchase *two-thirds* of our interest in the Memphis and Little Rock railroad company, was coupled with an offer by a member of his company to give Mr. Greenlaw and myself an interest in the lease of the Memphis and Charleston railroad, thereby securing our full co-operation in consolidating the two roads, leaving us one-third interest in one-half of the Memphis and Little Rock and one-fourth of the Memphis and Charleston railroad lease, which we agreed to, believing it would result in forming a great throughline from Bristol to Shreveport, through Memphis. We had spent a large amount of money on the Memphis and Little Rock road, and desired to get it back if possible; this arrangement promised to give us back two-thirds of it, and leave the other third invested in a consolidation we believed would be a success to ourselves finally, and of incalculable benefit to Memphis.

I had no connection with the Memphis and Charleston railroad, and had as much right to lease it, or take an interest in its lease, as Tom Scott or any one else, and I believed the lease to be to the best interests of the Memphis and Charleston railroad stockholders. Mr. Greenlaw and myself contracted to purchase four hundred thousand dollars of the stock in that company (to effect the lease) at forty cents, intending and believing ourselves able to make the purchase and hold the stock as an investment, which we would have been if our sale of two-thirds interest in the Little railroad had been carried out as agreed upon, but it was not, and we were thereby unable to pay for all of it, and had to make heavy sacrifices to get rid of the balance. The sacrifices that we have been compelled to make resulted in our parting with our interest in the lease, and we are left alone with the Memphis and Little Rock railroad. We will give the *Avalanche* or its friends fifty thousand dollars, and if that will not do, one hundred thousand dollars, to take all we have received out of that company, and pay us back our money actually spent for the company and interest, even including all we have been paid for building the Pine Bluff branch, as he so unjustly states, as well as all we have gotten out of the lease of the Memphis and Charleston railroad.

"SAM TATE'S OPPOSITION TO ALL ROADS THAT HE CANNOT MANIPULATE."

How base this statement when compared with facts! I never opposed the building of a road in my life! I have offered to co-operate with any man or men who could give me any evidence of ability to build the road directly from Memphis to Shreveport, or Kansas City; or we would agree to allow perpetually either road to connect with the Memphis and Little Rock road at Forest City, Brinkley or Duvalls bluff—pro-rate all business with them, although ours was the short end of the line, and double as costly as their end, and would allow them to run their trains over our line into Memphis, on an independent schedule, and give them half of our *pro rata* for the use of their trains, allowing us one-half for the use of the road; yet the men connected with this Memphis and Shreveport road have persistently attempted to impose upon the public by misrepresenting me, as opposed to their road. That I was opposed to their building a railroad is entirely without foundation in truth; but I am not willing to associate in and aid schemes and men who subscribe five hundred thousand dollars to a road without ever expecting to pay a dollar. If they can build roads on such subscriptions, I shall not oppose them; but I cannot conscientiously aid them. This so-called Memphis and Shreveport scheme is the secret of the entire opposition to me by the *Avalanche*. The assertion that I have ever asked Memphis or Shelby county to subscribe five hundred thousand dollars to a road from Devalls Bluff to Shreveport, is also *untrue in every part calar*. I have said universally, I never will ask them or any one else to subscribe to that line, until I know that I have such combinations as will secure the completion of it, by such subscriptions. As to my desire to control the line or defeat it, that charge is a slander well known to many, and the editor of the *Avalanche* might have known the same if he had searched for the truth. My resignation as president of the Memphis and Little Rock railroad has been tendered three times in writing, in the past twelve months, and I am ready now and anxious to resign all connection with it, or the Shreveport line, whenever Mr. Greenlaw's and Mr. Brinkley's interest will allow me to do so.

The lease of the Memphis and Charleston railroad—was it advantageous to the stockholders?

I advocated it for two reasons: First, because it promised us a great throughline from Bristol to Shreveport, and was to relieve those of us who had made large advances to the Memphis and Little Rock railroad. Second, I advocated it because I believed it promised more certain results of sure dividends and higher prices for the stock than any other policy, because the Security company controlled its connections on the east, and was likely to do so on the west. I backed my judgment in this latter opinion by joining Mr. Greenlaw in purchasing four hundred thousand dollars of the stock at forty cents on the dollar, on condition the lease was finally closed.

Whether I was right or not, I think this will entitle me at least to be regarded as acting on an honest conviction. Was I mistaken?

It may be surprising to some to hear me still say I think not! I have thought over this matter very deliberately, and I am satisfied the stockholders' interest is to stick by the lease; to do their part fully by the lessees; to give them even the benefit of any doubt, then require them to do their duty by you; pay the interest on the bonds, pay you your dividends promptly, and keep your road and its equipments fully up to its condition when let to them. Don't believe reports; wait and see for yourselves. If the lessees take any step or do any act to induce you to believe that their intentions are to run down and injure and then abandon the road, or fail to pay interest or dividends, then you have a right to seize the property and sue them for damages. When such a contingency occurs, or an evidence of clear intention is shown by the lessees to take any advantage of the stockholders, I will be as ready as any man to take steps to repossess the stockholders of their property, and secure proper damages; but let that event occur clearly first. The serious trouble about the stock receding so rapidly in price has been the error in supposing the company had reserved sufficient assets to pay the floating debts, but it is now fully ascertained that at the worst the next four years of three per cent. dividends will certainly relieve the last dollar of debt, and leave the company at the end of four years a six per cent. dividend paying stock guaranteed. This stock is then worth sixty to seventy cents on the dollar. No guarantee dividend six per cent. stock is worth less; and if I were to advise the stockholders to do anything, it would be to stand by the lease until the lessees clearly violated their contract—that would be time enough to quarrel.

I leave to the public judgment to make its own estimates of a man or newspaper, who would make such an attack upon the character of any man as the *Avalanche* has upon me, in his absence from home, with shattered health and unable to enter into controversy. I am very willing, also, to be judged by those who have known me longest and best in a city where I have toiled for nearly thirty years, and they will readily decide which has done most for that city—the *Avalanche* or myself.

Respectfully, SAM TATE.

RICHARDSON ON ALCORN.

An Answer to the Louisville Courier-Journal's Article on the Mississippi Senator.

A Nice Little Quarrel as it Stands—Hands Off!—Let Them Fight it Out.

All About that College Scrip—Thieving Carpetbaggers and Adventurous Printers.

[From the Grenada Sentinel.]

JACKSON, MISS., August 13.—An article, apparently "editorial," but evidently written by a notorious adventurer who "went through" this State and several of its innocent inhabitants, appeared some days ago in the *Courier-Journal*. Richardson is his name. He came down here from Memphis, and to Memphis from the slums of some northern city. In Memphis he kept a billiard saloon, but politics seized him and he learned to sling a filthy pencil instead of a cue. He once had the audacity to proffer Governor Alcorn a bribe. It was rejected, and Richardson, spurned and balked of his purpose to rob the State, swore eternal enmity to Alcorn. This is no figurative language, but the simple, literal, unvarnished truth. He has been hounding Alcorn's steps from that time forth. Governor Alcorn informed the writer at the time that Richardson said he (the governor) would be fiercely assailed in the New York and Chicago *Tribunes*. Sure enough, one of Richardson's letters appeared in Greeley's paper. It was a "fearful exposure" of Governor Alcorn's villainy, and of the vices of the southern people. Governor Alcorn wrote to Mr. Greeley stating all the facts involved, and from this began Greeley's relentless war upon carpetbaggers. The odium that attaches to this class at this hour sprang from Mr. Greeley's utter detestation of this fellow Richardson. The carpetbaggers as a class should love him, and nobody questions the exalted esteem in which such an adventurer is held by honest people everywhere. He takes up historical events incident to Alcorn's administration as governor, and couples with them, with seeming truthfulness, events that never occurred. No one not thoroughly familiar with minor facts could correct this man's statements. "Alcorn appointed members of the legislature to office in order that he might control the legislature." How strange is this and what a fool was Alcorn. The very moment that Alcorn conferred a judgeship the recipient was beyond Alcorn's reach. Such a judge, conscious that he was suspected of adhesion to Alcorn "for a reason" would certainly use the first opportunity to show his lofty independence. Alcorn was never accused of being a fool, and Richardson as the writer for the *Courier-Journal*, or his "cub," is grievously at fault.

THE COLLEGE SCRIP

was sold by Governor Alcorn for the best possible price. Only one or two States sold on terms as advantageous to the people as Mississippi. Kentucky sold at sixty cents, Maryland and others at seventy-five cents, and Alcorn at ninety cents on the dollar. Besides, Alcorn paid no commissions and charged none as befel other States. Sixty thousand dollars in October were deposited in bank at Memphis until the legislature met two and a half months afterward. It was not kept at Jackson because that city was not secure; Richardson was still running around, and everybody knew that the treasury vaults were no safe depository for such a sum at such a time. Alcorn was individually and personally responsible for the money and had the perfect right to secure it as he pleased.

THE SCRIP QUESTION.

Alcorn did not buy State scrip because the law he sought to have enacted authorizing it was defeated. He wanted further legislation to carry out his plan of investing the fund for the State, and therefore held the money.

WHAT BECAME OF IT.

Governor Alcorn paid the money over to the present chief-magistrate of the State, the law for its use was perfected under Alcorn's advice, and at this hour the college land-fund of Mississippi produces a greater revenue and does more good than the same fund in any American State. Three-fifths of the interest is paid to Alcorn university, and two-fifths to Oxford. The legislature investigated and approved all that Alcorn did, and yet a newspaper is imposed upon by the prince of carpetbaggers, and, perverting every fact, so confounds truth and error that people are wholly misled, and Alcorn is utterly wronged. The *Courier-Journal* should know that

THE PRESENT GOVERNOR

has been charged with speculation in State warrants. This I do not believe to be true; but until this adventurous billiardist gave the cue to the *Courier-Journal*, it was never asserted that Alcorn was a speculator in public funds. No political or partisan enemy of Senator Alcorn has ever charged him with corruptness or with the subordination of official power to ends of personal gain. A model carpetbagger invents the story, and an excellent newspaper gives it publicity.

ANOTHER JOB.

It is a notorious, unquestioned fact here that the *Pilot* combined with others to plunder the treasury. It did secure thirty thousand dollars. Alcorn defied it and its coadjutors, and wrested from it the public printing, and gave it to the *Leader*, which sought to induce the white masses to come to Alcorn's support. The Ames-carpetbag-*Pilot*-party toiled for the *Pilot*, and enjoined the *Leader*. The latter family won the suit. But the contest between Alcorn and the *Pilot* went into the legislature. Democrats held the balance of power, and to their shame be it said, Alcorn was beaten and the *Pilot* won. When Senator Alcorn was thus struck down Ames was lifted up, and to this event, at this hour, he owes his potency in Mississippi. And I am ashamed to confess it, Mississippian as I am, having spent here the best part of my life and having been born in an adjacent State, I am ashamed to confess it, that the ambition of certain Democratic leaders is such that they prefer a man, Ames, who disgraces the State, and represents it in nothing, to Alcorn, who is a gentleman everywhere, and in intelligence and good breeding and in appearance does honor to the commonwealth that surely most needs respect and honor abroad and at home.

THE BLACKBALLING BILLIARDIST.

As to this fellow Richardson, whose old stories are revamped and reproduced as editorial matter in the *Courier-Journal*, even after Greeley spewed them up with unutterable disgust, it is only needful that I should show how baseless are his leading assertions. Minor propositions are of little moment but as devoid of truth as those already noticed.

FREE-THINKER.

TO PLANTERS

—AND—

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R. W. HICKMAN.

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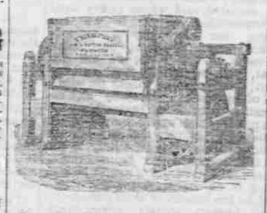

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